



Comhairle Chontae na Gaillimhe
Galway County Council

Draft **Loughrea Local Area Plan** 2024-2030

February 2024

Chief Executive Report on Draft Plan Submissions Received

Draft Loughrea Local Area Plan 2024 – 2030

Chief Executive Report on Submissions Received on the
Draft Loughrea Local Area Report 2024 – 2030

Chief Executive Report

Forward Planning
Galway County Council
Áras an Chontae
Prospect Hill
Galway



Comhairle Chontae na Gaillimhe
Galway County Council

1.0 Chief Executive's Report Introduction

1.1 Legislative Requirements Relating to the Local Area Plan

The Draft Loughrea Local Area Plan (LAP) 2024-2030 has been prepared in accordance with the legislative framework for planning and development, including the following:

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

LAP's, including the Loughrea LAP 2024-2030, shall be consistent with the policy objectives of the Galway County Development Plan (GCDP) 2022 - 2028, its Core Strategy and the Regional Spatial and Economic Strategy for the North-West Region 2010-2032 and National Planning Framework 'Project Ireland 2040'. Local Area Plans must also have regard to Ministerial Guidelines under the Planning and Development Act 2000 (as amended) and be in accordance with National and European legislation.

1.2 Chief Executive's Report to the Elected Member

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

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

- (i) List the persons who made submissions or observations.
- (ii) Summarise the issues raised by the persons in the submissions or observations.

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

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

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

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

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

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

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

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

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

1.3 Structure and Content of the Chief Executive's Report

1.3.1 Issues, Responses and Recommendations

The Loughrea LAP 2024-2030 was placed on public display for 6 weeks, from Monday 24th November 2023 until Monday 15th January 2024 (inclusive). A public consultation drop-in session was held in Loughrea on Tuesday 5th December 2024. A Webinar Event was also held on Thursday 14th December 2023. All events were well attended. A total of **879** submissions was received within the public consultation period.

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

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

- Prescribed Authorities
- General Public and Other Persons/Bodies

The issues raised by the Prescribed Authorities have been dealt with separately first. The Prescribed Authorities are specified in relation to Local Area Plans under the Planning and Development Act 2000 (as amended), the Planning and Development Regulations 2018 and the Planning and Development (SEA) Regulations 2004-2011. The remaining submissions include submissions from the general public, community and other stakeholders. All of the submissions received were individually examined in relation to the various issues raised. A summary of the issues raised in each submission is provided followed by the response and recommendation of the Chief Executive.

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

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

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

1.3.2 Appendices

This includes a list of all submissions received on the Draft Loughrea LAP 2023-2029 including any late submission(s).

- Appendix A – Grouping (in theme format) of Submission received on Draft Loughrea Local Area Plan 2024 – 2030
- Appendix B – Updated Infrastructure Assessments
- Appendix C - Updated Local Transport Plan
- Appendix D - List of Submissions Received

2. Submissions

Office of Planning Regulator

GLW-C79-437

The Office of Planning Regulator (OPR) acknowledges the considerable and evident work that was put into the preparation of the Draft LAP including the Local Transport Plan (LTP).

Recommendations issued by the OPR related to clear breaches of the relevant legislative provisions of the national and regional policy framework and/or the policy of Government. The Planning Authority is required to implement or address recommendations made by the OPR to ensure consistency with relevant policy and legislative provisions.

Observations take the form of a request for further information, justification on a particular matter, or clarification regarding provisions of a plan on issues that are required to ensure policy alignment.

The OPR welcomes the inclusion of an infrastructure assessment which identifies the infrastructure capacity and access to the infrastructure of new residential sites as well as commercial/employment zoned lands. This provides an appropriate evidence-base for individual land use zoning objectives. The OPR notes the total area of lands proposed to be zoned New Residential in the Draft LAP is consistent with that required to meet the core strategy under the GCDP 2022 – 2028. The OPR generally accepts the lands zoned are well located, services and that in some cases there are extant planning permission or live planning applications for development lands.

The OPR welcomes the approach to the zoning of employment land and is satisfied that there is a sufficient quantum of land zoned in the Draft LAP. The OPR welcomes the inclusion of policy objectives LSST 19, LSST 20 and LSST 23 which will ensure that there is appropriate development to support employment in the town.

The OPR welcomes the commitment in the GCDP 2022 – 2028 that there '...will be a general presumption against out of town retail development'. This coupled with the Draft LAP policy objective LSST which intends to 'protect and enhance the vitality and viability of the town centre by ensuring that it remains the primary retail, commercial and mixed-use centre in the town ...', will ensure the protection of the town centre.

The Office also welcomes the focus of the Draft LAP in relation to the improvement of the tourism facilities with the intention of improving Slow Tourism. An increase in visitors can provide additional employment opportunities, and the location of the Loughrea provides an ideal natural feature that can be promoted for tourism purposes.

The OPR has identified a concern regarding the residential zoning of individual dwellings or small pockets of isolated one-off dwellings in areas otherwise zoned Agriculture or Open Space. The submission also included a recommendation The submission also included a recommendation ensure better integration of the LTP in the Draft LAP.

The Office requests the local authority to pay particular attention to the observation concerning Flood Risk Management, which would ensure greater clarity and robustness in relation to protecting the people, property and the environment.

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

1. Consistency with Development Plan, Core Strategy, Residential Zoning and Compact Growth

The Office considers the housing targets, the overall land use zoning objectives and the policies and objectives of the Draft LAP to be generally consistent with the GCDP 2022 – 2028 and its core strategy.

The OPR are satisfied that the lands zoned Residential Phase 1 and Residential Infill will ensure a sufficient supply of zoned land is consistent with the Core Strategy of the GCDP 2022 – 2028.

The OPR notes it is also evident that the Draft LAP seek to consolidate the town and avoid unnecessary urban sprawl by zoning residential lands with the boundary of the proposed relief road in accordance with the regional objective for compact growth, RPO 3.1 and RPO3.2, as well as policy objective CS 2 of the GDCP 2022 – 2028.

The OPR notes, however, that there are isolated individual or groups of houses zoned Residential Existing, located in areas otherwise zoned Agriculture or Open Space/Recreation and Amenity. For example, lands on the western side of Lake Road, further south on the eastern side of Lake Road, and in the Mount Pleasant area.

The OPR consider that these small pockets of isolated one-off dwellings undermine the principles of compact growth and sequential development criteria, resulting in dispersed patterns of residential development which are not contiguous to the urban envelope and exacerbate ribbon development and urban sprawl. The development of these lands would be inconsistent with the provision of the GCDP 2022 – 2028, in partial sections 2.4.4 Future Settlement Growth which targets consolidated growth of the settlement, with a significantly high proportion of housing in the existing built-up footprints of each settlement and further developing settlement in a sequential manner to ensure town centre are strengthened by developing underutilised land and buildings. Moreover, the approach would be inconsistent with the policy and objective for a sequential approach to development in section 6.2.3 of the Development Plans, Guidelines for Planning Authorities (2022).

Recommendation 1 – Existing Residential

Having regard to the provision of new homes at locations that can support compact and sustainable development, and in particular to:

- the core strategy of the Galway County Development Plan 2022 – 2028 and the otherwise sufficient supply of land zoned for residential use;
- the provision of section 2.4.4. Future Settlement Growth of the Galway County Development Plan 2022 – 2028 and objectives to develop settlement in a sequential manner;
- the policy and objective for a sequential approach to development in section 6.2.3 of the *Development Plans, Guidelines for Planning Authorities (2022)*; and
- *Local Area Plan, Guidelines for Planning Authorities (2013)* (LAP Guidelines), Chapter 6,

the planning authority is required to amend the Existing Residential zoning objectives on lands associated with the isolated pockets of dwellings predominately located to the peripheries of the draft LAP boundary to Agriculture or Open Space to ensure that the zoning reflective of the location of the housing in peripheral and isolated locations.

Chief Executive's Response

Noted. A further review of the Existing Residential zoning objectives was undertaken. As part of the preparation of the Draft Loughrea Local Area Plan, additional lands were zoned to the south of the town on the Lake Road. Individual parcels of land were zoned to reflect the existing use/potential use as envisaged in the Local Area Plan. The Planning Authority notes the concerns of the OPR in their submission in relation to these isolated individual residential units. In relation to the Lake Road area, it was considered appropriate to zone lands to reflect the importance of Loughrea Lake and its potential as a tourism asset. This was the justification for the settlement boundary extension compared to the 2012-2022 Local Area Plan. The lands that reflect existing Residential units are zoned Existing Residential Zoning. Table 1.6 Land Use Zones Residential Existing contains a policy objective as follows *"To protect and improve the residential amenities of existing residential areas"*. *The description of this zoning is as follows "*. To provide for house improvements, alterations, and extensions of residential development in accordance with principles of good design and protection of existing residential amenities".

As outlined in Table 1.6 it is considered that the residential existing zoning as per the Draft Loughrea LAP reflects the existing use of individual parcels of land. Any future development of these individual plots of land where there are existing residential units and are all individually owned will be assessed in accordance with Table 1.6 of the Loughrea Local Area Plan.

Chief Executive's Recommendation

No Change.

2. Town Centre and Regeneration

2.1 Regeneration Projects

The OPR acknowledged and welcomed the inclusion of a number of policy objectives in the Draft LAP to regenerate and revitalise the town centre. The identification of five centrally located Opportunity Sites are welcomed. The OPR notes the site by reason of their location and character, have the potential to deliver compact quality mixed use development close to all amenities that Loughrea has to offer, consistent with policy CGR 12 of the Development Plan.

The Draft LAP provides a clear policy framework to support the development of the public realm, including policy objective LSST 11 which sets out projects to be undertaken subject to resources. Examples of these projects include the feasibility of a town centre market, undertaking a façade improvement program as well as measures relating to the LTP such as car park management.

The OPR welcomes the identification of these projects in the Draft LAP, further details should be

considered, including timelines and phasing details in relation to the delivery of the town centre management projects, which could be provided in the Draft LAP, to ensure their implementation during the lifetime of the LAP.

Observation 1 – Delivery of Regeneration Projects

The planning authority is requested to review policy LSST 11 and provide clearer policies and objectives regarding the delivery and phasing of these projects, including provisions of timelines.

Chief Executive’s Response

Noted. The wording of policy objective LSST 11 has been reviewed considering the comments from the OPR. It is not considered necessary to include additional wording as the policy objective reflects the implementation measures from the LAP and LTP. These documents have been prepared in close collaboration with the Roads and Transportation section and as a result the implementation of policy objective LSST11 will be carried out by the measures included in the plan and in the LTP. As part of the preparation of the LTP there was clear indication given by the Local Authority that these transport strategies will be implemented during the Local Area Plan.

Chief Executive’s Recommendation

No Change.

2.2 Vacancy

The OPR notes that the Northern and Western Regional Assembly’s (NWRA) *Regional Vacancy and Dereliction Analysis* (2022) identifies a commercial vacancy rate of 11.5% and a residential vacancy rate of 4.0% in Loughrea. Furthermore, section 5.10.1 of the GCDP 2022 – 2028, notes the high vacancy rate present in Loughrea (quoted at 16.8%)

The OPR states, that there are no specific policy objectives to address the issues of vacancy within the town centre, although it is noted that policy objective LSST 22 promotes and facilitates the reuse of underutilised or vacant lands. The OPR, states it is important however that the Draft LAP identifies the critical measures and/or actions the planning authority will use to address vacancy. This should apply not only to underutilised lands but also to vacant shops and/or vacant buildings.

To demonstrate the effectiveness of the planning authority's approach, the Draft LAP should also include measurable targets for the resolution of vacancies and proposals for the monitoring of the same. It is noted that the GCDP 2022 – 2028 (policy CGR 8 and CGR 13) has outlined policy objectives that support the approach outline, however, it is still considered that more details can be provided in the Draft LAP.

Observation 2 – Vacancy

Having regard to:

- the Galway County Development Plan 2022-2028;
- policy objectives CSA 2 Retail and Complimentary Uses, CS 4 Initiatives, and MM 1; and
- the Town Centre First: A Policy Approach for Irish Towns (2022),

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

Chief Executive’s Response

Noted. The Local Authority acknowledges the importance of Active Land Management in promoting and facilitating the re-use and redevelopment of vacant and underutilised lands. As outlined in the comments from the OPR there are policy objectives in the County Development Plan and in the Draft LAP that address vacancy. Upon a further review of the policy objectives, it is considered from a LAP perspective that the suite of policy objectives that will encourage the use of vacant underutilised sites. In addition, it is expected that a review of the Galway County Development Contribution Scheme will consider having measures available that would encourage the use of these brownfield sites with a reduced development contribution scheme.

Chief Executive’s Recommendation

No Change.

3. Transport and Accessibility

The OPR welcomes the LTP prepared on behalf of the Planning Authority having regard to the Area Based Transport Assessment approach which informs the Draft LAP.

This has the potential to deliver an integrated approach to land use planning for Loughrea and in, tandem with compact growth, achieve a shift from private car transport to active sustainable modes (walking and cycling) and public transport, consistent with RPO 6.27. A significant shift to active and sustainable modes will be necessary to enable Ireland to achieve its mandatory climate action targets under the *Climate Actions and Low Carbon Development Act 2015*, as amended, to reduce greenhouse gas emissions by 51% by 2030, with a commitment to achieve carbon neutrality by 2050.

The LTP identifies options for improving transport and movement within, to and from Loughrea and a list of options are included to overcome some of the weaknesses identified in the baseline assessment. The preferred options are identified and include pedestrian improvements in the town's core streets, cycling improvements, public transport improvements and road transport improvements. Specific schemes include an objective for six park and stride locations, cycling

training including maintenance, behavioral changes etc., all designed to contribute to the accessibility of the town by sustainable modes of travel. Notwithstanding the general policy objective to support the implementation of the LTP and support active travel infrastructure, the Draft LAP does not provide details of how the LTP will be implemented.

The OPR outlined the Draft LAP would therefore benefit from enhanced integration and synergy between the Draft LAP and the LTP and a clearer policy approach that provides more policy support to the proposed interventions. There should be a clear policy to ensure compliance with the active travel interventions proposed under each of the proposals detailed under section 6 of the LTP to give a greater weight and statutory effect to the proposals of the LTP.

The Draft LAP should also provide a clear mapping of the interventions required to support the delivery of the LTP and objectives to support the key projects, particularly those that will deliver improvements to the walking and cycling network, to ensure that sustainable transport options can be delivered in the town. This approach would be consistent with RPO 6.28.

The OPR noted the LTP should be reviewed as the Accessibility to Opportunities and Services (ATOS) analysis has not been included and this data will provide key information to inform the accessibility from residential areas to educational facilities.

In regard to regional roads, it is noted that the Gort-Loughrea Road (R380) is a restricted regional road. This is addressed as part of DM Standard 27 of the GCDP 2022 – 2028. The OPR noted that the N56 bounds the town, and this is an important secondary national route. In this regard, it is noted in the submission of Transport Infrastructure Ireland (TII) the need to include a policy objective to protect the operations of the national route.

Recommendation 2 – Transport and Mobility
<p>Having regard to:</p> <ul style="list-style-type: none">• section 15 of the Climate Action and Low Carbon Development Act 2015, as amended;• RPO 6.27 and 6.28;• ILUTP 3, CCTPS 3 and DM Standard 27 of the Galway County Development Plan 2022-2028; and• section 2.7 of section 28 <i>Guidelines Spatial Planning and National Roads Guidelines for Planning Authorities (2012)</i>,• <p>the planning authority is required to:</p> <ol style="list-style-type: none">i. review section 2.9 – Transportation and Movement – Local Transport Plan (LTP), as well as section 4.0 Policy Objectives, to provide clearer policies and objectives regarding the delivery and phasing of the key infrastructural requirements of the LTP, particularly those interventions and measures required to enhance pedestrian and cycling infrastructure in the town. In particular, further details should be provided of the interventions illustrated as part of Figure 4 – Emerging Preferred Strategy of the draft LAP;

- ii. include policies, in the draft LAP, to ensure the protection of the national road network and non-national roads that have been identified as not being able to facilitate additional access points as per DM Standard 27 of the Galway County Development Plan 2022-2028. Consultation with TII is advised in relation to this matter; and
- iii. review the LTP and integrate the ATOS analysis into a revised LTP.

Chief Executive's Response

Noted.

(i) Where new development is proposed to take place within the Settlement boundary of Loughrea, active travel and public transport measures proposed within the LTP serving the relevant lands will be delivered in a timely fashion to support the sustainable development of these areas. Through the planning process, all new major residential or employment developments (including expansion of existing) in Loughrea, will be required to provide active travel infrastructure throughout the proposed developments, integrated with the wider active travel network and the proposed set of measures outlined in this LTP. This is to ensure future residents/employees are provided with a choice of sustainable transport modes at the outset, and that connectivity across the network is maintained as Loughrea is developed into the future. The preparation of the LTP is a joint initiative and collaboration with the Planning Directorate and the Infrastructure & Operations Directorate and this partnership will be progressed with the implementation and advancement of the LTP measures.

(ii) Whilst the policy objectives developed for the LTP focus on the need to improve travel by sustainable modes in Loughrea, in accordance with DoECLG Section 28 Ministerial Guidelines 'Spatial Planning and National Roads Guidelines for Planning Authorities', an overarching aim in the development of all LTP transport measures is the need to safeguard the strategic function, capacity and safety of the existing national road network in the Plan area. Chapter 6 Transport and Movement, Policy Objective NR1 Protection of Strategic Roads of the GCDP 2022 - 2028 seeks to protect the strategic transport function of national roads, including motorways. Policy Objective NNR 1 Restricted Regional Roads proposes to safeguard the capacity and safety of Restricted Regional Roads and NNR 2 Safeguard Regional and Local Roads to safeguard the carrying capacity and safety of the County's regional and local road network. It is not considered necessary to

(iii) ATOS analysis will be incorporated into the Final LTP

Chief Executive's Recommendation

- (i) No Change
- (ii) No Change
- (iii) ATOS analysis will be incorporated into the Final LTP

4. Flood Risk Assessment

The OPR welcomes the preparation of a Strategic Flood Risk Assessment (SFRA) to inform the Draft

LAP. The SFRA identifies lands within Flood Zone A and B, referred to as Constrained Land Uses in the Draft LAP.

While the inclusion of the Flood Risk Assessment area on Map 3 in the schedule of maps is welcomed, the planning authority should overlay the extent of the Flood Zone A and B on the Land Use Zoning Maps (Map 1) for greater transparency, especially since zoned land that can accommodate vulnerable uses encroaches into the defined flood risk areas. For example, the avoidance of doubt means identifying Flood Zone A and B separately.

In this regard, it is worth considering the approach in the Newcastle West LAP 2023 – 2029, which is a good example of such an approach. Consultation with the OPW is advised in relation to this matter.

The Office notes the SFRA has considered climate change scenarios, however, following the OPR’s consultation with the OPW, it is considered that there is an opportunity to clarify how climate change scenarios have been considered in the Draft LAP and consultation with the OPW should be sought on this matter.

The OPR notes there have been minor flood works undertaken in the last decade. As such, it is considered that a register of flood risk infrastructure would be beneficial in the Draft LAP.

Observation 3 – Flood Zone Mapping
<p>Having regard to:</p> <ul style="list-style-type: none">• National Policy Objective 57; and• and The Planning System and Flood Risk Management Guidelines for Planning Authorities (2009), <p>the planning authority is requested to:</p> <ol style="list-style-type: none">i. overlay the extent of Flood Zones A and B (separately) on the land use zoning maps in the draft LAP to inform zoning decisions and provide for greater transparency;ii. review the climate change scenarios outlined as part of the SFRA; andiii. include a register of flood risk infrastructure with the LAP. <p>The planning authority is advised to consult with the Office of Public Works in relation to this observation.</p>

Chief Executive’s Response

Noted.

- (i) As a result of the comments from the OPR, the flood zones were overlaid to review and it is considered that the mapping as per the Draft Plan is appropriate and is similar to the suite of Local Area Plans that have been prepared and adopted by Municipal Districts in the last two years. All mapping once the LAP is adopted is available on the GIS Map view and Galway County Council Open Portal Data which is available for all interested parties to view. The layers are clearly identifiable, where an individual can

select the appropriate layers which differentiates Flood Zone A and B.

- (ii) Future scenario datasets have been mapped by and are available within the SFRA. These datasets have been considered in the preparation of the Plan, including its various provisions relating to flood risk management. It is considered that the following text would be included in the plan as follows: **The flood risk management provisions of this Plan explicitly integrate climate change considerations and have been informed by future scenario datasets (mapped in the accompanying SFRA). This includes Policy Objectives LSST 62 “Climate Change and Local Renewable Energy Sources”, LSST 68 “Flood Risk Management and Assessment”, LSST 73 “Flood Risk Assessment and Climate Change” and LSST 77 “Flood Risk Management”.**
- (iii) It is not considered warranted for the LAP to identify a register of key flood risk infrastructure This would be dealt specifically with the Loughrea Area Office and would possibly be amended within the lifetime of the plan outside of the plan making process.

Chief Executive’s Recommendation

- (i) No Change
- (ii) Insert Text as follows under section 2.11 Flood Risk Management:
The flood risk management provisions of this Plan explicitly integrate climate change considerations and have been informed by future scenario datasets (mapped in the accompanying SFRA). This includes Policy Objectives LSST 62 “Climate Change and Local Renewable Energy Sources”, LSST 68 “Flood Risk Management and Assessment”, LSST 73 “Flood Risk Assessment and Climate Change” and LSST 77 “Flood Risk Management”.
- (iii) No Change

4.1 SuDs and Nature Based Solutions

The OPR welcomes the approach in the SFRA in respect of Sustainable Urban Drainage Systems (SuDS) as outlined in section 3.5 of the SFRA. However, the OPR considers there is an opportunity to strengthen the Draft LAP in relation to implementing section 3.5 of the SRFA, particularly in relation to the five Opportunity Sites identified in section 3.0 of the Draft LAP.

Observation 4 – SuDs and Nature Based Solutions
Having regard to the integration of climate action into the planning system, the planning authority is requested to include a robust framework and guidance in relation to the identification and use of SuDS and nature based solutions, including green infrastructure objectives, in the five Opportunity Sites identified in section 3 of the draft LAP.

Chief Executive's Response

As provided for by measures integrated into both the existing, already in force, GCDP 2022 – 2028 and the Draft Loughrea LAP 2024 – 2030 (including the measures reproduced at Section 4), new developments will be required to incorporate the requirement for Sustainable Urban Drainage Systems (SuDS) where appropriate. In combination, these provisions contribute towards a sustainable drainage strategy for the Plan area.

It is likely that some or all of the following SuDS techniques will be applicable to key development sites within Loughrea, including to manage surface water run-off:

- Rainwater Harvesting
- Green Roof
- Infiltration Systems
- Proprietary Treatment Systems
- Filter Strips
- Filter Drains
- Swales
- Bioretention System
- Trees
- Pervious Pavements
- Attenuation Storage Tanks
- Detention Basins
- Ponds and Wetlands

Each land use zoning objective, including those for opportunity sites, allows for a range of possible uses and the LAP, and associated County Development Plan, allow for a range of scales, heights, densities configurations/layouts and designs. The application of different SuDS techniques will be dependent on a combination of the site's characteristics and the development (when known) being considered.

Because of the infinite range of land use types and associated developments and designs that could occur on sites within the Plan area under this type of Plan, the guidance from the SFRA is to consider the full range of SUDs available, taking into account the recommendations and information provided above and below. On key development/opportunity sites, in particular, integrated and area-based provision of SuDS and green infrastructure may be appropriate in order to avoid reliance on individual site by site solutions.

The systems should aim to mimic the natural drainage of the application site to minimise the effect of a development on flooding and pollution of existing waterways. SuDS include devices such as swales, permeable pavements, filter drains, storage ponds, constructed wetlands, soakaways and green roofs. The integration of nature-based solutions, such as amenity areas, ecological corridors and attenuation ponds, into public and private development initiatives, is applicable within the provisions of the Plan and should be encouraged. Applications for development should take into account, as appropriate, the Department of Housing, Local Government and Heritage's (2022) "Nature-based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas - Water Sensitive Urban Design - Best Practice Interim Guidance Document".

In some exceptional cases, and at the discretion of the Council, where it is demonstrated that SuDS devices are not feasible, approval may be given to install underground attenuation tanks or enlarged pipes in conjunction with other devices to achieve the required water quality. Such alternative measures will only be considered as a last resort. Proposals for surface water attenuation systems should include maintenance proposals and procedures.

Further to the above, proposals for development should consider the Construction Industry Research and Information Association (CIRIA) SuDS Manual 2015 and any future update of this guidance and Greater Dublin Strategic Drainage Study documents in designing SUDS solutions, including the New Development Policy, the Final Strategy Report, the Code of Practice and “Irish SuDS: guidance on applying the GSDS surface water drainage criteria”.

It is however considered that there is merit to include the following text in each of the Opportunity Sites as follows.

Chief Executive’s Recommendation

Insert Text as follows in section 3.0 for each of the Opportunity Site:

Proposals for that development within each of the opportunity sites shall be required to demonstrate compliance with the provisions of this plan relating to sustainable drainage systems and green infrastructure, including Policy Objective LSST 70 “Water Drainage and Sustainable Drainage Systems (SuDs)” and the “Sustainable Urban Drainage Systems and Surface Water Guidance and Strategy” outlined under Section 3.5 of the SFRA.

5. Climate Change

The OPR welcomes that considerations regarding climate mitigation and adaptation are integrated in the Draft LAP. The inclusion of policy objectives LSST 61 and LSST 62, promotes and encourages development resilient to climate change. These measures are important in terms of the objective to reduce our carbon footprint by integrating climate action into the planning system in support of national targets for climate policy mitigation and adaptation objectives.

6. Economy and Employment

Economic activity is identified at the outset of the Draft LAP (section 1.1.1) as one of the strategic aims of the Draft LAP to promote economic development in Loughrea.

Promoting Loughrea as a destination for businesses and growing the local economy to an appropriate scale is acknowledged as a key issue and challenge for the town in section 1.3. This is particularly noted in the context of Loughrea being identified as a Self-Sustaining town in the GCDP 2022 - 2028.

It is noted that the Business and Enterprise lands directly to the north of the town centre are greenfield lands and allow for new economic development. Given the proximity of these lands to the town centre, this is consistent with the approach of compact growth and supports the growth of the town in a sustainable manner. Further, the Office acknowledges that the quantum of land zoned Town Centre is greater than some towns in County Galway that are placed higher on the

settlement hierarchy. The Office notes that this is a reflection of the historical nature of Loughrea and as such includes retail, commercial residential and employment uses. The Office welcomes this approach in the Draft LAP and considers that the quantum of lands zoned for employment uses provides an appropriate strategy for the sustainable development of the town.

7. Environment, Heritage, and Amenity

The OPR acknowledges the preparation of an Environmental Report and Natura Impact Report for the Draft LAP. Further, the OPR notes the inclusion of policy objectives for architectural heritage, archaeological and natural heritage and European designated sites. The Office also welcomes the inclusion of policy objectives, which relate directly, or indirectly, to surface water management policies and the use of SuDS, (DM Standard 2 and LSST 70), to support the protection of waterbodies and watercourses (LSST 71), European Sites (LSST 63) and areas of high biodiversity value (LSST 65).

Chief Executive's Response

Noted.

Chief Executive's Recommendation

No Change.

8. Implementation and Monitoring

Having reviewed the Draft LAP, the OPR notes and welcomes that LSST 9, Implementation and Monitoring, provides for the monitoring of the core strategy. There is, however, no other implementation and monitoring policy and objectives included in the Draft LAP. Section 6.5 of the LAP Guidelines states that planning authorities are encouraged to periodically review the success or otherwise of the implementation of the policies and objectives of a LAP by effective monitoring systems. Furthermore, the review of the development plan as required by section 15 of the Act, will provide an opportunity to review the policy objectives of the LAP, particularly where policy objectives overlap between the development plan and the adopted LAP.

Observation 5 – Implementation and Monitoring

Having regard to the duty and function of the planning authority under section 15(1) and 15(2) of the *Planning and Development Act 2000*, as amended, the planning authority is required to provide for plan for implementation and monitoring as part of the LAP.

Note: Chapter 10 of the *Development Plans, Guidelines for Planning Authorities* (2022) provides useful guidance in this regard.

Chief Executive's Response

Noted. It is considered that the policy objective LSST 9 and the review that the Development Plan

will be undergoing as part of the midterm review will provide a mechanism for the monitoring of policy objectives. The developments permitted and commenced with the town envelope will be monitored on a database.

Chief Executive’s Recommendation

No Change.

9. Implementation and Monitoring

Having reviewed the Draft LAP, the OPR notes and welcomes that LSST 9, Implementation and Monitoring, provides for the monitoring of the core strategy. There is, however, no other implementation and monitoring policy and objectives included in the Draft LAP. Section 6.5 of the LAP Guidelines states that planning authorities are encouraged to periodically review the success or otherwise of the implementation of the policies and objectives of a LAP by effective monitoring systems. Furthermore, the review of the development plan as required by section 15 of the Act, will provide an opportunity to review the policy objectives of the LAP, particularly where policy objectives overlap between the development plan and the adopted LAP.

Observation 5 – Implementation and Monitoring
Having regard to the duty and function of the planning authority under section 15(1) and 15(2) of the <i>Planning and Development Act 2000</i> , as amended, the planning authority is required to provide for plan for implementation and monitoring as part of the LAP.
Note: Chapter 10 of the <i>Development Plans, Guidelines for Planning Authorities</i> (2022) provides useful guidance in this regard.

Chief Executive’s Response

Noted. It is considered that the policy objective LSST 9 and the review that the Development Plan will be undergoing as part of the midterm review will provide a mechanism for the monitoring of policy objectives. The developments permitted and commenced with the town envelope will be monitored on a database.

Chief Executive’s Recommendation

No Change.

Prescribed Authorities			
Submission No.	Submission Name	Summary of Issues Raised in Submission	Chief Executive's Response
GLW-C79-294	Office of Public Works	<p>A comprehensive submission has been received from the OPW.</p> <p>The OPW, as lead agency for Flood Risk Management in Ireland, welcomes the opportunity to comment on the Draft Loughrea LAP 2024-2030. This submission is made specifically regarding flood risk and the application of the Guidelines on the Planning System and Flood Risk Management (DECLG/OPW, 2009), hereafter referred to as the 'Guidelines'. Further submissions on the draft Plan may be made by the OPW regarding the estate portfolio, heritage, and other areas of responsibility.</p> <p>The OPW welcomes the acknowledgement of the Guidelines and the preparation of a Strategic Flood Risk Assessment (SFRA). In particular, the OPW welcomes:</p> <ul style="list-style-type: none"> • The commitment to manage flood risk in accordance with the Guidelines and circular PL02/2014, supported by Policy Objectives LSST67,68 and 69; • Development Management Standards 2 and 3 supported by policy objective LSST72 • Policy objective LSST 76 requiring inclusion of specific flood risk mitigation measures in any application for development in any area vulnerable to flooding 	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p>

		<p>The following comments highlight opportunities that should be addressed for the Draft Plan before it is finalised:</p> <p>Flood Zone Mapping Map 1A shows constrained land use zoning overlaid on land use zoning, and Map 3 includes Flood Zones A and B. It is stated that it would be beneficial if Flood Zones A and B were also overlaid on the land use zoning mapping.</p> <p>It is referenced that Galway County Council may consider omitting Flood Zone C from the mapping, as this is all areas not covered by Flood Zones A and B.</p> <p>PFRA Pluvial Mapping It stated that Section 3.5 of the SFRA sets out that “PFRA indicative pluvial maps (2012) are not considered to be reliable for the purposes of zoning or decision making” PFRA indicative pluvial maps should no longer be used for any purpose, and pluvial risk assessments should be carried out by the planning authority.</p> <p>Register for Key Flood Risk Infrastructure Mitigation measures have been constructed in Loughrea through the OPW Minor Flood Mitigation Works and Coastal Protection Scheme. It is requested that consideration be given to include a register of key flood risk</p>	<p>The flood zones were overlaid to review, and it is considered that the mapping as per the Draft Plan is appropriate and is similar to the suite of Local Area Plans that have been prepared and adopted by Municipal Districts in the last two years. All mapping once the LAP is adopted is available on the GIS Map view and Galway County Council Open Portal Data which is available for all interested parties to view. The layers are clearly identifiable, where an individual can select the appropriate layers which differentiates Flood Zone A and B.</p> <p>Noted.</p> <p>Submission noted. It is not considered warranted for the LAP to identify a register of key flood risk infrastructure. This would be dealt specifically with the Loughrea Area Office and would possibly be amended within the lifetime</p>
--	--	---	---

		<p>infrastructure in the LAP where it would not otherwise be readily identified or protected from interference or removal.</p> <p>Consideration of Climate Change Impacts</p> <p>The OPW welcomes Climate Change and Local Renewable Energy Sources Objective LSST 62 to encourage development which is resilient to climate change by ensuring that development proposals demonstrate sustainable design principles including reducing flood risk.</p> <p>Climate change must be considered at the development management stage however planning authorities also need to consider such impacts in the preparation of plans.</p> <p>It is requested that clarification would be given as how climate change has been considered in the Draft Plan.</p> <p>Nature-based Solutions and SuDS</p> <p>The OPW welcomes policy objective LSST 70 promoting the use of SuDS, and the discussion in Section 3.5 Sustainable Drainage Systems and Surface Water Guidance and Strategy of the SFRA, which outlines the various Suds techniques that may be applicable in general to</p>	<p>of the plan outside of the plan making process. There would be no mechanism to ensure the register is up to date outside the of the LAP process.</p> <p>As identified under SFRA Section 3.4 “Sensitivity to Climate Change”: “Flood Risk Assessments shall apply the precautionary approach recommended in the Guidelines and shall be informed by the advice on the expected impacts of climate change and the allowances to be provided for future flood risk management provided in the OPW’s (2019) Flood Risk Management Climate Change Sectoral Adaptation Plan.”</p> <p>Policy objective FL 15 “Flood Risk Management” of the existing GCDP 2022 – 2028 is as follows: “Ensure each flood risk management activity is examined to determine actions required to embed and provide for effective climate change adaptation as set out in the OPW Climate Change Sectoral Adaptation Plan for Flood Risk Management applicable at the time.”</p> <p>Noted. It is considered that there is sufficient guidance in the GCDP 2022 – 2028 in terms of Nature-based Solutions.</p>
--	--	--	--

		<p>development sites in Loughrea. It is suggested that there should be specific objectives specific to nature-based type solutions.</p> <p>Further guidance on the likely applicability of different SuDS techniques for managing surface water run-off at the two opportunity sites may be considered. There are also a number of large undeveloped zonings, some which are adjoining each other, and Galway County Council could provide guidance for integrated, and area based provision of SuDS and green infrastructure that are appropriate in order to avoid reliance on individual site by site solutions.</p> <p>Supplied Justification Tests</p> <p>Previously developed community facilities (tennis club) zoned as “CF Community Facilities”</p> <p>As set out in the SFRA, this zoning has not satisfied all criteria of part 2 of the Plan Making Justification Test. The SFRA recommendation for this zoning is as follows: “See provisions repeated in Section 4 of this report including Footnote No. 6 from the Draft Plan’s “Land Use Matrix” (Table 1.6.1 of the Plan)” While the recommended text for Footnote No. 6 as set out in section 4.2 of the SFRA makes reference to this zoning, and specifically restricts development inappropriate to the level of flood risk, this text has not been included in Footnote No. 6 of the Land Use Matrix.</p> <p>Previously developed community facilities (St. Brigit’s College) zoned as “CF Community Facilities “</p>	<p>The Justification Tests will be reviewed as indicated on the accompanying updated SFRA (see Table 6 in Section 4) and land use zoning updated as relevant.</p>
--	--	---	---

		<p>Previously developed community facilities (St. Brigit's College) zoned as "CF Community Facilities"</p> <p>As set out in the SFRA, this zoning has not satisfied all criteria of part 2 of the Plan Making Justification Test. The SFRA recommendation for this zoning is as follows: "See provisions repeated In Section 4 of this report including Footnote No. 6 from the Draft Plan's "Land Use Matrix" (Table 1.6.1 pf the Plan)" While the recommended text for Footnote No. 6 as set out in section 4.2 of the SFRA makes reference to this zoning, and specifically restricts development inappropriate to the level of flood risk, this text has not been included in Footnote No. 6 of the Land Use Matrix.</p>	<p>Noted. Community Facilities has been updated in General Notes under Table 1.6.1 in the LAP as follows;</p> <p>6. Proposals for development within the "Open Space/Recreation & Amenity and Community Facilities" zoning must comply with The Planning System & Flood Risk Guidelines (2009) (or updated).Uses for lands along Lough Rea zoned "TI Transport Infrastructure" shall be limited in areas at elevated risk of flooding, as per the Flood Risk Management Guidelines, as follows;☒In Flood Zone A, uses shall be limited to water compatible uses;☒In Flood Zone B, uses shall be limited to less-vulnerable and water compatible uses (as per the Flood Risk Management Guidelines);These limitations shall take primacy over any related provision relating to the land use zoning matrix.</p> <p>Chief Executive Recommendation</p> <p>Update General Notes under Table 1.6.1 in the LAP</p> <p>6. Proposals for development within the "Open Space/Recreation & Amenity and Community Facilities" zoning must comply with The Planning System & Flood Risk Guidelines (2009) (or updated).Uses for lands along Lough Rea zoned "TI Transport Infrastructure" shall be limited in areas at elevated risk of flooding, as per the Flood Risk Management Guidelines, as follows;☒In Flood Zone A, uses shall be limited to water compatible uses;☒In Flood Zone B, uses shall be limited to less-vulnerable and water compatible uses (as per the Flood Risk Management Guidelines);These limitations shall take</p>
--	--	--	---

			primacy over any related provision relating to the land use zoning matrix.
GLW-C79-398	Uisce Éireann	<p>A detailed submission was received from Uisce Éireann which details the scope of the Capital Investment Plan 2020-2024.</p> <p>Sustainable Drainage and Green-Blue Infrastructure Welcomes inclusion of Policy Objectives relating to SuDS and enhancement of green and blue infrastructure. The removal of stormwater from combined sewers, increasing capacity for foul drainage from new developments is relevant to the achievement of compact growth objectives in Loughrea.</p> <p>Planned road and public realm projects Development in proximity to Uisce Éireann assets should be in accordance with Standard Details and Codes of Practice. Diversion agreements will be required where an Uisce Éireann Asset is diverted or altered.</p> <p>Where planned development may impact on Uisce Eireann assets, early engagement on road and public realm projects is requested to ensure protection of public water services and ultimately minimise disruption.</p> <p>Availability of Water Services Zoning It is stated that a high-level review of the land-use zoning</p>	<p>Chief Executive’s Response:</p> <p>Noted. The comments from Uisce Éireann are noted. Ongoing engagement and collaboration will continue with the regulatory authority to aid the improvement in the service of water supply and wastewater within the plan area. Galway County Council will support the necessary improvements in relation to network extensions.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>

		<p>map has been carried out. Network extensions may be needed to serve some zoned sites. Localised network upgrades may also be required, particularly in areas served by sewers with a diameter of 150mm or less or watermains with a diameter of 80mm or less (for example opportunity sites 3 & 4 along with R1a, R1b, R1d, R2a, R2b, R2d, R2f, Ia, Ib, BEa, BEc, BEd, BEf, BTa, Ca, Cb, and Cd).</p> <p>It is stated that more significant network reinforcements are likely to be required to service the Phase 2 lands. The amount of land zoned Residential Phase 2 is over double that zoned Residential Phase 1. It is queried as to the level of Residential Phase 2 lands is unclear; a more focused approach would assist in effective forward planning for infrastructure needs and support compact growth objectives.</p> <p>To maximise the use of existing water services, we encourage phased sequential development in areas with existing water services infrastructure and spare capacity. Similarly, to maximise the capacity of existing collection systems for foul water, the discharge of additional surface water to combined (foul and surface water) sewers is not permitted. Where network reinforcements such as upgrades or extensions are required, these shall be developer driven unless there are committed Uisce Éireann projects in place to progress such works.</p> <p>Where Uisce Éireann assets are within a proposed</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p>
--	--	--	---

		<p>development site, these assets must be protected and/or diverted. If it is a possibility that Uisce Éireann assets will need to be altered or diverted as a result of a proposed development, a diversion agreement may be required. Further information on this process is available at: https://www.water.ie/conections/developer-services/diversions/.</p> <p>Additional site-specific comments are provided below, based on available GIS data:</p> <ul style="list-style-type: none"> • Sites R1a, R1b, R1c, R1g, R2a, R2e, R1k, R1h, Bea, Beb, Bed, Bec, Cc, Cb, Ca, Ia, Ib may be impacted by constraints at Station Road Storm Water Overflow (SWO). Applications will be assessed on an individual basis depending on their specific load requirements. Upgrades may be required to cater for significant developments. Refer also to section 2.2.2. • Site R1b – possible connection to sewer approx. 150m from the site along the road, or via estate to the south with short extension and possibly third party permissions. • Site R1k – extension of approx. 150m may be required to connect to the water network or connection via the adjacent estate’s network; third party permissions may be required. 	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p>
--	--	--	---

		<ul style="list-style-type: none"> • Site R2c – the nearest UÉ water supply is approximately 230m from the site, though there may be a private estate supply that the developer could connect to. • Site R2e – the nearest UÉ water supply and UÉ sewer are both approximately 170m from the site. • Site R2f – The nearest UÉ water supply is approximately 300m from the site across third party land. However, the developer may be able to connect into a private water supply that serves the neighbouring residential estate. • Site Ia- available network information in this area is limited and should be confirmed with local knowledge. • Site BEe – the nearest UÉ water supply is approximately 210m from the site. • Site BEf - the nearest UÉ public water supply and sewer are approximately 340m from the site. There is a private water supply pipe which is closer. • Site Cc – the nearest UÉ sewer is approximately 70m from the site. <p>It is stated that Uisce Éireann would be happy to engage further with Galway County Council in relation to the</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>
--	--	--	--

		<p>serviceability of sites as required. The above should be considered in the Infrastructure Assessment for the Draft Plan.</p> <p><u>Wastewater Infrastructure</u></p> <ul style="list-style-type: none"> • Wastewater Treatment Plants (WWTPs) <p>Loughrea WWTP is currently not in compliance with Wastewater Discharge License emission limit values but is capable of achieving at least Urban Wastewater Treatment Directive standards.</p> <p>Potential availability of capacity in this case would be dependent on any additional load not resulting in a significant breach of the combined approach as set out in Regulation 43 of the Waste Water Discharge (Authorisation) Regulations 2000, which is the responsibility of Galway County Council to determine. There is potential capacity available to cater for the projected population allocation; applications will be assessed on an individual basis considering their specific load requirements. Increased WWTP capacity may be required to cater for growth beyond this, or significant non-domestic developments was upgraded in recent years to increase capacity and improve treatment performance. There is potential capacity available to cater for the projected growth targets, applications will be assessed on an individual basis considering their specific load requirements.</p>	<p>Noted.</p>
--	--	---	---------------

		<ul style="list-style-type: none"> • Wastewater Networks Uisce Éireann and Galway County Council are continually progressing sewer rehabilitation activities, capital maintenance activities, etc. Uisce Éireann and Galway County Council will continue to monitor the performance of the networks to ensure that the most urgent works are prioritized as required. A network project to resolve capacity constraints, eliminate non-compliant combined sewer overflows recently commenced construction and will provide sufficient network capacity to cater for the targeted growth in the town. <p><u>Water Supply Infrastructure</u></p> <ul style="list-style-type: none"> • Water Supply and networks Following the interconnection of Loughrea to the Tuam RWSS in recent years, Loughrea town is now supplied by Tuam RWSS which is part of Corrib Water Resource Zone. Knockanima WTP is also in operation supplying parts of the wider Loughrea area. <p>Capacity is available to cater for population targets although Level of Service Improvements e.g. leakage reduction, network upgrades, may be required as demand increases. A hydraulic analysis of the trunk network in the Tuam RWSS is nearing completion and results are being assessed to identify constraints and inform future investment.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p>
--	--	---	---

		<p>The replacement of cast iron mains in Loughrea has recently commenced and will improve water quality and the Level of Service provided. Uisce Éireann and Galway County Council are continually progressing leakage reduction activities, mains rehabilitation activities and capital maintenance activities. Uisce Éireann and Galway County Council will continue to monitor the performance of the networks to ensure that the most urgent works are prioritized as required.</p> <ul style="list-style-type: none"> • Other comments and suggestions: <p><i>LSST 28 - Water Based Tourism</i> - Due regard must be had to the protection of water sources and infrastructure. Loughrea is partially supplied by Knockanima WTP which abstracts from Lough Rea</p> <p><i>2.10 Water Supply and Wastewater Treatment</i> - Suggested addition:....The capacity of the wastewater network west and south of Station Road is constrained due to issues associated with a stormwater overflow at Station Road in Loughrea</p> <p><i>LSST 62 Climate Change and Local Renewable Energy Sources</i> Suggested addition: promotion of water-efficient technologies in new development e.g. rainwater harvesting.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted. It is considered that the proposed wording is appropriate.</p> <p>Noted. It is considered that the proposed wording is appropriate.</p>
--	--	---	---

		<p><i>LSST 65 Biodiversity and Ecological Networks and LSST 71 Protection of Waterbodies and Watercourses</i></p> <p>Uisce Éireann welcomes objectives in relation to the proposed buffers including along the St Cleran’s River and its tributary; this will play an important role in protecting biodiversity and water quality. Notwithstanding this, the Draft plan should allow or access to and maintenance of existing Uisce Éireann infrastructure. Similarly, provision of new or upgraded assets may be required within riparian buffers, rivers, streams, wetland or natural floodplains in limited instances e.g. new outfalls, expansion of riverside WWTP sites, subject to proper planning and sustainable development.</p> <p>Environmental Reports</p> <p>The contents of this submission should be taken into account in the Environmental Reports.</p>	<p>Noted.</p> <p>Noted.</p> <p>Chief Executive’s Recommendation</p> <p>Insert new text as follows;</p> <p><i>2.10 Water Supply and Wastewater Treatment</i> - Suggested addition:....The capacity of the wastewater network west and south of Station Road is constrained due to issues associated with a stormwater overflow at Station Road in Loughrea.</p> <p>Insert new text as follows;</p> <p><i>LSST 62 Climate Change and Local Renewable Energy Sources</i></p>
--	--	--	--

			Suggested addition: promotion of water-efficient technologies in new development e.g. rainwater harvesting.
GLW-C79-858	Department of Housing, Local Government and Heritage	<p>A comprehensive submission was received from the Department. There were two appendices attached- Appendix 1 - Main Submission and Appendix 2 - Submission in relation to Built Heritage.</p> <p>Nature Conservation</p> <p>It is stated that the plan area includes a significant portion of two overlapping European Sites, Loughrea Rea Special Area of Conservation SAC) (site code: 000304) and Lough Rea Special Protection Area (SPA) (site code: 004134), the Department considers that this should be outlined in the introductory section of the plan, and the reasons for their designation should also be summarised.</p> <p>It is suggested that the following policy objectives would be amended:</p> <p>LSST 24 Open Space, Recreation and Amenity:</p> <p>It is suggested that the policy objective should be re-worded as follows:</p> <p>From: “Appropriate management and use of any areas of high biodiversity value”</p> <p>To: “Support the protection of habitats and species listed</p>	<p>Chief Executive’s Response:</p> <p>Noted. It is considered that the additional wording is not required to be replicated as Chapter 10 Natural Heritage, Biodiversity and Green/Blue Infrastructure of the Galway County Development Plan 2022-2028 contains detailed analysis with policy objectives of European Sites.</p> <p>It is considered that the wording as proposed is appropriate and should be amended as follows:</p> <p>From: “Appropriate management and use of any areas of high biodiversity value”</p> <p>To: “Support the protection of habitats and species listed</p>

		<p>in the annexes to and/or covered by the EU Habitats Directive (92/43/EEC, as amended) and Birds Directive (2009/147/EC), and species that are protected under the Wildlife Acts, 1976-2000, and stepping stones or ecological corridors in the context of Article 10 of the Habitats Directive”</p> <p>LSST 63 European Sites: Recommendation to re-word “Habitats Directive Assessment” to “Appropriate Assessment” for clarity, in line with the aforementioned guidelines. (Note that the local authority undertakes the appropriate assessment when it acts as the competent authority.</p> <p>It is stated that it would be advised to state somewhere that prospective developers will be required to prepare and submit a Natura Impact Statement to assist in this process). The Council must ensure that its own plans and projects are compliant with the requirements of the Habitats and Birds Directives. An Bord Pleanála is the competent authority for appropriate assessment where an Natura Impact Statement (NIS) is required for a local authority project.</p> <p>Furthermore, the Department recommends the addition of a fourth point for LSST 63:</p> <p>1. If the proposed development will adversely affect the integrity of a site, and if less damaging alternatives are</p>	<p>in the annexes to and/or covered by the EU Habitats Directive (92/43/EEC, as amended) and Birds Directive (2009/147/EC), and species that are protected under the Wildlife Acts, 1976-2000, and stepping stones or ecological corridors in the context of Article 10 of the Habitats Directive</p> <p>Noted. The suggested wording from “Habitats Directive Assessment” to Appropriate Assessment in considered warranted.</p> <p>Noted. It is not considered appropriate to amend the wording as all plans and strategies and planning applications are required to comply with the statutory provision.</p> <p>Noted. It is not considered appropriate to amend the wording as suggest.</p>
--	--	--	--

		<p>not feasible or imperative reasons of overriding public interest do not exist, the development will require to be refused.</p> <p>Natura Impact Report</p> <p>In the Natura Impact Report (NIR), it is noted that screening in Table 4.1 is done without reference to the qualifying interests of the SACs or special conservation interests of the SPA. The NIR does not provide adequate information on the spatial or temporal usage of the SPA by birds that are special conservation interests, nor does it consider the habitat requirements or sensitivity to disturbance of these species. It should be noted that Lough Rea SPA has been selected for the conservation of 'Wetlands and Waterbirds', in addition to the species, Coot and Shoveler. The likely significant effects on this special conservation interest should be assessed. Accordingly, there is little scientific or objective basis for assessing the likely effects of the plan, and of amenity, recreational and water sports activities in particular, on these species and their habitats. Encouraging recreation also poses risks of introducing various invasive non-native aquatic species, in addition to disturbance to bird species. This is a risk for the Annex I lake habitat for which the SAC has been selected. A suite of impacts potentially arising from the plan that have not been adequately assessed include:</p> <ul style="list-style-type: none"> • A reduction in water quality in Lough Rea associated 	<p>Screening is not documented at Table 4.1, but at Table 3.1. Column no. 4 of Table 3.1 details Qualifying Interests or Special Conservation Interests of every European site examined for the Screening stage. Therefore, Screening has been carried out with full examination of the qualifying interests of the relevant SACs and special conservation interests of the relevant SPAs, and their conservation objectives.</p> <p>The NIR provides Plan level mitigation to address land use</p>
--	--	--	---

		<p>with the construction phase of new developments, surface water runoff from impermeable surfaces and the use of the lake as a tourist and amenity attraction.</p> <ul style="list-style-type: none"> • Inadequate wastewater (i.e. sewer) collection system resulting in pollution of surface watercourses and Lough Rea. • Unsustainable abstraction of water from Lough Rea leading to the drawdown of baseline lake levels. • Disturbance to qualifying habitats and species from increased human presence, particularly associated with water-based tourism and amenity activity on Lough Rea <p>The Department reminds the Local Authority of their obligations under Article 6 of the Habitats Directive (92/43/EEC). Competent national authorities are to authorise activity only if they have made certain that it will not adversely affect the integrity of a European site and, consequently, not likely to give rise to deterioration or significant disturbances within the meaning of Article6(2).</p>	<p>planning and the overall strategy for the development of the period 2024-2030. As such, the potential adverse effects identified and the mitigation provided to address those effects, are similarly addressing overarching development strategy level effects.</p> <p>The following are the detailed response to each point as follows;</p> <ol style="list-style-type: none"> 1. Information on the spatial or temporal usage of the SPA by bird species that are special conservation interests, particular habitat requirements and sensitivities would therefore be relevant for examination and detailed assessment at the project level. There is mitigation in place within the NIR to ensure that all projects resulting from the implementation of the draft Plan undergo AA where required (such as LSST 63, LSST 64, LSST 65). 2. Lough Rea SPA, including its special conservation interests (i.e., Wetland and Waterbirds [A999], Coot (<i>Fulica atra</i>) [A125], Shoveler (<i>Anas clypeata</i>) [A056]), and its threats and sensitivities, has been assessed in full at the both Screening stage (Table 3.1 (page 10)), and in the NIR (Table 4.1 (page 21)), with appropriate and tailored mitigation applied for the potential adverse effects identified for the special conservation interests. 3. In line with the “Overall Response to Point F” above, and similar to the response to point 1
--	--	--	--

			<p>above, information on particular effects of a particular amenity, recreational and water sports activities to special conservation interest species and their habitats, would be relevant for examination and detailed assessment at the project level. In addition, there is mitigation in place within the NIR to ensure that all projects resulting from the implementation of the draft Plan undergo AA where required (such as LSST 63, LSST 64, LSST 65). In addition, recreation and water-based amenity activities in particular were identified in the NIR as a potential source for adverse effects, and tailored Plan level mitigation was provided for these effects (such as LSST 24, LSST 26, LSST 27 and LSST 28)</p> <p>4. Point 3 above addresses disturbance to bird species from recreation. Risk posed from invasive species as a result of the implementation of the plan is also identified in the NIR and addressed with appropriate mitigation i.e., ensuring that all projects resulting from the implementation of the draft Plan undergo AA where required (such as LSST 63, LSST 64, LSST 65); and LSST 83 which ensures that the Draft Plan subject to compliance with invasive species policy objectives IS 1 and IS 2 of the current Galway County Development Plan 2022-2028 (see Table 5.1 (page 23)) of the NIR.</p> <p>5. In line with the “Overall note for point F” above, and similar to the response to points 1 and 3</p>
--	--	--	--

		<p>Archaeology</p> <p>The Department welcomes the opportunity to provide observations and comments on the Draft LAP 2024-2030 in relation to the protection, conservation and enhancement of the archaeological heritage of Loughrea and environs.</p> <p>It is noted and welcomed that the new LAP aims to build on previous plans to achieve robust policies and objectives that address the entire spectrum of archaeological heritage within the plan boundary. As outlined in Section 2.6 of the Draft LAP, Loughrea town</p>	<p>above, all of the stated potential effects referenced here (apart from water abstraction as this is not a source for potential significant effect arising from the Draft Plan) have been assessed in full and addressed with the appropriate mitigation. Please see Table 3.1 and 4.1 (pages 10 and 21 of the NIR respectively) for the assessment of the sources, pathways and receptors of these potential effects and the application of appropriate mitigation; and Table 5.1 (page 23 of the NIR) for a complete list of the tailored mitigation in response to the potential adverse effects identified for water quality and wastewater. In addition, point 3 above addresses points related to water-based tourism and amenity activity in Loughrea.</p> <p>Noted.</p>
--	--	---	---

		<p>and its environs are very rich in archaeological heritage. Recognised and protected areas of this unique heritage include:</p> <ul style="list-style-type: none"> • The historic town core with medieval street layout deriving from the original medieval settlement (RMP ref. GA105-150---). • The town defences including town walls, moat and gatehouses (RMP ref. GA105-150001-). • The Carmelite Friary and associated Graveyard at Abbey Street (RMP Refs. GA105-151001-& GA105-151002-). • A cluster of six Crannógs located along the NE shores of Lough Rea (RMP Refs. GA105-198---, GA105-198001-, GA105-198002-, GA105-198003-, GA105-199----and GA105-224---- <p>Observations and recommendations:</p> <p>It is noted and welcomed that Section 2.6 of the Draft Loughrea LAP pertains specifically to Built and Cultural Heritage. Although there is often an overlap and strong connection between built and archaeological heritage, it is recommended that sub-headings be introduced to the LAP where appropriate to facilitate ease of access to the narrative of Section 2.6.</p> <p>Definition of Archaeology and Archaeological Heritage</p> <p>It is recommended that the LAP’s archaeological policies and objectives should have a clear understanding of the Loughrea Area, and an explanatory text be included in a</p>	<p>Noted. It considered that the layout of section 2.6 is appropriate.</p> <p>Noted.</p> <p>Noted.</p>
--	--	---	--

		<p>statement in the archaeological heritage section. A comprehensive definition follows explaining the importance of archaeology and archaeological heritage.</p> <p>Recommended Over-arching objective for protection of archaeological heritage</p> <p>It will be an objective of the Planning Authority to protect in an appropriate manner all elements of the archaeological heritage and other features of the following categories:</p> <p>It will be an objective of the Planning Authority to protect in an appropriate manner all elements of the archaeological heritage, their setting and other features of the following categories:</p> <p>a. Sites and monuments included in the Sites and Monuments Record (SMR) as maintained by the National Monuments Service (NMS) of the Department of Housing, Local Government and Heritage (DHLGH).</p> <p>b. Monuments and Places included in the Record of Monuments and Places (RMP) as established under section 12 of the National Monuments (Amendment) Act 1994.</p> <p>c. Historic monuments and archaeological areas included in the Register of Historic Monuments as established under section 5 of the National</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>
--	--	---	---

		<p>Monuments (Amendment) Act 1987.</p> <p>d. National monuments subject to Preservation Orders under the National Monuments Acts 1930 to 2014 and National Monuments which are in the ownership or guardianship of the Minister for Housing, Local Government and Heritage or a local authority.</p> <p>e. Archaeological objects within the meaning of the National Monuments Acts.</p> <p>f. Archaeological features not as yet identified but which may be impacted on by development.</p> <p>Protect archaeological heritage by preserving in-situ or preservation by record with preservation in situ being the first option. If this cannot be achieved, then preservation by record will be required. This will require the full archaeological excavation and recording of the monument/site. Excavation will also include appropriate reports, post excavation, analyses and publications. Costs of assessing and mitigating archaeological impacts will be considered as part of development costs.</p> <p>Recommended further objectives and policies to protect the archaeological heritage</p> <ul style="list-style-type: none"> • Protect and enhance archaeological monuments, historic wrecks and archaeological objects and their settings and amenities, having particular regard to the 	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>A suite of Policy Objectives relating to the protection of archaeological heritage are set out in Chapter 12 Architectural, Archaeological and Cultural Heritage of the GCDP 2022 - 2028. Both the narrative and supporting Policy Objectives sufficiently cover the protection of archaeological heritage and it is not considered necessary to repeat narrative and Policy Objectives in the LAP that has been set out in the GCDP 2022 – 2028 which is the overarching plan for the entire county.</p> <p>Noted.</p>
--	--	---	--

		<p>importance of historic graveyards, national monuments in the ownership/guardianship of the Minister for Housing, Local Government and Heritage or the Local Authority and, in general, monuments, historic wrecks, and archaeological objects which, through their presence in the landscape or seascape, provide tangible evidence of the past.</p> <ul style="list-style-type: none"> • Promote and facilitate appropriate forms of access including disabled access to archaeological monuments and historic wrecks, including maintaining or developing means of access. Provide appropriate, accurate signage and interpretive material where physical access is not possible. • Ensure all aspects of archaeological heritage in all environments, are considered in the development process, including impacts on unidentified elements of the archaeological and cultural heritage. • Promote knowledge and appreciation of archaeological and underwater cultural heritage and facilitate access to appropriate guidance regarding its protection and conservation, including at all stages of the development process. (including pre-planning application consultations) • Promote early and comprehensive public access to the results of archaeological excavations carried out 	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>
--	--	---	---

		<p>as a result of development or conservation projects through publications and the provision of on-site interpretive material even where no physical remains are visible.</p> <ul style="list-style-type: none"> • Support community initiatives and projects regarding preservation, presentation and access to archaeological heritage, provided such are compatible with appropriate conservation policies and standards, having regard to the guidance and advice of the Department of Housing, Local Government and Heritage; • It would be general policy that developments will not be permitted which would result in the removal of archaeological monuments with above ground features/surface expression. This will be especially the case in relation to archaeological monuments which form significant features in the landscape, whether or not visible from public spaces; • Where preservation in-situ cannot be achieved, or can only be achieved in-part, then preservation by record of the archaeological heritage will be required; • To ensure that provision is made in the planning process ensuring the preservation in-situ of 	<p>Noted.</p> <p>There is a suite of Policy Objectives relating to the protection of archaeological heritage set out in the GCDP 2022 - 2028. The Draft Loughrea LAP 2024-2030 aims to support and implement these policy objectives.</p> <p>It is considered sufficient the narrative and supporting Policy Objectives that are set out in Chapter 12 Architectural, Archaeological and Cultural Heritage of the GCDP 2022 – 2028 addresses the concerns of the Department.</p> <p>Noted.</p>
--	--	--	--

		<p>significant medieval masonry remains found during the course of a development and (where practicable) the presentation of such remains as part of completed developments;</p> <ul style="list-style-type: none"> • To secure the preservation in-situ of surviving above-ground urban medieval and early modern structures, by ensuring that permission for a development does not result in the loss of the remains of such structures which may survive within buildings which are, or appear to be, of later date; • To secure the preservation in-situ of significant examples of industrial and military heritage that form part of our post-medieval archaeological heritage, and examples of which may date from periods up to and including the twentieth century; • To preserve the setting and amenity of all archaeological monuments, with particular regard for upstanding monuments, by ensuring that development in the vicinity of these archaeological monuments is not detrimental to their character or setting by reason of the development's location, scale, bulk or detailing; • To preserve means of access to monuments currently accessible to the public and to develop further and better access to monuments, including as part of the design of development in their vicinity (where appropriate) 	<p>The Council will support the engagement and training with members of the public regarding archaeological and cultural heritage as necessary.</p> <p>Noted.</p> <p>Submission noted. This is a matter for the Development Management stage of the planning process.</p> <p>Noted.</p> <p>Submission noted. This is a matter for the Development Management stage of the planning process.</p>
--	--	--	---

		<ul style="list-style-type: none"> • To retain the existing street layout, historic building lines, and traditional plot widths where these derive from medieval or other origins within the LAP Area; • To protect historic graveyards, including through the avoidance of extensions to them where this would have an inappropriate level of impact on sub-surface archaeological remains or on their setting or amenity and, in that regard, as an alternative to extensions to historic graveyards to endeavour to find alternative locations where additional land for burial is considered necessary; • To ensure that historic graveyards in the ownership or care of the Local Authority are managed and maintained in accordance with appropriate conservation standards and that local communities involved in care and maintenance of historic graveyards receive appropriate advice regarding such standards; • To ensure that landscapes of particular historic or archaeological interest or significance are appropriately considered as part of a landscape character assessment, and to ensure the continued preservation of the character, interest and amenity of such landscapes; • To ensure that in appropriate cases developments include as a long-term measure 	<p>Submission noted. This is a matter for the Development Management stage of the planning process.</p> <p>Noted.</p> <p>Submission noted. This is a matter for the Development Management stage of the planning process.</p> <p>Submission noted. This is a matter for the Development Management stage of the planning process.</p> <p>Noted.</p>
--	--	--	---

		<p>appropriate interpretive material regarding the archaeological features identified or uncovered in the course of development or pre-development work, whether or not such features have been preserved in-situ or are themselves presented; To ensure that all signage placed at or near archaeological monuments is appropriate in design, form, and accuracy of content;</p> <ul style="list-style-type: none"> To Support the incorporation of monuments into designated open spaces and public amenity spaces, provided this is done in a manner compatible with the protection and proper management and conservation of the monument in question, through ensuring that such monuments are not left vulnerable. Where such incorporation takes place an appropriate and enforceable permanent management and conservation plan will be required. <p>Recommended Development Control Objectives and Policies</p> <ul style="list-style-type: none"> Development as appropriate should be subject to an archaeological assessment ahead of a grant of planning permission. Such developments include those located at or close archaeological sites or monuments or historic wrecks. Also, extensive development (ground disturbance of ½ hectare or more) or 1km or more in length. Even if no known elements are present, those which would affect 	<p>Noted.</p> <p>Noted. Best practice principles would apply.</p>
--	--	--	---

		<p>significant areas of environments such as wetlands, reclaimed areas of rivers, lakes and coastlines and underwater areas even if no known elements of the archaeological heritage are present and developments requiring EIA.</p> <ul style="list-style-type: none"> • To ensure that all planning applications for developments of categories set out above are referred to the Department, through its Development Applications Unit, that such referrals take place in due time and that full account is taken of the recommendations made by the Department. • Ensure such assessments are carried out by professionally qualified and experienced personnel. • That permission for proposed development will be refused where the development cannot be carried out in a manner compatible with the protection of the archaeological heritage as provided for in the policies and objectives contained in the development plan and in relevant national policies, in particular the Framework and Principles for the Protection of the Archaeological Heritage (Government of Ireland 1999); • That where permission is granted for proposed development such grants of permission will contain appropriate conditions to secure the protection of the archaeological heritage, either by preservation in-situ or, where impact cannot be avoided, by way of preservation by record. In imposing such conditions, the planning authority will act in accordance with relevant policies and standards, in particular the 	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>
--	--	---	---

		<p>Framework and Principles for the Protection of the Archaeological Heritage (Government of Ireland 1999) and the Policy and Guidelines on Archaeological Excavation (Government of Ireland 1999), and be guided in particular cases by the advice of the Department. Such conditions may require, as appropriate, archaeological assessment, preservation in-situ, preservation by record and/or archaeological monitoring as well as post-excavation conservation, analysis and reporting;</p> <ul style="list-style-type: none"> • That where preservation in-situ is required as a condition, further conditions may require appropriate immediate and long term conservation and management of the archaeological features in question and long term monitoring of the effectiveness of conservation measures, with appropriate steps required to be taken in the event conservation measures are proving in-effective; • That where preservation by record is required as condition, such conditions will further require preparation of appropriate follow-up reports, analyses and publications and the conservation as necessary of archaeological material and objects recovered during the archaeological excavations as carried out; • That where permission is granted conditions may require presentation to the public of archaeological features preserved in-situ on the site, where practicable, and/or provision of interpretive material 	<p>This would be considered on a case-by-case basis through the Development Management process.</p> <p>This would be considered on a case-by-case basis through the Development Management process.</p> <p>This would be considered on a case-by-case basis through the Development Management process.</p>
--	--	--	---

		<p>at the site (including on a permanent basis) whether or not any features have been preserved in-situ;</p> <ul style="list-style-type: none"> • That where archaeological excavation is required as condition of permission, further conditions may be imposed requiring the provision of public access to such excavations, subject to appropriate safeguards; • That where conditions are imposed for the protection or preservation of the archaeological heritage, these will make clear that the costs of implementing these are to be borne by the developer. <p>Recommended Climate Change Policies and Objectives for Archaeological Heritage</p> <ul style="list-style-type: none"> • To Promote awareness and adaptation of built and archaeological heritage to deal with climate change. • To identify the built and archaeological heritage in Local Authority ownership and areas at risk from climate change including, but not necessarily restricted to, the Record of Monuments and Places, protected structures and architectural conservation areas designated in the LAP and county development plan. • To undertake climate change vulnerability assessments for the historic structures, sites and wrecks in its area; • To develop disaster risk reduction policies addressing direct and indirect risks to the built and archaeological heritage (including underwater cultural heritage) in its area; 	<p>This would be considered on a case-by-case basis through the Development Management process.</p> <p>This would be considered on a case-by-case basis through the Development Management process.</p> <p>This would be considered on a case-by-case basis through the Development Management process.</p> <p>This would be considered on a case-by-case basis through the Development Management process.</p> <p>This would be considered on a case-by-case basis through the Development Management process.</p> <p>This would be considered on a case-by-case basis through the Development Management process.</p>
--	--	--	---

		<ul style="list-style-type: none"> • To develop resilience and adaptation strategies for the built and archaeological heritage (including underwater cultural heritage) in its area; • To develop the skills capacity within the Local Authority to address adaptation/mitigation/emergency management issues affecting historic structures and sites in order to avoid inadvertent loss or damage in the course of climate change adaptation or mitigation works. <p>Appendices-Maps Visual overviews are an important element of Local Area Plans and maps indicating the locations of recorded sites, monuments and protected structures.</p> <p>It is noted that 'Figure 3' of the Draft LAP sets out the locations and extents of the recorded Archaeological & Built Heritage resources of Loughrea and environs. This map is referred to as 'Map 2' in the preceding narrative. It is recommended that labelling of mapping should be consistent across the narrative and figure headings to prevent confusion.</p> <p>Appendix 2 - Submission in relation to Built Heritage Reference to the comprehensive policies and development management objectives relating to architectural heritage, which are outlined in Chapter 12: Architectural, Archaeological and Cultural Heritage and Chapter 15: Development Management</p>	<p>This would be considered on a case-by-case basis through the Development Management process</p> <p>The Planning Authority support's the engagement with members of the public regarding archaeological and cultural heritage relating to climate change as necessary.</p> <p>Noted. The Map numbering will be amended.</p> <p>Noted.</p> <p>Chief Executive's Recommendation Update Wording as follows; It is considered that the wording as proposed is appropriate and should be amended as follows: From: "Appropriate management and use of any areas of high biodiversity value" To: "Support the protection of habitats and species listed in the annexes to and/or covered by the EU Habitats</p>
--	--	--	---

		<p>Standards, Volume 1 of GCDP 2022-2028.</p> <p>The following is noted as per the Draft Loughrea LAP:</p> <ul style="list-style-type: none"> • A Built and Cultural Heritage Section is contained within the plan. • The plan recognises the value of the built heritage of Loughrea and expresses a vision for the protection and enhancement of the town’s heritage through measures contained in planning legislation, the implementation of appropriate conservation policy objectives, sensitive land use policy objectives, good urban design principles and development management standards, which will significantly enhance the architectural setting within Loughrea. • The plan includes and explains protected structures and architectural conservation areas, and makes reference to the relevant Chapters within the current Galway County Development Plan 2022-2028. • The plan makes reference to relevant regulations and guidance documents including ‘Architectural Heritage Protection: Guidelines for Planning Authorities’. • The plan includes a number of detailed policies relating to protected structures, architectural conservation areas, town centre management, urban design, landscape and sustainable 	<p>Directive (92/43/EEC, as amended) and Birds Directive (2009/147/EC), and species that are protected under the Wildlife Acts, 1976-2000, and stepping stones or ecological corridors in the context of Article 10 of the Habitats Directive</p> <p>Update Wording change in LAP as follows; Noted. The suggested wording from “Habitats Directive Assessment” to Appropriate Assessment.</p>
--	--	--	---

		<p>development principles.</p> <p>It is stated that with the exception of some minor observations and recommendations outlined in Appendix 1 of this correspondence, this department considers that the Draft Loughrea Local Area Plan 2024-2030 contains a clear and comprehensive vision, policy framework and development objectives for the safeguarding, management and enhancement of the architectural heritage, in line with proper planning.</p>	
GLW-C79-846	<p>Department of Environment, Climate Change and Communication</p>	<p>A comprehensive submission received from the Department.</p> <p>Climate Action The Department notes the next iteration of the Climate Action Plan 2023 (CAP 2023), was launched on the 21st of December 2022. The Local Authority should, therefore, ensure that the LAP is updated and drafted in a manner consistent with this latest CAP 2023, in accordance with Section 15(1) of the Climate Action and Low Carbon Development Act, 2015 (as amended; e.g. reference to the Climate Action Plan 2019 in Section 1.1 Strategic Context should be amended to reference CAP 2023).</p> <p>Renewables The Department welcomes the Local Authority's promotion and facilitation of the development of renewable sources of energy and associated infrastructure within the LAP-Policy Objective LSST 82 Renewable Energy</p>	<p>Chief Executive's Response:</p> <p>Submission noted. Reference to CAP 2023 will be included in Section Strategic Context.</p> <p>Noted</p>

		<p>was referenced.</p> <p>The Department supports the land use zoning which states that small scale domestic wind and renewable energy is open for consideration within the Local Area Plan</p> <p>It is suggested by the Department that that further elaboration of domestic scale renewable in Loughrea in relation to self-consumers and renewable developments/projects is required.</p> <p>It is stated that the Government has increased its ambitions for renewable energy under the CAP 2023. Local Authorities should have regard to these changes when drafting the LAP.</p> <p>Built Environment and Heating</p> <p>It is noted and supported by the Dept. (Chapter 1.4) in relation to local renewable and low carbon energy sources.</p> <p>It is requested that consideration be given to the development of the electrification of heating to further their objective during the preparation of the Local Area Plan, having regard to the CAP 2024. As such, explicit policies in support of retrofitting and the electrification of heat are encouraged in the finalised Local Area Plan.</p> <p>The support of the Local Authority’s promotion and encouragement of developments which are resilient to</p>	<p>In Chapter 12: Climate Change Energy and Renewable Resource, a suite of Policy Objectives are set out in order to deal with renewable and low energy carbon sources. A Local Authority Renewable Energy Strategy (LARES) is included in Appendix 1 of the GCDP 2022 - 2028. The Draft Loughrea LAP 2024-2030 aims to support these policy objectives.</p> <p>Submission noted.</p> <p>Submission noted.</p> <p>The Local Authority Renewable Energy Strategy (LARES) is included as Appendix 1 which accompanies the GCDP 2022 – 2028 and reflects the importance of renewable energy sources.</p>
--	--	--	--

		<p>climate change by ensuring that development proposals demonstrate sustainable design principles for new buildings (LSST 62). It is recommended that the Local Authority include specific policy which promotes all new dwellings being designed and constructed to Nearly Zero Energy Buildings standard by 2025 and Zero Emissions standards by 2039, as required in the CAP 24.</p> <p>District Heating</p> <p>Policy Objective LSST 61 is both noted and supported. Further policies considered for the Draft LAP and recommended by the Department are:</p> <ul style="list-style-type: none"> • National Planning Framework: ‘District heating networks will be developed, where technically feasible and cost effective, to assist in meeting renewable heat targets and reduce Ireland’s GHG emissions’. • Regional Policy Objective 4.20: ‘Support and encourage the development of the bio-economy sector, and facilitate its development for energy production, heat, and storage distribution, in particular advocating Combined Heat and Power Units integrated into District Heating networks...’ <p>Telecommunications</p> <p>It is stated in the submission that the digitalisation 5G rollout and enhancing Irelands connectivity can be further supported by County Council’s and Local Authorities by referencing them in the Draft Local Area Plan. It would be welcomed by the Department if there was a direct callout</p>	<p>Policy Objective LSST 61 is also reference in the LAP relating to District Heating.</p> <p>It is the Policy Objective of GCDP 2022 – 2028 to support the delivery of District Heating. In Chapter 7 Infrastructure, Utilities & Environmental Protection there are a suite of Policy Objectives which specifically address renewable energy sources such as district heating.</p>
--	--	--	---

		<p>in the Draft LAP which supports the 5G rollout.</p> <p>It is encouraged to publish inventories of assets such as ducting that are owned by the state to allow ease of accessibility for access seekers.</p> <p>Waste and the Circular Economy</p> <p>In relation to waste policy, County Councils should consult directly with their respective Regional Waste Management Planning Office.</p> <p>CAP 2023 relating to waste to include a Waste Action Plan or Circular Economy. The Dept. notes and supports the Policy Objective ASP 78 in terms of recycling and reduction of waste. It is requested that there would be further references to the principles of circular economy within the Draft Plan.</p>	<p>Submission noted.</p> <p>Chief Executive’s Recommendation:</p> <p>Reference to CAP 2023 will be included in Section Strategic Context.</p>
GLW-C79-825	Department of Education	<p>The submission refers to the population growth identified for Loughrea in the GCDP 2022 – 2028. The Department refers to a previous submission made on the Draft GCDP 2022 – 2028. The Department considered this data and made its submission to the draft CDP 2022-2028 regarding Loughrea on the basis of potential population growth within the town and its environs between 2022 and 2031. The Department has applied the same criteria to this draft LAP, i.e. using the allocated figure of 1,400 persons along with any potential projected growth to 2031 for Loughrea arising from RSES 2031 figures for County Galway.</p> <p>There are 5 schools (three primary and two post primary)</p>	<p>Chief Executive’s Response:</p> <p>The Council will continue to engage and collaborate with the Department of Education to accommodate additional school places on existing campus sites in accordance with proper planning and sustainable development.</p> <p>The Planning Authority have deemed it appropriate to zone lands to the rear of an existing school Community Facilities to accommodate future school spaces and it is considered that there are sufficient lands to facilitate educational development.</p> <p>In addition it should also be noted that education facilities</p>

located in Loughrea town. The Department's preference would be to expand these existing facilities (if possible) should there be a requirement for additional school places as a result of the planned population increases. The Department requests the Planning Authority to examine the potential of protecting a land buffer around each of the primary schools to enable them to expand further if required to meet the future population growth in Loughrea town.

However, if the expansion of existing schools is not a practical or viable option, the possibility of establishing a new primary school in Loughrea may need to be considered. Presently, the Department cannot state that there is a definitive requirement for a new future primary school. However, the Department would ask the Local Authority to consider the option of zoning a suitable and appropriate site on the understanding that such a zoning can be revisited at a future date.

The Department notes and supports Policy Objectives LSST 15 Community Facilities to promote the sustainable development of community facilities on suitable lands with a high level of access to the local community, including education.

The Department notes and supports Policy Objectives LSST 18 Educational Facilities in Loughrea, to facilitate the provision of the primary, secondary, third level,

are *Permitted in Principle/Open to Consideration* on multiple zonings as per the Draft Loughrea LAP 2024 – 2030.

Chief Executives Recommendation

Rezone from Residential Phase 2 to Community Facilities.



		<p>vocational, outreach, research, adult and further educational facilities, lifelong learning facilities and digital capacity for distance learning to meet the needs of Loughrea. Multi-use facilities which can accommodate both educational and childcare facilities are to be encouraged.</p> <p>The Department notes and supports Policy Objectives LSST 55 Pedestrian Crossings to facilitate the provision of pedestrian crossings adjacent to schools and at other appropriate locations within the Plan Area, as required.</p> <p>The Department notes and supports Policy Objectives LSST61 Climate Change Transport related objectives for the town include general measures to promote the use of sustainable transport in place of the private car in the town, such as safe routes to school, bus shelters, and bicycle storage facilities, as well as specific infrastructural objectives. The Department supports the development of sustainable travel links between schools and residential areas.</p> <p>In terms of assessing current and future capacity, the Department of Education must be mindful of potential unforeseen circumstances such as the Ukrainian crisis, which have the ability to put undue pressure on school place provision and could necessitate reassessments of school place provision from time to time. The Department will engage with the Council where the findings of an</p>	
--	--	--	--

		<p>assessment require a review of existing or future school site provision within a specific location.</p> <p>The Department also anticipates that additional Special Education Needs provision at both Primary and Post Primary level will be required in the future throughout the country and this may result in schools requiring additional accommodation to meet this growing need. The Department will consult with the Council if and when additional SEN accommodation is required within specific locations.</p> <p>The Department welcomes the continued engagement with the Council regarding the development of both new and existing schools, as appropriate, and emphasises the critical importance of the ongoing work of the Council in ensuring sufficient land is zoned for this purpose.</p>	
GLW-C79-409	Department of Transport	<p>Reference to recent policy developments in relation to sustainable public transport. It is requested that the following policy documents would be included in the plan as follows:</p> <ul style="list-style-type: none"> • The “whole of Government” National Disability Inclusion Strategy (NDIS) 2017-2022; • The United Nations Convention on the Rights of Persons with Disabilities (UNCRPD); • The Design Manual for Urban Roads and Streets (DMURS) Interim Advice Note – Covid-19 Pandemic Response published in 2020; 	<p>Chief Executive’s Response: Noted. It is considered appropriate to include the reference to policy documents in Section 1.1 Strategic Context.</p> <p>Chief Executive’s Recommendation Update Section 1.1 Strategic Context.</p> <ul style="list-style-type: none"> • The “whole of Government” National Disability Inclusion Strategy (NDIS) 2017-2022; • The United Nations Convention on the Rights of Persons with Disabilities (UNCRPD); • The Design Manual for Urban Roads and Streets

		<ul style="list-style-type: none"> References in the draft Plan to the 2019 version of DMURS should be replaced with references to the 2020 DMURS Interim Advice Note – Covid-19 Pandemic Response; To make public transport fully accessible to people with disabilities requires a ‘w h o l e journey approach’. This refers to all elements that constitute a journey from the starting point to destination; The Connecting Ireland Rural Mobility Plan (2022-2025). 	<p>(DMURS) Interim Advice Note – Covid-19 Pandemic Response published in 2020;</p> <ul style="list-style-type: none"> References in the draft Plan to the 2019 version of DMURS should be replaced with references to the 2020 DMURS Interim Advice Note – Covid-19 Pandemic Response; The Connecting Ireland Rural Mobility Plan (2022-2025).
GLW-C79-9	Transport Infrastructure Ireland	<p>It is acknowledged that there has been significant work undertaken in preparing and publishing the LAP which has incorporated a Local Transport Plan.</p> <p>The reference to the national roads and the role that national roads play within Ireland’s overall transport system.</p> <p>Reference to the N65, national secondary road, and its strategic national road, providing important regional and inter-regional linkages, including to the national motorway network. Policies and objectives included in the Draft LAP are required, in accordance with the provisions of official policy outlined above, to maintain the strategic capacity and safety of the network of national roads.</p> <p>1. DEVELOPMENT STRATEGY AND NATIONAL ROADS Regional Policy Objective 6.5/NPO 74/NSO 2</p>	<p>Chief Executive’s Response: A detailed submission has been received by the TII.</p>

		<p style="text-align: center;">Enhanced Regional Accessibility</p> <p>TII would welcome the Draft Plan incorporating an amendment to reflect the foregoing national objectives in Section 4.0 ‘Policy Objectives’ which it is noted makes no reference to the N65, national road, and which can be summarised by the following two proposed objectives.</p> <p>a) to maintain the strategic function, capacity, and safety of the national roads network, including planning for future capacity enhancements, in the local plan area, and b) to ensure that the existing transport networks in the LAP area, which have been greatly enhanced, are maintained to a high level to ensure quality levels of service, safety, accessibility and connectivity to transport users.</p> <p>Reason: To ensure conformance with official policy provisions included in NPO 74/NSO 2 and RPO 6.5.</p> <p>2. LOCAL AREA PLAN/LOCAL TRANSPORT PLAN INTEGRATION Regional Policy Objective 6.27 and 6.28/NPO 74/NSO 1 Compact Growth/NSO 4 Sustainable Mobility.</p> <p>It is noted that the Local Transport Plan , like the LAP makes no reference to safeguarding the function of the strategic national road network in the area nor includes such a requirement as a Local Transport Objective or key performance indicator in Table 8. It is acknowledged in Section 6 ‘Emerging Preferred</p>	<p>Chapter 6 Transport and Movement, Policy Objective NR1 Protection of Strategic Roads of the GCDP 2022 - 2028 seeks to protect the strategic transport function of national roads, including motorways.</p> <p>Policy Objective NNR 1 Restricted Regional Roads proposes to safeguard the capacity and safety of Restricted Regional Roads and NNR 2 Safeguard Regional and Local Roads to safeguard the carrying capacity and safety of the County’s regional and local road network. It is not considered necessary to replicate these Policy Objectives in the Draft Loughrea LAP 2024-2030.</p> <p>As outlined above there are policy objectives in relation to the support of the strategic road network.</p>
--	--	--	---

		<p>Strategy’ that it is envisaged that traffic using the strategic roads network in the Loughrea area would be reduced, with no negative impacts arising as a result of the measures proposed within the Local Transport Plan.</p> <p>In terms of proposed transport measures included in the Draft Local Transport Plan that interface with the national road network, TII notes Measures WC13 and WC23 that interface with the Monearmore Roundabout on the N65, national road, and potentially WC8 with the Fairfield Roundabout on the N65 to the east of the town.</p> <p>Having regard to the strategic national road function of the N65 link and associated roundabout junctions it is critical that Local Transport Plan measures proceed complementary to safeguarding the strategic function and levels of safety on the national road for all road users.</p> <p>The following points are requested to be clarified:</p> <ul style="list-style-type: none"> • On how the Local Transport Plan has considered and reflects the provisions of Government policy, including the Section 28 Ministerial Guidelines ‘Spatial Planning and National Roads Guidelines for Planning Authorities’ (DoECLG, 2012), in relation to safeguarding levels of safety and the function of the strategic national road network in the plan area. 	<p>Noted.</p> <ul style="list-style-type: none"> • Text acknowledging these TII publications, and their function will be added to the Final LTP.
--	--	--	---

		<ul style="list-style-type: none"> • The acknowledgment of complementary TII Publication ‘The Treatment of Transition Zones to Towns and Villages on National Roads’ (TII Publications DN-GEO-03084) in relation to design standards to be applied to national roads and national road junctions included in the Local Transport Plan. • It is stated that the requirement of a Design Report is completed and submitted for works to national roads in accordance with TII Publications DN-GEO-03030 (Design Phase Procedure for Road Safety Improvement Schemes, Urban Renewal Schemes and Local Improvement Schemes). • Works to national roads in urban areas are required to adhere to TII Publications (Standards) as well as the Design Manual for Roads and Streets (DMURS), including, for example, Measures WC8, WC13 and WC23. <p>3. MAINTAINING THE STRATEGIC CAPACITY AND SAFETY OF THE NATIONAL ROAD NETWORK</p> <p>The TII requests that the Council give due consideration to reflecting the requirements of Section 3 of the DoECLG Spatial Planning and National Roads Guidelines in the LAP and LTP prior to finalisation, in particular the following:</p> <ul style="list-style-type: none"> • Traffic and Transport Assessment (TTA) and Road Safety <p>TII welcomes that the LAP includes an objective related to</p>	<ul style="list-style-type: none"> • Noted. • Noted. • Noted Noted. • Noted.
--	--	---	---

		<p>the requirements for TTA and RSA in Objective LSST 56.</p> <p>iii. Signage</p> <p>The Policy on the Provision of Tourist & Leisure Signage on National Roads (March 2011) was issued by TII. The purpose of this document is to outline TII’s policy on the provision of tourist and leisure information signs on national primary and national secondary roads in Ireland. With respect to the Draft Local Area Plan, the Planning Authority is also referred to Section 3.8 of the DoECLG’s Spatial Planning and National Roads Guidelines which indicates a requirement to control the proliferation of non-road traffic signage on and adjacent to national roads.</p> <ul style="list-style-type: none"> • It is requested that the provisions of the Policy on the Provision of Tourist & Leisure Signage on National Roads (March 2011)TII would be incorporated into the Draft Local Area Plan <p>iii. Safeguarding national road drainage regimes.</p> <p>TII would welcome consideration being given to including a new objective associated with safeguarding investment in the national road network relating to protection of national road drainage regimes.</p> <ul style="list-style-type: none"> • It is requested that a new Objective would be included in <p>that;</p> <p><i>‘The capacity and efficiency of the national road network drainage regimes in Galway will be safeguarded for national road drainage purposes’.</i></p>	<p>Submission noted. DM Standards 32 Controls of Signage along Public Roads of the GCDP 2022 - 2028 incorporates the provisions of the TII Policy and The DOECLG Guidelines.</p> <p>DM Standard 67: Sustainable Drainage Systems’ (SuDS) and Policy Objective WW7 Sustainable Drainage Systems of the GCDP 2022 - 2028 requires the use of SuDS measures to be incorporated into all new development. Furthermore, all development proposals shall be accompanied by a comprehensive SuDS assessment.</p> <p>Submission noted. A policy objective is already included in Chapter 14 Climate Change, Energy and Renewable Resource of the GCDP 2022-2028; Policy objective EG 2 Electricity Transmission Networks requires that grid connection routing for development proposals should avoid materially impacting the road network, where possible.</p>
--	--	--	--

		<p>iv. Renewable Energy and Grid Connection For all renewable energy developments requiring grid connection to the national grid, TII recommends that an assessment of all alternatives to grid connection routing should be assessed. It is considered inappropriate to only consider utilising the national road as a grid connection route when alternatives are available.</p> <ul style="list-style-type: none"> It is suggested that consideration be given to including an objective in the Local Area Plan, in relation to renewable energy and in relation to safeguarding the national road network, indicating that grid connection cable routing should seek to utilise available alternatives, as opposed to being placed along the strategic national road network contrary to the provisions of official policy. <p>v. Noise Official policy requires that development proposals identify and implement noise mitigation measures when introducing noise sensitive uses in the environs of existing and planned national roads, where such mitigation is warranted. The costs of implementing mitigation measures shall be borne by the developer.</p> <ul style="list-style-type: none"> It is requested that reference to the requirements of S.I. No. 140 of 2006 Environmental Noise Regulations would be made in the Draft Local Area Plan. 	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <ul style="list-style-type: none"> Noted.
--	--	---	--

		<p>vi. Other Matters</p> <p>In relation to Greenway proposals, consultation with the Councils own internal project and/or design staff is recommended.</p>	<p>Noted.</p> <p>Chief Executive’s Recommendation</p> <p>No Change.</p>
GLW-C79-826	National Transport Authority	<p>A detailed submission was received from the National Transport Authority (NTA). A comprehensive submission has been received. The Planning Authority has been commended on the preparation of the LTP in conjunction with the statutory LAP. Several specific observations and recommendations have been outlined as follows:</p> <p>LAP Policy Objectives</p> <ul style="list-style-type: none"> • LSST 5,6,7 and 8-There is support for these policy objectives that support sequential and compact development of Loughrea including a focus on infill sites and provision for the phasing of residential development based on availability of services and infrastructure including connectivity and the ability to access locations by walking and cycling; • LSST 10 and 11 Town Centre-The NTA support the objective that the “Town Centre” will remain the primary focus for the location of new retail and commercial development in Loughrea. The NTA supports the policy objective to prepare a Town Centre Management Plan that would be informed and take account of the Local Transport Plan; 	<p>Chief Executive’s Response</p> <ul style="list-style-type: none"> • Noted. • Noted.

		<ul style="list-style-type: none"> • LSST 51-60 Transport Policy Objectives-The NTA supports the transport objective in the LAP-LSST 51 to “Support the implementation of the Local Transport Plan as set out in Section 3 in accordance with the proper planning and sustainable development. It is noted however that the transport Objectives of the Draft LAP differ from the transport objectives of the LTP. There is no rationale put forward on this. It is recommended that the Draft LTP Objectives are also included as Draft LAP Objectives. <p>It is also considered that the proposed LTP transport measures for Loughrea which aim to serve the travel demand, should be included within the “Schedule of Maps” alongside the proposed land use zonings and other specific policy objectives.</p> <p>Strategic Roads</p> <p>The N65 National Secondary Road adjoins the LAP lands linking the town to the wider region and to the motorway network. It is noted that several of the proposed LAP Objectives, in particular those relating to Business and Enterprise and Employment recognize the importance of the strategic road network in supporting access to/ from the town.</p> <p>Reference is made to NPF objective NSO 2 to maintain the strategic capacity and safety of the national roads network.</p>	<ul style="list-style-type: none"> • Noted. <p>Submission noted. Whilst the objectives developed for the LTP focus on the need to improve travel by sustainable modes in Loughrea, in accordance with DoECLG Section 28 Ministerial Guidelines ‘Spatial Planning and National Roads Guidelines for Planning Authorities’, an overarching aim in the development of all LTP transport measures is the need to safeguard the strategic function, capacity and safety of the existing national road network in the Plan area. As outlined in response to the TII submission, Chapter 6 Transport and Movement, Policy Objective NR1 Protection</p>
--	--	--	--

		<p>It is the view of the NTA that the LAP would benefit from the inclusion of a specific objective relating to national roads to maintain the strategic capacity and safety of the network of national roads in accordance with policy.</p> <p>Recommendations:</p> <ul style="list-style-type: none"> • In the finalization of the plans, the Draft LTP Objectives should also be included as LAP Objectives and the proposed LTP transport measures for Loughrea which aim to serve the travel demand, should be included within the “Schedule of Maps” alongside the proposed land use zonings and other specific policy objectives. • The wider supporting measures identified in the Draft LTP (eg Cycle Parking Strategy, Public Parking Controls etc should be referenced in Section 2.9 of the LAP and in the LAP Objectives • Include a objective in the plan regarding the N65 and the need to maintain the strategic function, capacity and safety of the national roads network. <p>The Loughrea Local Transport Plan</p> <p>The NTA welcomes the development and publication of the Loughrea Local Transport Plan(LTP), in broad accordance with the NTA/TII Guidance.</p> <p>The following observations are made in relation to the detail of the LTP:</p>	<p>of Strategic Roads of the GCDP 2022 - 2028 seeks to protect the strategic transport function of national roads, including motorways.</p> <p>Policy Objective NNR 1 Restricted Regional Roads proposes to safeguard the capacity and safety of Restricted Regional Roads and NNR 2 Safeguard Regional and Local Roads to safeguard the carrying capacity and safety of the County’s regional and local road network. It is not considered necessary to replicate these Policy Objectives in the Draft Loughrea LAP 2024-2030.</p>
--	--	--	---

		<p>LTP Objectives</p> <p>It is suggested that the LTP Objectives and measures which aim to serve the travel demand generated by the land uses set out in the LAP should be clearly set out in the LAP.</p> <p>Walking and Cycling Networks</p> <p>The overall proposed walking and cycling measures identified in the Emerging Preferred Strategy for Loughrea are illustrated on Figure 24 of the Draft LTP. The NTA supports the range of measures which would increase the potential for walking and cycling.</p> <p>Accessibility to Opportunities and Services (ATOS)</p> <p>It is suggested that ATOS analysis should be included in the Draft LTP and taken on board in the finalization of both the LTP and LAP as appropriate.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted. This will be incorporated in the final LTP.</p> <p>Chief Executive’s Recommendation: See Appendix C – Updated Local Transport Plan</p>
GLW-C79-427	ESB	<p>Electricity Supply Board (ESB) is supportive of the retention of policy objective PU Public Zoning on its land at Dublin Road, Loughrea.</p> <p>There is support for Policy Objective LSST 30 Public Utilities and LSST 81 Electricity Supply. It is stated that there has been ongoing capital investment and modifications at various locations around the country to meet changing operational requirements. It is outlined that proposed land use zoning can facilitate ESB restructuring these facilities to meet operational needs and is in accordance with the Councils long term plan for compact growth and the</p>	<p>Chief Executive’s Response:</p> <p>The Local Authority welcomes the engagement and future collaboration with the ESB on key infrastructure projects.</p> <p>Chief Executive’s Recommendation:</p> <p>No Change.</p>

		<p>continued consolidation of the town.</p> <p>There is support for policy objective LSST 53 Sustainable Transportation. It is noted that early engagement at design stage of public infrastructure will provide ducting/underground cabling in the most economically efficient way and limit disruption in local services.</p>	
GLW-C79-10	Environmental Protection Agency	<p>The Environmental Protection Agency (EPA) raise several issues in their submission as follows:</p> <p>EPA note that the guidance document '<i>SEA of Local Authority Land Use Plans – EPA Recommendations and Resources</i>' should be taken into account.</p> <p>It is suggested that the Council should ensure that the Plan aligns with key relevant higher-level plans and programmes and is consistent with the NPF and the RSES. Recommendations below are suggested for incorporation into the Environmental Report of the Plan:</p> <p>Content of the Environmental Report</p> <p>Mitigation Measures</p> <p>It is suggested that where the potential for 'some negative environmental effects' are identified, appropriate 'mitigation measures' should be provided to avoid or minimise these.</p> <p>Monitoring</p> <p>It is recommended that the Monitoring Programme should be flexible to take account of specific environmental issues</p>	<p>Chief Executive's Response:</p> <p>A detailed submission has been received from the EPA. Noted. This has been taken into consideration in preparing the Draft Loughrea Local Area Plan.</p> <p>Cognisance has been taken of the NPF, RSES and Section 28 Guidelines in preparing the Draft Loughrea Local Area Plan.</p> <p>Submission noted. Appropriate mitigation measures have been identified where necessary.</p> <p>Submission noted regarding the monitoring programme.</p>

		<p>and unforeseen adverse impacts should they arise. It is recommended that the possibility of cumulative effects should be considered and dealt with. In addition, it recommends that the monitoring of both positive and negative effects should be considered and dealt with.</p> <p>It is noted that if the monitoring identifies adverse impacts during the implementation of the Plan it should be ensured that suitable and effective remedial action is taken.</p> <p>Submission references 'Guidance on SEA Statements and Monitoring'.</p> <p>State of the Environment Report – Ireland’s Environment 2020</p> <p>It is recommended that in the finalising of the Plan and integrating the findings of the SEA into the Plan, the recommendations, key issues and challenges described in <i>'Ireland’s Environment – An Integrated Assessment 2020'</i> should be considered as relevant and appropriate.</p> <p>Strategic Environmental Assessment: Guidelines for Planning Authorities</p> <p>The submission references 'Strategic Environmental Assessment: Guidelines for Regional Assemblies and Planning Authorities' that provides advice on carrying out SEA in the land use planning sector at regional, county and local level.</p>	<p>The recommendations, key issues and challenges described in 'Ireland’s Environment – An Integrated Assessment 2020' will be considered appropriately.</p> <p>Noted.</p> <p>Noted.</p>
--	--	--	--

		<p>Future Amendments to the Plan</p> <p>It is recommended that any future amendments to the Plan should screen for likely significant effects, utilising the same method of assessment applied in the “environmental assessment” of the Plan.</p> <p>SEA Statement - “Information on the Decision”</p> <p>It is noted that once the Plan is adopted an SEA Statement should be prepared that summarises the following 4 no. points:</p> <ul style="list-style-type: none"> • How environmental considerations have been integrated in the Plan; • How the Environmental Report, submissions, observations and consultations have been taken into account during the preparation of the Plan; • The reasons for choosing the Plan adopted in the light of other reasonable alternatives dealt with; and, • The measures decided upon to monitor the significant environmental effects to any environmental effects of implementation of the Plan. <p>It is noted that a copy of the SEA Statement should accordingly then be sent to any environmental authority consulted during the SEA process.</p>	<p>Noted.</p> <p>Submission noted. Future amendments to the plan will be screened for likely significant effects as appropriate.</p> <p>Noted</p>
--	--	--	---

		<p>Environmental Authorities</p> <p>It is noted that under the SEA Regulations, the following bodies should be consulted:</p> <ul style="list-style-type: none"> • Environmental Protection Agency; • Minister for Housing, Local Government and Heritage; • Minister for Environment, Climate and Communications; • Minister for Agriculture, Food and the Marine; • Any adjoining Planning Authority whose area is contiguous to the area of a Planning Authority which prepared a draft plan, proposed variation or local area plan. 	<p>Noted. Relevant bodies will be consulted accordingly.</p> <p>Chief Executive’s Recommendation: No Change.</p>
GLW-C79-192	An Post	<p>A detailed submission has been made which outlines background information in relation to the operations of An Post.</p> <p>The submission notes the requirement to efficiently modernize postal facilities because of recent trends in the postal market. It is stated that An Post, over the coming years, will seek to enhance facilities at existing and new locations.</p> <p>The submission underline that An post as a semi-state body is committed to the objectives of the Project Ireland 2040 and the NPF.</p> <p>Operational and Supportive Requirements</p> <p>It is stated that An Post is seeking to engage with Local Authorities to ensure future development can be undertaken in a sustainable and efficient manner that</p>	<p>Chief Executive’s Response:</p> <p>The Council welcomes the opportunity to engage and collaborate with An Post as the need arises including on matters relating to public realm improvement works.</p> <p>It is considered that the Draft Loughrea LAP 2024-2030 provides a sufficient degree to support to An Post related developments such that would accommodate their</p>

		<p>benefits local area and accords with local and national policy.</p> <p>Loughrea Town It is stated that An Post own and operate postal facilities in Loughrea town. It is outlined that An Post may consider the potential to redevelop sites which are no longer fit for purpose. It also states that there may be potential to acquire adjoining lands to facilitate expansion or to relocate to new sites that are considered better suited to meet the operational requirements of An Post.</p> <p>Local Transport Plan There is support for the Local Transport Plan and the associated policy objectives. It is requested that there would be support for GHV movements and all other operational requirements associated with the postal service.</p> <p>Additional Policy Objectives There is support for the following policy objectives LLST 19 Business and Enterprise and LSST 23 Industrial.</p> <p>Deliveries and Access It is requested that specific requirements regarding access and deliveries to postal facilities, including post boxes and collection points which are in town centre areas are recognized. It is stated that access arrangements are required to the premises on a 24hour basis.</p>	<p>operational requirements.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Detailed design issues for a proposal such as access, deliveries and parking would be dealt through the Development Management process.</p>
--	--	---	---

		<p>It is requested that the Local Authority would engage with An Post should any future area plan or project propose to amend delivery hours in town centre locations. An Post is committed to working with the Local Authority and local residents in minimizing the potential disturbances to adjacent properties and in providing emission free deliveries in town centre/city centres.</p> <p>It is also outlined that sufficient level of vehicle access would be maintained and that sufficient loading bay space is provided to accommodate the collection and delivery of mail and to facilitate customers who require use of the vehicle to visit An Post facility.</p> <p>In relation to any future public realm and movement strategies it is requested that Galway County Council would engage with An Post to ensure sustainable solutions are considered to maintain a sufficient level of access while approving the appearance of the town.</p> <p>Flexible Zoning Objectives</p> <p>It is suggested that that flexibility should be provided under strategic land use zonings and objectives in the Draft Loughrea LAP 2024-2030.</p> <p>It is suggested that the following policy objectives and specific land use classification would be included as follows:</p> <ul style="list-style-type: none"> • Postal Facilities: A building which facilitates mail 	<p>Consultations will take place with all business when the traffic management/ access arrangements will be examined in greater detail.</p> <p>Consultations will take place with all business when the traffic management/access arrangements will be examined in greater detail.</p> <p>It is considered that the Town Centre zoning and the uses therein that are permitted in principle or open for consideration allow sufficient flexibility and it is not considered necessary to identify “Postal Facilities” as a specific use.</p>
--	--	---	--

		<p>services that can include the processing, sortation and distribution of mail. Note-<i>This use can be assessed on case by case basis appropriate to site context and all other relevant policies, objectives and standards set out in this plan.</i></p> <p>It is also requested that a “Postal Facilities” land use is considered as “Permitted in Principle” or “Open for Consideration” across all zoning objectives in the Local Area Plans.</p> <p>Supportive Policies</p> <p>It is stated that during the finalization of the Loughrea LAP it is suggested that the Local Authority would consider the existing and future operational requirements of An Post.</p> <p>It is requested that the following supportive policy objectives to facilitate enhanced postal services be included in the Draft Loughrea LAP 2024-2030, such as:</p> <ul style="list-style-type: none"> • ‘To support An Post in the provision of new postal facilities and the enhancement of existing facilities, including operational requirements, in the Town.’ • ‘To facilitate the provision of postal infrastructure at suitable locations in the Town.’ • ‘To promote the integration of appropriate postal facilities, including both post offices and processing, sortation and distribution facilities, within new and existing communities that are appropriate to the size and scale 	<p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>
--	--	---	---

		<p>of each settlement.’</p> <p>It is requested that flexibility with car parking standards for postal facilities is provided in the Draft Loughrea LAP 2024-2030.</p> <ul style="list-style-type: none"> • It also is requested that any parking standards should only apply to visitors and staff parking associated with An Post facilities while the storage of all other vehicles used for the operation of Irish postal service should not be included within parking standards. <p>Engagement with An Post</p> <p>The efficient operation of postal facilities is central to a successful provision of postal services for businesses and personal customers across the area. It is stated that it is imperative for access for deliveries/collections are protected and will not be impacted or restricted in any manner.</p> <p>The public realm proposals are welcomed however it is requested the operational requirements of An Post at all stages of the development process for any public realm works.</p> <p>It is request that the Local Authority has regard to HGV movements and all other operational requirements.</p>	<p>Noted.</p> <p>As part of the process of implementing measures further extensive engagement and consultation will take place with the business owners and residents within the town.</p> <p>Noted.</p> <p>Chief Executive’s Recommendation: No Change.</p>
--	--	--	---

GLW-C79-1	Tipperary County Council	This submission welcomes the Loughrea LAP 2024-2030 and have no observations regarding the Draft LAP for Loughrea.	Chief Executive's Response: Submission Noted. Chief Executive's Recommendation: No Change.
-----------	-----------------------------	--	---

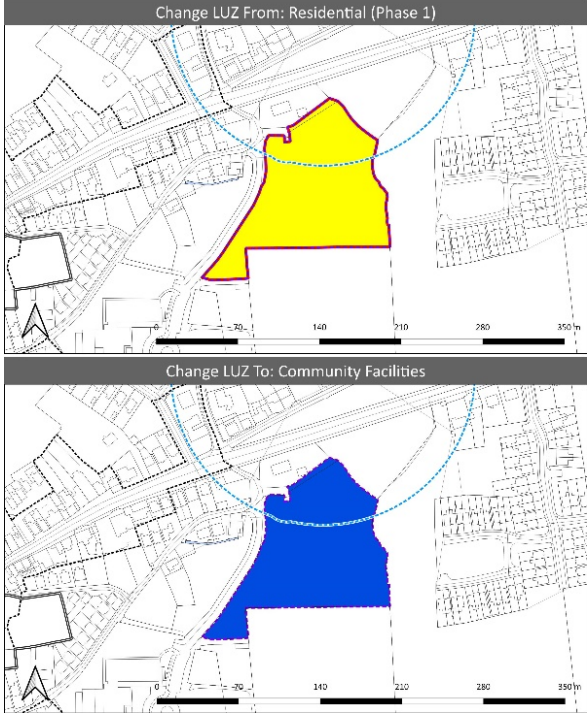
Councillors and TD's			
Submission No.	Submission Name	Summary of Issues Raised in Submission	Chief Executive's Response
GLW-C79-737	Cllr Shane Curley	This submission relates to the provision of swimming facilities. It is stated that if the Local Authority is serious about mitigating climate change it should provide for such facilities.	<p>Chief Executive's Response See Chief Executive response to GLW-C79-319 in relation to the Swimming Pool.</p> <p>Chief Executive's Recommendation <i>See Chief Executive Recommendation to GLW-C79-319</i></p>
GLW-C79-836	Cllr Declan Kelly	This submission relates to the provision of swimming facilities. It is stated that Ballinasloe has a modern swimming pool and facilities. A similar facility for Loughrea would be a huge benefit to all ages.	<p>Chief Executive's Response See Chief Executive response to GLW-C79-319 in relation to the Swimming Pool</p> <p>Chief Executive's Recommendation <i>See Chief Executive Recommendation to GLW-C79-319</i></p>
GLW-C79-871	Cllr Shane Curley	This submission relates to the provision of swimming facilities within Loughrea. It is stated that if the Local Authority is serious about mitigating climate change it should provide for such facilities.	<p>Chief Executive's Response See Chief Executive response to GLW-C79-319 in relation to the Swimming Pool.</p> <p>Chief Executive's Recommendation <i>See Chief Executive Recommendation to GLW-C79-319</i></p>
GLW-C79-854	Cllr Shane Curley	This submission supports the Loughrea Sports and Development Group (LSDG) in the provision of much needed sporting and recreation amenities. It is suggested that the land needs to be zoned as identified by the group.	<p>Chief Executive's Response See Chief Executives Response to GLW-C79-329 in relation to the Loughrea Sports and Development Group.</p> <p>Chief Executive's Recommendation <i>See Chief Executive Recommendation to GLW-C79-329</i></p>

GLW-C79-465	Cllr Geraldine Donohue	<p>This submission addresses several topics as follows:</p> <ul style="list-style-type: none"> • There is support for the LSDG in the provision of much needed sporting and recreation amenities. It is suggested that the land needs to be zoned in the LAP as identified by the group; • It is suggested that a Specific Local Objective (SLO) would be included in the LAP to provide a Swimming Pool in Loughrea town and hinterland; • Concern regarding the Local Transport Plan-namely West Bridge, Courthouse Road and Dolphin Street etc and the proposal to further pedestrianize sections of same along with one-way proposals. 	<p>Chief Executive’s Response</p> <ul style="list-style-type: none"> • See Chief Executives Response to GLW-C79-329 in relation to the Loughrea Sports and Development Group. • See Chief Executive response to GLW-C79-319 in relation to the Swimming Pool • See Chief Executives Response to GLW-C79-136 in relation to WC18, WC6 and WC3. <p>Chief Executive’s Recommendation <i>See Chief Executive Recommendation to GLW-C79-329</i> <i>See Chief Executive Recommendation to GLW-C79-319</i> <i>See Chief Executives Recommendation to GLW-C79-136</i></p>
GLW-C79-872	Cllr Shane Curley	<p>This submission relates to several measures identified in the Local Transport Plan. Several points have been raised as follows:</p> <ul style="list-style-type: none"> • The closure of numerous roads leading to the West Bridge-the closure of WC18 (from Coscorrigan Crescent to Gort Road) as well as the introduction of one-way traffic on the Old Galway Road-WC3; • It is stated that the closure of roads will result in residents on the Old Galway Road using one of two small roads to access town from their road and 	<p>Chief Executive’s Response</p> <ul style="list-style-type: none"> • See Chief Executives Response to GLW-C79-136 in relation to WC18, WC6 and WC3. <p>Chief Executive’s Recommendation <i>See Chief Executive Recommendation to GLW-C79-136</i></p>

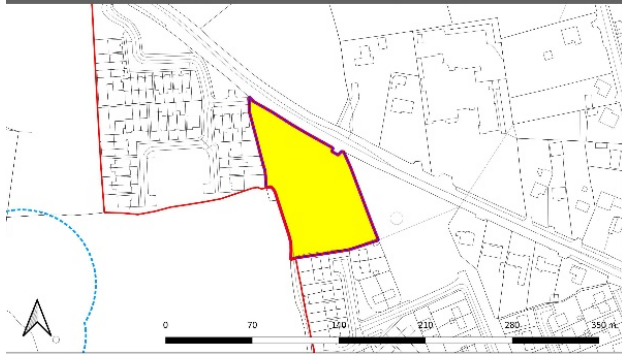

		<p>subsequently access the town via the Gort Road and the junction near McCormack's filling station/MCD's and rural residents coming from Tullagh Upper/Lower, Cloonoo and Coscorrigh as well as the estates from Old Galway Road;</p> <ul style="list-style-type: none"> • It is stated that inbound traffic from the above-named areas as well as traffic coming to Loughrea from Gort or south of Gort will converge on one single junction. <p>It is considered that there is a requirement to revisit the plan as the measures could have significant impact on the supermarket in the heart of the town. It is outlined that the current LAP has an overall objective of protecting existing town-centre business, however the measures proposed will restrict access to delivery vehicles, as well as customers with reduced mobility, to the car park at the back of Londis, which could encourage people to bring their custom out of the town.</p>	
GLW-C79-241	Ciaran Cannon TD	<p>This submission supports the LSDG in the provision of much needed sporting and recreation amenities. It is suggested that the land needs to be zoned as identified by the group as it has been acquired by the group. It is stated that this is a once in a lifetime opportunity for Loughrea town.</p> <p>It is stated that in relation to further assessment by the OPR it is critical that a united front in support of this rezoning with both elected members and local authority executive</p>	<p>Chief Executive's Response See Chief Executives Response to GLW-C79-329 in relation to the Loughrea Sports and Development Group.</p> <p>Chief Executive's Recommendation <i>See Chief Executive Recommendation to GLW-C79-329</i></p>
GLW-C79-382	Sean Canney	<p>This submission supports the LSDG in the provision of much</p>	<p>Chief Executive's Response</p>

	TD	needed sporting and recreation amenities. It is suggested that the land needs to be zoned as identified by the group as it has been acquired by the group. It is stated that this is a once in a lifetime opportunity for Loughrea town.	See Chief Executives Response to GLW-C79-329 in relation to the Loughrea Sports and Development Group. Chief Executive's Recommendation <i>See Chief Executive Recommendation to GLW-C79-329</i>
GLW-C79-384	Sean Canney TD	This submission relates to the provision of swimming facilities.	Chief Executive's Response See Chief Executive response to GLW-C79-319 in relation to the Swimming Pool. Chief Executive's Recommendation <i>See Chief Executive Recommendation to GLW-C79-319</i>

General Submissions			
Submission No.	Submission Name	Summary of Issues Raised in Submission	Chief Executive's Response
GLW-C79-191	Cathal Geraghty	<p>The submission refers to three parcels of land adjacent to St. Raphael's Secondary Schools. It is requested that the lands identified on a map submitted as "X" and "Y" be amended as follows:</p> <ul style="list-style-type: none"> • Land identified as "X" is rezoned from Residential Phase 1 to Community Facilities. • Land identified as "Y" is rezoned from Residential Phase 1 to Community Facilities. <p>Reference is made to lands identified as "Z" which are appropriately zoned "Community Facilities" in the Draft Loughrea LAP 2024 -2030. The submission notes that the lands have been transferred by the Mercy Sisters to the Parish to relocate St. Ita's National School. An application has been lodged with the Department of Education to replace the existing school. Reference to Policy Objective LSST 18 has also been noted.</p>	<p>Chief Executive's Response</p> <p>Submission noted. The Planning Authority acknowledge the requirement to accommodate the growth and expansion of educational facilities in Loughrea. Upon review, it is considered appropriate to amend the zoning from Residential Phase 1 to Community Facilities to facilitate the growth of educational facilities at this location.</p> <p>Chief Executive's Recommendation</p> <p>Rezone lands from Residential Phase 1 to Community Facilities.</p>

			 <p>**The Planning Authority has recommended that this quantum of Residential [Phase 1 is reallocated below in section Residential Phase 1 (Page 92-96)</p>
GLW-C79-396	MKO on behalf of Brian Henehan	<p>A submission has been received in relation to lands (1.1ha) at Ard na Gaoithe. The submission welcomes the zoning of the land parcel as Residential Phase 2 in the Draft Loughrea LAP 2024 – 2030. The submission requests the following:</p> <ul style="list-style-type: none"> The parcel of land zoned Residential Phase 2 is rezoned to Residential Phase 1; 	<p>Chief Executive’s Response</p> <p>Submission noted. The Draft Loughrea LAP 2024 – 2030 was prepared in accordance with the Core Strategy of the GCDP 2022 – 2028. It is acknowledged that the preliminary figures for the Census 2022 have been released, however, there is no provision immediately to increase the population</p>

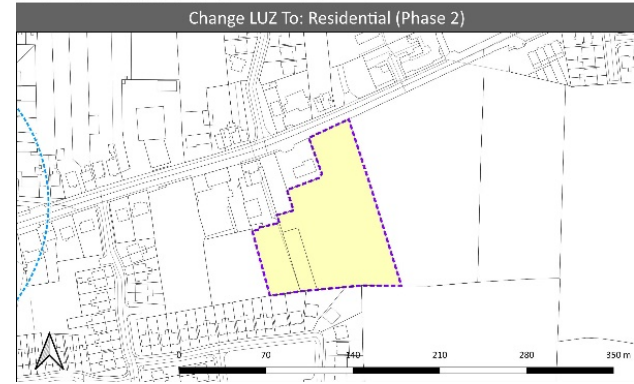
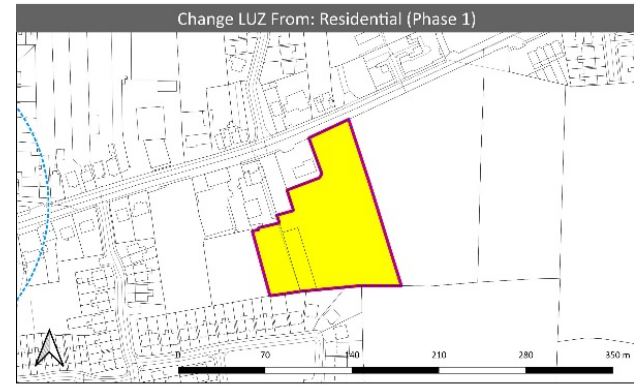
		<p>The submission references the Residential Phase 1 land parcel (0.703ha) (Planning Ref: 19/697) where construction had commenced. The submission outlines the land parcel should be rezoned from Existing Residential and the (0.703ha) quantum should be relocated to subject lands (1.1ha) at Ard na Gaoithe.</p> <p>The following points have been outlined to justify the rezoning from Residential Phase 2 to Residential Phase 1 Lands as follows:</p> <ul style="list-style-type: none"> • Sequential Development and Compact Growth; • Access arrangements. • Extensive planning policy both nationally and locally to support the zoning of these lands as Residential Phase 1; • Undersupply of residential phase 1 lands, and; • Wide range of amenities and services within Loughrea including educational and community facilities. 	<p>allocation for towns such as Loughrea. This mechanism would have to be commenced under the GCDP 2022 – 2028.</p> <p>A site visit was undertaken, and the Planning Authority can confirm construction has commenced on the land parcel and it is considered appropriate to rezone the lands from Residential Phase 1 to Residential Existing. This land has been reallocated to lands adjacent to established residential area and zoned Residential Phase 1 in accordance with the Core Strategy.</p> <p>The submissions request to allocate Residential Phase 1 quantum is acknowledged, however the Planning Authority is not in agreement with same.</p> <p>Chief Executive’s Recommendation Rezone from Residential Phase 1 to Residential Existing.</p>
--	--	---	--

			<p data-bbox="1283 280 1900 305">Change LUZ From: Residential (Phase 1)</p>  <p data-bbox="1283 657 1900 682">Change LUZ To: Residential Existing</p>  <p data-bbox="1255 1096 1915 1201">**The Planning Authority has recommended that this quantum of Residential Phase 1 is reallocated below in Residential Phase 1 section on Pages 92-96.</p>
--	--	--	---

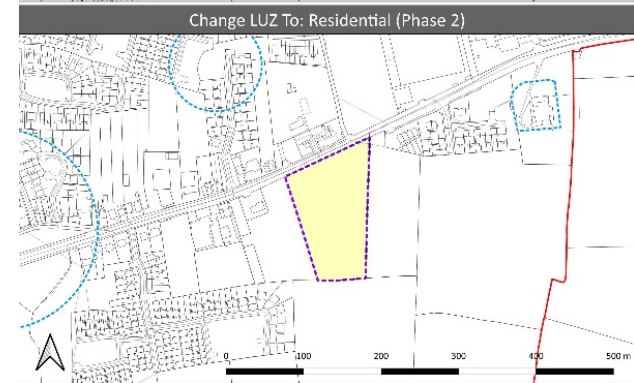
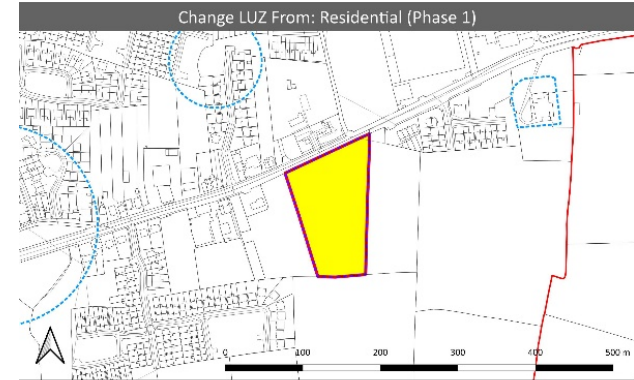
GLW-C79-364	E. Spellman & Associates Ltd. on behalf of John and Gráinne Claffey	<p>A comprehensive submission has been received in relation to lands at Farranalynch and Gorteenapheebera, Loughrea. It is requested that the following amendments are carried out as follows:</p> <ul style="list-style-type: none"> • Area 1 (0.95ha) – Rezoned from Residential Phase 1 to Agriculture; • Area 2 (0.97ha) – Rezoned from Residential Phase 2 to Agriculture; • Area 3 (1.92ha) Rezoned from Agriculture to Residential Phase 1. <p>The submission outlines Area 1 and 2 (1.92ha) should be swapped to Area 3, rezoning Area 3 from Agriculture to Residential Phase 1. The submission provides a justification and rationale to swap the areas as the lands are surrounding the dwelling house and agriculture buildings which will cause great difficulty when completing farming activities and accessing the farm.</p>	<p>Chief Executive’s Response</p> <p>Submission noted. The subject lands (Areas 1 and 2) referenced in this submission have been zoned Residential Phase 1 and Residential Phase 2 in the Draft Loughrea LAP 2024 - 2030. The Planning Authority acknowledge the use of the land for agricultural purposes. As per the submission request to swap Area 1 and Area 2, it is considered inappropriate to swap the land use zoning as requested to Area 3 as it would be contrary to sequential development and would result in a piecemeal Residential Phase 1 at Farranalynch.</p> <p>Upon review of the details provided in the submission, the Planning Authority consider it inappropriate to swap Areas 1 and 2 for Area 3. Moreover, the Planning Authority notes from the submission that the current use of the land parcels are primarily used for Agricultural purposes. However based on the location of these lands adjacent to the town centre it is considered warranted to retain the lands with a Residential zoning. In this instance it is considered that the lands should be rezoned from Residential Phase 1 to Residential Phase 2.</p> <p>With the requirement for Residential lands and lands that can be delivered for residential units it is considered appropriate to use the quantum of Residential Phase 1 lands from Area 1 and immediately east are reallocated to lands at the rear of Jardim Drive.</p>
-------------	---	---	--

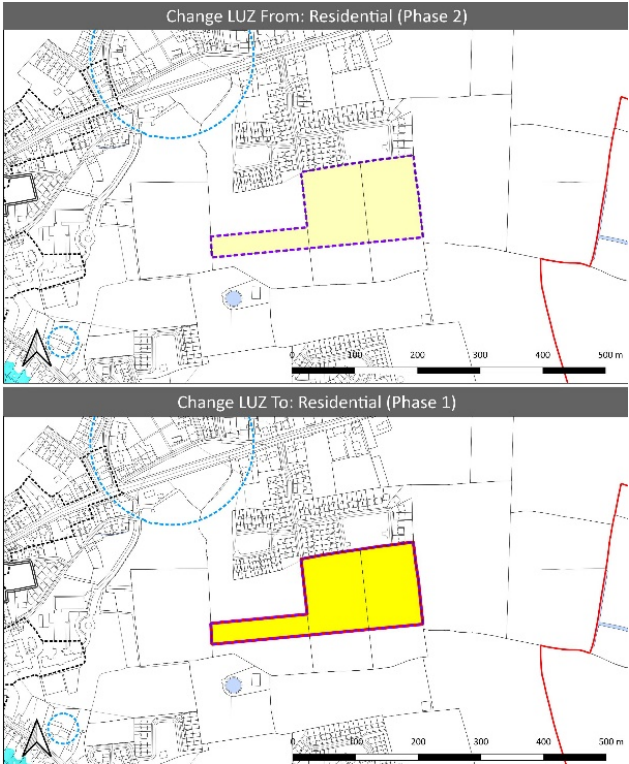
Chief Executive's Recommendation

Rezone from Residential Phase 1 to Residential Phase 2.



Rezone from Residential Phase 1 to Residential Phase 2.

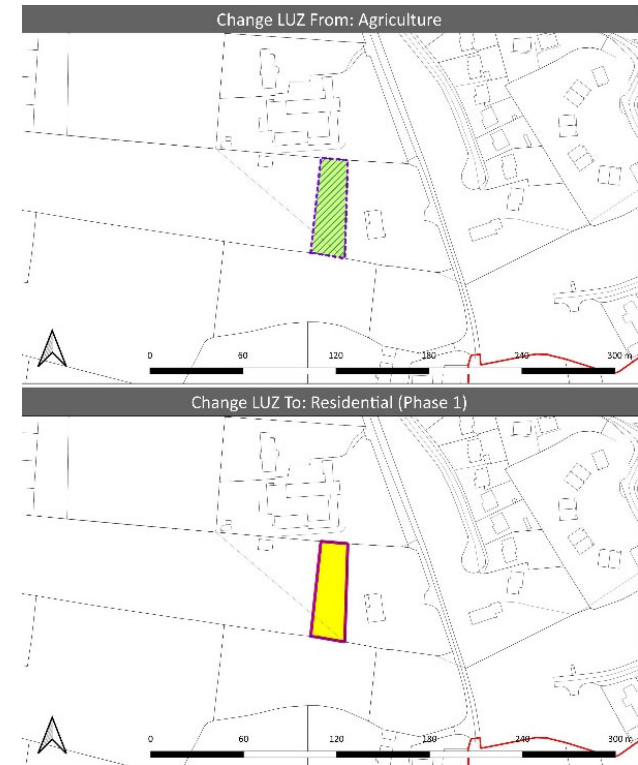


			<p>Rezone from Residential Phase 2 to Residential Phase 1.</p> 
Residential Phase 1			
GLW-C79-263	MKO on behalf of Thomas Claffey	<p>A comprehensive submission has been received in relation to lands located to the south of the N6 Loughrea Bypass. It is requested that the following amendments are carried out as follows;</p> <ul style="list-style-type: none"> • Rezone lands (1.9ha) from Agriculture to Residential 	<p>Chief Executive’s Response Submission noted. The Draft Loughrea LAP 2024 – 2030 was prepared in accordance with the Core Strategy of the GCDP 2022 – 2028. As part of the review of the Loughrea LAP 2024 – 2030, the quantum of Residential Phase 1 was examined.</p>

		<p>Phase 1.</p> <p>Several points have been submitted to justify the proposed rezoning as follows;</p> <ul style="list-style-type: none"> • The strategic location of the lands with close proximity to Loughrea Business and Technology Park (c.550m), within the town boundary and 2.2 km north-east of the town centre; • It is noted that the lands are zoned Open Space/Recreation & Amenity in the current Loughrea LAP 2012 – 2022 and to zone it Agriculture as in the Draft LAP 2024 – 2030 would be downzoning and contrary to national guidance; • 13.7% of population growth is noted in the Census 2022 for Loughrea resulting that the targets set in the core strategy would be exceeded; • A rationale for the rezoning of lands has been outlined with residential zoned land or developments in the area, distance to designated sites, transport connectivity, absence of flood or heritage constraints, and a ‘Settlement Capacity Audit’ comprising road and cycle access, water supply and infrastructure and social infrastructure; • The submission notes that a family member submission (no. GLW-C79-364) requests to downzone two landholdings of similar size and is in favour of reallocating the quantum of Residential Phase 1 for the lands south to the N6 Loughrea Bypass. 	<p>There is a requirement of 22.6ha of Residential Phase 1 lands. The Planning Authority has zoned accordingly. It is considered that the lands should be retained as per the Draft Loughrea LAP 2024 – 2030. The reference to submission GLW-C79-364 has been considered in the relevant section above.</p> <p>Chief Executive’s Recommendation No Change.</p>
GLW-C79-383	Clarke	The submission relates to three parcels of land in	Chief Executive’s Response


	<p>Construction Design on behalf of David Barrett</p>	<p>Knockanima, Loughrea. The submission requests the following:</p> <ul style="list-style-type: none"> • The lands identified as Residential Phase 1 in the Draft Plan are retained. • A parcel of land zoned Agriculture and marked x is rezoned to Residential Phase 1; • A parcel of land zoned Agriculture and marked x would be rezoned to Existing Residential/Infill Residential. 	<p>Submission noted. Following a review of the land parcels and due to their configuration to the rear of existing Residential Phase 1 lands it is considered appropriate to recommend the following:</p> <ul style="list-style-type: none"> • Lands marked x to be rezoned from Agriculture to Residential phase 1; • Lands immediately to the rear of existing dwelling and marked x to be rezoned from Agriculture to Residential phase 1. <p>The request to zone the subject lands Residential Infill/Existing Residential is noted, however the zoning would not reflect the particulars of the land parcels. Furthermore, the Planning Authority deem it appropriate to rezone these lands from Agriculture to Residential Phase 1 as it is in accordance with the Core Strategy and Compact Growth and based on a rezoning as a result of the Chief Executive Recommendation above.</p> <p>Furthermore, the Planning Authority consider it warranted and appropriate to reallocate a quantum of Residential Phase 1 to a land parcel south of the subject lands in order to deliver for residential units.</p> <p>Chief Executive’s Recommendation</p>
--	---	---	--

Rezone from Agriculture to Residential Phase 1



Rezone from Agriculture to Residential Phase 1



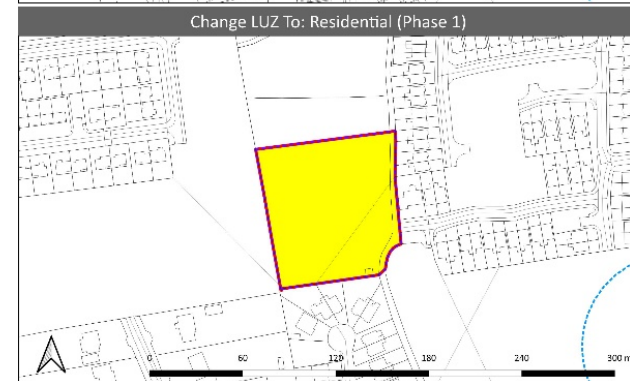
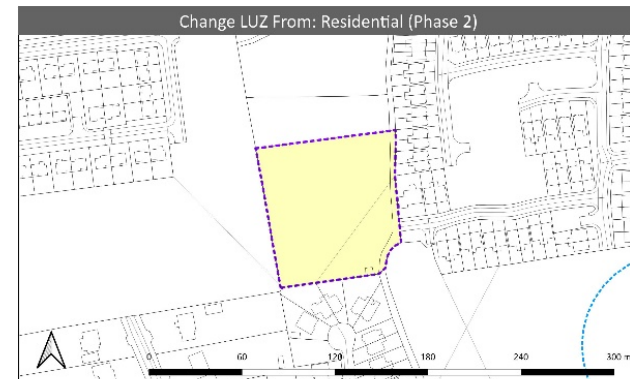
			<p>Rezone from Agriculture to Residential Phase 1</p> 
GLW-C79-333	Genesis Planning on behalf of Roberto Property Ltd.	<p>A comprehensive submission has been received in relation to two parcels of land (14.49 ha), which are located to the south of the R380. The submission requests several amendments as follows:</p> <ol style="list-style-type: none"> 1. The lands identified as Residential Phase 1 (3.08ha) in the Draft Plan are retained; 	<p>Chief Executive’s Response</p> <p>Submission noted. The Draft Loughrea LAP 2024 – 2030 was prepared in accordance with the Core Strategy of the GCDP 2022 – 2028. As part of the review of the Loughrea LAP 2024 – 2030, the quantum of Residential Phase 1 was examined. There is a requirement of 22.6ha of Residential Phase 1 lands. It is acknowledged that the preliminary figures for the Census</p>

		<p>2. The lands identified as Residential Phase 2 (11.41) are rezoned from Residential Phase 2 to Residential Phase 1;</p> <p>3. Amend General Note (no.5) on Land Use Zoning Matrix under Table 1.6</p> <p>5. Zone R: Residential –</p> <ul style="list-style-type: none"> ➤ Phase 1 is phased for residential development within the lifetime of this Plan; and ➤ Phase 2 is generally not developable during the lifetime of this Plan, subject to the provisions and exceptions set out under Policy Objective LSST-5 residential is developable during the lifetime of this plan where it is demonstrated that delivery of a scheme will benefit the Town via the provision of community infrastructure.' <p>4. Amend Policy Objective LSST 5 Residential Development Phasing as follows;</p> <p>LSST 5 Residential Development Phasing</p> <p>Support the development of lands designated as Residential (Phase 1) within the lifetime of the plan, subject to normal planning, access and servicing requirements. and reserve the lands designated as Residential (Phase 2) for the longer term growth needs of Loughrea. Residential (Phase 2) lands are generally not developable for housing within the lifetime of this plan, with the exception of the following developments, which may be considered by the Planning Authority, subject to a suitable evidence-based case being made for the proposal:</p>	<p>2022 have been released, however, there is no provision immediately to increase the population allocation for towns such as Loughrea. This mechanism would have to be commenced under the GCDP 2022 – 2028. Having regard to the details provided in the submission it is considered prudent to rezone a parcel of lands from Residential Phase 2 to Residential Phase 1. This reallocation of Residential Phase 1 lands is in accordance with the Core Strategy of the GCDP 2022 -2028, as a consequence of a rezoning above a Residential Phase 1 quantum has become available. The Planning Authority deem it appropriate to rezone 0.752ha from Residential Phase 2 to Residential Phase 1.</p> <p>Furthermore, as detailed in the submission it is considered prudent to rezone a parcel Residential Phase 2 to Open Space/Recreation & Amenity for the use of a public open space which is similar to the zoning in the Loughrea LAP 2012 – 2022 with a specific Policy Objective from New Playground/Recreational Area</p> <p>In a LAP there is a specific requirement to identify Residential Phase 2 lands. These lands are not for immediate development as there is an allocated quantum of Residential Phase 1 lands for development within the lifetime of the Plan. Upon review, it is not considered warranted or appropriate to make wording amendments to the General Notes on Land Use Zoning Matrix and Policy Objectives LSST 5 Residential Development Phasing as both provide some flexibility.</p>
--	--	--	--


- a) Single house developments for local family members on family-owned lands, subject to a 7-year occupancy clause.
- b) Non-residential developments that are appropriate to the site context, residential amenities, the existing pattern of development in the area and the policy objectives in the plan.
- c) Where it is apparent that Residential (Phase 1) lands ~~cannot or will not be developed~~ are not being developed for residential purposes within the plan period, residential development may be considered in limited cases in a phased manner on suitable Residential (Phase 2) lands ~~in exceptional circumstances~~; where it is demonstrated that delivery of a scheme will benefit the Town via provision of community infrastructure.
 - ~~Development on Residential (Phase 2) lands will normally only be considered where 50% of the lands in Residential (Phase 1) are committed to the development~~
 - Residential Developments on Residential (Phase 2) lands will be subject to compliance with the Core Strategy, the principles of proper planning and sustainable development, connectivity, including infrastructure and public footpath and lighting to the town centre, the sequential

Chief Executive’s Recommendation

Rezone from Residential Phase 2 to Residential Phase 1



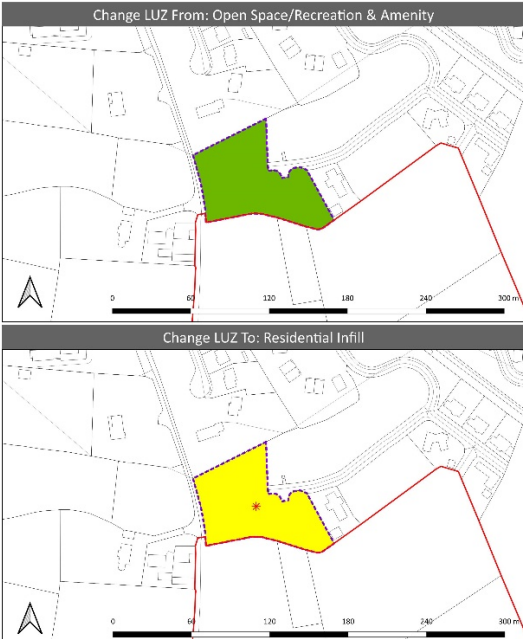
Rezone from Residential Phase 2 to Residential Phase 1 and insert Policy Objective LSST 25 New Playground/ Recreational Area Symbol on land parcel as follow;

		<p>approach, avoidance of leap-frog developments, and subject to meeting normal planning, environmental, access and servicing requirements. The development will only be permitted where a substantiated evidence-based case has been made to the satisfaction of the Planning Authority and the development will not prejudice the future use of the lands for the longer-term growth needs of each settlement.'</p> <p>Several points have been submitted to justify the proposed amendments as follows;</p> <ul style="list-style-type: none"> • Limited scale residential development being constructed in Loughrea; • Additional two years of population allocation and residential units up to 2030; • There is local pressure demand for residential units; • The Plan did not take account of the Masterplan prepared for the lands, and; • The lands are appropriate from a sequential development approach. 	
GLW-C79-603	Genesis Planning on behalf of Roberto Property Ltd.	A comprehensive submission has been received in relation to two parcels of land (14.49 ha), which are located to the south of the R380. The submission requests a few amendments as follows:	<p>Chief Executive's Response See Chief Executive Response to GLW-C79-333</p> <p>Chief Executive's Recommendation See Chief Executive Recommendation to GLW-C79-333.</p>

		<ol style="list-style-type: none"> 1. The lands identified as Residential Phase 1 (3.08ha) in the Draft Plan are retained; 2. The lands identified as Residential Phase 2 (11.41) are rezoned from Residential Phase 2 to Residential Phase 1; 3. Amend General Note (no5.) on Land Use Zoning Matrix under Table 1.6 <ul style="list-style-type: none"> 5. Zone R: Residential – <ul style="list-style-type: none"> ➤ Phase 1 is phased for residential development within the lifetime of this Plan; and ➤ Phase 2 is generally not developable during the lifetime of this Plan, subject to the provisions and exceptions set out under Policy Objective LSST-5 residential is developable during the lifetime of this plan where it is demonstrated that delivery of a scheme will benefit the Town via the provision of community infrastructure.' 4. Amend Policy Objective LSST 5 Residential Development Phasing as follows; <ul style="list-style-type: none"> LSST 5 Residential Development Phasing Support the development of lands designated as Residential (Phase 1) within the lifetime of the plan, subject to normal planning, access and servicing requirements. and reserve the lands designated as Residential (Phase 2) for the longer term growth needs of Loughrea. Residential (Phase 2) lands are generally not developable for housing within the lifetime of this plan, with the exception of the following developments, which may be considered 	
--	--	---	--

		<p>by the Planning Authority, subject to a suitable evidence-based case being for the proposal:</p> <ol style="list-style-type: none"> a) Single house developments for local family members on family-owned lands, subject to a 7-year occupancy clause. b) Non-residential developments that are appropriate to the site context, residential amenities, the existing pattern of development in the area and the policy objectives in the plan. c) Where it is apparent that Residential (Phase 1) lands cannot or will not be developed are not being developed for residential purposes within the plan period, residential development may be considered in limited cases in a phased manner on suitable Residential (Phase 2) lands in exceptional circumstances; where it is demonstrated that delivery of a scheme will benefit the Town via provision of community infrastructure. <ul style="list-style-type: none"> • Development on Residential (Phase 2) lands will normally only be considered where 50% of the lands in Residential (Phase 1) are committed to the development • Residential Developments on Residential (Phase 2) lands will be subject to compliance with the Core Strategy, the principles of proper planning and sustainable development, connectivity, including 	
--	--	---	--

		<p>infrastructure and public footpath and lighting to the town centre, the sequential approach, avoidance of leap-frog developments, and subject to meeting normal planning, environmental, access and servicing requirements. The development will only be permitted where a substantiated evidence-based case has been made to the satisfaction of the Planning Authority and the development will not prejudice the future use of the lands for the longer-term growth needs of each settlement.'</p> <p>Several points have been submitted to justify the proposed amendments as follows;</p> <ul style="list-style-type: none"> • Limited scale residential development being constructed in Loughrea; • Additional two years of population allocation and residential units up to 2030; • There is local pressure demand for residential units; • The Plan did not take account of the Masterplan prepared for the lands, and; • The lands are appropriate from a sequential development approach. 	
GLW-C79-310	MKO on behalf of MPD Property Developments Limited	<p>A comprehensive submission has been received in relation to a parcel of land at Ard na Gaoithe. It is requested that the following amendment is carried out as follows:</p> <ul style="list-style-type: none"> • Rezone land (2.6ha) from Open Space/Recreation and 	<p>Chief Executive's Response</p> <p>Submission noted. The Draft Loughrea LAP 2024 – 2030 was prepared in accordance with the Core Strategy of the GCDP 2022 – 2028. As part of the review of the Loughrea LAP 2024 – 2030, the quantum of Residential Phase 1 was examined.</p>

		<p>Amenity to Residential Phase 1.</p> <p>Several points have been submitted to justify the proposed rezoning as follows:</p> <ul style="list-style-type: none"> • The landholding and the subject lands are zoned Residential Phase 1 in the current Loughrea LAP 2012 – 2022; • Extensive planning history on the overall land holding. It is referenced that Galway County Council permitted development under 22/45 but reduced the number of residential units which is currently on appeal to ABP; • Potential Density of the overall landholding; • Sequential approach with proximity to the town centre and adjacent to residential developments; • No flooding issues or heritage constraints. 	<p>There is a requirement of 22.6ha of Residential Phase 1 lands.</p> <p>A further review of the land parcel was undertaken and based on the configuration of the lands it considered that a parcel of the subject lands (0.48) should be zoned Residential Infill in order to facilitate limited residential development. It is not considered appropriate to zone the full extent of the lands residential, it is considered that there is merit to retain some Open Space/Recreation and Amenity.</p> <p>Chief Executive’s Recommendation Rezone from Open Space/Recreation and Amenity to Residential Infill.</p> 
--	--	---	--

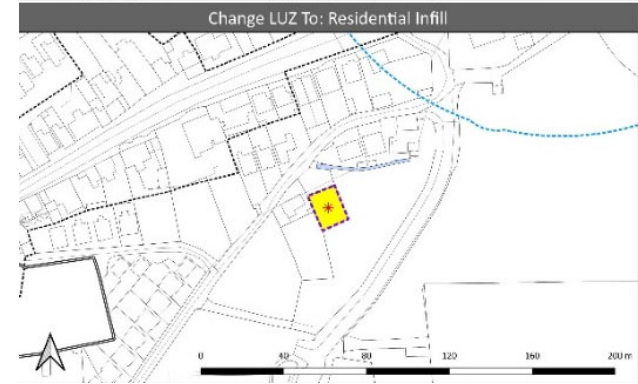
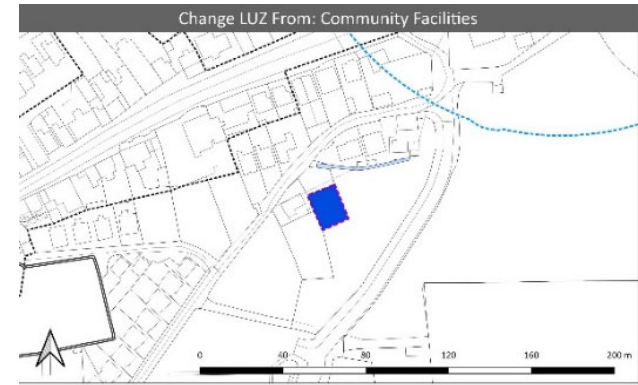
GLW-C79-834	Myronome Ltd on behalf of Michael Feerick	<p>The submission has been received in relation to lands at the Former Mount Carmel Monastery, Loughrea. The submission welcomes Policy Objective LSST 17 and the support of the Former Carmelite Nuns Site and several zoning designations of the lands.</p> <p>It is requested that the following amendments are carried out:</p> <ul style="list-style-type: none"> • The parcel of land zoned Residential Phase 2 is rezoned to Residential Phase 1; • The two land parcels zoned Open Space/Recreation & Amenity are rezoned to Community Facilities. <p>The following rationale is included for the rezoning of the residential lands:</p> <ul style="list-style-type: none"> • The proposed residential lands align with the Compact Growth strategy and are available for immediate development; • The lands are contiguous to the imminent 8.2acre Residential Phase 1 Galway County Council Housing development to the immediate north of monastery lands; • In reference to other Residential Phase 1 lands in the draft plan (13 no.), it is stated that the subject lands are closer to the town centre than all but 2 no. of the said sites; • As a community focused owner it is stated that the Residential Phase 1 designation will lend itself to the 	<p>Chief Executive’s Response</p> <p>Submission Noted. In the preparation of the Draft Loughrea LAP 2024 – 2030 a full review of all lands was undertaken. In the previous Loughrea LAP 2012 – 2022 the subject lands were previously zoned as follows;</p> <ul style="list-style-type: none"> • Residential Phase 1 – Zoning has been retained • Community Facilities - Zoning has been retained • Agriculture – Land Parcel is zoned Residential Phase 2 in the Draft Loughrea LAP 2024 2030. • Agriculture – Land Parcel is zoned Commercial Mixed Use in the Draft Loughrea LAP 2024 2030. • Agriculture – Land Parcel is zoned Open Space/Recreation and Amenity) in the Draft Loughrea LAP 2024 2030. <p>The Former Mount Carmel Monastery/ Former Carmelite Nuns Site has significant development potential, hence the rezoning of the land from the previous Loughrea LAP 2012 – 2022 to the zoning as per the Draft Plan which will in principle support the significant residential and commercial development of the complete land holding. In addition to the rezoning, there is a specific Policy Objective LSST 17 Former Carmelite Nuns Site on the lands.</p> <p>The Residential Phase 1 lands were identified in the Draft Loughrea LAP 2024 – 2030 in multiple locations to ensure there was a geographical spread of the residential development in Loughrea.</p>
-------------	---	---	--

		<p>plans to develop public walkway/cycle paths around and to the walled garden;</p> <ul style="list-style-type: none"> • The zoning of these lands will be released for the development of badly needed housing for the town; • It is stated that the rezoning of these lands to R1 will enable the area marked 5 as illustrated to be released as new recreational space for the enjoyment of the town. It is stated that without this R1 designation, the release of Area 5 as OS will need to be reconsidered. In addition, it is stated that the offer of a 5-meter set back of former Monastery lands around its entire road perimeter to the Local Authority to improve the road and pathways will have to be reconsidered. 	<p>The reference to the removal of the Public Park is noted, however, this is a separate non-planning issue and will not form part of the deliberations on Land Use Zonings as part of the Draft Plan process.</p> <p>Chief Executive’s Recommendation No Change</p>
GLW-C79-244	Cyril J Kelly & Associated on behalf of Paul Curley	<p>A comprehensive submission has been received in relation to two land parcels at Caheronaun, Loughrea. It is requested that the following amendments are carried out as follows:</p> <ul style="list-style-type: none"> • Rezone land from Agriculture to Residential Phase 1; • Rezone land from Residential Phase 2 to Residential Phase 1; <p>It is referenced that the first parcel of the land was previously zoned Residential Phase 2 in 2012-2022 LAP. The second parcel of the land was previously zoned Residential Phase 1 in 2012-2022 LAP.</p> <p>Several points have been submitted to justify the proposed rezonings as follows;</p> <ul style="list-style-type: none"> • Planning history of the site; • A planning application is ready to be lodged as the next 	<p>Chief Executive’s Response Submission noted. The Draft Loughrea LAP 2024 – 2030 was prepared in accordance with the Core Strategy of the GCDP 2022 – 2028. As part of the review of the Loughrea LAP 2024 – 2030, the quantum of Residential Phase 1 was examined. There is a requirement of 22.6ha of Residential Phase 1 lands. The Planning Authority has zoned accordingly. It is considered that the lands should be retained as per the Draft Loughrea LAP 2024 – 2030.</p> <p>Chief Executive’s Recommendation No Change.</p>

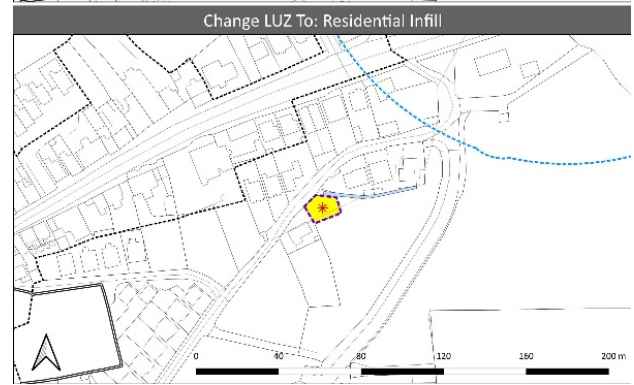
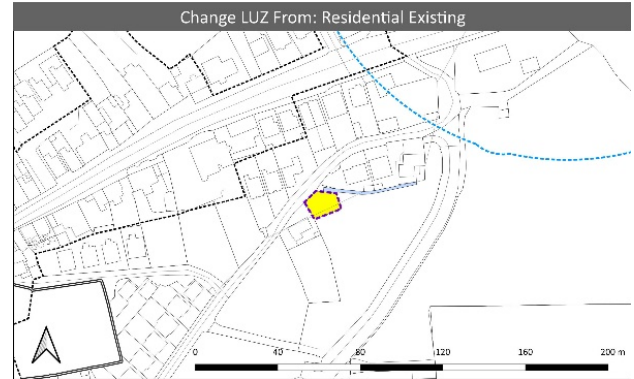
		<p>phase of a recently completed residential development;</p> <ul style="list-style-type: none"> • The lands are fully serviced; • Road in the same ownership for access, and; • Pedestrian access and continuous connectivity to the town centre. 	
Residential Phase 2			
GLW-C79-431	Aidan Finnegan	<p>A submission has been received in relation to the Residential Zoned Land Tax. The submission welcomes that the lands are zoned Residential Phase 2 on the condition they are not subject to the Residential Zoned Land Tax. In the instance that these lands are subject to Residential Zoned Land Tax it is requested the land parcel should revert to Agriculture. The submission notes the lands are not serviced and they are actively farmed.</p>	<p>Chief Executive’s Response Submission noted. Based on the Circular (NRUP: 01/2024) received on the Residential Zoned Land Tax dated the 11th of January 2024 Residential Phase 2 lands are not applicable for the Residential Zoned Land Tax.</p> <p>It is considered prudent to zone lands Residential Phase 2 for the longer-term development potential. The Planning Authority has zoned accordingly. It is considered that the lands should be retained as per the Draft Loughrea LAP 2024 – 2030.</p> <p>Chief Executive’s Recommendation No Change.</p>
GLW-C79-860	Enviroplan Consulting Ltd. on behalf of Leadlane (Loughrea) Ltd.	<p>A submission has been received in relation to lands at Tullagh Upper, Loughrea. The submission requests the following:</p> <ul style="list-style-type: none"> • Extend the Settlement Boundary and zone the lands Residential Phase 2. <p>Several points have been submitted to justify the proposed</p>	<p>Chief Executive’s Response Submission Noted. In the preparation of the Draft Loughrea LAP 2024 – 2030 a full review of all lands was undertaken. In the previous Loughrea LAP 2012 – 2022 the subject lands were previously zoned as Residential Phase 2. It is not considered appropriate to extend the Settlement Boundary and zone the lands Residential Phase 2. Reference to</p>

		<p>zoning of lands as follows:</p> <ul style="list-style-type: none"> • High level policy context; • The land were zoned Residential Phase 2 in the 2012-2022 Plan; • Strategic infrastructure links and access to the site; • No environmental, flood or heritage constraints. • Subject Lands are adjacent to established residential area; • Planning application in preparation for the site and lands to the east for which a submission has been lodged (submission no. GLW-C79-862); • Serviceability of the lands, and; • Proximity to the town centre, facilities and areas. 	<p>planning application for lands immediately adjoining the subject land parcel is noted however these lands are still regarded on the fringes of the town in a rural area.</p> <p>Chief Executive's Recommendation No Change.</p>
Residential Infill			
GLW-C79-7	Jason & Nuala Redmond	<p>The submission relates to land parcels adjacent to St Raphael's Secondary School. The submission requests the following:</p> <ul style="list-style-type: none"> • Plot B is rezoned from Community Facility to Residential Infill, and; • Plot A is rezoned from Existing Residential to Community Facilities. 	<p>Chief Executive's Response Submission noted. From reviewing the submission and examining the documentation submitted it is considered appropriate to rezone Plot B from Community Facilities to Residential Infill.</p> <p>Subsequential, it is considered appropriate to rezone Plot A from Existing Residential to Community Facilities.</p> <p>Chief Executive's Recommendation</p>

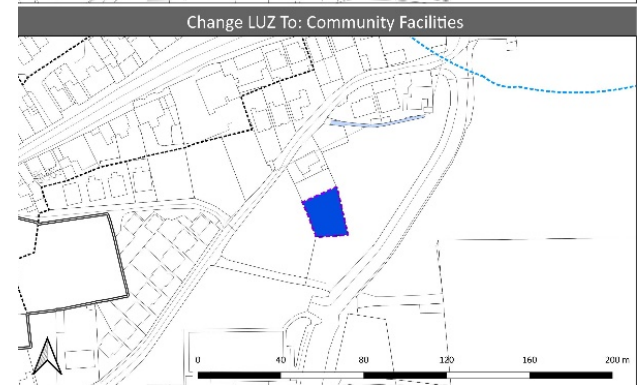
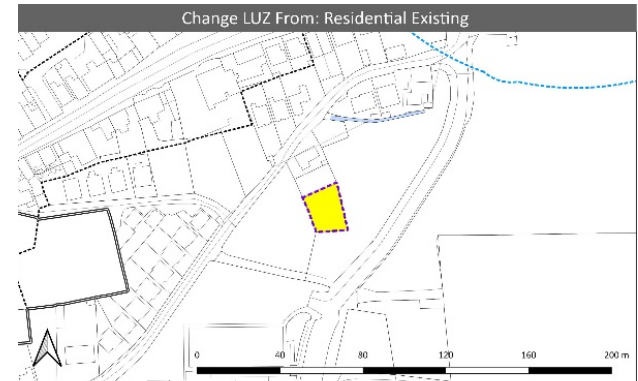
Rezone from Community Facilities to Residential Infill



Rezone from Residential Existing to Residential Infill



Rezone from Existing Residential to Community Facilities.



GLW-C79-862	Enviroplan Consulting Ltd. (on behalf of Leadlane (Loughrea) Ltd.	<p>The submission has been received in relation to a land parcel in Tullagh Upper, Loughrea. The submission requests the following:</p> <ul style="list-style-type: none"> • It is requested to rezone the land parcel from Residential Phase 2 to Residential Infill. <p>The following rationale is included for the rezoning of the subject lands:</p> <ul style="list-style-type: none"> • High level policy context; • Reference to the Infrastructure Assessment of the Draft LAP; • The zoning will not affect the core strategy; • Subject lands are bounded by residential estates to the north, east and across the road to the site giving the lands infill characteristics; • Strategic Infrastructure links and Vehicular Access to 	<p>Chief Executive’s Response</p> <p>Submission noted. From reviewing the submission, the number of units proposed would not be permissible in a Residential Infill zoning classification. Residential Infill zoning is applicable for a limited number (2-3 units) of residential units. The Planning Authority has zoned accordingly. It is considered that the lands should be retained as per the Draft Loughrea LAP 2024 – 2030.</p> <p>Chief Executive’s Recommendation</p> <p>No Change</p>

		<p>N65 and M6;</p> <ul style="list-style-type: none"> • Within the 50 kph speed limit and adequate road frontage; • No environmental, flood or heritage constraints; • The rezoning of land will support a planning application in preparation for 14 houses for the subject site and site to the west with connection to the public mains, sewer and footpath; • Availability of Industrial, employment and commercial lands, community facilities, schools and natural amenities within the town and walking distance. 	
GLW-C79-423	Ignatius T. Greaney & Associates on behalf of Joe O’Toole	<p>The submission has been received in relation to a land parcel in Baunoge, Loughrea. The submission requests the following:</p> <ul style="list-style-type: none"> • It is requested to rezone the land parcel from Open Space/Recreation & Amenity to Residential. <p>The following rationale is included for the rezoning of the subject lands:</p> <ul style="list-style-type: none"> • The open space area is not used or not maintained; • Close proximity to the town centre • Proximity to recreational amenities; • Existing road, footpath and access; • All public utilities are available; • Possibility of gravity connections; • Lands do not overlap any designated park identified in the GCDP 2022 – 2028; • The lands are Infill and can provide up to 24 houses; 	<p>Chief Executive’s Response</p> <p>Submission noted. A further review of the land was undertaken, and the configuration and topography of the land parcel would not facilitate further Residential Units without impeding on Existing Residential Units in the An Sruthán Estate and surround areas. The Residential Infill zoning requested would not be appropriate in this instance. The Planning Authority has zoned accordingly. It is considered that the lands should be retained as per the Draft Loughrea LAP 2024 – 2030.</p> <p>Chief Executive’s Recommendation</p> <p>No Change.</p>

		<ul style="list-style-type: none"> The land identified as 'A' is in the same ownership of 'B' giving a greater scope for development. 	
GLW-C79-491	Edel Murray on behalf of Vincent and Bridget Murray)	<p>The submission has been received in relation to a land parcel in Knockanima, Loughrea. The submission requests the following:</p> <ul style="list-style-type: none"> It is requested to rezone the land parcel from Agriculture to Residential. <p>The following rationale is included for the rezoning of the subject lands:</p> <ul style="list-style-type: none"> Lands are in the ownership of the submitter at the side, rear and front of the site at the lakeshore; The lands are between several existing residential houses including their own which makes it a 'Gap site' within the settlement boundary and can accommodate a high-quality residential unit with safe access; The land at the rear of the site does not rely on the site to have access to Lake Road; The lands are strategically located, at walking distance to the town centre, with existing footpaths and access to all services; The zoning request is consistent with the objectives of the Draft LAP and with proper planning and sustainable development, and; It is proposed to construct a house and to downsize from their existing home. 	<p>Chief Executive's Response Submission noted. A further review of the land was undertaken and the land in question has limited area to construct a dwelling coupled with access issues onto Lake Road. The Planning Authority has zoned accordingly. It is considered that the lands should be retained as per the Draft Loughrea LAP 2024 – 2030.</p> <p>Chief Executive's Recommendation No Change.</p>
GLW-C79-770	Declan Rafferty on behalf of Mr	A comprehensive submission has been received in relation to 3 separate parcels of land at Baunoge, An Sruthan and	<p>Chief Executive's Response Submission noted. A further review of the land was</p>

	<p>Stephen O'Rourke</p>	<p>Fortlands Meadows.</p> <ul style="list-style-type: none"> It is requested that the three parcels of land are rezoned from Open Space/Recreation & Amenity to Residential. <p>The following rationale is included for the rezoning of the subject lands:</p> <ul style="list-style-type: none"> Lands are adjoining neighbouring residential developments; Within the existing footprint of the town, compact growth and proximity to schools and the town centre encouraging the promotion of sustainable mobility; High level policy context and shortage of housing stock. <p>In relation to the lands at Baunoge:</p> <ul style="list-style-type: none"> It is an underutilized recreational open space. There is an opportunity for a high-quality mixed residential development and a safe play area/community facility with easy access from the existing Baunoge Housing Development infrastructure; Reference to Figure 2 of the Draft LAP 'Loughrea Population by Small area' shows a density in Baunoge of 1000-2000 residents/sq.km therefore an increase of density is needed for residential units in the area. <p>In relation to the land at An Sruthan:</p> <ul style="list-style-type: none"> There is an opportunity for an additional family home on the subject lands; 	<p>undertaken and the land parcels in question are currently being utilized as public open space for the adjoining residential units in Baunoge, An Sruthan and Fortlands Meadows. It is not considered appropriate that the lands would be rezoned to Residential. The Planning Authority has zoned accordingly. It is considered that the lands should be retained as per the Draft Loughrea LAP 2024 – 2030.</p> <p>Chief Executive's Recommendation No Change.</p>
--	-------------------------	--	---

		<ul style="list-style-type: none"> • The land is unsuitable as a recreational open space; • The lands are easily connected to the existing infrastructure, and; • An Sruthan has 16% of open space which is more than the 10% required. <p>In relation to the land at Fortlands Meadows:</p> <ul style="list-style-type: none"> • The lands are located on the northern side of the town; • There is an opportunity for an additional family home on the subject lands; • The land is unsuitable as a recreational open space; • The lands are easily connected to the existing infrastructure. 	
Existing Residential			
GLW-C79-865	Enviroplan Consulting Ltd. on behalf of Leadlane (Loughrea) Ltd.	<p>A submission has been received in relation to lands at Caheronaun, Loughrea. The submission requests the following:</p> <ul style="list-style-type: none"> • It is requested that the subject lands would be rezoned from Agriculture to Residential Existing. <p>The following rationale is included for the rezoning of the subject lands:</p> <ul style="list-style-type: none"> • Live planning application 19/1673 and 21/732 on the subject lands; • Construction activity underway within the subject lands; • The zoning will not affect the core strategy; • Subject site bounded by housing estates to the south, 	<p>Chief Executive's Response</p> <p>Submission noted. From reviewing the submission and viewing the land parcel it should be noted that the land does not demonstrate brownfield characteristics as aforementioned in the submission. Based on this assessment it is not considered warranted or appropriate to amend the zoning classification at this location as substantial works have not commenced. The Planning Authority has zoned accordingly.</p> <p>Reference to a commencement notice (CN0108310GC) is noted however due to the absence of brownfield characteristics as outlined above the lands should be retained as per the Draft Loughrea LAP 2024 – 2030.</p>

		<p>across the road to the west for which it can be considered as an infill site;</p> <ul style="list-style-type: none"> • Strategic Infrastructure links and Vehicular Access to N65 and M6, and; • The subject lands are within the built envelope and the 50 kph speed limit. 	<p>Chief Executive’s Recommendation No Change.</p>
GLW-C79-868	<p>Enviroplan Consulting Ltd. on behalf of Leadlane (Loughrea) Ltd.</p>	<p>A submission has been received in relation to lands at Caherwalter, Loughrea. The submission requests the following:</p> <ul style="list-style-type: none"> • It is requested that the land parcel (1.63ha) is rezoned from Residential Phase 2 to Residential Existing, and; • It is requested that the land parcel (0.014ha) is rezoned from Open Space/Recreation and Amenity to Residential Existing. <p>The following rationale is included for the rezoning of the subject lands:</p> <ul style="list-style-type: none"> • Live planning application 19/1672,21/2229 and 23/60323 on the subject lands; • The new zoning will not affect the core strategy; • Site location and context; • Strategic Infrastructure links and Vehicular Access to N65 and M6; • Within 50kph speed limit; • Availability of public sewerage, water main infrastructure and the possibility of connection to footpaths; • Availability of Industrial, employment and commercial 	<p>Chief Executive’s Response Submission noted. From reviewing the submission and viewing the land parcel it should be noted that the land does not demonstrate brownfield characteristics as aforementioned in the submission. Based on this assessment it is not considered warranted or appropriate to amend the zoning classification at this location as substantial works have not commenced. The Planning Authority has zoned accordingly.</p> <p>Reference to a commencement notice (CN0108467GC) is noted however due to the absence of brownfield characteristics as outlined above the lands should be retained as per the Draft Loughrea LAP 2024 – 2030.</p> <p>Chief Executive’s Recommendation No Change.</p>

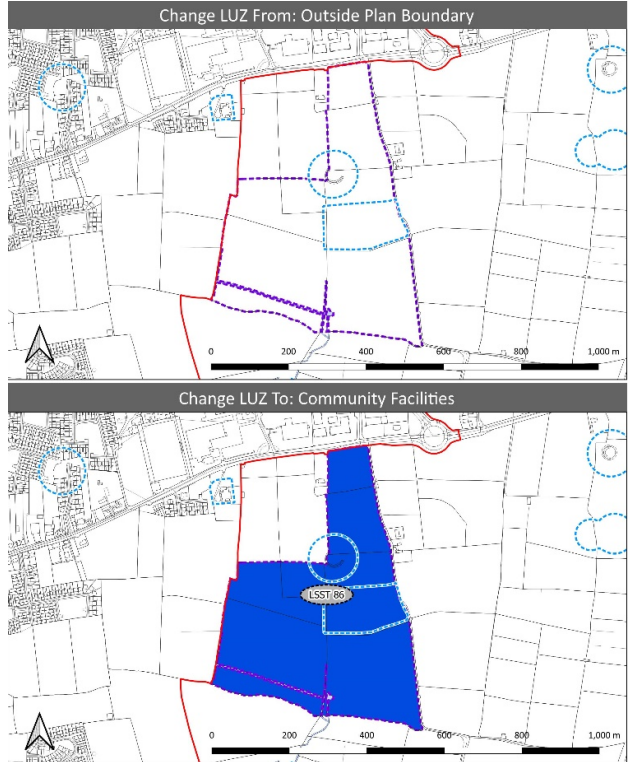
		lands, community facilities, schools and natural amenities within walking distance of the town;	
		<ul style="list-style-type: none"> • No environmental, flood or heritage constraints; • BCMS commencement notice attached. 	
General Comments on Residential			
GLW-C79-386	Ailish O'Reilly	<p>This submission relates to the population figures, the figures for rezoning lands and the requirement for the provision of housing. It is stated that the following:</p> <ul style="list-style-type: none"> • Population Growth used in the LAP estimates population growth of 1400; • Population Growth used in the Local Transport Plan estimates population growth of 550-600 people by referencing CSO growth of 6.7%; • The projected employment figures use a lower figure of 6.7%; • Reference to the annual Environmental Report is outlined; • Reference to the Housing Development for All Plan, sixty units have been allocated for Cosmona Development will be social/affordable housing. It is stated that 746 houses of the 806 rezoning is going to private developers; • Reference to policy objective of LSST 47 indicates an allocation of 20% of housing units; • Reference to the Galway County Councils target of 1717 social/affordable housing units; • It is queried as to why there is such a discrepancy of figures in the Local Area Plan; 	<p>Chief Executive's Response</p> <p>Submission Noted. The population allocation outlined in the LAP derives from the Core Strategy in the GCDP 2022-2028. As part of the roll out of LAP's it was considered prudent to prepare a Draft Loughrea LAP 2024 - 2030 to reflect its position in the planning hierarchy. Loughrea is identified as a self-sustaining town and its importance has been reflected in the preparation of the Draft Plan.</p> <p>The LAP is not a spending plan with a budget, it is a plan with policy objectives to support and identify the location of development at appropriate locations.</p> <p>It is acknowledged that the preliminary figures for the Census 2022 have been released, however, there is no provision immediately to increase the population allocation for towns such as Loughrea. This mechanism would have to be commenced under the GCDP 2022 – 2028.</p> <p>It is considered that based on infrastructure capacities there is sufficient lands zoned residential and the lands have been identified accordingly.</p>

		<ul style="list-style-type: none"> Is there a budget allocation for waste water treatment plant and transport provision. 	Chief Executive's Recommendation No Change.
Community Facilities			
GLW-C79-329	KPMG on behalf of Loughrea Sport and Community Development Group (LSCDG)	<p>A very detailed and comprehensive submission has been received from KPMG in relation to the provision of sports and community facilities in the townland at Caheronaun, Loughrea.</p> <p>Several specific requests have been made as follows:</p> <ul style="list-style-type: none"> Zoning specific lands to "Community Facilities" for Sports and Community Facility in Loughrea; Reaffirming the objective for a Sports and Community Facility through a site-specific objective. In addition to the specific objective, it is stated that a masterplan will be prepared as part of the pre-planning process for the development in relation to the zoning of the said lands; Extend the town development boundary to accommodate the proposal. <p>An outline and role of the LSCDG has been given and the justification for the identification of the subject lands for Community Facilities. An analysis of the population growth, and policy context (National and Local) for the Loughrea area has been outlined. It is stated that the zoning of these lands will facilitate the implementation of the plan-led development of the subject lands to deliver sports facilities</p>	Chief Executive's Response <p>The comprehensive and detailed submission has been noted and reviewed. The Planning Authority acknowledges the extensive work that has been undertaken in the preparation of this submission.</p> <p>The provision of community facilities and lands zoned appropriately is a key requirement for towns with a growing population. The Draft Loughrea Plan 2024-2030 is required to be prepared in accordance with policy objectives in the National Planning Framework, the Regional Spatial Economic Strategy and the GCDP 2022-2028.</p> <p>The location of the subject lands has been reviewed and the relationship of these lands within the Loughrea Plan area. The detailed analysis notes the shortfall of sporting facilities within the town and wider rural catchment however the N65 road network that separates the draft plan boundary, and the subject lands is a key parameter that must be addressed. The N65 is part of the national roads network and as such has a strategic function in respect of providing a safe and efficient conduit for traffic in the country. As contained in the GCDP 2022-2028 Policy Objective NR.1 Protection of Strategic</p>

		<p>in tandem with associated community and surrounding uses.</p> <p>A comprehensive analysis of the policy objectives from both the GCDP 2022-2028 and the Draft Loughrea LAP 2024-2030 have been outlined.</p> <p>It is also outlined that the proposed lands have direct connectivity to the town centre via the Danesfort Road and that they are situated within a 10-15 minute walking or cycling distance from the majority of residential areas of Loughrea. An outline of other zonings included in the Draft Plan has been given and the constraints of these zonings (Community Facilities and Open Space/Recreation and Amenity).</p> <p>It is stated that the zoning of these lands would allow for optimum use of this strategically located and highly accessible site. The submission noted there is connectivity via Danesfort Road (WC24) from residential areas to the town centre.</p> <p>It is further stated that to alleviate concerns that the Planning Authority may have in relation to the development of these lands potential wording could be introduced as follows: <i>"It will be a requirement for any project promoter on these lands to undertake the preparation of an indicative Masterplan for the sequential /phased delivery of the</i></p>	<p>Roads recognizes the importance of preserving the strategic transport function of national roads and associated national junctions. The 2012 Guidelines from Transport Infrastructure Ireland set out planning policy considerations relating to development affecting national roads outside the 50-60kph. As outlined in Section 1.3 'The primary purpose of the national road network is to provide strategic transport links between the main centres of population and employment, including key international gateways such as the main ports and airports, and to provide access between all regions.'</p> <p>The Guidelines also state the following 'However in recent years, increasing population and car ownership rates, changes in lifestyle and employment, and improvements in the quality of the road network have also contributed to the unsustainable outward expansion of urban areas. New retail and employment developments tend to be attracted to motorways and national road corridors, particularly junctions and can lead to dispersed and car dependent forms of development. Such patterns of development are uneconomic and also lead to increases in trip distance making it difficult to develop attractive public transport, cycling and walking networks while also having serious implications for the viability and sustainability of town and city centres.'</p> <p>In relation to Section 1.4 Strategic Traffic, the following is stated: 'In particular, any local transport function of national road bypasses and relief roads in respect of the urban areas they</p>
--	--	--	---

		<p><i>overall lands for a Sports and Community Facility. This Masterplan will be agreed with the Planning Department of the Local Authority as part of the pre-planning process in advance of the making of any planning application for development on the lands."</i></p> <p>It is stated that the masterplan would be formulated for the subject lands to deliver the Sports and Community Facility in Loughrea in a phased approach over a period of 7 to 10 years. The initial phase of the development will cover 45 acres of land secured by LSCDG, with the hope that 50+ acres of adjoining lands would become available which will allow for the delivery of further phases in the longer term. The phasing and programming of the delivery will be based on the needs of the community and the growth in demand for sports and recreation in Loughrea.</p> <p>Reference to sustainability and the reduction in the carbon footprint has been outlined.</p> <p>Several appendices have been included illustrating letters of support from a multitude of groups/schools in Loughrea in relation to these lands.</p>	<p>pass through is, and must continue to be, secondary to the role of these roads in catering for strategic traffic. Therefore, the planning system must ensure that the strategic traffic function of national roads is maintained by limiting the extent of development that would give rise to the generation of short trip traffic on national roads or alternatively by ensuring that the trip demand from future development will primarily be catered for on the non national network.'</p> <p>As outlined in Section 1.5 'Proper planning is central to ensuring road safety: The creation of new accesses to and intensification of existing accesses to national roads gives rise to the generation of additional turning movements that introduce additional safety risks to road users. Therefore, from a road safety perspective, planning authorities, the NRA, road authorities and the Road Safety Authority must guard against a proliferation of roadside developments accessing national roads to which speed limits greater than 50-60 kmh apply as part of the overall effort to reduce road fatalities and injuries.'</p> <p>The reference to measure WC24 in the current draft LTP; this proposed option is an on-street cycle route along Danesfort Road linking the existing housing estates and town centre, south of the N65. Its function is to increase linkages and promotes methods of sustainable travel between disconnected parts of the town. It does not extend to a crossing of the bypass nor to lands to the north of the bypass. Its purpose is to improve sustainable travel along existing</p>
--	--	---	--

			<p>development to the south of the bypass. The LTP does not extend to lands to the north of N65.</p> <p>Considering the above and in light of the subject lands being located to the north of the N65 the Planning Authority is of the opinion that the zoning of these lands for Community Facilities would compromise the strategic function of the N65 and compromise traffic safety on this higher speed road.</p> <p>A further review was undertaken of the lands within the Draft Loughrea LAP 2024-2030. Lands to the east of the town center in close proximity to the existing GAA pitch were considered and lands have been recommended to be zoned Community Facilities with a specific policy objective as follows;</p> <p>Insert new Policy Objective on subject lands as follows; LSST 86 Reserve the lands for Sport, Recreation and Community Development.</p> <p>It is a Policy Objective of Galway County Council to reserve the lands for Sports, Community and Recreational Opportunities for the Town of Loughrea and its Hinterlands.</p> <p>Chief Executive’s Recommendation Extend the Settlement Boundary and zone land Community Facilities at an alternative location in the Townland of Gorteenapheebera, Loughrea.</p>
--	--	--	--

			 <p>Change LUZ From: Outside Plan Boundary</p> <p>Change LUZ To: Community Facilities</p> <p>Insert new Policy Objective on subject lands as follows; LSST 86 Reserve the lands for Sport, Recreation and Community Development.</p> <p>It is a Policy Objective of Galway County Council to reserve the lands for Sports, Community and Recreational Opportunities for the Town of Loughrea and its Hinterlands.</p>
--	--	--	---

GLW-C79-421	John Healy on behalf of Joseph Kelly and Genevieve Burke	<p>The submission refers to land located at Bullaun Roundabout, Cosmona, Loughrea. The submission requests the following:</p> <ul style="list-style-type: none"> • Extend the plan boundary and zone the lands Community Facilities. <p>Several points have been submitted to justify the proposed zoning as follows:</p> <ul style="list-style-type: none"> • Access onto Loughrea Ring Road • Suitable location for Loughrea Fire Station 	<p>Chief Executive’s Response</p> <p>Submission noted. The location of the lands at the Bullaun roundabout and adjacent to the N65 is part of the national roads network and as such has a strategic function in respect of providing a safe and efficient conduit for traffic in the country. As contained in the GCDP 2022-2028 Policy Objective NR.1 Protection of Strategic Roads recognizes the importance of preserving the strategic transport function of national roads and associated national junctions. Considering the above and due to the location of lands north of the N65 the Planning Authority is of the opinion that the zoning of these lands Community Facilities would compromise the strategic function of the N65 and compromise traffic safety on this higher speed road.</p> <p>Chief Executive’s Recommendation</p> <p>No Change.</p>
GLW-C79-434	Cyril J Kelly & Associate on behalf of Brian Curran	<p>The submission is in relation to lands in Mountpleasant, Loughrea. The submission requests the following:</p> <ul style="list-style-type: none"> • Extend the Settlement Boundary and zone lands Community Facilities and Residential Phase 1. <p>The area identified in Figure 2 is requested to be rezoned Community Facilities adjacent to the existing cemetery to allow for an extension of the Community Graveyard facility and/or other community amenity areas.</p> <p>The area identified in Figure 3 is requested to be rezoned</p>	<p>Chief Executive’s Response</p> <p>Submission noted. The Draft Loughrea LAP 2024 – 2030 was prepared in accordance with the Core Strategy of the GCDP 2022 – 2028. As part of the review of the Loughrea LAP 2024 – 2030, the quantum of Residential Phase 1 was examined. There is a requirement of 22.6ha of Residential Phase 1 lands. The Planning Authority has zoned accordingly. The subject lands are outside the settlement boundary as per the Draft Loughrea LAP 2024 – 2030. It is considered that to zone these lands Residential Phase 1 as requested would be contrary to sequential development and would lead to greater car based journey.</p>

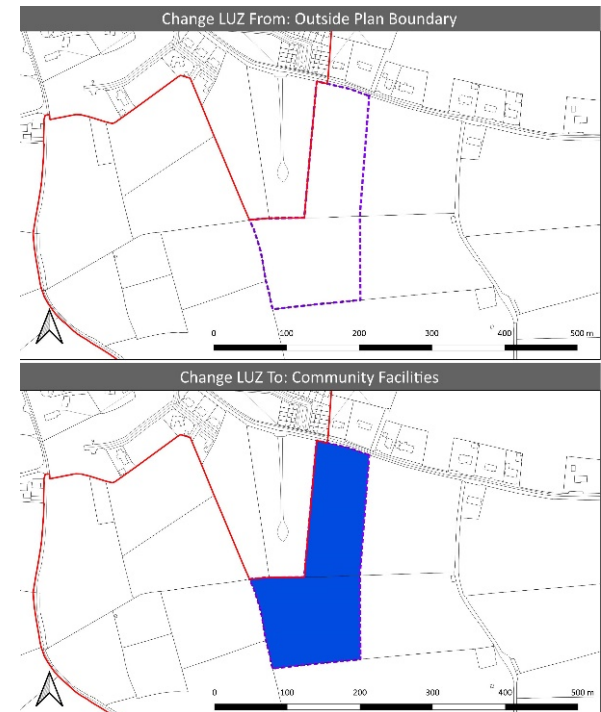
Residential Phase 1. The submission has provided a detailed rationale (Services, Accessibility and Connectivity) to support the rezoning request.

The submission outlines the subject land parcels were zoned in the Loughrea 2012 – 2022 LAP.

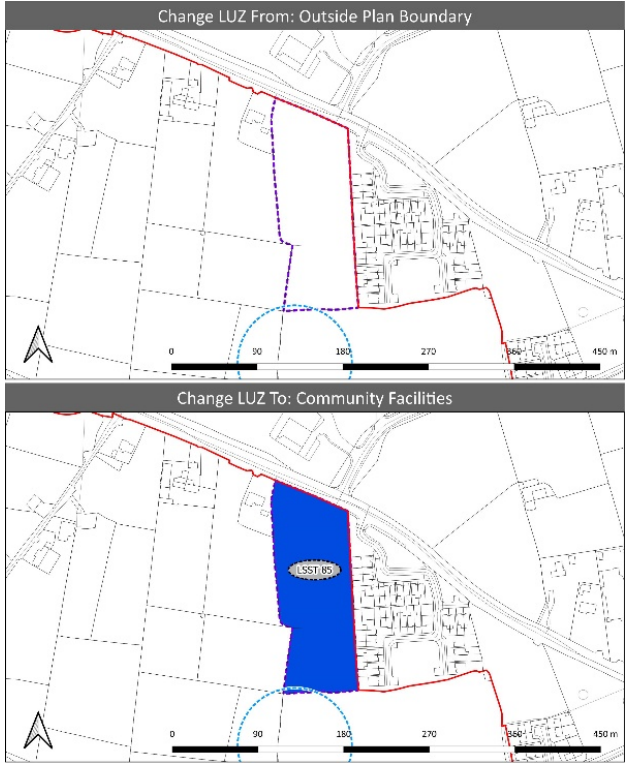
In relation to the land parcel immediately adjacent to the existing graveyard, it is therefore appropriate to extend the Settlement Boundary and zone this land parcel Community Facilities as requested to facilitate the extension of the existing cemetery at this location.

Chief Executive’s Recommendation

Extend the Settlement Boundary and zone lands Community Facilities.



<p>GLW-C79-319</p>	<p>Hughes Planning & Development Consultants on behalf of John Ryan and Colman Ryan.</p>	<p>A comprehensive submission has been received in relation to lands at Saint Laurencefields, Loughrea. It is requested that the following amendments are carried out as follows:</p> <ul style="list-style-type: none"> • The plan boundary would be extended; • The subject lands are zoned Residential; • A specific objective included providing a residential care home/nursing home and swimming pool complex. <p>The following points have been submitted to justify the proposed extension of the plan boundary and zoning of the lands as follows:</p> <ul style="list-style-type: none"> • Sequential Development and Compact Growth; • Access; • Extensive planning policy to support the zoning of these lands, and; • Census results- Ageing population and the need for housing for elderly people and associated nursing home. In addition, the swimming pool will be for members of the public. 	<p>Chief Executive’s Response</p> <p>Submission noted. The Draft Loughrea LAP 2024 – 2030 was prepared in accordance with the Core Strategy of the GCDP 2022 – 2028. As part of the review of the Loughrea LAP 2024 – 2030, the quantum of Residential Phase 1 was examined. There is a requirement of 22.6ha of Residential Phase 1 lands. The Planning Authority has zoned accordingly. However, from reviewing the submission and examining the subject land parcel the Planning Authority considers it appropriate to extend the Settlement Boundary and zone the subject land Community facilities with a specific Policy Objective for Retirement Home/Nursing Home/Sheltered Housing and Swimming Pool as follows;</p> <p>LSST 85 Retirement Home/Nursing Home/Sheltered Housing and Swimming Pool.</p> <ul style="list-style-type: none"> a) Reserve lands for the provision of retirement homes/ nursing homes / sheltered housing in line with sustainability, accessibility, and social inclusion within Loughrea and its environs. b) Reserve lands for the provision of recreational facilities (swimming pool) which should form an integral part of the development of these lands. <p>Chief Executive’s Recommendation</p> <p>Extend the Settlement Boundary and zone lands Community Facilities.</p>
--------------------	--	--	--

			 <p>Change LUZ From: Outside Plan Boundary</p> <p>Change LUZ To: Community Facilities</p> <p>Insert new Policy Objective on subject lands as follows; LSST 85 Retirement Home/Nursing Home/Sheltered Housing and Swimming Pool.</p> <p>c) Reserve lands for the provision of retirement homes/ nursing homes / sheltered housing in line with sustainability, accessibility, and social inclusion within Loughrea and its environs.</p>
--	--	--	---

			d) Reserve lands for the provision of recreational facilities (swimming pool) which should form an integral part of the development of these lands.
GLW-C79-125 <i>See Appendix A1 for Multiple Submissions</i>	Support for LSCDG and KPMG Report	<p>Multiple submissions were received (<i>see Appendix A1 for the list of individual submissions</i>) which indicates their support for the submission prepared by KPMG /Future Analytics on behalf of Loughrea Sports and Community Development Group (LSCDG).</p> <p>The submissions have raised several issues as follows:</p> <ul style="list-style-type: none"> • The lack of sufficient sport facilities is causing concern for the Loughrea area and wider community. • The KPMG Report on behalf of the LSCDG will allow Loughrea to prosper as a vibrant community and self-sustaining Town. • The lack of sporting facilities in Loughrea town is resulting in significant distances for people to travel to reach such facilities resulting in increased carbon emissions. • Support for a pedestrian and bicycle under pass as a solution to mobility issues. • The lack of sufficient sport pitches is causing disrepair to current pitches due to overuse. • Proposed community facilities could decrease anti-social behaviour and create a safe space for exercise. • The benefits of supporting the KPMG Report will include improved health and well-being of the kids, youth, and local community of Loughrea. 	<p>Chief Executive’s Response See Chief Executives Response to GLW-C79-329</p> <p>Chief Executive’s Recommendation <i>See Chief Executives Recommendation to GLW-C79-329</i></p>

<p>GLW-C79-4 See Appendix A2 for Multiple Submissions</p>	<p>Sport Facilities</p>	<p>Several submissions were received (<i>see Appendix A2 for the list of individual submissions</i>) requesting the provision of land to be allocated for sports facilities in the Loughrea LAP 2024-2030.</p> <p>The submissions raised multiple issues:</p> <ul style="list-style-type: none"> • The hard ground and unsuitable training surfaces are causing frequent injuries to youth athletes involved in sports. • The benefits of the provision of sports facilities would include positively influencing the evolution of the youth of the region. • The lack of sufficient sports and recreational space for a town of almost 7,000 people is detrimental to the future of Loughrea town. 	<p>Chief Executive’s Response See Chief Executive response to GLW-C79-329</p> <p>Chief Executive’s Recommendation See Chief Executive <i>Recommendation</i> to GLW-C79-329</p>
<p>GLW-C79-91 See Appendix A3 for Multiple Submissions</p>	<p>Swimming Pool</p>	<p>Multiple submissions were received (<i>see Appendix A3 for the list of individual submissions</i>) requesting the provision of a swimming pool in the Loughrea LAP 2024-2030.</p> <p>The submissions have raised several issues as follows:</p> <ul style="list-style-type: none"> • The lack of swimming pool facilities in Loughrea town is resulting in significant distances for people to travel to reach such facilities. • The benefits of the provision of a swimming pool would include improved health and well-being of the kids, youth, and local community of Loughrea. 	<p>Chief Executive’s Response See Chief Executive response to GLW-C79-319</p> <p>Chief Executive’s Recommendation <i>See Chief Executive Recommendation to GLW-C79-319</i></p>

		<ul style="list-style-type: none"> • A submission noted the benefits of a swimming pool to include promoting physical fitness, fostering community engagement, and enhancing the overall well-being of locals. • Several submissions noted the development of a swimming pool would encourage swimming and water safety skills. 	
GLW-C79-12 See Appendix A4 for Multiple Submissions	Sport Facilities and Public Swimming Pool	<p>Several submissions were received (<i>see Appendix A4 for list of the individual submissions</i>) in relation to the provision of a public swimming pool and additional land allocated for sports facilities in the Loughrea LAP 2024-2030.</p> <p>The submissions have raised several issues as follows;</p> <ul style="list-style-type: none"> • The provision of a swimming pool and sports facilities in Loughrea would benefit the local students from the local schools and the general public, the benefits of the provision of a swimming pool would benefit the health and well-being of the public. • The lack of swimming and sport facilities results in significant distance that people have to travel. • The provision of a swimming pool has been raised by the residents of the Loughrea community. • Five Submissions expressed concern regarding the lack of such resources for adults and children in the Loughrea area, further noting a remedy to the situation with a population the size of the town. • There is also request for lands to be zoned for activities such as football pitches, running tracks and indoor 	<p>Chief Executive’s Response See Chief Executive response to GLW-C79-329. See Chief Executive response to GLW-C79-319</p> <p>Chief Executive’s Recommendation <i>See Chief Executive Recommendation to GLW-C79-329</i> <i>See Chief Executive Recommendation to GLW-C79-319</i></p>

		sports due to the population of the town and the wider hinterland.	
GLW-C79-2	Gabriel Kelly	The submission is in relation to lands that are proposed to be included for sports facilities. It is stated that these lands should not be included in the plan boundary as there are other alternative lands available. It is stated that zoning of such lands from Agricultural use to Amenity use is not acceptable.	<p>Chief Executive’s Response See Chief Executive response to GLW-C79-329.</p> <p>Chief Executive’s Recommendation <i>See Chief Executive Recommendation to GLW-C79-329</i></p>
GLW-C79-341	Gabriel Kelly	<p>A submission has been received opposing to the rezoning of lands north of the Settlement Boundary.</p> <p>The submission has raised concerns as follows;</p> <ul style="list-style-type: none"> • The LSCDG Document is contrary to present draft town development plans and does not comply with proper planning, furthermore the submission raises concern around the environmental viability of the LSCDG plans. The submission also raises concern regarding the Loughrea swimming pool committee. • The submission notes that there is existing infrastructure that should be invested in and expanded on at the golf club and rugby club. • In addition, the submission raises concern regarding the closure of public roads and notes the closure of such roads will lead to traffic delays, congestion, and safety concern. 	<p>Chief Executive’s Response See Chief Executive response to GLW-C79-329.</p> <p>Chief Executive’s Recommendation <i>See Chief Executive Recommendation to GLW-C79-329</i></p>
GLW-C79-188 <i>See Appendix A5 for</i>	Pump Track	Various submissions were received (<i>see Appendix A5 For the list of individual submissions</i>) requesting the provision of a new pump track and lands allocated to sports facilities	<p>Chief Executive’s Response The Loughrea LAP 2024 – 2030 is not a spending plan with a budget, it is a plan with policy objectives to support and</p>

<p><i>Multiple Submissions</i></p>		<p>in the Loughrea LAP 2024 -2030.</p> <p>The submissions have raised various issues as follows;</p> <ul style="list-style-type: none"> • The current playground in Loughrea has three ramps that are in disrepair and outdated. • The benefits of the provision of a pump track would benefit the health and well-being of the kids, youth, and local community of Loughrea. • A submission was received that contained a petition for the provision of a pump track, the petition has 38 supporters. • The lack of pump track and sport facilities results in significant distance that people must travel. 	<p>identify the location of development at appropriate zoned locations.</p> <p>Chief Executive’s Recommendation No Change.</p>
<p>GLW-C79-221 <i>See Appendix A6 for Multiple Submission</i></p>	<p>Community Facilities lands opposite the Lough Rea Hotel</p>	<p>Several submissions were received (<i>see Appendix A6 for list of the individual submissions</i>) in relation to lands directly across the road from the Lough Rea Hotel, Loughrea.</p> <p>The submissions have raised a number of issues as follows.</p> <ul style="list-style-type: none"> • Development of the subject lands would provide an area where young and old can socialise, play, and exercise safely. • The provision of benches and spaces to walk will promote social inclusion, and dog walking, improve the entrance into Loughrea town and create a space for children during the summer. • The lands would support sensory adaptations which would promote social inclusion for people with intellectual disabilities and the public. 	<p>Chief Executive’s Response Submission Noted. The lands are zoned Community Facilities in the Draft Loughrea LAP 2024-2030. As outlined in the land use matrix table in section 1.6.1 several uses are permissible in principle and open to consideration. The lands are appropriately zoned Community Facilities.</p> <p>Chief Executive’s Recommendation No Change</p>

GLW-C79-652	Galway Triathlon Club	The submission expresses support for the submission prepared by KPMG/Future Analytics on behalf of Loughrea Sports (LSCDG) and Community Development Group. The submission noted that LSCDG acquired a well-located tract of land on the edge of Loughrea town which presents a rare and valuable opportunity to develop a sports and recreation space. In addition, the submission notes the need to develop a community swimming pool in Loughrea as the lack of swimming pool facilities in the town is resulting in significant distance for people to travel to reach such facilities.	<p>Chief Executive’s Response See Chief Executive response to GLW-C79-329. See Chief Executive response to GLW-C79-319</p> <p>Chief Executive’s Recommendation <i>See Chief Executive Recommendation to GLW-C79-329</i> <i>See Chief Executive Recommendation to GLW-C79-319</i></p>
GLW-C79-728	Mary Mc Inerney	The submission expressed concern regarding the lack of sporting and community facilities in the Draft Loughrea LAP 2024 – 2030. The submission further expresses their support for the submission prepared by KPMG/Future Analytics on behalf of Loughrea Sports and Community Development Group to develop a multi-story multi use community and recreational facility in Loughrea to serve the current and future needs of Loughrea and the wider community. In addition, the submission request for the provision of a swimming pool in the Loughrea LAP 2024-2030 as the lack of swimming pool facilities in Loughrea is resulting in significant distances for people to travel and reach such facilities.	<p>Chief Executive’s Response See Chief Executive response to GLW-C79-329. See Chief Executive response to GLW-C79-319</p> <p>Chief Executive’s Recommendation <i>See Chief Executive Recommendation to GLW-C79-329</i> <i>See Chief Executive Recommendation to GLW-C79-319</i></p>
GLW-C79-184	John O’Malley	A submission was received requesting for the development of a Handball Alley and a One Wall facility in Loughrea. The submission outlined concerns of the current Handball Alley in Loughrea.	<p>Chief Executive’s Response The Loughrea LAP 2024 – 2030 is not a spending plan with a budget, it is a plan with policy objectives to support and identify the location of development at appropriate zoned locations.</p>

			Chief Executive's Recommendation No Change.
Employment Lands			
GLW-C79-328	Tom Phillips and Associates on behalf of Silveroak Properties Ltd.	<p>The submission refers to lands adjacent to Carmelite Abbey, Loughrea.</p> <p>It is requested that the following amendments would be carried out to the land use zoning as follows:</p> <ul style="list-style-type: none"> • Agriculture to Residential Phase 1 • Business & Enterprise to Residential Phase 1; • Agriculture to Open Space/Recreation & Amenity; • Business & Enterprise to Open Space/Recreation & Amenity; • Residential Phase 1 to Community Facility; • Business & Enterprise to Town Centre. <p>Several points have been submitted to justify the proposed overall rezonings as follows:</p> <ul style="list-style-type: none"> • Mixed-Use masterplan and future Pre-Application (Section 247); • Site context; • Planning history; • Strategic Policy context-National-Regional and Local Context; • Accessibility, connectivity, serviceability of the lands 	<p>Chief Executive's Response</p> <p>Submission noted. As outlined an extensive submission was received. A full review of the land parcels was undertaken and taking into account the identification of Loughrea as a Self-Sustaining town, the Planning Authority consider it appropriate to retain these land as per the Draft LAP 2024 – 2030.</p> <p>In accordance with the principles of compact growth it is considered that the quantum of Town Centre zoning as per the Draft Plan is sufficient and in accordance with the principle of proper planning and sustainable development. The Planning Authority do not consider it appropriate to extend the town centre zoning as requested.</p> <p>In relation to the request for additional Residential Phase 1 lands the Draft Loughrea LAP 2024 – 2030 was prepared in accordance with the Core Strategy of the GCDP 2022 – 2028. As part of the review of the Loughrea LAP 2024 – 2030, the quantum of Residential Phase 1 was examined. There is a requirement of 22.6ha of Residential Phase 1 lands. The Planning Authority has zoned accordingly.</p>

		<p>and consideration of heritage and environment on the future development;</p> <p>Reference to the existing Loughrea Plan 2012-2022 and an outline of the zoning classifications is presented. Several points have been raised as follows:</p> <ul style="list-style-type: none"> • It is stated that the future development of the lands (c.10ha) would result in residential, commercial and community land uses; • It is stated that the existing LAP 2012-2022, except for the lands zoned “OS-Open Space/Recreation & Amenity”, supports significant development potential. • The land use Matrix Table in Section 1.6.1 has been referenced and it is stated that the restrictive nature of “R”, “BE” and “A”, when it comes to providing an appropriate mix of land uses in a town centre location on a large serviced site; • A number of specific uses have been referenced and assessed when compared to uses either “Not Normally Permitted, Open For Consideration” on “BE”, “R” and “A” lands; • It is suggested that the proposed rezoning of extensive land parcels particularly “BE” and “A” located within walking and cycling distance from Loughrea town centre is likely to hinder the effective realisation of the strategic aims; <p>As outlined above several suggested land use zoning</p>	<p>Chief Executive’s Recommendation</p> <p>No Change.</p>
--	--	--	--

		<p>amendments are as follows:</p> <p>Lands to the north of Station Road and east of the R350:</p> <ul style="list-style-type: none"> • The subject lands be rezoned to Zones ‘R –Residential’ and Zone ‘OS – Open Space/Recreation & Amenity’, thereby replacing the Zone ‘BE’ and Zone ‘A ’ land zoning designations. <p>Lands to the South of Station Road and North-East of Carmelite Abbey:</p> <ul style="list-style-type: none"> • The subject lands be rezoned to Zone ‘CF –Community Facilities’ and Zone ‘C1 – Town Centre’, replacing the Zone ‘R’ and Zone ‘BE’ land use designations. <p>A further analysis of each of the parcels of lands have been provided and the rationale for each of the proposed rezonings has been provided. Masterplans, Movement Plans for the areas has also been provided.</p> <p>The rezonings requested will facilitate future planned growth within Loughrea given its designation as a ‘Self-Sustaining Town’ in County Galway.</p>	
GLW-C79-485	TBP Panning Development Consultants on Myronome Ltd.	<p>A submission was received which relates to the Commercial-Mixed Use C2 zoning, C2 matrix and the objectives for “C2”.</p> <p>It is outlined that the zoning Matrix on page 13 of the Draft LAP notes the following uses:</p>	<p>Chief Executive’s Response</p> <p>Submission noted. The subject lands are zoned Commercial Mixed Use. The query regarding the definition of a supermarket and whether the use is permitted in principle on Commercial Mixed Use lands is acknowledged. From reviewing the Retail Planning Guidelines and the floor area</p>

		<p>1.Shop Comparison: Open To Consideration 2.Shop Convenience: Permitted in Principle 3.Shops –Large Scale Convenience/Comparison Centre: Not Permitted.</p> <p>It is queried as to the understanding of “Shop Convenience”. It is stated that there is intention to submit a planning application for the development of a “supermarket” on “C2” zoned lands in Loughrea, with a net sales area of circa1,400 sqms. It is a “convenience shop”. as it sells mainly food with a small, ancillary, selection of comparison goods (often referred to as the “middle aisle”. It is outlined that “Supermarkets” are defined in the Retail Planning Guidelines 2012 as: Single level, self-service store selling mainly food, with a net retail floorspace of less than 2,500 M2.</p> <p>It is queried as to what the definition of what a supermarket is as it is not defined in the Draft LAP or the County Development Plan. It is outlined that a “Large Scale Convenience/Comparison Centre” is in fact something of much greater scale such as a “Superstore “or “Hypermarket” or a “Shopping Centre” that sells a large variety of both food and non-food goods, which is considered why it is not permitted on C2 lands, something that is repeated in the other Local Area Plans and the GCDP 2022 -2028.</p> <p>It is outlined that the existing Aldi and Supervalu</p>	<p>of the general type of a supermarket(less than 2000sqm) it is considered that supermarkets do not fall into the category of Shops-Large Scale Convenience/Comparison Centre: Not Permitted.</p> <p>It is considered based on the Retail Planning history of Loughrea and other towns of similar size and scale the use of a supermarket would fall into the scope of shop convenience based on the floor areas referenced in the submission received.</p> <p>Chief Executive’s Recommendation No Change.</p>
--	--	---	---

	<p>“supermarkets” located at the Loughrea Shopping Centre, are on lands zoned “C2”. These stores are likewise classified as “supermarkets” given their respective net sales areas:</p> <ul style="list-style-type: none"> •Aldi1,200 •SuperValu restricted to 1,711sqms under PA Ref: 08/2505. <p>It is outlined that there is assumption that a “C2” zoning applies to this centre as the two foodstores which are of “supermarket” scale and in turn, supermarkets are acceptable on such lands.</p> <p>Clarity is sought that a “Supermarket” is included within the scope of “Shop convenience” on “C2”zoned lands and asks that same is confirmed in the text of the Local Area Plan. This could be in the form of additional wording included in the “C2” objective as follows:</p> <p>The Retail Planning Guidelines 2012 defines “convenience” goods as including: food, alcoholic and non-alcoholic beverages, tobacco, non-durable household goods.</p> <p>It is requested that the following amendments would be carried out for the Commercial Mixed-Use(C2) policy objective as follows:</p> <p>‘To provide for the development of commercial and complementary mixed uses on suitable lands that can provide focal points for the provision of services to</p>	
--	--	--

		surrounding neighbourhoods/areas and opportunities for commercial enterprises, retail developments (including supermarket scale retail), residential developments and employment creation and which do not undermine the vitality and viability of the town centre.'	
GLW-C79-449	Tom Curley	<p>The submission is in relation to land at Caherlevine junction, Loughrea. The submission requests the following:</p> <ul style="list-style-type: none"> Extend the plan boundary and zone the land Commercial Mixed Use. <p>The submission notes the lands have an exit to R349 and are ideally suited for commercial business enterprise.</p>	<p>Chief Executive's Response</p> <p>Submission noted. From a review of these lands outside the settlement boundary, it is considered that the lands are remote from the plan area as per the Draft Plan and therefore it is not considered appropriate to zone these lands Commercial Mixed Use.</p> <p>Chief Executive's Recommendation</p> <p>No Change</p>
GLW-C79-403	PND Building Consultancy on behalf on Seamus Turbidy	<p>The submission refers to lands at Gorteenapheebera, Loughrea. The submission requests the following:</p> <ul style="list-style-type: none"> Extend the plan boundary and zone the lands Business and Enterprise or Residential. <p>Several points have been submitted to justify the proposed zoning as follows:</p> <ul style="list-style-type: none"> The veterinary practice relocated to this new location in 2022, ease of access to serve the development; The dezoning of the lands would result in the premises becoming remote from the town; Reference to the lands adjacent to the land parcel is made. 	<p>Chief Executive's Response</p> <p>Submission noted. A review of the land was undertaken, and the Planning Authority acknowledge the rationale submitted with respect to the veterinary practice. Upon review, it is deemed appropriate to amend the zoning of the veterinary practice as requested to reflect the established use at this location.</p> <p>A review of the remaining lands was undertaken and due to the land's strategic location and accessibility, the Planning Authority considered it appropriate to zone 5.78ha of the subject lands Business and Technology adjacent to the Loughrea IDA Business and Technology Park.</p> <p>Regarding the remaining lands (3.155ha), see Chief Executive</p>

--	--	--

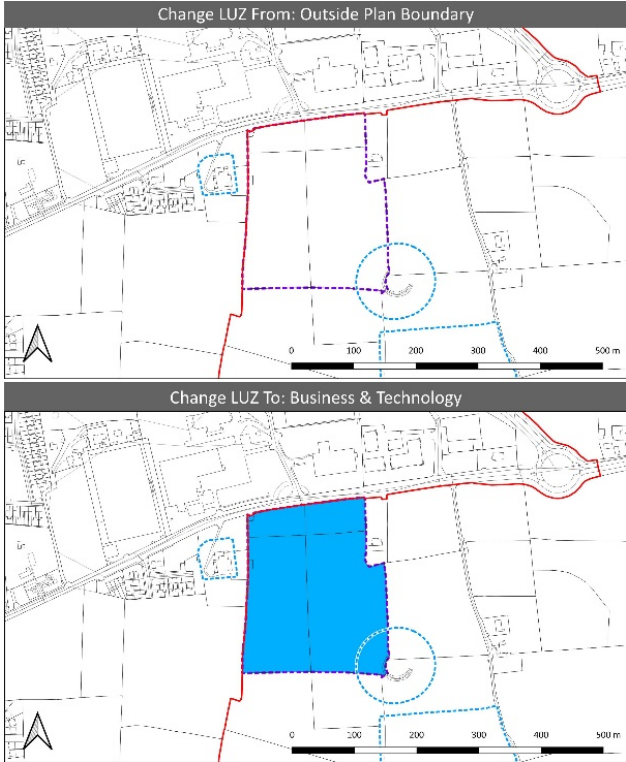
Response to GLW-C79-329, where the Planning Authority consider it appropriate to rezone an element of these lands Community Facilities with a specific Policy Objective.

Chief Executive’s Recommendation

See Chief Executive Recommendation to GLW-C79-329.


Extend the Settlement Boundary and zone lands Business and Enterprise



			<p>Extend the Settlement Boundary and zone lands Business and Technology.</p> 
GLW-C79-415	BV Real Estate on behalf of Seamus Turbidy	<p>The submission refers to lands at Dublin Road, Loughrea. The submission requests the following:</p> <ul style="list-style-type: none"> • Extend the plan boundary and zone the lands Business and Enterprise. 	<p>Chief Executive’s Response See Chief Executive Response to GLW-C79-403.</p> <p>Chief Executive’s Recommendation <i>See Chief Executive Recommendation to GLW-C79-403.</i></p>

		<p>Several points have been submitted to justify the proposed zoning as follows:</p> <ul style="list-style-type: none"> • Suitability of the lands for commercial, business and enterprise for Loughrea; • Interest from the public, and; • Effort made to market the property for sale, advanced negotiations with a number of parties and the need to reinstate the lands in the town boundary to complete the negotiations. 	
GLW-C79-490	Bridget and Vincent Murray	<p>The submission refers to lands at Gorteenapheebera, Loughrea. The submission requests the following:</p> <ul style="list-style-type: none"> • Extend the plan boundary and zone the lands Business and Enterprise and Industrial <p>Several points have been submitted to justify the proposed zoning as follows:</p> <ul style="list-style-type: none"> • Strategic location of the lands and interest for various companies to acquire it; • Draft Loughrea LAP zoning is in line with proper planning and sustainable development and objectives in the Draft LAP, population growth and logical expansion of the subject site for employment lands; • The Draft LAP has zoned undeveloped lands north of the town as Business & Enterprise should not preclude maintaining the current zoning of the subject site, and; • Permission granted for a road connecting Gorteenapheebera to Baunoge residential estate 	<p>Chief Executive's Response See Chief Executive Response to GLW-C79-403. See Chief Executive Response to GLW-C79-329.</p> <p>Chief Executive's Recommendation <i>See Chief Executive Recommendation to GLW-C79-403.</i> <i>See Chief Executive Recommendation to GLW-C79-329.</i></p>

		through the site.	
GLW-C79-430	Cyril J Kelly & Associates on behalf of Irish Drilling Limited	<p>The submission is in relation to two land parcels on the Old Galway Road and Old Athenry Road. The submission has two requests as follows;</p> <ol style="list-style-type: none"> 1. Rezone Irish Drilling existing site on Old Galway Road as Residential Infill; 2. Extend the Settlement Boundary and zone the lands Industrial. <p>The submission is seeking to extend the Settlement Boundary in order to relocate the operations of the business to the extremities of the town. The submission provides a Planning history and the existing established industrial units across from the subject lands.</p> <p>Subsequently, the submission further requests to rezoning to existing Irish Drilling site from Business and Enterprise to Residential Infill.</p>	<p>Chief Executive's Response</p> <p>Submission Noted. The request to rezone the land Residential Infill, which is the existing Irish Drilling site is noted and it is specifically related to the second request to zone additional lands outside the settlement boundary to Industrial.</p> <p>From a review of these lands outside settlement boundary and due to the extent of lands between the settlement boundary and the subject lands it is not considered appropriate to zone these lands Industrial. Subsequently, the Residential Infill rezoning request cannot be facilitated as the land has been zoned to reflect the established use (Business and Enterprise) at this location.</p> <p>Chief Executive's Recommendation</p> <p>No Change</p>
GLW-C79-243	Mary O'Neil	<p>The submission relates to a land parcel in Knockanima, Loughrea.</p> <p>The submission requests the following:</p> <ul style="list-style-type: none"> • It is requested that the lands would be rezoned from Tourism to Agriculture. <p>Several points have been submitted to justify the proposed rezonings as follows:</p>	<p>Chief Executive's Response</p> <p>Submission noted. From reviewing the submission and Planning history of the site Planning Ref 21/908 it should be noted a Residential Unit is permitted on the subject lands. Based on the information submitted and a review of the planning history it is considered appropriate to rezone the land parcel from Tourism to Agriculture. In the preparation of the Draft Loughrea LAP 2024 - 2030 no works had commenced on these lands.</p>

		<ul style="list-style-type: none"> • The lands are used for Equine purposes. • Agriculture with an associated Equine purpose; • Access road through the lands • In reference to planning permission 21/908, construction of a residential unit to the front of the lands, and; • It is stated that the topography of the land is unsuitable for public amenities. 	<p>Chief Executive's Recommendation Rezone from Tourism to Agriculture.</p> 
Open Space/Recreation & Amenity			
GLW-C79-196	Mary Verdon	The submission relates to a land parcel east of Danesfort Road, Loughrea. The submission is requesting that the land parcel is rezoned from Commercial Mixed-Use to Open	<p>Chief Executive's Response Submission noted. A review of the land was undertaken, and it is determined that due to the strategic location of these</p>

		<p>Space/Recreation & Amenity.</p> <p>Several points have been submitted to justify the proposed rezonings as follows:</p> <ul style="list-style-type: none"> • The Loughrea LAP 2012 – 2022 proposes the provision of a park and amenity walks on the lands along St Clerans River; • Requirement for more amenities on the eastern side of the town, and • The site could be developed as a public open space amenity/walkway similar to the facility at Corrys Field. 	<p>lands it is considered appropriate that the lands remain zoned for development. The zoning of these lands are characteristics of compact growth. The Planning Authority has zoned accordingly. It is considered that the lands should be retained as per the Draft Loughrea LAP 2024 – 2030.</p> <p>Chief Executive’s Recommendation No Change.</p>
GLW-C79-729	Raymond D’Arcy	<p>The submission refers to lands adjacent to Danesfort Road.</p> <p>The submission requests the following:</p> <ul style="list-style-type: none"> • It is requested that the lands are rezoned from Commercial Mixed-Use to Opens Space/Recreation & Amenity. • The Extension of the Archaeological Zone of Notification in the area to include Rus in Urbe Court. <p>Several points have been submitted to justify the proposed rezonings as follows:</p> <ul style="list-style-type: none"> • There are historical opes in situ, stream linked to Dunkellin River and wildlife; • The need for recreation and amenity in the residential area with links to the Walks, and; • Area subject to flooding. 	<p>Chief Executive’s Response Submission noted. A review of the land was undertaken, and it is determined that due to the strategic location of these lands it is considered appropriate that the lands remain zoned for development. The zoning of these lands are characteristics of compact growth. The Planning Authority has zoned accordingly. It is considered that the lands should be retained as per the Draft Loughrea LAP 2024 – 2030.</p> <p>Chief Executive’s Recommendation No Change.</p>
GLW-C79-338	Ali Nugent	<p>The submission refers to lands in Cahernaun Park. The</p>	<p>Chief Executive’s Response</p>

		<p>submission requests the following:</p> <ul style="list-style-type: none"> • It is requested that the lands are rezoned from Residential Infill to Open Space/Recreation & Amenity. <p>Several points have been submitted to justify the proposed rezoning as follows:</p> <ul style="list-style-type: none"> • Wildlife with its fauna, bordered by a waterway and land is prone to flooding, and; • Any Development would cause a bottleneck and restrict access to the north of the town. 	<p>Submission noted. A review of the land was undertaken, and it is considered that the lands are appropriately zoned Residential Infill. The Residential Infill classification would only permit a limited number of residential units at this location which would complete the estate. The lands were reviewed for flooding and there is no indication of flooding from a review of the Flood Maps. The Planning Authority has zoned accordingly. It is considered that the lands should be retained as per the Draft Loughrea LAP 2024 – 2030.</p> <p>Chief Executive’s Recommendation No Change.</p>
GLW-C79-353	Brian Curran	<p>The submission has made three observations on the Draft Loughrea LAP 2024 – 2030.</p> <ol style="list-style-type: none"> 1. Access to R380 through Cosmona Development 2. Rezone lands at Cosmona Development from Residential Phase 2 to Open Space/Recreation and Amenity 3. Extend the plan boundary at Mountpleasant and zone lands Community Facilities and Residential Phase 1. <p>The following is an overview of each of the points referenced above:</p> <p><u>Observation 1</u></p> <p>The submission has provided a detailed justification to provide access onto the R380 from Cosmona Development.</p>	<p>Chief Executive’s Response Submission noted.</p> <p>Submission noted. The settlement boundary is separated by the Loughrea Bypass Strategy Road network. It is not a matter for the LAP process to determine access arrangements</p>

		<p>The submission references An Bord Pleanála and the associated Inspectors Report (309253-1). The submission makes reference to LSST 58 Reservation of Access Points and LSST 60 Road Junction Improvements.</p> <p><u>Observation 2</u></p> <p>The submission is requesting lands at Cosmona are rezoned from Residential Phase 2 to Open Space/Recreation and Amenity. The submission states this will reflect the zoning of the lands in the 2012 – 2022 LAP. Furthermore, the retention of these lands as Open Space/Recreation and Amenity will support the provision of a much-needed playground.</p> <p><u>Observation 3</u></p> <p>The submission is requesting lands at Mountpleasant are rezoned to Community Facilities and Residential Phase 1. The lands adjacent the graveyard would be a natural extension of Mountpleasant Graveyard. The request to rezone the remain lands Residential Phase 1 is indicated due to their close proximity to adjoining schools.</p>	<p>emanating from private developments on to the road network.</p> <p>See Chief Executive Response to GLW-C79-333</p> <p>See Chief Executive Response to GLW-C79-434</p> <p>Chief Executive’s Recommendation <i>See Chief Executive Recommendation to GLW-C79-333.</i> <i>See Chief Executive Recommendation to GLW-C79-434.</i></p>
GLW-C79-354	Brian Curran	<p>The submission has made three observations on the Draft Loughrea LAP 2024 – 2030.</p> <ol style="list-style-type: none"> 1. Access to R380 through Cosmona Development 2. Rezone lands at Cosmona Development from Residential Phase 2 to Open Space/Recreation and Amenity 	<p>Chief Executive’s Response See Chief Executive Response to GLW-C79-353</p> <p>Chief Executive’s Recommendation <i>See Chief Executive Recommendation to GLW-C79-353.</i></p>

		<p>3. Extend the plan boundary at Mountpleasant and zone lands Community Facilities and Residential Phase 1.</p> <p>The following is an overview of each of the points referenced above:</p> <p><u>Observation 1</u> The submission has provided a detailed justification to provide access onto the R380 from Cosmona Development. The submission references a An Bord Pleanála and the associated Inspectors Report (309253-1). The submission makes reference to LSST 58 Reservation of Access Points and LSST 60 Road Junction Improvements.</p> <p><u>Observation 2</u> The submission is requesting lands at Cosmona are rezoned from Residential Phase 2 to Open Space/Recreation and Amenity. The submission states this will reflect the zoning of the lands in the 2012 – 2022 LAP. Furthermore, the retention of these lands as Open Space/Recreation and Amenity will support the provision of a much-needed playground.</p> <p><u>Observation 3</u> The submission is requesting lands at Mountpleasant are rezoned to Community Facilities and Residential Phase 1. The lands adjacent the graveyard would be a natural extension of Mountpleasant Graveyard. The request to</p>	
--	--	---	--

		rezone the remain lands Residential Phase 1 is indicated due to their close proximity to adjoining schools.	
GLW-C79-352	Brian Curran	<p>The submission has made an observation on the Draft Loughrea LAP 2024 – 2030.</p> <ul style="list-style-type: none"> • Rezone lands at Cosmona Development from Residential Phase 2 to Open Space/Recreation and Amenity <p>Several points have been submitted to justify the proposed rezoning as follows:</p> <ul style="list-style-type: none"> • Strategic Housing Development on land holding (Ref 309256-21) that was refused for Flood Risk and developing Open Space lands; • Removing Open Space/Recreation & Amenity lands within a large residential area and close to a Gaelscoil is in contradiction with the GCDP 2022 - 2028 and the Draft LAP, and; • Open spaces serve to reduce the risk of flooding. 	<p>Chief Executive’s Response See Chief Executive Response to GLW-C79-353</p> <p>Chief Executive’s Recommendation <i>See Chief Executive Recommendation to GLW-C79-353.</i></p>
Environmental Concerns			
GLW-C79-414	MKO on behalf of Greenstream Ltd	<p>A comprehensive submission has been received in relation to lands at The Green, Loughrea. The submission requests the following:</p> <ul style="list-style-type: none"> • Rezone from ‘grey’ to Town Centre; • Rezone from Flood Zone B to Flood Zone C. 	<p>Chief Executive’s Response Submission noted. A full review of the lands was undertaken, and a Stage 2 Flood Risk Assessment was carried out as part of the preparation of the LAP.</p>

		<p>Several points have been submitted to justify the proposed rezonings as follows:</p> <ul style="list-style-type: none"> • Existing business and Town Centre zoning in the current LAP; • Consistency with the Draft LAP and proper planning and sustainable development; • Stage 2 Strategic Flood Risk Assessment (SFRA) and lands passing the Justification Test; • Flood Risk Management Guidelines for Planning Authorities (2009), and; • CFRAM Mapping identifying the lands as subject to Fluvial Flood Risk with 1 in 1000-year probability. 	<p>The lands are identified in Flood Zone B, however the established use has been considered on the lands hence, it has passed the Justification Test (as extract indicates in the submission). The lands are zoned Town Centre as per the Draft Loughrea LAP 2024-2030. The confusion may have resulted with the mapping and the Constrained Land Use zoning overlaid on the subject lands.</p> <p>Chief Executive’s Recommendation No Change.</p>
<p>GLW-C79-440</p>	<p>John Healy Design Project Management on behalf of TW Trustees</p>	<p>The submission is in relation to lands at Barrack Street, Loughrea. The submission requests the following:</p> <ul style="list-style-type: none"> • Rezone the small section of land from Public Utility to Town Centre. <p>Several points have been submitted to justify the proposed rezonings as follows:</p> <ul style="list-style-type: none"> • The site entrance is located at this point; • It is requested to remove the reference to flooding as there is an increase level of the ground in the entrance and no flooding has been noticed inside the property. 	<p>Chief Executive’s Response Submission noted. The lands are not zoned Public Utilities, they are zoned Town Centre. A full review of the lands was undertaken, and a Stage 2 Flood Risk Assessment was carried out as part of the preparation of the Draft Loughrea LAP 2024 - 2030</p> <p>The small section of lands has been identified in Flood Zone B, however the established use has been considered on the lands and zoned Town Centre.</p> <p>Chief Executive’s Recommendation No Change.</p>

Local Transport Plan			
GLW-C79-3	Cathal O’Gorman	<p>The submission outlines support for the proposals listed in the Draft Loughrea LTP, specifically those relating to improving cycling and pedestrian infrastructure. The submission states the LTP has identified the main transport issues in Loughrea and as a resident of Loughrea has made similar observations. The submission outlines the recommendation in the plan should be taken seriously and not diminished throughout implementation.</p>	<p>Chief Executive’s Response Submission noted. The support for active travel infrastructure is acknowledged. The LTP is a high-level strategy document focusing on network planning, specific detail on the implementation of measures will be defined at a project level. The delivery of the LTP measures are operational issues and as such the Planning Section will liaise with the Infrastructure and Operations Section of the Local Authority on the delivery of these measures.</p> <p>Chief Executive’s Recommendation No Change.</p>
GLW-C79-330	Anthonin Lize	<p>The submission welcomes the Draft Loughrea LAP and LTP. Several concerns have been raised as follows:</p> <ul style="list-style-type: none"> • Commuting to Galway City is challenging; 	<p>Chief Executive’s Response Submission noted. The support for active travel infrastructure is acknowledged.</p> <ul style="list-style-type: none"> • The desire for improved public transport services in Loughrea is noted. While the provision of public transport services is a matter for the NTA rather than Galway County Council and as such is not within the scope of the LTP, Galway County Council will work proactively with the NTA to improve public transport in the town. The LTP notes the NTA’s Connecting Ireland Rural Mobility Plan shows proposed Route 23 connecting Galway City and Dublin via Loughrea. This corridor will see improved frequencies and better integration of

		<ul style="list-style-type: none"> • The improvement of intersections for pedestrians specifically on Bride Street and Danesfort Road with traffic calming measures, more efficient speed bumps and pedestrian priority crossings like in other European countries, and; • The implementation of measures to reduce through - town trips. 	<p>services, with a minimum frequency of a bus every two hours proposed for stopping services.</p> <ul style="list-style-type: none"> • In relation to Danesfield Road and Bride Street junction and the need for improvements of these intersections is acknowledged within the Draft LTP. Measure WC24 has been proposed to rectify this issue. The designation of WC24 as an “On-Street Route” will result in traffic calming and improvement to pedestrian infrastructure along the route. The exact details will be established at project stage. Designs for active travel improvements at project level to both WC24 and WC8 along Bride Street will include the junction of Danesfort Road and Bride Street, providing a safer environment for pedestrians and cyclists. • The walking and cycling strategy in the LTP includes a variety of measures across the study area including all major arterial links in the town. At a strategy level, traffic calming and provision of new pedestrian crossings are proposed as part of all walking and cycling measures to improve the safety of active travel in the town, this includes where segregated cycle tracks are proposed, in line with the Cycle Design Manual and the Design Manual for Urban Roads and Streets (DMURS). The exact details for each measure will be determined as they are brought forward for delivery, where detailed optioneering and design processes will take place.
--	--	---	---

<p>GLW-C79-136 See Appendix A7 for Multiple Submissions</p>	<p>LTP options - WC18 WC6 and WC3</p>	<p>A significant number of submissions have been received (see Appendix A7 for the list of individual submissions) that have concerns in relation to policy objective/measures as identified in the LTP;</p> <p>WC6 – The Green</p>	<p>Chief Executives Response Submission noted. Each of the measure have been reviewed</p> <p><u>WC6: The Green</u> In relation to proposed measure WC6 which would see The Green (link between Barrack Street and Gort Road) closed to non-courthouse related motor traffic, public consultation responses received which relayed community concerns about traffic management, enforced rerouting, and possible congestion arising from redistributed traffic are acknowledged.</p> <p>The reasons for this proposal were to enable the provision of a segregated active travel facility, increase road safety outside the courthouse, and to improve traffic management at the Barrack Street junction. Making the link largely traffic free would create a high-quality active travel facility connecting WC4 and WC11 via a route along Lough Rea. This would facilitate active travel trips from the west of the town to the playground and the town centre, resulting in a link with substantial transport and amenity value. It would have the further benefit of improving road safety outside the courthouse, a location which can become constrained due to on-street parking of garda and other vehicles when the court is busy. Finally, the measure would offer the advantage of simplifying and improving the operation of the Barrack Street junction.</p>
---	---------------------------------------	--	---

		<p>RT5/WC26 – Westbridge Junction to Dolphin Street Link</p>	<p>However, recognising public consultation responses received, it is proposed to amend the Draft LTP to recommend trialing this measure for a limited period of time. The impact of the measure during this trial will be reviewed, including further consultation with the community, before any decision on a permanent arrangement is made.</p> <p><u>RT5/WC26: Westbridge junction to Dolphin Street link</u> Regarding the proposed timed pedestrianisation of the link between Westbridge and Dolphin Street (RT5/WC26), concern raised in public consultation responses in relation to impacts to businesses and loading, the operation of Westbridge junction, as well as to general traffic management are noted.</p> <p>This measure as part of RT5 and WC26 was proposed to both increase pedestrian safety in the area, providing a safe active travel connection from Dolphin Street to Main Street, and to improve the operation of Westbridge junction where significant congestion is experienced at peak time. Care has been taken across all measures proposed in the Draft LTP to facilitate deliveries to businesses. While exact details of all measures will be defined at project level, the approach to pedestrianisation of this link will be cognisant of business loading needs, and the street could be open for delivery vehicles on a timed basis to enable deliveries.</p>
--	--	---	---

		<p>RT1/WC3 - Galway Road one-way Road Section</p>	<p>With respect to the measure's effect on traffic flow at Westbridge junction, due to the geometry of the junction, currently to facilitate the right-turning movement from Main Street to the link towards Dolphin Street, there are limitations on signal timing, usually enabling only one junction arm to move at a time. While necessary for road safety reasons within the current traffic management layout, this leads to inefficient signal phasing and exacerbates congestion at the junction. The closure of this link to Dolphin Street under RT5/WC26 would ease this constraint, enabling the implementation of more efficient signal phasing, and reducing congestion at Westbridge Junction.</p> <p>Given the benefits of this pedestrianisation measure in RT5/WC26 for pedestrian safety and traffic management, it is proposed to maintain this measure in the Draft LTP, with amended wording to both make clear the full range of benefits it will bring, and to emphasise the need to facilitate deliveries at project level when this measure is advanced.</p> <p>The individual proposals at Westbridge junction form part of a combination of measures, aimed at improving safety for active mode users and improving junction efficiency for motor traffic. Any specific changes to the layout and traffic arrangements at Westbridge junction will undergo further consultation along with more detailed optioneering and design prior to implementation.</p> <p><u>RT1/WC3: Galway Road one-way section</u></p> <p>In relation to the proposed one-way westbound arrangement on Galway Road between Westbridge</p>
--	--	--	---

		<p>junction and Waterview Drive (RT1/WC3), concerns raised in public consultation responses about the impact on motor traffic travelling eastbound, and about the effects that possible redistributed traffic will have on congestion at and around Westbridge junction are noted.</p> <p>RT1 is proposed in combination with WC3 not only to create space for improved active travel facilities along this section of road, but also to improve the operation of Westbridge junction. As noted in the response above pertaining to the pedestrianisation of the Dolphin Street link, the geometry of Westbridge junction leads to considerable constraints in its traffic signal phasing when all movements are facilitated. The pedestrianisation of the Dolphin Street link is proposed in part to enable more efficient signal phasing at Westbridge junction, and measure RT1 along Galway Road would have a similar function. By removing eastbound movements on Galway Road from the signal phasing at Westbridge junction, particularly in combination with the pedestrianisation of the Dolphin Street link, far more efficient signal phasing of Westbridge junction could be programmed which would significantly improve the junction's operation, reducing congestion at the junction and in the surrounding area.</p> <p>The individual proposals at Westbridge junction form part of a combination of measures, aimed at improving safety for active mode users and improving junction efficiency for motor traffic. Any specific changes to the layout and traffic arrangements at Westbridge junction will undergo further</p>
--	--	--

		<p>WC18 - Coscorrigan Crescent link</p>	<p>consultation along with more detailed optioneering and design prior to implementation.</p> <p><u>WC18: Coscorrigan Crescent link</u></p> <p>The walking and cycling strategy in the Draft LTP has sought to create a safe orbital north-south active travel route from the Gort Road to the Athenry Road, to serve Gaelscoil Riabhach and Loughrea Shopping Centre and to knit together proposed segregated cycle tracks on the Athenry Road and Gort Road, creating a network of segregated cycle infrastructure in the west of Loughrea. The de-facto existing quietway on St Laurence’s Fields, with a cul de sac for motor vehicles and off-road active travel route at the northern end to the Athenry Road fills the need for a high-quality connection between the Athenry Road and the Galway Road. As such, a segregated or quiet route between the Galway Road and Gort Road would complete this north-south link.</p> <p>Given widths of the existing links between the Galway Road and Gort Road, and the lack of greenfield space for the creation of an off-road route, the provision of a fully segregated route is not feasible. Therefore, to provide a safe active travel link suitable for use by children cycling to school, a quietway is needed. The purpose of WC18 within the active travel plan was to fulfil this need.</p> <p>Concerns about a traffic filter along Coscorrigan Crescent are noted, and it is proposed to amend the draft LTP to remove the traffic filter in this location at the southern end of</p>
--	--	--	---

			<p>Coscarrig Crescent. However, it is still considered that the provision of this north-south active travel route is an important part of the walking and cycling strategy. As such, it is proposed in consultation with the community to introduce traffic calming measures along this residential street to reduce vehicular speeds and provide a safer environment for cycling on carriageway connecting the Gort Road to the Galway Road. A traffic filter on the eastern side of the fork at the northern (Galway Road) end could be introduced to reduce traffic along this link, while still maintaining the Galway Road to Athenry Road link for motor traffic via the western side of the fork. Signage and road markings will be provided to highlight this as a key cycling route in the overall active travel network.</p> <p>Chief Executives Recommendation See Appendix C – Updated Local Transport Plan</p>
GLW-C79-392	Ronan Killeen Irish Drilling Ltd.	<p>The submission has raised several concerns regarding the Draft Loughrea LTP. The submission notes Irish Drilling is located on Old Galway Road, Loughrea and large trucks and articulated lorries with equipment access their site daily.</p> <p>The following are the points raised:</p> <ul style="list-style-type: none"> • Access to the premises along the two-way system of the Old Galway from Westbridge (WC3); • There is concern regarding the proposal (WC6) to close the Galway Road at the Courthouse to pedestrian access only. • It is outlined that the two proposals mentioned above 	<p>Chief Executive’s Response Submission noted. See Chief Executives Response to GLW-C79-136 in relation to WC18, WC6 and WC3.</p> <p>Chief Executive’s Recommendation <i>See Chief Executive Recommendation to GLW-C79-136</i></p>

		<p>will have a significant effect on how Irish Drilling operates their business daily.</p> <ul style="list-style-type: none"> • It is stated that the proposed changes will lead to articulated lorries and trucks using ‘rat-runs’ through Waterview Drives and Coscorríg Crescent (Residential areas) to gain access to the R380 Gort Road. • The submission outlines both local Roads are situated in residential areas with large amounts of pedestrian traffic creating a significant health and safety concern. • It is requested that the Old Galway Road remain unchanged and left the two-way system and that the slip Road by the Courthouse remain open to vehicular traffic. 	
GLW-C79-472	Declan Joyce Irish Drilling Ltd.	<p>The submission has raised several concerns regarding the Draft Loughrea LTP. The submission notes Irish Drilling is located on Old Galway Road, Loughrea and large trucks and articulated lorries with equipment access their site daily. The submission outlines access to their premises along the two-way system of the Old Galway from Westbridge (WC3). The submission adds the proposal (WC6) to close the Galway Road at the Courthouse to pedestrian access only. The two proposals mentioned above will have a significant effect on how Irish Drilling operates their business daily. The proposed changes will lead to articulated lorries and trucks using ‘rat-runs’ through Waterview Drives and Coscorríg Crescent (Residential areas) to gain access to the R380 Gort Road. The submission outlines both local Roads are situated in residential areas with large amounts of pedestrian traffic</p>	<p>Chief Executive’s Response Submission noted. See Chief Executives Response to GLW-C79-136 in relation to WC18, WC6 and WC3.</p> <p>Chief Executive’s Recommendation <i>See Chief Executive Recommendation to GLW-C79-136</i></p>

		creating a significant health and safety concern. The submission requests the Old Galway Road remain unchanged and left the two-way system and the slip Road by the Courthouse remain open to vehicular traffic.	
GLW-C79-141 See Appendix A8 for Multiple Submissions	LTP Options - WC6	<p>Several submissions have been received (<i>see Appendix A8 for list of the individual submissions</i>) that object to measure WC6 in the LTP. A variety of concerns were expressed as follows;</p> <ul style="list-style-type: none"> • The closure of WC6 will divert traffic from Barrack Street/ Gort Road through the already overloaded junction at Westbridge. • The closure of WC6 will create traffic congestion along McCormack’s filling station and at the Westbridge during school times. • Traffic lights at Westbridge are slow, the additional road closure would add to traffic congestion. • The closure of WC6 will cause delays during work and school hours. • It is contended that there is sufficient walking area around the Fair Green and Corry’s Field. • Concern expressed regarding the cycle path on WC6 as there is no cycle path on the connecting roads. • The closure of WC6 will create traffic congestion along McCormack’s filling station and at the Westbridge during school times. 	<p>Chief Executives Response</p> <p><u>WC6: The Green</u></p> <p>In relation to proposed measure WC6 which would see The Green (link between Barrack Street and Gort Road) closed to non-courthouse related motor traffic, public consultation responses received which relayed community concerns about traffic management, enforced rerouting, and possible congestion arising from redistributed traffic are acknowledged.</p> <p>The reasons for this proposal were to enable the provision of a segregated active travel facility, increase road safety outside the courthouse, and to improve traffic management at the Barrack Street junction. Making the link largely traffic free would create a high-quality active travel facility connecting WC4 and WC11 via a route along Lough Rea. This would facilitate active travel trips from the west of the town to the playground and the town centre, resulting in a link with substantial transport and amenity value. It would have the further benefit of improving road safety outside the courthouse, a location which can become constrained due to on-street parking of garda and other vehicles when the court is busy. Finally, the measure would offer the advantage of simplifying and improving the operation of the Barrack</p>

			<p>Street junction.</p> <p>However, recognising public consultation responses received, it is proposed to amend the Draft LTP to recommend trialing this measure for a limited period of time. The impact of the measure during this trial will be reviewed, including further consultation with the community, before any decision on a permanent arrangement is made.</p> <p>Chief Executives Recommendation See Appendix C – Updated Local Transport Plan</p>
GLW-C79-499 <i>See Appendix A9 for Multiple Submissions</i>	LTP Options - WC17	<p>Two submissions were received (<i>see Appendix A9 for list of individual submissions</i>) that have concerns in relation to proposed measures WC17 Option in the LTP. Several issues were raised as follows:</p> <ul style="list-style-type: none"> • On-street parking access is required for the elderly and people with disabilities. • Concern expressed regarding the taxi service that operates on Dolphin Street. • It is contended that further developments in the area will require parking and bus access. 	<p>Chief Executives Response Submission noted. The main changes along Dolphin Street proposed under WC17 are in relation to traffic calming along the street to improve safety for pedestrians and cyclists. Traffic movements and parking arrangements along the street will remain unchanged. Details related to any changes to the street layout will be subject to detailed optioneering and design processes at project level. It is envisaged in the LTP that access to Dolphin Street for motor traffic will be maintained via the existing junction with Atherry Road.</p> <p>Chief Executives Recommendation See Appendix C – Updated Local Transport Plan</p>
GLW-C79-11	Emerald Filings Station Ltd.	<p>The submission has sought clarification on a number of measures identified in the Draft Loughrea LTP as follows:</p> <ul style="list-style-type: none"> • What are the measures taken on Gort Road (WC4) and 	<p>Chief Executive’s Response</p> <p><u>Gort Road (WC4)</u></p>

		<p>how similar it will be for Barrack Street (WC7)?</p> <ul style="list-style-type: none"> • Is there enough space on the T junction between Gort Road, the traffic lights and the boathouse (WC4 & RT5)? • What is the volume of traffic on Gort Road (WC4) and The Green (WC6)? • Will Lakeview Drive and Coy’s Bohereen linking Galway Road (WC3) and Gort Road (WC4) remain 2 ways? • Will Galway Road (WC3) still be accessible on a right turn at traffic lights from R446 Athenry Road (WC1)? • Will the loading bays on Main Street and Dunkellin Street be maintained? • How many on-street parking will remain on Main Street (RT5) and (RT3)? 	<p>Measure WC4 proposes the provision of segregated cycle facilities and footpath upgrades along the Gort Road. This measure is part of the overall Walking and Cycling Strategy in the LTP which intends to provide a comprehensive network of safe active travel routes to enable safe anywhere-to-anywhere active travel trips within the study area in line with National, Regional and Local Policy. In terms of similarity to WC7, the LTP is a high-level strategy for the town, and details on the design and form of this infrastructure, such as street layout, cycleway widths etc. will need to be determined at a project level when schemes are being delivered. This will involve more detailed optioneering and design.</p> <p><u>Gort Road (WC4) T - Junction</u></p> <p>During the development of the Walking and Cycling Strategy for the LTP, it was considered that sufficient space was available subject to alterations to road layout and design. This will be assessed further as the project is being delivered and more detailed design and optioneering is undertaken.</p> <p><u>Gort Road and The Green Traffic Volumes</u></p> <p>Traffic counts were undertaken during January 2024. The below is the average weekday total from one type of traffic count, Automatic Traffic Counters.</p> <table data-bbox="1260 1201 1596 1331"> <tr> <td>Gort Road</td> <td>_____</td> </tr> <tr> <td></td> <td>Westbound</td> </tr> <tr> <td>Daily</td> <td>1,820</td> </tr> </table>	Gort Road	_____		Westbound	Daily	1,820
Gort Road	_____								
	Westbound								
Daily	1,820								

			<p>AM peak 122</p> <p>Eastbound</p> <p>Daily 1,516</p> <p>AM peak 136</p> <p>The Green</p> <hr/> <p>Westbound</p> <p>Daily 1,196</p> <p>AM peak 82</p> <p>Eastbound</p> <p>Daily 1,132</p> <p>AM peak 23</p> <p><u>Lakeview Drive and Coy's Bohereen</u> Noted. It is expected that these two routes will remain two-ways.</p> <p><u>Athenry Road Right-Turn at Westbridge</u> It is the intention of the LTP that this right-turn will be facilitated. It should be noted that the LTP focuses on developing a transport strategy for the town to improve the environment for all road users. The individual proposals at Westbridge junction form part of a combination of measures, aimed at improving safety for active mode users and improving junction efficiency for motor traffic. Any specific</p>
--	--	--	--

			<p>changes to the layout and traffic arrangements at Westbridge junction will undergo further consultation along with more detailed optioneering and design prior to implementation.</p> <p><u>Loading bays on Main Street and Dunkellin Street</u></p> <p>The importance of deliveries and facilitating the movements of HGVs to service businesses in the town centre and throughout the study area has been carefully considered in the development of the Draft LTP. Where any restrictions are placed on motor traffic, access for delivery vehicles on a controlled or timed basis will be maintained. When individual measures are advanced which propose to redesign street layouts, care will be taken to maintain loading bays and facilitate delivery access.</p> <p><u>Main Street Parking Spaces</u></p> <p>The measures for Main Street are aimed at improving footpaths, public realm etc. to create an enhanced environment for people in Loughrea. Details of the impact on on-street parking will be reviewed as the project is being delivered and will be subject to further detailed design and consultation with local residents/businesses.</p> <p>Chief Executive’s Recommendation No Change.</p>
GLW-C79-246	Cathal Spellman on behalf of Loughrea RFC	The submission expressed its support to the Loughrea Sports & Community Development Group. The submission requests that the measure WC13 would be continued beyond the link road roundabout to facilitate access to the	<p>Chief Executive’s Response</p> <p>Submission noted. See Chief Executive Response to GLW-C79-329 in relation to the Loughrea Sports & Community Development Group.</p>

		Rugby Club.	<p>The LTP proposes measure (WC13) for an active travel route linking the Town Centre to the bypass via the old railway alignment. The proposed extension northwards of WC13 referenced in the submission falls outside the boundary for the Loughrea LAP and as such was not considered as part of the road network measures in the supporting Local Transport Plan</p> <p>Chief Executive's Recommendation <i>See Chief Executive Recommendation to GLW-C79-329.</i></p>
GLW-C79-337	Ali Nugent	The submission is in relation to the Draft LTP. The submission requests to extend the measure WC21 from Dun an Oir Estate to Caheronaun Park.	<p>Chief Executive's Response Submission noted. The request for a connection from Caheronaun Park to WC21 is noted. This would be of an additional benefit when delivering the connection WC14. The exact location and delivery of this off-road connection will need to be considered further at detailed optioneering and design and taken into account of the Chief Executive's Recommendation to GLW-C79-338.</p> <p>Chief Executive's Recommendation No Change.</p>
GLW-C79-137	William Greene	<p>The submission has raised concerns in relation to the Draft Loughrea LAP and Draft Loughrea LTP.</p> <p>The following are the points raised as follows:</p> <ul style="list-style-type: none"> • It is noted that the section between Barrack Street and Gort road is necessary for locals and emergency vehicles and the closure to vehicles will divert traffic to the Westbridge. • The lack of sporting facilities in the town has been 	<p>Chief Executive's Response Submission noted.</p> <ul style="list-style-type: none"> • See Chief Executives Response to GLW-C79-392 in relation to WC 6 The Green. • See Chief Executives Response to GLW-C79-329 in

		expressed and support has been outlined for the submission made by KPMG/Future Analytics on behalf of Loughrea Sports and Community Development Group.	relation to the Loughrea Sport Group and Community Development. Chief Executive's Recommendation <i>See Chief Executives Recommendation to GLW-C79-392.</i> <i>See Chief Executives Recommendation to GLW-C79-329.</i>
GLW-C79-202	Robert Grace	The submission has raised several concerns in relation to the Draft Loughrea LTP and specifically measure WC17. The following points have been raised as follows: <ul style="list-style-type: none"> • The closing of the unnamed road linking Westbridge junction to Dolphin Street; • Only access for heavy goods vehicles and there is no alternative. The submission stated 90 percent of the customers use their car park including people with disabilities and elderly people, and; • Dolphin Street parking will be removed by the proposed cycle lane. 	Chief Executive's Response See Chief Executives Response to GLW-C79-499 in relation to WC17. Chief Executive's Recommendation <i>See Chief Executives Recommendation to GLW-C79-499.</i>
GLW-C79-121	Teresa Leonard	The submission has raised concerns in relation to the Draft Loughrea LTP and junction between the Gort Road, The Green, Dunkellin Street and Galway Road. It is noted that a better traffic management is needed.	Chief Executive's Response See Chief Executives Response to GLW-C79-499 in relation to WC17. Chief Executive's Recommendation <i>See Chief Executives Recommendation to GLW-C79-499.</i>
GLW-C79-159	Teresa Leonard	The submission has raised concerns in relation to the Draft Loughrea LTP and junction between the Gort Road, The Green, Dunkellin Street and Galway Road. It is noted that a better traffic management is needed.	Chief Executive's Response See Chief Executives Response to GLW-C79-499 in relation to WC17. Chief Executive's Recommendation

			<i>See Chief Executives Recommendation to GLW-C79-499.</i>
GLW-C79-412	Ailbhe Carroll	<p>A comprehensive submission has been received in relation to the Draft LTP.</p> <p>The submission welcomes measure RT2 and the new eastern relief.</p> <p>The submission has a number of concerns as follows:</p> <ul style="list-style-type: none"> • The road closures will impact businesses and residents. • Closures will increase traffic congestion, particularly at Westbridge where the sequence of traffic lights is incorrect; • The submission outlines there are already sufficient pedestrian routes on Galway Road at the court house and the number of pedestrian crossing options mentioned for Westbridge is incorrect. It is proposed to turn the speed bump on Main Street into a pedestrian crossing and install another at the junction between old Galway Road and Waterview Drive. The submission notes that on Danesford Road, safe walking is more needed than a cycleway. It is proposed to put crash barriers along one side of the pavement to create a safe pathway for wheelchair use and designate the other side for pedestrians. It is also proposed to include a second pedestrian crossing in front of Ard Breeda. In terms of accessibility, the paving style footpaths should be replaced by straight surfaces instead of widening it. 	<p>Chief Executive's Response See Chief Executives Response to GLW-C79-136 in relation to WC18, WC6 and WC3.</p> <p>Chief Executive's Recommendation <i>See Chief Executives Recommendation to GLW-C79-136.</i></p>

		<p>The submission requests to install streetlights in Cottage Hill Commercial Park and fix the ones across from Kelly's Street;</p> <ul style="list-style-type: none"> • Creating cycleways through the woods and collaborating with Coillte Ireland would be a preferable option. It is also proposed to create a cycle path on the Green by replacing part of the grass which is barely used according to the submission; • More parking spaces and public transport are needed, the population of Loughrea is growing and the Draft Loughrea LTP recommends removing them, particularly on Main Street; • More recreation and sports facilities are also needed. Funding or facilities should be provided to Tidy Towns, and; • Funds and grants should be provided to town businesses to paint their buildings. There is no provision for neglected buildings on the main street. 	
GLW-C79-758	Jarlath & Cherry O'Connor	<p>The submission is in relation to the Draft Loughrea LTP. The submission has first expressed its support for the Loughrea Sports & Community Development Group and the need for recreation, sports and training facilities. Several concerns are also noted as follows:</p> <ul style="list-style-type: none"> • The LTP does not consider people's travelling habits and those living outside the town boundary depend on the car to travel to the town centre. Modal shift from car trips would have negative impacts on town centre 	<p>Chief Executive's Response</p> <p>Submission noted, see Chief Executives Response to GLW-C79-329 in relation to the Loughrea Sport Group and Community Development.</p> <ul style="list-style-type: none"> • The walking and cycling strategy in the LTP includes a variety of measures across the study area including all major arterial links in the town. At a strategy level, traffic calming and provision of new pedestrian

		<p>businesses and be more beneficial to perimeter retail outlets;</p> <ul style="list-style-type: none"> • The closure of the Court House access road to Gort will redirect traffic to the Westbridge junction and the closure of the road back to the Eurospar would also have a negative impact. The deliveries would have to double park on Dunkellin Street for hours; • More public car parking spaces are needed in the expanding town market; • There is a need for by-laws to prevent HGVs from passing through the town centre to access Dublin Road and Gort Road, and; 	<p>crossings are proposed as part of all walking and cycling measures to improve the safety of active travel in the town, this includes where segregated cycle tracks are proposed, in line with the Cycle Design Manual and the Design Manual for Urban Roads and Streets (DMURS). The exact details for each measure will be determined at project level where detailed optioneering and design processes will take place</p> <ul style="list-style-type: none"> • See Chief Executives Response to GLW-C79-392 in relation to WC 6 The Green. • Noted. • The importance of deliveries and facilitating the movements of HGVs to service businesses in the town centre and throughout the study area has been carefully considered in the development of the Draft LTP. Where any restrictions are placed on motor traffic, access for delivery vehicles on a controlled or timed basis will be maintained. When individual measures are advanced which propose to redesign street layouts, care will be taken to maintain loading bays and facilitate delivery access
--	--	--	---

		<ul style="list-style-type: none"> It is suggested that a comprehensive provision of zebra crossings throughout the town would facilitate pedestrians in crossing the streets safely. 	<ul style="list-style-type: none"> The walking and cycling strategy in the LTP includes a variety of measures across the study area including all major arterial links in the town. At a strategy level, traffic calming and provision of new pedestrian crossings are proposed as part of all walking and cycling measures to improve the safety of active travel in the town, this includes where segregated cycle tracks are proposed, in line with the Cycle Design Manual and the Design Manual for Urban Roads and Streets (DMURS). The exact details for each measure will be determined as they are brought forward for delivery, where detailed optioneering and design processes will take place. <p>Chief Executive's Recommendation <i>See Chief Executives Recommendation to GLW-C79-392.</i> <i>See Chief Executives Recommendation to GLW-C79-329.</i></p>
GLW-C79-27	Siobhan Hopper	<p>The submission has raised a number of queries in relation to Transport, Community Facilities and Regeneration as follows:</p> <ul style="list-style-type: none"> Caheronaun/ Danesfort Road is not safe for children; 	<p>Chief Executive's Response</p> <ul style="list-style-type: none"> The need to improve safety for active travel along Danesfort Road to serve the existing residential areas along the road is acknowledged within the Draft LTP. Measure WC24 has been proposed to rectify this issue. The designation of WC24 as an "On-Street Route" will result in traffic calming and improvement to pedestrian infrastructure along the route. The exact details will be

		<ul style="list-style-type: none"> • All future planning applications should be required to cover the cost of putting in place walking and cycling measures; • Traffic management measures for schools; • Maintenance of playgrounds; • Need of sport playing facilities, and; • Provision for empty premises on Main Street. 	<p>established at project stage. Designs for active travel improvements at project level to both WC24 and WC8 along Bride Street will include the junction of Danesfort Road and Bride Street.</p> <ul style="list-style-type: none"> • This is a matter for Development Management and subsequent planning conditions. • There are measure in the LTP that address a number of traffic management issues. • This is an Operational mater and outside the remit of the LAP. • Noted. • Policy Objectives in the LAP which support the redevelopment of vacant buildings. <p>Chief Executive’s Recommendation Submission noted.</p>
GLW-C79-405 <i>See Appendix A10 for Multiple Submissions</i>	Westbridge Junction and LSCDG	Multiple submissions were received (<i>see Appendix A10 for a list of individual submissions</i>) which raised several concerns regarding the Draft Loughrea LTP, specifically on Coscorríg Crescent to Gort Road (WC18), Gort Road via the courthouse (WC6) and the Old Galway Road (WC3) from	Chief Executive’s Response

		<p>Westbridge</p> <p>Several concerns are also noted as follows:</p> <ul style="list-style-type: none"> • Directing all traffic from the west side of Loughrea and Old Galway Road to one of the boreeens onto Gort Road will create major traffic delays before merging onto Westbridge; • The one-way proposal for Gort Road towards the west will only allow one access to the Old Galway Road; • These proposals would increase traffic on Tullagh Lower and Cloonoo to access the town which are not suitable for increased traffic; • The measures would have repercussions for businesses and employment and easy access to the town for school, work, leisure, health and business is needed, and; • The lack of sporting facilities in the town has been expressed and support has been outlined for the submission made by KPMG/Future Analytics on behalf of Loughrea Sports and Community Development Group. 	<ul style="list-style-type: none"> • See Chief Executives Response to GLW-C79-136 in relation to WC18, WC6 and WC3. • See Chief Executive response to GLW-C79-319 in relation to the Swimming Pool <p>Chief Executive’s Recommendation <i>See Chief Executives Recommendation to GLW-C79-136</i> <i>See Chief Executives Recommendation to GLW-C79-319.</i></p>
GLW-C79-779	Margaret Loughnane on behalf of Sustainable Energy West	<p>The submission is in relation to the Draft Loughrea LAP and LTP on several themes. The following comments have been submitted:</p> <ul style="list-style-type: none"> • Support of the Loughrea Sports and Community Development Group; • Several proposals have been made in regard to the 	<p>Chief Executive’s Response See Chief Executives Response to GLW-C79-329 in relation to Loughrea Sports and Community Development Group;</p> <p>Chief Executive’s Recommendation <i>See Chief Executives Recommendation to GLW-C79-329.</i></p>

		projected Sports Facilities such as Sustainable Transportation Access, Car Parking, Biodiversity, Energy efficiency and Water Conservation.	
GLW-C79-130	Dympna Darcy	<p>The submission welcomes the Draft LAP particularly LSST 14. Several points have been raised regarding the Draft Loughrea LTP as follows:</p> <ul style="list-style-type: none"> • Clarity in relation to road names (Section 2.3) • Use of carparks for education trips (Section 3.5.2); • Wording correction, cancelled bus route and implementation of bus shelter on main street (Section 3.8.4); • Review of the parking fees and 'drive-in reverse out' on main street (Section 3.8.6); • Closure of the courthouse road (WC6) and implementation of a cycle lane on The Green as a better option; • Safety in relation to the closure of Coscorríg Crescent (WC18) and re-routing of the traffic on Galway Road (WC3) through Waterview Drive (Coy's Bohereen), and; • Completion of the Bypass. 	<p>Chief Executive's Response</p> <ul style="list-style-type: none"> • Noted • Noted • Noted • Noted • Noted • See Chief Executives Response to GLW-C79-136 in relation to WC18, WC6 and WC3. • Options for the Road Network strategy were identified in order to improve safety for all road users. The priority in the development of the road network options (as per

			<p>NIFTI) is to maintain, renew, manage and operate the existing road infrastructure in a more efficient manner. The LTP includes a number of measures to improve the efficiency of the Westbridge junction to reduce levels of queueing and delay for vehicular traffic. The proposed Western Bypass referenced in the submission falls outside the boundary for the Loughrea LAP and as such was not considered as part of the road network measures in the supporting Local Transport Plan. However, the LTP does not preclude the development of a western bypass of the town at a future time if deemed required.</p> <p>Chief Executive's Recommendation <i>See Chief Executives Recommendation to GLW-C79-136.</i></p>
GLW-C79-608	Ross McGee	The submission is in relation of the Draft Loughrea LTP. The submission objects the proposed road changes. It is outlined this would have effects to the west side of Loughrea, its residents and retail shops.	<p>Chief Executive's Response Submission noted. See Chief Executives Response to GLW-C79-136 in relation to WC18, WC6 and WC3.</p> <p>Chief Executive's Recommendation <i>See Chief Executive Recommendation to GLW-C79-136</i></p>
GLW-C79-609	Ross McGee	The submission is in relation of the Draft Loughrea LTP. The submission objects the proposed road changes. It is outlined this would have effects to the west side of Loughrea, its residents and retail shops.	<p>Chief Executive's Response Submission noted. See Chief Executives Response to GLW-C79-136 in relation to WC18, WC6 and WC3.</p> <p>Chief Executive's Recommendation <i>See Chief Executive Recommendation to GLW-C79-136</i></p>
GLW-C79-549	Dermot Myler	The submission is in relation of the Draft Loughrea LTP. The submission objects the one-way proposal on the old Galway Road and the removal of the right turn at the	<p>Chief Executive's Response Submission noted. See Chief Executives Response to GLW-C79-136 in relation to WC18, WC6 and WC3.</p>

		junction.	<p>Chief Executive's Recommendation <i>See Chief Executive Recommendation to GLW-C79-136</i></p>
GLW-C79-521	Joe Tighe	The submission is in relation of the Draft Loughrea LTP. The submission objects the proposed one-way system.	<p>Chief Executive's Response Submission noted. See Chief Executives Response to GLW-C79-136 in relation to WC18, WC6 and WC3.</p> <p>Chief Executive's Recommendation <i>See Chief Executive Recommendation to GLW-C79-136</i></p>
GLW-C79-530	Gerry Daniels	The submission is in relation of the Draft Loughrea LTP. The submission objects the proposed road closure.	<p>Chief Executive's Response Submission noted. See Chief Executives Response to GLW-C79-136 in relation to WC18, WC6 and WC3.</p> <p>Chief Executive's Recommendation <i>See Chief Executive Recommendation to GLW-C79-136</i></p>
GLW-C79-106	Frank Harte	<p>The submission is in relation of the Draft Loughrea LTP. Several points have been raised as follows:</p> <ul style="list-style-type: none"> The Loughrea Bypass is completed and connected to R380 Gort Road. 	<p>Chief Executive's Response</p> <ul style="list-style-type: none"> Options for the Road Network strategy were identified in order to improve safety for all road users. The priority in the development of the road network options (as per NIFTI) is to maintain, renew, manage and operate the existing road infrastructure in a more efficient manner. The LTP includes a number of measures to improve the efficiency of the Westbridge junction to reduce levels of queueing and delay for vehicular traffic. The proposed Western Bypass referenced in the submission falls outside the boundary for the Loughrea LAP and as such was not considered as part of the road network measures in the supporting Local Transport Plan. However, the LTP

		<ul style="list-style-type: none"> • All the traffic via the R380 pass through Westbridge Junction, and; • Large vehicles should not be permitted in main street. 	<p>does not preclude the development of a western bypass of the town at a future time if deemed required.</p> <ul style="list-style-type: none"> • See Chief Executives Response to GLW-C79-136 in relation to WC18, WC6 and WC3. • Noted <p>Chief Executive's Recommendation <i>See Chief Executives Recommendation to GLW-C79-136.</i></p>
GLW-C79-107	Emma Harte	<p>The submission is in relation of the Draft Loughrea LTP. The submission requests the Loughrea Bypass is completed to connect to R380 Gort Road.</p> <p>Several points have been submitted to justify the request as follows:</p> <ul style="list-style-type: none"> • All the traffic via the R380 pass through Westbridge Junction, and; • Large vehicles should not be permitted in main street. 	<p>Chief Executive's Response See Chief Executive's Response to GLW-C79-106.</p> <p>Chief Executive's Recommendation <i>See Chief Executive's Recommendation to GLW-C79-106.</i></p>
GLW-C79-108	Frank Harte	<p>The submission is in relation of the Draft Loughrea LTP. The submission requests the Loughrea Bypass is completed to connect to R380 Gort Road.</p> <p>Several points have been submitted to justify the request as follows:</p> <ul style="list-style-type: none"> • All the traffic via the R380 pass through Westbridge Junction, and; • Large vehicles should not be permitted in main street. 	<p>Chief Executive's Response See Chief Executive's Response to GLW-C79-106.</p> <p>Chief Executive's Recommendation <i>See Chief Executive's Recommendation to GLW-C79-106.</i></p>
GLW-C79-351	Brian Curran	<p>The submission requests Road Access onto R380 via Cosmona Development. A detailed justification has been</p>	<p>Chief Executive's Response See Chief Executive's Response to GLW-C79-351.</p>

		<p>given;</p> <ul style="list-style-type: none"> • Reference to An Bord Pleanála and the associated Inspectors Report -309253-1. • Reference to traffic management is outlined. • An Taisce Safe Routes to School has been outlined and that access to the R380 will support these measures. 	<p>Chief Executive’s Recommendation <i>See Chief Executive’s Recommendation to GLW-C79-351</i></p>
GLW-C79-5	Patrick Egan	<p>The submission is requesting to include a Bus Stop across the Lough Rea Hotel. The submission notes there are five estates, one commercial park and a shopping centre on the Athenry Road. The submission adds the Bus Stop would be beneficial to the area and many would use the service to Galway.</p>	<p>Chief Executive’s Response Submission noted. The request for a bus stop outside Loughrea Hotel to serve those with reduced mobility with sustainable transport options is noted. There is currently a bus stop with a flagpole, shelter and seating outside the Shopping Centre approximately 200m from Loughrea Hotel. Best practice for the placement of bus stops is for minimum distances between bus stops to be 300m and ideally stops should be 400m apart . On interurban services such as those linking Loughrea and Galway City, bus stops would usually be further apart. Given that the current bus stop location is closer to the centre of residential areas along Athenry Road here, and better serves the Shopping Centre and Gaelscoil Riabhach, it is not proposed to move this bus stop west to Loughrea Hotel. However, measure WC1 proposes upgraded footpaths and segregated footpaths along Athenry Road, and the outbound bus stop in this location will be upgraded, providing formal passenger infrastructure such as flagpoles, timetable information and shelter.</p> <p>Chief Executive’s Recommendation No Change.</p>

GLW-C79-6	Michael Finn Finns Furniture	The submission is seeking the double yellow lines outside Finns Furniture should be reduced to one yellow line to allow two cars to either load or unload furniture. In addition, a customer could also collect goods from the store.	<p>Chief Executive's Response Submission noted. This is a matter for the Road and Operations section and Area Office which will be examined at an operational level by the Local Authority.</p> <p>Chief Executive's Recommendation No Change.</p>
GLW-C79-592	Maurice Mitchell	The submission is in relation of the Draft Loughrea LTP. The submission suggests a greenway on the old Loughrea/Attymon Railway Line should be considered.	<p>Chief Executive's Response Submission noted. The LTP proposes measures (WC9 and WC13) for an active travel route linking the Town Centre to the bypass via the old railway alignment. The extent of the Loughrea/Attymon greenway is outside the Plan Area.</p> <p>Chief Executive's Recommendation No Change.</p>
GLW-C79-593	Maurice Mitchell	The submission is in relation of the Draft Loughrea LTP. The submission suggests a greenway on the old Loughrea/Attymon Railway Line should be considered.	<p>Chief Executive's Response See Chief Executive Response to GLW-C79-592.</p> <p>Chief Executive's Recommendation <i>See Chief Executive Recommendation to GLW-C79-592.</i></p>
GLW-C79-594	Maurice Mitchell	The submission is in relation of the Draft Loughrea LTP. The submission suggests a greenway on the old Loughrea/Attymon Railway Line should be considered.	<p>Chief Executive's Response See Chief Executive Response to GLW-C79-592.</p> <p>Chief Executive's Recommendation <i>See Chief Executive Recommendation to GLW-C79-592.</i></p>
GLW-C79-628	Gerard Holohan	The submission is in relation of the Draft Loughrea LTP. It is noted there are safety issues on L-8246 Road. The speed and volume of traffic of vehicles result in this road becoming unsafe. The submission requests further analysis	<p>Chief Executive's Response Submission noted. The L-8246 is outside the LAP Area and therefore outside of the scope of the LTP. However, this will be examined at an operation level by the Local Authority.</p>

		on this issue.	Chief Executive's Recommendation No Change.
General Comments			
GLW-C79-325	Gaelscoil Riabhach	<p>A comprehensive submission has been received which examines several topics from both the LAP and LTP.</p> <p>Section 2.9 Transportation and Movement – Local Transport Plan, has been welcomed and the Emerging Preferred Strategy of the Draft LTP.</p> <p>Several requests have been made as follows:</p> <p>Recommendation 1: Insert the following amendment to section 1.2 Profile of Loughrea: 'Loughrea Urban is formally recognised as having official Líonraí Gaeilge / Irish Language Networks status under the Gaeltacht Act 2012. Gaeilge Locha Riach is responsible for the implementation of a language plan for the town'.</p> <p>Recommendation 2: amend section 1.3 Plan Issues Consideration and Challenge and mention the Irish language under Heritage and Environment.</p> <p>It is noted to justify Recommendation 1 and 2 that Statutory Instrument S.I. No. 579/2021 – Gaeltacht Act 2012 (Designation of Irish Language Networks) Order 2021 gives legal status to Loughrea Urban and Rural as a Líonra/</p>	<p>Chief Executive's Response</p> <p>Noted</p> <p>It is not considered necessary to include the text as suggested. The LAP is a land use plan with specific policy objectives to facilitate and support development.</p> <p>It is not considered necessary to include a specific reference to the Irish language in this section.</p>

		<p>Irish Language Network.</p> <p>Recommendation 3: Insert the following amendment to policy objective LSST 54 Pedestrian and Cycle Network: ‘Galway County Council will prioritise the early completion of pedestrian infrastructure to all existing residential areas and community facilities, such as schools’;</p> <p>The justification given is that there is a requirement for sustainable transport infrastructure for future development in the Draft LAP whereas other areas of the town have missing parts or no footpaths, specifically on measure WC2 to Gaelscoil Riabach/Gort Bríde.</p> <p>Recommendation 4: Rezone lands east to Gaelscoil Riabhach from Residential Phase 2 to Community Facility; The rationale given is that there is no adequate space zoned for the growth of the school or for additional facilities/childcare.</p> <p>It is also noted that there is a planning application on the lands zoned Industrial to the west to build a pool and proposals for a fire station. An agreement should be reached on the appropriate siting of these community facilities prior to the completion of the Draft LAP.</p> <p>Recommendation 5: Extend the plan boundary north to the By-pass and zone lands Community Facility; It is noted that the zoning would allow for development of facilities outlined in the KPMG/Future Analytics submission. Access with pedestrian and cycling</p>	<p>The reference to policy objective LSST 54 is noted. The LTP is a high-level strategy document focusing on network planning, specific detail on the implementation of measures will be defined at a project level. The delivery of the LTP measures are operational issues and as such the Planning Section will liaise with the Infrastructure and Operations Section of the Local Authority on the delivery of these measures.</p> <p>See Chief Executive Response to GLW-C79-825 in relation to Department of Education and the proposed provision of additional lands.</p> <p>Noted.</p> <p>See Chief Executives Response to GLW-C79-329 in relation to the Loughrea Sport Group and Community Development.</p>
--	--	---	---

		<p>infrastructure would also beneficial.</p> <p>Recommendation 6: Insert the following amendment to section 6. Emerging Preferred Strategy of the Draft LTP, and; ‘Galway County Council will prioritise the provision of a footpath along complete length of WC2 to serve Gaelscoil Riabhach and Gort Bríde’;</p> <p>Recommendation 7: Provide further detail in relation to the Park and Stride measures on Table 10 List of Supporting Measures of the Draft LTP. It is noted that there is limited infrastructure for pedestrians, unless the footpath connecting Gaelscoil Riabach to the town is completed.</p>	<p>Reference to measure WC2 is noted. The LTP is a high-level strategy document focusing on network planning, specific detail on the implementation of measures will be defined at a project level. The delivery of the LTP measures are operational issues and such the Planning Section will liaise with the Infrastructure and Operations Section of the Local Authority on the delivery of these measures.</p> <p>The reference to Park and Stride is noted. The LTP is a high-level strategy document focusing on network planning, specific detail on the implementation of measures will be defined at a project level. The delivery of the LTP measures are operational issues and such the Planning Section will liaise with the Infrastructure and Operations Section of the Local Authority on the delivery of these measures.</p> <p>Chief Executive’s Recommendation See Chief Executive Recommendation to GLW-C79-592. See Chief Executive Recommendation to GLW-C79-329</p>
GLW-C79-623 See Appendix A11 for Multiple Submission	Number of Various topics	Multiple submissions were received (<i>see Appendix A11 for the list of submissions</i>) which have raise a number of various topics; Several points have been raised as follows: <ul style="list-style-type: none"> • Sports facilities in the town are inadequate. Kids practicing various sports need to travel outside the town. Support of the KPMG/Future Analytics 	Chief Executive’s Response <ul style="list-style-type: none"> • See Chief Executives Response to GLW-C79-329 in relation to the Loughrea Sport Group and Community Development.

		<p>submission is expressed.</p> <ul style="list-style-type: none"> • A provision for a community/ County Council owned/ led swimming pool (like in Tuam or Ballinasloe) is also requested; • It is also noted that the Draft LTP does not tackle congestion issues, particularly on Westbridge junction due to logging and quarry trucks coming from Gort Road to access the N6/N66/M6. Access or diversion to these roads should be made earlier; • Loughrea is well placed to access larger urban area such as Galway, Limerick, Athlone or Dublin and references to transport infrastructure and development of public transport is limited; • The submission notes policy objective LSST 25 New Playground/Recreational Area and requests that specific areas identified in the Draft LAP for improving or expanding existing playground facilities, creating additional ones and build pump track and skateboard facilities. Specifically on the east side of the town, there is no provision for amenities for community use such as shops, crèches, shops, playground... and; • The Draft LAP has limited input in relation to the development of the lake as an amenity and potential source of employment. Lands zoned tourism should be increased in the vicinity of Long Point. 	<ul style="list-style-type: none"> • See Chief Executive response to GLW-C79-319 in relation to the Swimming Pool • See Chief Executives Response to GLW-C79-136 in relation to WC18, WC6 and WC3. • Noted. • Noted. Lands have been identified in the Draft Loughrea LAP 2024 – 2030 and zoned accordingly. There are lands identified for community and open space provision. • Noted. <p>Chief Executive’s Recommendation <i>See Chief Executive Recommendation to GLW-C79-329</i> <i>See Chief Executive Recommendation to GLW-C79-319</i> <i>See Chief Executive Recommendation to GLW-C79-136</i></p>
--	--	---	--

GLW-C79-348	Martina Hawkins	<p>The submission has several concerns on various topics as follows:</p> <ul style="list-style-type: none"> • Sports facilities in town are inadequate. Kids practicing various sports need to travel outside the town. The submission requests a swimming pool and expresses its support to the KPMG/Future Analytics submission; • A number of requests has been made as per submission no (GLW-C79-325) and (GLW-C79-623). 	<p>Chief Executive’s Response</p> <ul style="list-style-type: none"> • See Chief Executives Response to GLW-C79-329 in relation to the Loughrea Sport Group and Community Development • See Chief Executives Response to GLW-C79-325 and GLW-C79-623 <p>Chief Executive’s Recommendation <i>See Chief Executive Recommendation to GLW-C79-329</i> <i>See Chief Executive Recommendation to GLW-C79-325</i> <i>See Chief Executive Recommendation to GLW-C79-623.</i></p>
GLW-C79-850	Gaeilge Locha Riach	<p>A comprehensive submission has been received by Gaeilge Locha Riach in relation to the use and promotion of Irish. The submission has raised several requests as follows:</p> <ul style="list-style-type: none"> • Amend Section 1.1.1 of the Draft LAP and insert the following: ‘Support the implementation of Loughrea’s Language Plan as set out in The Gaeltacht Act 2012, The 20-year Strategy on the Irish Language 2010 –2030, and The County Galway Development Plan 2022 –2028’. ‘Providing a variety of facilities, amenities, and support services, in Irish and English, for children, youths, adults, and the elderly, including educational, recreational, religious, social, community, and civic needs, to serve a growing community and promote an 	<p>Chief Executive’s Response</p> <ul style="list-style-type: none"> • It is not considered necessary to include a specific reference to the Irish language in this section.

		<p>inclusive and cohesive local community’.</p> <ul style="list-style-type: none"> • Include a reference that the Irish language services will be available in the town before 31 December 2030 (for example an Irish language services at the County Council regional office); • In line with the GCDP 2022 – 2028 Section 11.6 Social and Community Facilities, include a reference under policy objective LSST 15 Community Facilities for the development of Loughrea’s Irish Language/Cultural Centre as planned by Gaeilge Locha Riach’s Network Language Plan; • In line with section 8.10.1 Heritage Tourism of the GCDP Plan 2022 – 2028, and the promotion of the linguistic heritage, amend policy objective LSST 27 Tourism Development and include the following: ‘Support the tourism and economic development of Irish for the benefit of the Irish speaking community as well as Loughrea’s community in general and support the stimulation of development in niche sectors of the economy that would be suitable for Loughrea’; • In line with section 3.5.4 Inclusivity of the GCDP 2022 – 2028, amend policy objective LSST 11 Town Centre Management and include a provision for equality between Irish and English on signage and information panels; 	<ul style="list-style-type: none"> • It is not considered necessary to include a specific reference to the Irish language in this section. • It is not considered necessary to include a specific reference to the Irish language in this section. • It is not considered necessary to include a specific reference to the Irish language in this section. • It is not considered necessary to include a specific reference to the Irish language in this section.
--	--	---	--

		<ul style="list-style-type: none"> • In line with section 12.7.2 Placenames of the GCDP 2022 – 2028, include a specific policy objective for the importance of the use of Irish Language Placenames but also that any signage that is connected to any placename be at least bilingual, or Irish only and promote local placenames and illustrate their importance; • In line with policy objective NH 8 Increased Awareness of the County’s Biodiversity and Natural Heritage of the GCDP 2022 – 2028, include a policy objective to increase awareness of biodiversity and natural heritage in the area, any related campaign be made available in Irish as well as any connected checklist, process or work method due to the recognition of the Irish Language Network in the town; • Amend policy objective 54 and insert an Enurement clause stating that 10% of the 20% of new qualifying residential units, that have been set aside for the development of new social and affordable home be made available first to Irish speakers that are on the waiting list of Galway County Council and a 7-year language enurement clause be in place in relation to these houses. The rationale for the amendment is that according to the Department of Housing, Local Government and Heritage report of Quarter 3 2023, Galway County 	<ul style="list-style-type: none"> • It is not considered necessary to include a specific reference to the Irish language in this section. • Noted • Noted. The Enurement clause referenced relates to housing need as per the GCTPS and Gaeltacht Area as identified in the GCDP 2022 – 2028 and Chapter 4. The application of the language Enurement clause for Loughrea would not accord with the policy objective of Chapter 4 as Loughrea is not located in the Gaeltacht.
--	--	---	--

		<p>Council are only building 54 social homes in the Gaeltacht and no further houses are planned, and;</p> <ul style="list-style-type: none"> • In line with the GCDP 2022 – 2028 to support the provision of land for community facilities for all members of the community and to increase the number of daily speakers in the area, it is requested that the land east to Gaelscoil Riabhach be rezoned from Residential Phase 2 to Community Facility. 	<ul style="list-style-type: none"> • See Chief Executive Response to GLW-C79-825 in relation to Department of Education. <p>Chief Executive’s Recommendation <i>See Chief Executive Recommendation to GLW-C79-825</i></p>
GLW-C79-640	Barbara Mac Namara	<p>The submission has made several points as follows:</p> <ul style="list-style-type: none"> • Re-establishment of the town boundary as per the current Loughrea LAP 2012 – 2022; • The description of the Opportunity site 5 on Bride Street is inaccurate. The residential properties are Period Properties dating from 1780 and listed on the National Inventory of Architectural Heritage (description and photographs are attached with the submission). It is requested to be protected by a conservation order, be retained and repaired according to best conservation practices. The submission also notes the Opportunity Site has no added value as there are adequate lands zoned for residential, business and commercial purposes, and; 	<p>Chief Executive’s Response</p> <ul style="list-style-type: none"> • Noted. The previous Settlement Boundary was not published prior to the National Planning Framework and Regional Spatial and Economic Strategy were compact growth is a key parameter • Noted. The Planning Authority have identified this Site as an Opportunity Site with the intention to be developed in accordance with the Loughrea LAP 2024 – 2030 and GCDP 2022- 2028 policy objectives. The Planning Authority deem the Building and Cultural Heritage one of the main priorities within the Town Centre and Architectural Conservation Area.

		<ul style="list-style-type: none"> It is stated that there are adequate amenity lands zoned for the provision of a public swimming pool. 	<ul style="list-style-type: none"> See Chief Executive response to GLW-C79-319 in relation to the Swimming Pool <p>Chief Executive's Recommendation <i>See Chief Executive Recommendation to GLW-C79-319</i></p>
GLW-C79-788	Barbara Mac Namara	<p>The submission refers to the Opportunity Site 5 on Bride Street.</p> <ul style="list-style-type: none"> It is noted that two buildings are period buildings (1790 – 1810) and registered in the National Inventory of Architectural Heritage (description and photographs are attached with the submission). They contribute to the streetscape and character of Bride Street due to their size. The submission requests that the Galway County Council conservation office ensure that these buildings are not demolished and become part of a planning order to conserve and restore it according to conservation best practice. <p>It is also noted that there are sufficient lands zoned residential, commercial & business in the Draft LAP.</p>	<p>Chief Executive's Response Submission noted. See Chief Executive response to GLW-C79-640 in relation to the Opportunity Site 5.</p> <p>Chief Executive's Recommendation <i>See Chief Executive Recommendation to GLW-C79-640</i></p>
GLW-C79-385	Ailbhe D'Arcy	<p>The submission has raised several requests as follows:</p> <ul style="list-style-type: none"> Safer walking/walking options are needed to and from Gaelscoil Riabach in order to reduce the number of cars with segregated cycle tracks on the road outside the Gaelscoil and on the bypass, a footpath outside ALS on Athenry Road and permeable connections for cyclists which does not 	<p>Chief Executive's Response</p> <ul style="list-style-type: none"> See Chief Executive Response to GLW-C79-325 in relation to Department of Education

		<p>depend on future housing developments;</p> <ul style="list-style-type: none"> • Lands behind the Gaelscoil would be rezoned from Residential Phase 2 to Community Facility to allow additional facilities for the school; • Lands zoned adjacent to Danesfort Road would be rezoned from Commercial Mixed-Use to Open Space/Recreation & Amenity (as per submission no. GLW-C79-196). 	<ul style="list-style-type: none"> • See Chief Executive Response to GLW-C79-825 in relation to Department of Education. • See Chief Executive Response to GLW-C79-196 in relation to Department of Commercial Mixed-Use lands. <p>Chief Executive's Recommendation <i>See Chief Executive Recommendation to GLW-C79-325</i> <i>See Chief Executive Recommendation to GLW-C79-825</i> <i>See Chief Executive Recommendation to GLW-C79-196</i></p>
GLW-C79-581	Gerald Mc Inerney	<p>The submission has made several comments on the Draft LAP as follows:</p> <ul style="list-style-type: none"> • It is stated that the Loughrea GAA pitch is overused and with the population increase since 2011 there is a requirement for an extra facility for field games. It is requested that lands north to the by-pass should be rezoned Community Facilities with walking and cycling measures notably from Cosmona to Caheronaun along the By-pass and under road tunnels to the pitches. • There is concern in relation to the lands zoned Commercial/Mixed-Use at Mount Carmel and lands zoned Residential Phase 1 along Hazelwood. It is stated that these rezonings would cause traffic issues for drivers and pedestrians on the R350. Traffic is regularly 	<p>Chief Executive's Response</p> <ul style="list-style-type: none"> • See Chief Executives Response to GLW-C79-329 in relation to the Loughrea Sport Group and Community Development. • Noted. The Planning Authority has zoned accordingly. It is considered that the lands should be retained as per the Draft Loughrea LAP 2024 – 2030. <p>Chief Executive's Recommendation</p>

		backed up along Mount Carmel Crescent on attempt to access Athenry Road.	No Change.
GLW-C79-413	Cathal Spellman	<p>A comprehensive submission has been received on various topics.</p> <p>The submission has raised the following points:</p> <ul style="list-style-type: none"> • The Draft LTP has correctly identified the issues in terms of transport. Proposals to make a section of Galway Road one-way and closure of the road identified in figure 1.2.2 of the submission is welcomed; <p>It is referenced that the following measures will worsen the situation at the Main Street/The Green/Galway Road/Athenry Road junction:</p> <ol style="list-style-type: none"> 1. The reduction of the footprint in that junction through the provision of separator wands and planters. This will reduce the number of traffic lanes and the quantity of vehicles that the junction can manage at peak times. It is proposed as an alternative to increase the green time for pedestrians to cross the junction; 2. Two roadways exist from the junction to Dolphin Street. It is unclear which one is proposed to be closed. If the roadway identified in the submission in figure 1.2.1 is closed, this will increase traffic congestion between Athenry Road and Mount 	<p>Chief Executive's Response</p> <ul style="list-style-type: none"> • Noted. • See Chief Executives Response to GLW-C79-136 in relation to WC18, WC6 and WC3. • See Chief Executives Response to GLW-C79-499 in relation to WC17.

		<p>Camel;</p> <ul style="list-style-type: none"> • The closure of Coscorrig Crescent junction onto Gort Road will also increase traffic congestion. The junction takes significant peak time traffic from the northwest and environs. Two vehicles can comfortably pass each other. The closure of this junction in combination of the road closure on Galway Road will increase traffic movement on Main Street/The Green/Galway Road/Athenry Road junction, on Boherbradagh road and the road close to McCormack's fuel station/Circle K; • Practically no mention has been made in relation to HGV traffic. For the success of active travel measures, mitigation measures and restriction of HGVs to the town centre should be put in place. Furthermore, provision for the 'Eastern Link' is noted but no proposals have been made for the west of the town; HGVs travel daily from Gort Road and a quarry. The western link from Caherlavine roundabout over Tulla Hill onto Gort Road would reduce 'through traffic' into the town centre; • Reduce of speed limit to 20kph on King's Street, Kelly's Street and Bohercom is welcomed. The submission requests further measures with the pedestrianisation of King's Street on Thursdays to accommodate the Thursday market and during the 	<ul style="list-style-type: none"> • See Chief Executives Response to GLW-C79-136 in relation to WC18, WC6 and WC3. • Noted. • Noted.
--	--	--	--

		<p>weekends to accommodate stalls, in line with policy objective LSST 11 Town Centre Management;</p> <p>It is requested to insert the following in relation to flexibility for design standards and development management standards for infill/brownfield sites:</p> <p>‘In the case of the development of residential units on restricted infill and brownfield sites it is recognised that the adoption without modification of the appropriate design guidelines may not, in all circumstances, be appropriate. In particular, the adherence to guidance, including codes, standards or technical specifications intended for application to new residential units may be unduly restrictive or impracticable on infill and brownfield sites. In these situations, alternative approaches based on the principles contained within these documents may be more relevant and should be considered’.</p> <p>It is noted to justify the proposed amendment that the Draft LAP projects to build 242 of the 564 residential units on infill/brownfield sites. Not all the design standards and developments management standards on infill/brownfield sites are achievable and flexibility must be shown for new dwellings; for instance, car parking requirements, quantity of private/public open space and overshadowing.</p> <p>It is noted that 43% of the proposed residential units are</p>	<ul style="list-style-type: none"> • Noted. It is considered in the Policy Objectives. DM Standards in the GCDP 2022 – 2028 and LAP 2024 – 2030 provides guidance and flexibility in terms of development yield of lands. The design of residential units from be in accordance with best practice and agreed parameters. • Noted. DM standards provide flexibility to car parking measures. The provision of private/public open space needs to in compliance with best practice to ensure the residential amenity for occupiers is not comprised.
--	--	--	---

		<p>on infill/brownfield sites, however only 3.7 ha are zoned infill and no areas for brownfield have been identified. Much of the infill sites will be constructed on smaller residential sites zoned Residential Existing, Town Centre and Commercial Mixed-Use which should be included under section 2.6 and policy objective LSST 6;</p> <p>Policy Objectives LSST 8 Compact Growth and Policy Objectives 21 Strategic Sites in Loughrea is welcomed. However, it requested that policy Objective LSST 21 includes that the database of strategic brownfield and infill sites to be established urgently after the publication of the Final LAP and advertised adequately with public consultation.</p>	<ul style="list-style-type: none"> • Noted. The concern in relation to the absence of identified brownfield lands need to be assessed on a site by site basis. Significant opportunities for brownfield developments exist within the Town Centre. • Noted. The database will be established as part of the monitoring process of the Development Plan and LAP. <p>Chief Executive's Recommendation <i>See Chief Executives Recommendation to GLW-C79-136</i> <i>See Chief Executives Recommendation to GLW-C79-499.</i></p>
GLW-C79-861	The Walks Loughrea Project Group C/o Ursula Marmion	<p>The submission refers to the Walks. A detailed description of the Walks is outlined, and stakeholders involved in preserving it.</p> <p>The submission has requested to include the following in the Draft LAP:</p> <ul style="list-style-type: none"> • Detailed information about the Walks, the ongoing Regeneration Project and measures to ensure that historical, cultural, social, archaeological and environmental significance of the area is retained and enhanced; • That Galway County Council will continue to support 	<p>Chief Executive's Response</p> <ul style="list-style-type: none"> • Noted • Noted

		<p>The Walks Regeneration Project;</p> <ul style="list-style-type: none"> • The following policy objectives from the current Loughrea LAP 2012 – 2022: <ul style="list-style-type: none"> ○ ‘Objective BH4 – ‘The Walk’ - Protect and enhance the ‘The Walk’ to the rear of the main street, including the restriction of access to ‘The Walk’ to pedestrians and ensure that new development in close vicinity to the moat respects its character and setting’; ○ ‘Objective BH11 – Town Defences - Protect and enhance the medieval town defences of Loughrea, including the remaining town walls, moat and gate, having due regard to the National Policy on Town Defences 2008. This will include the enhancement of the appearance of the original town moat, the restriction of development of new bridges over the Moat and the repair of existing bridges in a sensitive manner’; <p>“It is imperative that any future developments in the vicinity of The Walks are in keeping with the character and setting of the area. As the Planning Authority for the area, Galway County Council is committed to ensuring that any future developments meet this objective. Furthermore, it</p>	<ul style="list-style-type: none"> • Insert new Policy Objective on subject lands as follows LSST 87 The Walk Protect and enhance the ‘The Walk’ to the rear of the main street, including the restriction of access to ‘The Walk’ to pedestrians and ensure that new development in close vicinity to the moat respects its character and setting. • Noted. There is a sufficient Policy Objective LSST 46 Loughrea Walled Town which protects Loughrea’s town defenses. • Noted.
--	--	--	---

		<p>is a stated objective of Galway County Council to enhance the appearance of the town moat”;</p> <ul style="list-style-type: none"> Any development would have an appropriate set back from the moat and the promenade. Any new buildings would not be visible from The Walks – use of screening with appropriate tree species, and; <p>No water to be discharged into The Walks River. Any gullies should be fitted with soil/oil traps.</p>	<ul style="list-style-type: none"> The concerns are noted, and it is considered warranted that additional wording to Policy Objective LSST 46 would be proposed as follows; LSST 46 Loughrea Walled Town (b) It is a policy objective of the Council to safeguard Loughrea Town Wall by ensuring any development proposed has due recognition of this unique heritage asset within the town. Any potential proposals shall be accompanied by a visual impact assessment, archaeological assessment and architectural conservation assessment/statement in addition to relevant and applicable planning criteria. Noted. This is outside the remit of a LAP. <p>Chief Executive’s Recommendation Insert new Policy Objective on subject lands as follows LSST 85 The Walk Protect and enhance the ‘The Walk’ to the rear of the main street, including the restriction of access to ‘The Walk’ to pedestrians and ensure that new development in close vicinity to the moat respects its character and setting.</p> <p>Additional wording to Policy Objective LSST 46 would be proposed as follows;</p>
--	--	--	--

			<p>LSST 46 Loughrea Walled Town</p> <p>(b) It is a policy objective of the Council to safeguard Loughrea Town Wall by ensuring any development proposed has due recognition of this unique heritage asset within the town. Any potential proposals shall be accompanied by a visual impact assessment, archaeological assessment and architectural conservation assessment/statement in addition to relevant and applicable planning criteria.</p>
GLW-C79-863	Loughrea Tidy Towns	<p>A comprehensive submission has been received on various topics by Loughrea Tidy Towns.</p> <p>Several requests and concerns have been outlined as follows:</p> <ul style="list-style-type: none"> • Support of the sensory garden development of Galway County Council; • A provision for a community garden and/ or allotments for vegetable growing. Loughrea Tidy Towns wish to collaborate with Galway County Council on the identification of a site; • Suggestions to improve litter and waste management with segregated bins, installation CCTV cameras in current litter blackspots such as the railway carpark, the Walks and the Long point to prevent littering, full enforcement of existing anti littering laws and requirement for householders and residents to retain a waste company to dispose their waste; 	<p>Chief Executive's Response</p> <ul style="list-style-type: none"> • Noted. • Noted. • Noted.

		<ul style="list-style-type: none"> • Implementation of biodiversity measures with the full implementation of the All-Ireland pollinator plan as well as appropriate signage to inform residents and businesses of the actions undertaken. Greater use of green spaces for the enhancement of biodiversity on housing estates and council lands with pollinator gardens or mini ‘rewilding areas’ and this to be a requirement for new council led development. It is noted that the green beside the courthouse has a potential for biodiversity gardens and a study can be undertaken to enhance the biodiversity of Corry’s Field notwithstanding the requirements associated with its Special Protected Area Status; • There is significant potential to enhance the biodiversity of Loughrea Lake with multi-stakeholder’s actions with the support of LAWPRO, the EPA and significant potential with tourism via birdwatching and other nature based form of eco-tourism; • Implementation of transport measures with safe pedestrian route along the Long Point with fixed cameras logging speed, actions for illegal parking in the town causing safety and accessibility issues and additional pedestrian crossings along the side streets connecting to Main Street and on Barrack Street; • Support of Draft LTP measures in particular WC2, WC8, WC24 and inclusion of bike parking in council car parks. 	<ul style="list-style-type: none"> • Noted. • Noted. • Noted. • Noted.
--	--	--	--

		<p>Additional parking and shelters are also requested;</p> <ul style="list-style-type: none"> • A provision for a skatepark and other sports facilities in town connected with cycle paths and footpaths. Support of other submissions for additional playing pitches connected with walkways and cycleways; • Request for additional funding to assist communities to clean up derelict and unused areas in support with the extension of CE schemes, and; • Request to upgrade the public toilet at the fair green to allow payment via card reader. 	<ul style="list-style-type: none"> • Noted. The Loughrea LAP 2024 – 2030 is not a spending plan with a budget, it is a plan with policy objectives to support and identify the location of development at appropriate zoned locations. • Noted. This is outside the remit of a LAP. • Noted. This is outside the remit of a LAP. <p>Chief Executive’s Recommendation No Change.</p>
GLW-C79-336	Loughrea Arts Recreation and Culture	<p>The submission has several concerns on various topics as follows:</p> <ul style="list-style-type: none"> • Lack of sporting and community facilities and support of the KPMG/Future Analytics submission; • Inclusion of a provision for a swimming pool in the Draft LAP needed with 5 schools in town, more in the surrounding area and a growing population; • Objection of Road closures in particular along the Old Galway Road and from the boathouse – courthouse to Gort Road (measures WC18, WC6, WC3). Cottage Hill – Cloonoo Road is widely used to access the town 	<p>Chief Executive’s Response</p> <ul style="list-style-type: none"> • See Chief Executive response to GLW-C79-319 in relation to the Swimming Pool • See Chief Executives Response to GLW-C79-329 in relation to the Loughrea Sport Group and Community Development • See Chief Executives Response to GLW-C79-136 in relation to WC18, WC6 and WC3. <p>Chief Executive’s Recommendation</p>

		through Coscorríg – Gort Road to avoid the traffic build up on Athenry Road and these road closures would cause higher traffic.	<p><i>See Chief Executive Recommendation to GLW-C79-319</i></p> <p><i>See Chief Executive Recommendation to GLW-C79-329</i></p> <p><i>See Chief Executive Recommendation to GLW-C79-136.</i></p>
GLW-C79-377	Bernie Callanan	<p>The submission has raised several concerns as follows:</p> <ul style="list-style-type: none"> • The need of a swimming pool; • The Draft LTP and road closures with measures WC3 (Galway Road), WC6 (The Green at the Courthouse) and, WC18 (Coscorríg Crescent) will redirect traffic to country road which are unsuitable for extra volume of traffic. 	<p>Chief Executive’s Response</p> <ul style="list-style-type: none"> • See Chief Executive response to GLW-C79-319 in relation to the Swimming Pool. • See Chief Executives Response to GLW-C79-136 in relation to WC18, WC6 and WC3. <p>Chief Executive’s Recommendation</p> <p><i>See Chief Executive Recommendation to GLW-C79-319</i></p> <p><i>See Chief Executive Recommendation to GLW-C79-136</i></p>
GLW-C79-757	Caron Burke	<p>The submission has raised several concerns on various topics as follows:</p> <ul style="list-style-type: none"> • Zoning of lands for a public swimming pool and sports facilities is needed, and; • The closure of the road opposite to the Court House would make the traffic heavier. 	<p>Chief Executive’s Response</p> <ul style="list-style-type: none"> • See Chief Executive response to GLW-C79-319 in relation to the Swimming Pool • See Chief Executives Response to GLW-C79-392 in relation to WC 6 The Green. <p>Chief Executive’s Recommendation</p> <p><i>See Chief Executive Recommendation to GLW-C79-319</i></p> <p><i>See Chief Executive Recommendation to GLW-C79-392</i></p>
GLW-C79-373	Margarita Glynn	The submission has raised several concerns as follows:	Chief Executive’s Response

		<ul style="list-style-type: none"> The Draft LAP should consider sports and recreation facilities and include provisions for a swimming pool and a cinema; Traffic issues with the new traffic lights at Westbridge junction, closure of the road between Gort Road and Barrack Street and closure of the Old Galway Road from Westbridge. 	<ul style="list-style-type: none"> See Chief Executives Response to GLW-C79-329 in relation to the Loughrea Sport Group and Community Development. See Chief Executive response to GLW-C79-319 in relation to the Swimming Pool. See Chief Executives Response to GLW-C79-136 in relation to WC18, WC6 and WC3. <p>Chief Executive's Recommendation <i>See Chief Executive Recommendation to GLW-C79-329</i> <i>See Chief Executive Recommendation to GLW-C79-319</i> <i>See Chief Executive Recommendation to GLW-C79-136</i></p>
GLW-C79-209	Geraldine Joyce	<p>The submission has several concerns on various topics as follows:</p> <ul style="list-style-type: none"> Lack of sports and community facilities and support of the KPMG/Future Analytics submission, and; There is high volume of traffic in town particularly at the Westbridge junction and the road closures on the west side of the town will worsen the situation. 	<p>Chief Executive's Response</p> <ul style="list-style-type: none"> See Chief Executives Response to GLW-C79-329 in relation to the Loughrea Sport Group and Community Development See Chief Executives Response to GLW-C79-136 in relation to WC18, WC6 and WC3. <p>Chief Executive's Recommendation <i>See Chief Executive Recommendation to GLW-C79-329</i> <i>See Chief Executive Recommendation to GLW-C79-136</i></p>
GLW-C79-211	David and	The submission has several concerns on various topics as	Chief Executive's Response

	Michele Mead	<p>follows:</p> <ul style="list-style-type: none"> • Lack of sports and community facilities and support of the KPMG/Future Analytics submission; <p>Several concerns in relation to the Draft LTP and road closures at WC18, WC6 and WC3. The submission notes they have recently built a new house and paid all the development fees associated; the road closures will create a heavier traffic on this road with no footpath and lighting.</p>	<ul style="list-style-type: none"> • See Chief Executives Response to GLW-C79-329 in relation to the Loughrea Sport Group and Community Development • See Chief Executives Response to GLW-C79-136 in relation to WC18, WC6 and WC3. <p>Chief Executive’s Recommendation <i>See Chief Executive Recommendation to GLW-C79-329</i> <i>See Chief Executive Recommendation to GLW-C79-136</i></p>
GLW-C79-702	Kristel O’ Regan	<p>The submission has raised several concerns on various topics as follows:</p> <ul style="list-style-type: none"> • Lack of sporting and community facilities and support of the KPMG/Future Analytics submission; • • Objection of the road closures or proposed one-ways including Coscorrigh, the ‘courthouse road’ between Gort Road and Barrack Street, the Old Galway Road at Westbridge, the unnamed road from Westbridge to Dolphin Street. • The convergence of these roads onto the R380 Gort Road by McCormack’s filling station and the Westbridge will cause issues. <p>The measures are negative for businesses and residents. No provision has been made for large vehicles who won’t be</p>	<p>Chief Executive’s Response</p> <ul style="list-style-type: none"> • See Chief Executive response to GLW-C79-319 in relation to the Swimming Pool • See Chief Executives Response to GLW-C79-136 in relation to WC18, WC6 and WC3. • Noted • Noted

		able to make the proposed traffic turns, for the courthouse traffic, for local business servicing needs, for residents moving around the town and to restore bus connectivity.	<p>Chief Executive's Recommendation <i>See Chief Executive Recommendation to GLW-C79-319</i> <i>See Chief Executive Recommendation to GLW-C79-136</i></p>
GLW-C79-778	Edel Colleran	<p>The submission has raised several concerns on various topics as follows:</p> <ul style="list-style-type: none"> • Lack of sporting and community facilities and support of the KPMG/Future Analytics submission; • Objection of the road closures or proposed one-ways including Coscorríg, the 'courthouse road' between Gort Road and Barrack Street, the Old Galway Road at Westbridge, the unnamed road from Westbridge to Dolphin Street. • The convergence of these roads onto the R380 Gort Road by McCormack's filling station and the Westbridge will cause issues. <p>The measures are negative for businesses and residents. No provision has been made for large vehicles who won't be able to make the proposed traffic turns, for the courthouse traffic, for local business servicing needs, for residents moving around the town and to restore bus connectivity.</p>	<p>Chief Executive's Response</p> <ul style="list-style-type: none"> • See Chief Executive response to GLW-C79-319 in relation to the Swimming Pool • See Chief Executives Response to GLW-C79-136 in relation to WC18, WC6 and WC3. • Noted • Noted <p>Chief Executive's Recommendation <i>See Chief Executive Recommendation to GLW-C79-319</i> <i>See Chief Executive Recommendation to GLW-C79-136</i></p>
GLW-C79-8	Denise Glynn	The submission has raised several concerns on various topics as follows:	Chief Executive's Response

		<ul style="list-style-type: none"> • A functional sports facility is needed. It is requested to extend the town boundary to include the land requested by the Loughrea Sports Community Development Groups and rezone it as recreation and amenity; • The closure of the Gort junction to the courthouse and Coscorríg Crescent to through traffic will increase traffic to Westbridge junction which already faces issues. 	<ul style="list-style-type: none"> • See Chief Executives Response to GLW-C79-329 in relation to the Loughrea Sport Group and Community Development. • See Chief Executives Response to GLW-C79-392 in relation to WC 6 The Green. <p>Chief Executive's Recommendation <i>See Chief Executive Recommendation to GLW-C79-329</i> <i>See Chief Executive Recommendation to GLW-C79-392</i></p>
GLW-C79-339	Ali Nugent	<p>The submission has several concerns on various topics as follows:</p> <ul style="list-style-type: none"> • Lack of sports and community facilities and support of the KPMG/Future Analytics submission. If this submission is not considered it is requested that playing pitches and sports amenities to be considered; <p>More accessibility is requested by cycling as well as public transport from and to Galway city after 6pm.</p>	<p>Chief Executive's Response</p> <ul style="list-style-type: none"> • See Chief Executives Response to GLW-C79-329 in relation to the Loughrea Sport Group and Community Development <p>Chief Executive's Recommendation <i>See Chief Executive Recommendation to GLW-C79-329</i></p>
GLW-C79-458	Yvonne Lawrence	<p>The submission notes that the town needs sports and leisure investment, swimming pool, walkways, cycleways and a continued revitalisation of those developments.</p>	<p>Chief Executive's Response Submission noted. See Chief Executive response to GLW-C79-319 in relation to the Swimming Pool.</p> <p>Chief Executive's Recommendation No Change.</p>

GLW-C79-661	Louise Reynolds	<p>The submission has concerns in relation to the lack of access of sports facilities particularly to the rugby and camogie clubs. It is requested that access for walking and cycling measures to be taken.</p>	<p>Chief Executive's Response See Chief Executives Response to GLW-C79-329 in relation to the Loughrea Sport Group and Community Development.</p> <p>Chief Executive's Recommendation No Change.</p>
GLW-C79-878	Mairead Daly	<p>The submission has concerns in relation to the lack of sporting and community facilities as follows;</p> <ul style="list-style-type: none"> • Support of the KPMG/Future Analytics submission; Need of sports facilities for people and athletes with intellectual disabilities. 	<p>Chief Executive's Response</p> <ul style="list-style-type: none"> • See Chief Executives Response to GLW-C79-329 in relation to the Loughrea Sport Group and Community Development <p>Chief Executive's Recommendation <i>See Chief Executive Recommendation to GLW-C79-329</i></p>
GLW-C79-391	Ailish O'Reilly	<p>The submission has raised several requests on various topics as follows:</p> <ul style="list-style-type: none"> • Publication of the report and feasibility study for the Loughrea Municipal pool outlined in Local Authority Swimming Pool Programme, Value for Money and Policy Review Report; • Amend the Draft LAP to add a Design for Inclusion approach. It is noted that there is minimum reference made to the National Disability Strategy. Pedestrian and cycling considerations are referenced in policy objectives LSST 35, 36, 37 and 38 but not for access and inclusion. 	<p>Chief Executive's Response</p> <ul style="list-style-type: none"> • See Chief Executives Response to GLW-C79-136 in relation to WC18, WC6 and WC3. • It is considered that the area of accessibility and inclusion and associated policy objectives is contained in the GCDP 2022-2028 <p>Chief Executive's Recommendation <i>See Chief Executive Recommendation to GLW-C79-319.</i></p>

GLW-C79-220	Happyfeet Pre School	<p>The submission has several concerns on various topics as follows:</p> <ul style="list-style-type: none"> • Lack of sports and community facilities and support of the KPMG/Future Analytics submission, and; • The green area across from Lough Rea Hotel to remain an outdoor recreation space with sensory adaptation to promote inclusion of people of all ages with intellectual disabilities. 	<p>Chief Executive's Response</p> <ul style="list-style-type: none"> • See Chief Executives Response to GLW-C79-329 in relation to the Loughrea Sport Group and Community Development • See Chief Executive Response to GLW-C79-221 <p>Chief Executive's Recommendation <i>See Chief Executive Recommendation to GLW-C79-329</i> <i>See Chief Executive Recommendation to GLW-C79-221</i></p>
GLW-C79-265	Michelle Bateman	<p>The submission has concerns in relation to the lack of sporting and community facilities as follows;</p> <ul style="list-style-type: none"> • Support of the KPMG/Future Analytics submission; • A provision for a community/ County Council owned/ led swimming pool (like in Tuam or Ballinasloe) is also requested with the growing population. 	<p>Chief Executive's Response</p> <ul style="list-style-type: none"> • See Chief Executives Response to GLW-C79-329 in relation to the Loughrea Sport Group and Community Development • See Chief Executive response to GLW-C79-319 in relation to the Swimming Pool <p>Chief Executive's Recommendation <i>See Chief Executive Recommendation to GLW-C79-329</i> <i>See Chief Executive Recommendation to GLW-C79-136</i></p>
GLW-C79-301	Christina Mitchell	<p>The submission has concerns in relation to the lack of sporting and community facilities.</p> <ul style="list-style-type: none"> • It is requested that a provision is included in the Draft 	<p>Chief Executive's Response</p> <ul style="list-style-type: none"> • See Chief Executive response to GLW-C79-319 in relation to the Swimming Pool

		<p>LAP for a swimming pool and appropriate sports facilities.</p> <ul style="list-style-type: none"> • Support of the KPMG/Future Analytics submission. 	<ul style="list-style-type: none"> • See Chief Executives Response to GLW-C79-329 in relation to the Loughrea Sport Group and Community Development <p>Chief Executive's Recommendation <i>See Chief Executive Recommendation to GLW-C79-319</i> <i>See Chief Executive Recommendation to GLW-C79-329.</i></p>
GLW-C79-331	Mags Larkin	The submission has concerns in relation to the lack of sporting and community facilities and a swimming pool. The submission expresses its support to the KPMG/Future Analytics submission.	<p>Chief Executive's Response</p> <ul style="list-style-type: none"> • See Chief Executive response to GLW-C79-319 in relation to the Swimming Pool • See Chief Executives Response to GLW-C79-329 in relation to the Loughrea Sport Group and Community Development <p>Chief Executive's Recommendation <i>See Chief Executive Recommendation to GLW-C79-319</i> <i>See Chief Executive Recommendation to GLW-C79-329</i></p>
GLW-C79-530	Gerry Daniels	The submission objects the road closures proposed in the Draft LAP.	<p>Chief Executive's Response See Chief Executives Response to GLW-C79-136 in relation to WC18, WC6 and WC3.</p> <p>Chief Executive's Recommendation <i>See Chief Executives Recommendation to GLW-C79-136</i></p>
GLW-C79-571	Brian Kilboy	The submission objects the road closures and diversions	Chief Executive's Response

		proposed in the Draft LAP.	See Chief Executives Response to GLW-C79-136 in relation to WC18, WC6 and WC3. Chief Executive's Recommendation <i>See Chief Executives Recommendation to GLW-C79-136</i>
GLW-C79-575	Lisa Casey	The submission objects the road closures proposed in the Draft LAP. The proposed changes will have an impact to the west side of Loughrea, its residents and retail shops.	Chief Executive's Response See Chief Executives Response to GLW-C79-136 in relation to WC18, WC6 and WC3. Chief Executive's Recommendation <i>See Chief Executives Recommendation to GLW-C79-136</i>
GLW-C79-768	Anne Raftery	The submission notes no writing from the council has been sent to inform the commencement of the Draft Loughrea LAP. It is requested more time to submit an informed submission.	Chief Executive's Response Submission noted. As part of the statutory requirements the LAP has been prepared in accordance with same. Extensive public consultation has occurred with in excess of 879 submissions received on the Draft LAP. A drop in session was held in Loughrea on Tuesday the 5 th of December 2023 which was heavily attended by members of the public. In addition, a webinar was held on the 14 th of December 2023. Chief Executive's Recommendation No Change.
GLW-C79-340	Khaled Jum'a	A submission was received but there was no text included.	Chief Executive's Response Not Applicable as not text has been received with submission. Chief Executive's Recommendation No Change.



Comhairle Chontae na Gaillimhe
Galway County Council

Draft **Loughrea Local Area Plan** **2024-2030**

Appendix A - Grouping (in theme format) of Submissions Received

Appendix A1 – Grouping of submission in support of LSCDG and the KPMG Report <i>(see Chief Executive Response and Recommendation to GLW-C79-125)</i>	
GLW-C79-125	Michelle Champion
GLW-C79-143	Claire Quinn Reid
GLW-C79-146	Paul Sherry
GLW-C79-148	Feargal Conneely
GLW-C79-152	Loughrea Rams Football Club
GLW-C79-153	Ronan Dervan
GLW-C79-154	Ann Mahony
GLW-C79-155	Tomas Cooley
GLW-C79-156	Daithi Tiernan
GLW-C79-158	Shamrock's Camogie Club
GLW-C79-181	Tomas Cooley
GLW-C79-182	Loughrea Squash
GLW-C79-183	David O'Rourke
GLW-C79-185	Ailbhe Barrett
GLW-C79-186	Loughrea Gaelic Football Club
GLW-C79-187	St. Brendan's Hurling Club Loughrea
GLW-C79-189	Caroline O'Halloran
GLW-C79-190	John Cuddy
GLW-C79-201	Daithi and Martina Raftery
GLW-C79-203	Andrea Sellars
GLW-C79-205	Mary Dunne
GLW-C79-206	Happyfeet Preschool
GLW-C79-212	Stephen Forde
GLW-C79-213	Neil Kelly
GLW-C79-214	Leanne Kelly
GLW-C79-216	Leanne Kelly

GLW-C79-217	Claire Dillon
GLW-C79-218	Mike Stratford
GLW-C79-220	Happyfeet Pre school
GLW-C79-222	Darragh Power
GLW-C79-223	Kevin McHugh
GLW-C79-224	Deirdre Dowling
GLW-C79-225	Carol Coen
GLW-C79-227	Robert McManus
GLW-C79-228	Ollie Fahy
GLW-C79-229	Daniel Forde
GLW-C79-230	Michelle Naughton
GLW-C79-231	Fiona and Rob Keane
GLW-C79-233	Suzanne Colleran
GLW-C79-234	St. Raphaels's College
GLW-C79-235	Joe Fahy
GLW-C79-236	Niamh Jones
GLW-C79-237	Paul O'Connor
GLW-C79-238	Eimear Corcoran
GLW-C79-239	Cathy Gately
GLW-C79-240	Amy Smyth
GLW-C79-245	Lorcan Doyle
GLW-C79-247	Orla Lawless
GLW-C79-248	Sharon Rourke
GLW-C79-249	Peter Forde
GLW-C79-250	Emer Lynch
GLW-C79-251	Anne Moloney
GLW-C79-253	Russell Lynch
GLW-C79-255	Robert Doyle
GLW-C79-256	Kate Colleran

GLW-C79-257	Patrick O'Connor
GLW-C79-258	Kate Colleran
GLW-C79-259	Padraig Murray
GLW-C79-260	Karen Fallon
GLW-C79-261	Avril Hanly
GLW-C79-262	Richard Moore
GLW-C79-267	Bernie Quinn
GLW-C79-268	Siobhan Kenny
GLW-C79-269	Robert New
GLW-C79-270	Aisling Kelly
GLW-C79-271	Christine Murray
GLW-C79-272	Alexander Kane
GLW-C79-273	Ciaran Doyle
GLW-C79-274	Daniel Burke
GLW-C79-275	Enda Coen
GLW-C79-276	Nicky Allen
GLW-C79-278	Agnieszka Piaskowska
GLW-C79-279	Declan O'Reilly
GLW-C79-280	Thomas Quinlan
GLW-C79-286	Joe Mooney
GLW-C79-288	Ciara O'Rourke
GLW-C79-290	Conor Donohue
GLW-C79-291	Cathal O'Reilly
GLW-C79-296	Brigid Fahy
GLW-C79-298	Brendan Quinn
GLW-C79-299	Stephanie Grealley Quinn
GLW-C79-300	Caroline Quirke
GLW-C79-303	Christina Mitchell
GLW-C79-304	Gary Rooney

GLW-C79-305	Maurice Mitchell
GLW-C79-306	Maurice Mitchell
GLW-C79-308	Dave Gardiner
GLW-C79-309	Michelle O'Donoghue
GLW-C79-315	Ronan Killeen
GLW-C79-321	Loch Riach Traditional Archery
GLW-C79-322	Mattia Cestonaro
GLW-C79-324	Michelle Champion
GLW-C79-326	Aoife Collins
GLW-C79-327	Paul Gallagher
GLW-C79-331	Mags Larkin
GLW-C79-336	Loughrea Arts Recreation and Culture
GLW-C79-339	Ali Nugent
GLW-C79-343	Judy Greene
GLW-C79-344	Anne O'Connor
GLW-C79-348	Martina Hawkins
GLW-C79-362	Emma Spittles
GLW-C79-363	Lisa Mahon
GLW-C79-369	Mike Walsh
GLW-C79-370	Ciars Walsh
GLW-C79-371	Petrina Egan
GLW-C79-372	Anne-Marie Kiely
GLW-C79-374	Alan Whelan
GLW-C79-376	Danny Quinn
GLW-C79-378	Adrian Madden
GLW-C79-379	Murph James
GLW-C79-380	S Spittles
GLW-C79-381	Leanne Burns
GLW-C79-389	Jaxs F

GLW-C79-395	Helen Haverty
GLW-C79-400	Stella Lynch
GLW-C79-401	Lillie Collins
GLW-C79-402	Cathriona McLoughlin
GLW-C79-404	Justin Lynch
GLW-C79-406	The Reds
GLW-C79-407	Audrey Hand
GLW-C79-408	Laura Dyar
GLW-C79-410	Adrian Kelly
GLW-C79-411	Deirdre McInerney
GLW-C79-416	Miriam O'Callaghan
GLW-C79-417	Matthew McNabola
GLW-C79-418	Matthew M. Leavy
GLW-C79-422	St Brendan's Boys NS
GLW-C79-425	Nora O'Connor
GLW-C79-432	Kathleen Whelan
GLW-C79-433	Mary O'Brien
GLW-C79-436	Richard Thomas Moore
GLW-C79-439	Peter Murphy
GLW-C79-441	Pamela Nevin Boyle
GLW-C79-443	Hilary Reade
GLW-C79-444	Claire Leigh
GLW-C79-445	Cathy Glynn
GLW-C79-446	Kevin Cunningham
GLW-C79-447	Brendan Dooley
GLW-C79-448	Sorsha Moran
GLW-C79-450	Celine Scully
GLW-C79-451	Martina Kiely
GLW-C79-452	Richard Moore

GLW-C79-453	Svitlana Sopina
GLW-C79-454	Michael King
GLW-C79-456	Daniel Cronin
GLW-C79-459	Loretta Gibbons
GLW-C79-463	Martina Flaherty
GLW-C79-466	Mary Hodgins
GLW-C79-468	Sabina Kenny
GLW-C79-469	Ales Figura
GLW-C79-478	Vincent Burke
GLW-C79-480	Brian Mahony
GLW-C79-488	Kevin Boyle
GLW-C79-489	Olivia Maher
GLW-C79-492	Marie Dervan
GLW-C79-493	Michael Quinn
GLW-C79-494	Eamon Maher
GLW-C79-497	Eoghan Lynch
GLW-C79-500	Mairin Spellman
GLW-C79-506	Brendan Kennedy
GLW-C79-508	Noelle Perry
GLW-C79-510	Vicky Harris
GLW-C79-511	Caimin Keena
GLW-C79-529	Eilis O'Neill
GLW-C79-540	Fiona Mannion
GLW-C79-552	Emer Ryan
GLW-C79-574	Gerry Holohan
GLW-C79-584	Eoghan Young
GLW-C79-585	Tom Regan
GLW-C79-586	William Starr
GLW-C79-587	Ange Dolan

GLW-C79-588	Cathy Glynn
GLW-C79-589	Dara Keary
GLW-C79-596	Sinead Dervan
GLW-C79-597	Ita McNabola
GLW-C79-600	Tom McDonagh
GLW-C79-610	Aisling Marjanovic
GLW-C79-613	Milla Sweeney
GLW-C79-614	Lillian Stanley
GLW-C79-619	Paul McClearn
GLW-C79-620	Jacinta Hesnan
GLW-C79-621	Ann McDermott
GLW-C79-622	Ingrid Slattery
GLW-C79-627	Seamus O Slatarra
GLW-C79-636	Darren King
GLW-C79-637	Michelle Skehill
GLW-C79-638	Patricia Skehill
GLW-C79-642	Daryl Buggle
GLW-C79-643	Sean Connolly, St. Brigid's College
GLW-C79-645	Vicky Dervan
GLW-C79-647	Louise Reynolds
GLW-C79-648	Maura Waldron
GLW-C79-649	Seven Springs Cycling Club (SSCC)
GLW-C79-650	Teresa Flaherty
GLW-C79-651	Miriam Hanrahan
GLW-C79-653	Lauren Devine
GLW-C79-654	Sharron Flood
GLW-C79-655	Deirdre Burke
GLW-C79-656	Fiona Burns

GLW-C79-657	Irene Corban
GLW-C79-658	Nicola Egan
GLW-C79-659	Yvonne McNally
GLW-C79-660	Orla McClearn
GLW-C79-662	Blaithin Conroy
GLW-C79-664	Ruth McGuinn
GLW-C79-665	Deborah Keogh
GLW-C79-666	Stephanie Joyce
GLW-C79-667	Joanna Forde
GLW-C79-668	Joanne Tiernan
GLW-C79-669	James Concannon
GLW-C79-670	Katie Leen
GLW-C79-672	Sean Walsh
GLW-C79-673	Emma Cuddy
GLW-C79-675	Stephanie Clarke
GLW-C79-676	Clare Lawless
GLW-C79-677	Artjoms Sitars
GLW-C79-678	Gearoid Loughnane
GLW-C79-680	Caitriona Hughes
GLW-C79-681	Oliver Foudy
GLW-C79-682	Dillon Photography
GLW-C79-684	Kevin Mooney - Loughrea Rams FC
GLW-C79-685	Leah Coleman
GLW-C79-686	Cathy Keary
GLW-C79-687	Kathleen Sharp
GLW-C79-688	Fam Guinnessy
GLW-C79-689	Liam Staunton
GLW-C79-690	Levinus Cormican
GLW-C79-691	Patrick Lynch

GLW-C79-692	Grace Loughrey
GLW-C79-693	Tom McTigue
GLW-C79-694	Sandra O'Neill
GLW-C79-695	Jevgenia Sevtsenko
GLW-C79-696	Rachel Dervan
GLW-C79-703	Lisa Keary
GLW-C79-704	Padraic Fallon
GLW-C79-707	Aoife Nee
GLW-C79-709	Eimear Mahony
GLW-C79-710	James Finnegan
GLW-C79-711	Grace Kenny
GLW-C79-713	Oisin Quinn
GLW-C79-714	Laura Mahon
GLW-C79-715	Colette Quinn
GLW-C79-716	Kevin Quinn
GLW-C79-719	Krisitine Tkacova
GLW-C79-720	Joan O'Connor
GLW-C79-721	Pat Devlin
GLW-C79-726	Trevor Glancy
GLW-C79-727	Dmitrijis Kudrjavcevs
GLW-C79-731	Brenda Clarke
GLW-C79-734	Peter Cronin
GLW-C79-736	Joanna Dziedzic
GLW-C79-738	Nuala Fallon
GLW-C79-739	Yvonne Spellman
GLW-C79-740	Joanne Clarke
GLW-C79-743	Alan Daniels
GLW-C79-745	Orla Howard
GLW-C79-747	Celine Donnellan

GLW-C79-748	Maria Mulcahy
GLW-C79-750	Aneta Marecka
GLW-C79-751	David Mooney
GLW-C79-753	Joe Kearney
GLW-C79-754	Noel Winters
GLW-C79-755	Ewa McPartland
GLW-C79-759	Robyn Gannon
GLW-C79-761	Claire Halloran
GLW-C79-764	Eilish Curley
GLW-C79-765	Michael Coen
GLW-C79-766	Lena Hannan
GLW-C79-767	Antonio Sestak
GLW-C79-769	Enda O'Connell
GLW-C79-775	Andiswe Mpemvana
GLW-C79-776	Dorota Jakuboszczak
GLW-C79-777	Naomh Breandain Credit Union Ltd
GLW-C79-780	Lucy Townsley
GLW-C79-781	Lisa Shiel
GLW-C79-782	Joan Whelan
GLW-C79-787	Jonathan Pollock
GLW-C79-790	Lukwika Billewicz
GLW-C79-793	Raymond and Catherine D'Arcy (via Ailbhe Barrett)
GLW-C79-794	Jemma Starr
GLW-C79-795	Rebecca Fitzpatrick
GLW-C79-796	F Murabito
GLW-C79-798	Predator Triathlon Club
GLW-C79-800	Martin McLoughlin
GLW-C79-802	Conor O Droma
GLW-C79-804	Tony Gallagher

GLW-C79-807	Audrey Muldoon
GLW-C79-808	Ailish Lyons
GLW-C79-809	Ross O'Connor Kenny
GLW-C79-810	Stephen Creaven
GLW-C79-813	Coiste Chontae na Gaillimhe CLG (Galway GAA)
GLW-C79-823	Trevor Daniels
GLW-C79-827	Kerrie and Mark Foenander
GLW-C79-830	Brian Forde
GLW-C79-839	Michelle and Tommy Kelly
GLW-C79-843	Galway County Pickleball
GLW-C79-847	East Galway Active
GLW-C79-848	Sean Ryan
GLW-C79-849	Eddie Kenny
GLW-C79-853	Petrina Loughrey
GLW-C79-856	Daniel Corry
GLW-C79-869	LSCDG
GLW-C79-877	Maureen Fynes
GLW-C79-878	Mairead Daly
GLW-C79-879	Lauren Maloney Robinson
GLW-C79-880	Jurek Leonczyk

Appendix A2 – Grouping of submission supporting Sports Facilities (see Chief Executive Response and Recommendation to GLW-C79-4)	
GLW-C79-4	Loughrea Gymnastics - Shane Cullinane
GLW-C79-140	Julie and Kevin McHugh
GLW-C79-356	Max Parry
GLW-C79-366	Kevin Barrett
GLW-C79-460	Mike Gibbons
GLW-C79-504	Alan Donnellan / Loughrea Boxing Club
GLW-C79-509	Noeleen Breheny
GLW-C79-646	Seven Springs Cycling Club (SSCC)

Appendix A3 – Grouping of submission supporting a Swimming Pool <i>(see Chief Executive Response and Recommendation to GLW-C79-91)</i>	
GLW-C79-91	Christa Munro
GLW-C79-119	Anne-Marie Mitchell
GLW-C79-129	Bernie Dervan
GLW-C79-134	Helen van de Beek
GLW-C79-168	Teresa Dillon
GLW-C79-360	Noel Murray
GLW-C79-420	Siobhan Beirne
GLW-C79-429	Anne Marie Larkin
GLW-C79-435	Loretta Gibbons
GLW-C79-455	Deirdre Treacy
GLW-C79-464	joan ling
GLW-C79-486	Martina Kiely
GLW-C79-531	Declan Webb
GLW-C79-532	Declan Webb
GLW-C79-543	Deaglan O'Greasain
GLW-C79-580	Maria Coleman
GLW-C79-583	Gerry Coleman
GLW-C79-742	Dr. Clodagh Murray
GLW-C79-746	Kenneth Molloy
GLW-C79-783	Cllr. Martina O'Connor
GLW-C79-789	Mary Rose O'Neill
GLW-C79-792	Niall Porter
GLW-C79-828	Maura O'Brien
GLW-C79-857	Edel O'Brien
GLW-C79-864	Madge Kennedy
GLW-C79-876	Edel Herlihy

Appendix A4 – Grouping of submission supporting Sports Facilities and a Swimming Pool <i>(see Chief Executive Response and Recommendation to GLW-C79-12)</i>	
GLW-C79-12	Colm O'Donnell
GLW-C79-13	Hendrik Kloppers
GLW-C79-14	Sean McKeigue
GLW-C79-15	Samah Nassif
GLW-C79-16	Francis Staunton
GLW-C79-17	Carole Staunton
GLW-C79-18	Paul Murphy
GLW-C79-19	Louise Egan
GLW-C79-20	Chelsey Reynolds
GLW-C79-21	Kathrina Bergin
GLW-C79-22	Gary Finnerty
GLW-C79-23	Jospeh Stanford
GLW-C79-24	Aoife O'Brien
GLW-C79-25	Julie McHugh
GLW-C79-26	Vincent Fallon
GLW-C79-28	Martin Davoren
GLW-C79-29	Colm Flannery
GLW-C79-30	Donna Casey
GLW-C79-31	Joe Delaney
GLW-C79-32	Jewel Dunne
GLW-C79-33	Gerry Fallon
GLW-C79-34	Colin Cooney
GLW-C79-35	Suzie Mahony
GLW-C79-36	Susan Gloster
GLW-C79-37	Sarah Gibbons
GLW-C79-38	Rosalie Murphy

GLW-C79-39	Teresa Greally Earls
GLW-C79-40	Thomas Shine
GLW-C79-41	John Naughton
GLW-C79-42	Caroline Naughton
GLW-C79-43	Vicky Ncube-Manyanye
GLW-C79-44	Colin McGill
GLW-C79-45	Miriam Guinane
GLW-C79-46	Ray Broderick
GLW-C79-47	Claudia Dotto de Dauli
GLW-C79-48	Karen Strydom
GLW-C79-49	Niamh Grehan
GLW-C79-50	Stacey Brady
GLW-C79-51	Carol Ann McMicken
GLW-C79-52	Aleksandra Gagat
GLW-C79-53	Caroline Fergus
GLW-C79-54	Aine Kearney
GLW-C79-55	Sarah Broderick
GLW-C79-56	Evelyn Haney
GLW-C79-57	Arlene Loughnane
GLW-C79-58	Carmel Fahy
GLW-C79-59	David Cunningham
GLW-C79-60	Oriana O'Reilly
GLW-C79-61	Anne Marie Ward
GLW-C79-62	Alanna Doyle
GLW-C79-63	Jennifer Mullins
GLW-C79-64	Anne Moloney
GLW-C79-65	Thomas Hoban
GLW-C79-66	Anne McKeigue
GLW-C79-67	Jana Carberry

GLW-C79-68	Eamonn Flood
GLW-C79-69	Melissa Flood
GLW-C79-70	Fiona Burns
GLW-C79-71	Fauve Kilcar
GLW-C79-72	Raluca Stefanov
GLW-C79-73	Caitriona Dillon
GLW-C79-74	Patrick Dillon
GLW-C79-75	Anne Killackey
GLW-C79-76	Karen Gale
GLW-C79-77	Louise Hynes
GLW-C79-78	Marzena Pawlikowska
GLW-C79-79	Carrie Moloney
GLW-C79-80	Criostoir O'hAodha
GLW-C79-81	Niamh Leneghan
GLW-C79-82	Maeve Knowles
GLW-C79-83	Ray Regan
GLW-C79-84	Joanne Long
GLW-C79-85	Carole Nicholson
GLW-C79-86	AnnMarie Kiely
GLW-C79-87	Rachel Watters Broderick
GLW-C79-88	Sean McKeigue
GLW-C79-89	Reid Davis
GLW-C79-90	Rachel Dooley
GLW-C79-92	Eilis O'Connor
GLW-C79-93	Siobhan Hannon
GLW-C79-94	Regina Martyn
GLW-C79-95	Lisa Folan
GLW-C79-96	Rebecca Fitzgerald
GLW-C79-97	Meagan Lynch

GLW-C79-98	Carrie Cunningham
GLW-C79-99	Kelly-Anne Rayner
GLW-C79-100	Siobhan Kennedy
GLW-C79-101	Helene Maloney
GLW-C79-102	Katarzyna Zywialkowska
GLW-C79-103	Kristine Tkacova
GLW-C79-104	Frank Harte
GLW-C79-105	Emma Harte
GLW-C79-109	Patrycja Zywialkowska
GLW-C79-110	Fiona Mannion
GLW-C79-111	Regina Robinson
GLW-C79-112	Patricia Reidy
GLW-C79-113	Cara Glynn
GLW-C79-114	Emer McGovern
GLW-C79-115	Carol, Mark, and Emily Foley
GLW-C79-116	Laura Fitzpatrick Thomson
GLW-C79-117	Mary Connaughton
GLW-C79-118	Dr. Christopher Todd
GLW-C79-120	Lilly Muldoon
GLW-C79-122	Amanda Francis
GLW-C79-123	Jason McMenamin
GLW-C79-124	Aoife Kelly
GLW-C79-126	Sarah Staunton
GLW-C79-127	Maurice Mitchell
GLW-C79-128	Maurice Mitchell
GLW-C79-131	Rachel Watters Broderick
GLW-C79-132	Micheal Grogan
GLW-C79-133	Emma Duane
GLW-C79-135	Jesse Leen

GLW-C79-139	Darragh Hobbs
GLW-C79-144	Lorraine Page
GLW-C79-145	Kerri O'Connor
GLW-C79-147	Susan Counihan
GLW-C79-149	Mary Reidy
GLW-C79-150	Siobhan O'Grady
GLW-C79-151	Niamh Fahy
GLW-C79-157	Stephanie Smyth
GLW-C79-161	Ciara Haverty
GLW-C79-162	Ian Francis
GLW-C79-163	Marta Wolinska
GLW-C79-164	Caroline Torpey
GLW-C79-165	Martin Gavin
GLW-C79-167	Laurea Sheil
GLW-C79-168	Therese Dillon
GLW-C79-169	Deirdre Dowling
GLW-C79-170	Sarah Pender
GLW-C79-171	Michelle O'Donoghue
GLW-C79-172	Lukasz Pawlikowski
GLW-C79-174	Ciara Dillon
GLW-C79-176	Ciara Corduff
GLW-C79-178	Emily Flannery
GLW-C79-179	Sheila Flannery
GLW-C79-180	Mary Noone
GLW-C79-193	Declan Kiely
GLW-C79-194	Jennifer Grealish
GLW-C79-195	Paul Callanan
GLW-C79-197	Caroline O'Driscoll
GLW-C79-199	Libby van Tonder

GLW-C79-200	Keith Sheehan
GLW-C79-207	Edel Conway
GLW-C79-210	Sarah Fergus
GLW-C79-219	Carol Coen
GLW-C79-226	Aimie Forde
GLW-C79-232	Dolores Callanan
GLW-C79-277	Nicky Allen
GLW-C79-281	Mary Sheehan
GLW-C79-282	Jason O'Halloran
GLW-C79-283	Kathryn Archard
GLW-C79-284	Joanne Dolan
GLW-C79-285	Francesca Strata
GLW-C79-287	Nathaniel Walsh
GLW-C79-289	Alan Mooney
GLW-C79-293	Laura Collins
GLW-C79-295	Sinead McAuley
GLW-C79-302	Eimear Kennedy
GLW-C79-307	Kevin Corry
GLW-C79-312	Shane Lawless
GLW-C79-313	Joanne Dolan
GLW-C79-317	Kevin Shiel
GLW-C79-318	Amol Kadam
GLW-C79-320	Wyatt Walsh
GLW-C79-323	Minna Makinen
GLW-C79-357	Helen Monaghan
GLW-C79-361	Brendan O'Grady
GLW-C79-367	Martina Egan
GLW-C79-368	Brian Quinn
GLW-C79-387	Amol Kadam Kadam

GLW-C79-388	Amol Kadam
GLW-C79-390	Kathrina Dempsey
GLW-C79-393	Mary Sheehan
GLW-C79-397	Erica Broderick
GLW-C79-419	Niamh Kane
GLW-C79-426	Mary Sheehan
GLW-C79-438	Siobhan Smyth
GLW-C79-457	Joanne Dolan
GLW-C79-461	Helen Moore
GLW-C79-467	Erica Broderick
GLW-C79-470	Ms. Dara Anne Woodlock
GLW-C79-471	Linda T
GLW-C79-473	Geraldine O'Byrne
GLW-C79-474	Sean Cunney
GLW-C79-475	Gabriela Cz
GLW-C79-476	Roisin O'Byrne
GLW-C79-479	Justin O'Byrne
GLW-C79-481	Dean Mooney
GLW-C79-482	Sean O'Byrne
GLW-C79-484	Cathal O'Byrne
GLW-C79-487	Brigid Fahy
GLW-C79-498	Bernadette Dempsey
GLW-C79-503	Paul Calahan
GLW-C79-505	Catherine Fortune
GLW-C79-513	Bernie Flynn
GLW-C79-514	Paul O'Malley
GLW-C79-515	Cillian O'Malley
GLW-C79-516	Daniel O'Malley
GLW-C79-517	Jack O'Malley

GLW-C79-518	Louis O'Malley
GLW-C79-519	Stacey McGuane
GLW-C79-520	Helen Haverty
GLW-C79-522	Therese Broderick
GLW-C79-525	Dana Cunningham
GLW-C79-526	Caroline O'Driscoll
GLW-C79-541	Tim Mason
GLW-C79-542	Fiona Nevin
GLW-C79-547	Simon Lawless
GLW-C79-550	Tommie Monahan
GLW-C79-557	Sharon Doyle
GLW-C79-559	Bridget Murphy
GLW-C79-565	Tom Ryan
GLW-C79-566	Tomas Ryan
GLW-C79-567	Petrina Egan
GLW-C79-568	Emma Burke
GLW-C79-569	Colin Moran
GLW-C79-570	Liam Long
GLW-C79-573	Carmel Burns
GLW-C79-591	Omer Alkubaisy
GLW-C79-598	Maria Connaughton
GLW-C79-601	Paula Conroy
GLW-C79-602	Michelle Concannon
GLW-C79-605	Jennie O'Connell
GLW-C79-612	Jeff Griffin
GLW-C79-615	Roisin Garrett
GLW-C79-616	Emer Murphy
GLW-C79-617	Carmel Garrett
GLW-C79-629	Angela Fahy

GLW-C79-633	Aisling Seoighe
GLW-C79-634	Amelie Voyard-Venant
GLW-C79-635	Helen LaBranche
GLW-C79-639	Sheila Loughlin
GLW-C79-683	Gearoid Loughnane
GLW-C79-752	Katrina Moloney
GLW-C79-756	Orla Howard
GLW-C79-762	Maura Waldron
GLW-C79-771	Jemma Starr
GLW-C79-772	Gabrielle Price
GLW-C79-774	Sandra Tierney
GLW-C79-791	Orla Howard
GLW-C79-792	Niall Porter
GLW-C79-797	Maria Curley
GLW-C79-803	Dermot Hoare
GLW-C79-806	Kevin Griffin
GLW-C79-811	Althea Griffin
GLW-C79-870	Katie O'Byrne

Appendix A5 – Grouping of submission supporting a Pump Track
(see Chief Executive Response and Recommendation to GLW-C79-188)

GLW-C79-188	Ian Francis
GLW-C79-204	Mark Shaw
GLW-C79-208	Ian Francis
GLW-C79-215	Noel Russell
GLW-C79-311	Ian Francis
GLW-C79-242	Jamie Gardener

Appendix A6 – Grouping of submission supporting a Pump Track
(see Chief Executive Response and Recommendation to GLW-C79-221)

GLW-C79-221	Anne Marie Ward
GLW-C79-266	Shane Donnellan
GLW-C79-292	Amanda Francis
GLW-C79-297	Dana J
GLW-C79-314	Joanna Webb
GLW-C79-316	John Hayes

Appendix A7 – Grouping of submission LPT Options - WC18, WC6, WC3
(see Chief Executive Response and Recommendation to GLW-C79-136)

GLW-C79-136	Shane Lawless
GLW-C79-142	Simon Lawless
GLW-C79-138	Shane Leonard
GLW-C79-160	Kiara Keary
GLW-C79-252	Marie Dervan
GLW-C79-254	Ita Dervan
GLW-C79-264	Michelle Bateman
GLW-C79-332	Brita Kerr
GLW-C79-334	Sarah Loughrea
GLW-C79-335	Mary Frawley
GLW-C79-342	Judy Greene
GLW-C79-345	Marie Murphy
GLW-C79-346	Aoife Murphy and others
GLW-C79-347	Niall Raftery

GLW-C79-349	Eanna Carroll
GLW-C79-350	Stephani Carroll
GLW-C79-358	Helen Monaghan
GLW-C79-359	Helen Monaghan
GLW-C79-365	Teresa Grace
GLW-C79-394	Laura Grace
GLW-C79-399	Carol Coen
GLW-C79-424	Mary and Pat Quinn
GLW-C79-428	Robert Grace
GLW-C79-442	Adrian Kelly
GLW-C79-462	Leahys Garage Ltd
GLW-C79-477	Declan and Marilyn Joyce
GLW-C79-495	Lillian Stanley
GLW-C79-496	Caimin Killeen
GLW-C79-502	Ann Gardiner
GLW-C79-507	Gerard Holohan
GLW-C79-523	Karen Fallon
GLW-C79-524	Siobhan Kennedy
GLW-C79-527	Donna Casey
GLW-C79-528	Martina Kiely
GLW-C79-533	Geraldine Joyce
GLW-C79-534	Christine Murray
GLW-C79-535	joan ling
GLW-C79-536	Siofra Carroll
GLW-C79-538	Aisling Marjanovic
GLW-C79-539	Padraig Murray
GLW-C79-544	Roman Sadowski
GLW-C79-545	Jackie Feeney
GLW-C79-546	Olivia

GLW-C79-551	Caroline Brehony
GLW-C79-553	Una and Michael Treacy
GLW-C79-554	Lynda Mann
GLW-C79-555	Jean McGhee
GLW-C79-556	Teresa Greene
GLW-C79-558	Eileen O'Connor
GLW-C79-560	Sasa Marjanovic
GLW-C79-561	Bernifeeny (no name left on submission - name ascertained from email ac)
GLW-C79-562	Linda Healy Gibbons
GLW-C79-563	Jake Feeney
GLW-C79-564	Gary Feeney
GLW-C79-576	Anthony Guinnessy
GLW-C79-577	Herlihy Transport
GLW-C79-578	Herlihy Automotive
GLW-C79-579	Daniel Herlihy
GLW-C79-582	Sarah McCormack
GLW-C79-590	Michael Lyons
GLW-C79-595	Claire Dillon
GLW-C79-599	Michael Kerr
GLW-C79-604	Julie and Kevin McHugh
GLW-C79-607	Brenda and Harry Haverty
GLW-C79-611	Brenda and Harry Haverty
GLW-C79-618	Roisin Garrett
GLW-C79-625	Tom Ryan
GLW-C79-626	Tomas Ryan
GLW-C79-630	Sean McDonald and John McCormack
GLW-C79-631	Colette Carroll
GLW-C79-632	John Carroll

GLW-C79-641	Ann Gardiner and others
GLW-C79-644	Carole Staunton
GLW-C79-663	Carmel Garrett
GLW-C79-671	Western Print & Packaging
GLW-C79-674	Kevin Maher
GLW-C79-679	Tony Callanan
GLW-C79-697	John Raftery
GLW-C79-698	Katie Maltbaek
GLW-C79-699	Fiona Shaughnessy
GLW-C79-700	Samantha Daniels
GLW-C79-701	Colette Neenan
GLW-C79-705	Aidan O'Loughlin
GLW-C79-706	John Maher
GLW-C79-708	Ronan Killeen
GLW-C79-712	Julie and Kevin McHugh
GLW-C79-717	Maisie and Stephen Quinn
GLW-C79-722	G Connaughton
GLW-C79-724	Mary McInerney
GLW-C79-725	Lakeside Motors
GLW-C79-730	Robert Grace
GLW-C79-732	Josephine and Frank Clarke
GLW-C79-733	James Regan
GLW-C79-735	D. Gormally
GLW-C79-741	Michael Finn
GLW-C79-744	Unknown Author
GLW-C79-749	A. Kinsella
GLW-C79-760	Siobhan J Finnerty
GLW-C79-763	Brian Whelan
GLW-C79-784	Brendan Kennedy - Irish Drilling

GLW-C79-785	Brendan Kennedy
GLW-C79-801	Bernie Callanan
GLW-C79-812	Oisin Sadowski
GLW-C79-814	Gerry Farragher
GLW-C79-842	Mary Muldoon
GLW-C79-844	Marie Morissey
GLW-C79-851	Anne Gilchreest
GLW-C79-852	Unknown Author - Irish Drilling
GLW-C79-855	Edel O'Brien
GLW-C79-866	Kerrie Gardiner
GLW-C79-867	Edel Herlihy
GLW-C79-873	Grace Loughrey
GLW-C79-874	Emma Niland
GLW-C79-875	Laura Niland

Appendix A8 – Grouping of submission LPT Options - WC6 (see Chief Executive Response and Recommendation to GLW-C79-141)	
GLW-C79-141	Eoghan Carroll
GLW-C79-166	Bernadette Glynn
GLW-C79-173	Lisa Fox
GLW-C79-175	Elizabeth Tully
GLW-C79-177	Irene Glynn
GLW-C79-198	Paul Callanan
GLW-C79-355	Sophia Glynn
GLW-C79-375	Dewald Stoop
GLW-C79-512	Alan Tully

Appendix A9 – Grouping of submission LPT Options – WC17 (see Chief Executive Response and Recommendation to GLW-C79-499)	
GLW-C79-499	Helen Curley
GLW-C79-835	Natasha Curley and others

Appendix A10 – Grouping of submission LSCDG/LTP/Written Statement (see Chief Executive Response and Recommendation to GLW-C79-623)	
GLW-C79-623	Micheal O'Greachain
GLW-C79-624	Michelle Ui Ghreachain
GLW-C79-815	Lisa Casey
GLW-C79-816	Ann Marie Kiely
GLW-C79-817	Aisling Marjanovic
GLW-C79-819	Ciara Donnelly
GLW-C79-820	Carrie Moloney
GLW-C79-822	Gabrielle Shiel
GLW-C79-824	Rhona Carty
GLW-C79-829	Sharon O'Donnell
GLW-C79-831	Tracey Lohan
GLW-C79-832	Frances Ui Raighne
GLW-C79-833	Ali Collins
GLW-C79-837	Tony McPartland
GLW-C79-838	Dr. Julianne Harte
GLW-C79-840	Helen Norton
GLW-C79-841	Fiona Keane
GLW-C79-845	Cian O'Raighne

Appendix A11 – Grouping of submission LSCDG/LTP and Swimming (see *Chief Executive Response and Recommendation to GLW-C79-623*)

GLW-C79-405	Amy Smyth
GLW-C79-483	Sagel Darragh
GLW-C79-572	Zaini Darragh
GLW-C79-606	Maria McTigue
GLW-C79-548	Anne Walsh
GLW-C79-718	Niamh McInerney
GLW-C79-723	Declan Whelan
GLW-C79-773	Eileen Keane
GLW-C79-786	Teresa Callanan
GLW-C79-799	Dolores Callanan
GLW-C79-805	Monika Calinska
GLW-C79-821	Marie Harris



Comhairle Chontae na Gaillimhe
Galway County Council

Draft

Loughrea Local Area Plan

2024-2030

Appendix B - Updated Infrastructure Assessment

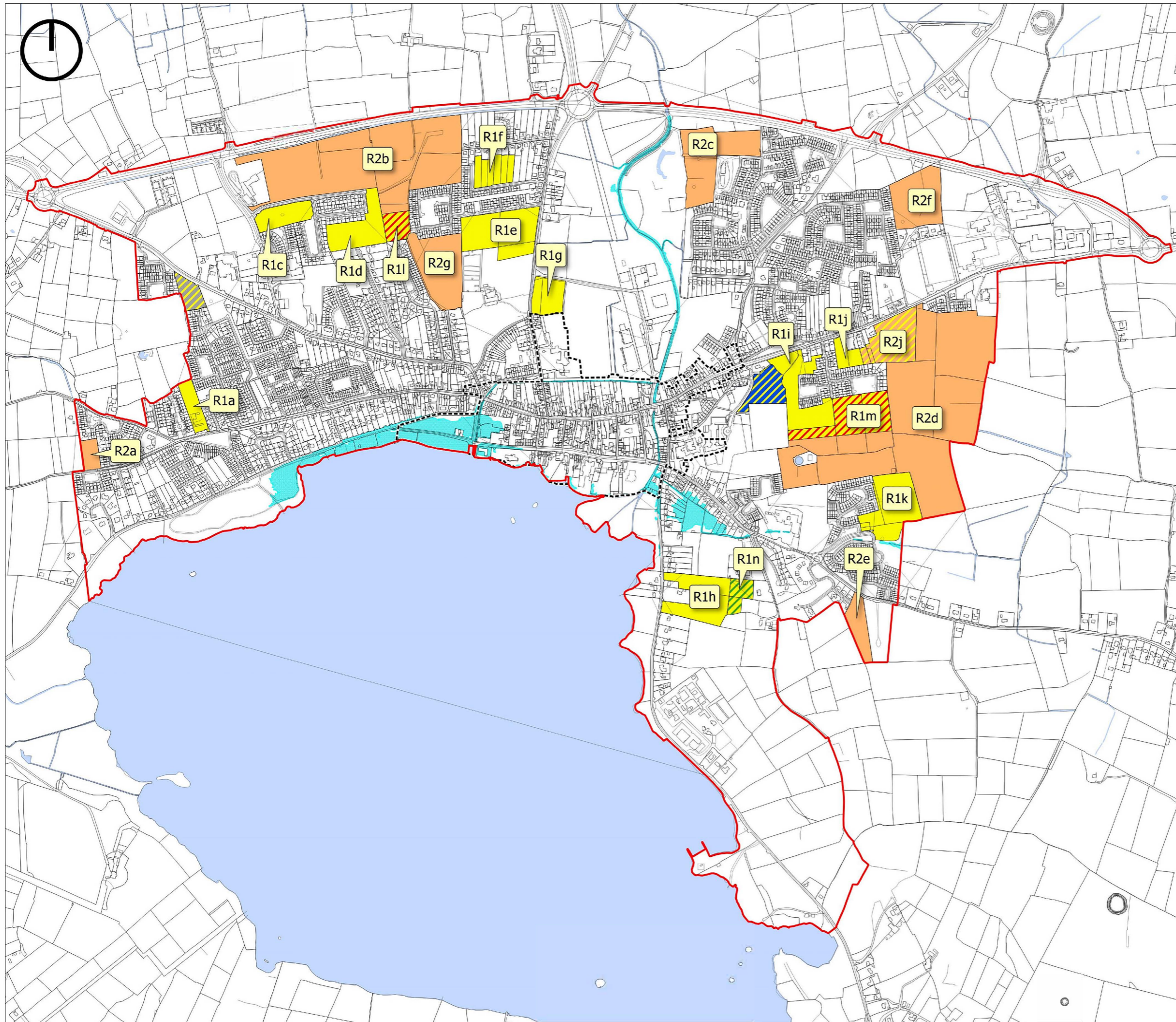
Infrastructure Assessment Proposed Residential Lands

Appendix 3 of Project Ireland 2040; National Planning Framework (NPF) sets out a methodology for a two-tier approach for zoning of land which is informed by an Infrastructural Assessment, which must identify “the potential for delivery of the required services and/or capacity to support new development must be identified and specific details provided by the Planning Authority at the time of publication of both the draft and final development or local area plan”.

The NPF defines Tier 1 and 2 lands as follows; Tier 1: Serviced Zoned Land, comprising lands that are able to connect to existing development services for which there is service capacity available and can therefore accommodate new development; and Tier 2: Serviceable Zoned Land, comprising lands that are not currently sufficiently serviced to support new development but have the potential to become fully serviced within the life of the plan. It states that Tier 1 lands will generally be positioned within the existing built up footprint of the settlement or contiguous to existing developed lands and inclusion in Tier 1 will generally require the lands to be within the footprint or spatially sequential within the identified settlement. It should be noted that the NPF refers to ‘development services’ as “road and footpath access including public lighting, foul sewer drainage, surface water drainage and water supply for which there is capacity available and can therefore accommodate new development.” The NPF requires that where lands are identified as Tier 2 lands, the potential for delivery of the required services and/or capacity to support new development must be identified and specific details provided by the planning authority at the time of publication of the draft and final local area plan. This infrastructural assessment must be aligned with the approved infrastructural investment programme(s) of the relevant delivery agency(ies) or be based on a written commitment by the relevant delivery agency to provide the identified infrastructure within a specified timescale (i.e., within the lifetime of the plan). The Planning Authority may also commit to the delivery of the required and identified infrastructure in its own infrastructural investment programme (i.e., Budgeted Capital Programme) in order to support certain lands for zoning. The infrastructural assessment must include a reasonable estimate of the full cost of delivery of the required infrastructure to the identified zoned lands).

		Compact Growth	Infrastructure & Services	Physical Suitability	Justification/Rationale
		Within existing settlement Infill/consolidation Proximity to town centre Promotes sustainable mobility. Access to health, education & childcare	Water Supply Wastewater Capacity Roads/Footpath/ Cycle, Surface Water	Topography Flood Risk Built & Natural Heritage	Note; This matrix has been prepared to assist the preparation of the Local Area Plan for Loughrea Local Area Plan 2024-2030. The criteria listed are not considered to be exhaustive for all LAP areas.
Tier	Map Ref				
T1	R1a				Education and medical facilities approx. 1km from subject land. Water & Sewerage services available. Proximity to footpath connectivity available. Minimal intervention required.
T1	R1b				Education and medical facilities approx. 1km from subject land. Water & Sewerage services available. Proximity to footpath connectivity available. Moderate intervention required.
T1	R1c				Education and medical facilities approx. 1km from subject land. Water & Sewerage services available. Proximity to footpath connectivity available. Minimal intervention required.
T1	R1d				Education and medical facilities approx. 1km from subject land. Water & Sewerage services available. Proximity to footpath connectivity available. Minimal intervention required.
T1	R1e				Education and medical facilities approx. 1km from subject land. Water & Sewerage services available. Proximity to footpath connectivity available. Minimal intervention required.
T1	R1f				Education and medical facilities approx. 1km from subject land. Water & Sewerage services available. Proximity to footpath connectivity available. Minimal intervention required.
T1	R1g				Education and medical facilities approx. 1km from subject land. Water & Sewerage services available. Proximity to footpath connectivity available. Minimal intervention required.
T1	R1h				Education and medical facilities approx. 1km from subject land. Water & Sewerage services available. Proximity to footpath connectivity available. Minimal intervention required.
T1	R1i				Education and medical facilities approx. 1km from subject land. Water & Sewerage services available. Proximity to footpath connectivity available. Minimal intervention required.
T1	R1j				Education and medical facilities approx. 1km from subject land. Water & Sewerage services available. Proximity to footpath connectivity available. Minimal intervention required.
T1	R1k				Education and medical facilities approx. 1km from subject land. Water & Sewerage services available. Proximity to footpath connectivity available. Minimal intervention required.

T1	R1l				Education and medical facilities approx. 1km from subject land. Water & Sewerage services available. Proximity to footpath connectivity available. Minimal intervention required.
T1	R1m				Education and medical facilities approx. 1km from subject land. Water & Sewerage services available. Proximity to footpath connectivity available. Minimal intervention required.
T1	R1n				Education and medical facilities approx. 1km from subject land. Water & Sewerage services available. Proximity to footpath connectivity available. Minimal intervention required.
T2	R2a				Education and medical facilities approx. 1km from subject land. Water & Sewerage services available. Proximity to footpath connectivity available. Minimal intervention required.
T2	R2b				Education and medical facilities approx. 1km from subject land. Water & Sewerage services available. Proximity to footpath connectivity available. Moderate Intervention required. *Significant tract of lands. Detailed analysis maybe required.
T2	R2c				Education and medical facilities approx. 1km from subject land. Water & Sewerage services available. Proximity to footpath connectivity available. Moderate intervention required.
T2	R2d				Education and medical facilities approx. 1km from subject land. Water & Sewerage services available. Proximity to footpath connectivity available. Works required due to topography. Intervention required. *Significant tract of lands. Detailed analysis maybe required.
T2	R2e				Education and medical facilities approx. 1km from subject land. Water & Sewerage services available. Proximity to footpath connectivity available. Works required due to topography. Moderate intervention required.
T2	R2f				Education and medical facilities approx. 1km from subject land. Water & Sewerage services available. Proximity to footpath connectivity available. Moderate intervention Required.
T2	R2g				Education and medical facilities approx. 1km from subject land. Water & Sewerage services available. Proximity to footpath connectivity available. Moderate intervention required.
T2	R2j				Education and medical facilities approx. 1km from subject land. Water & Sewerage services available. Proximity to footpath connectivity available. Moderate intervention required.



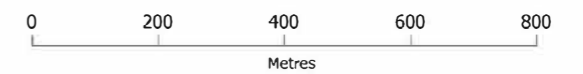
- Settlement Boundary - Draft Plan
- Architectural Conservation Area
- Constrained Land Use
- Water

Residential Lands Assessment

- Residential (Phase 1) Lands as per Draft Plan (not subject to MA process)
- Residential (Phase 1) - proposed change from Residential (Phase 2) in CEs Report on Submissions to Draft Plan
- Residential (Phase 1) - proposed change from Agriculture in CEs Report on Submissions to Draft Plan
- Residential (Phase 2) Lands as per Draft Plan (not subject to MA process)
- Residential (Phase 2) - proposed change from Residential (Phase 1) in CEs Report on Submissions to Draft Plan
- Residential Existing - proposed change from Residential (Phase 1) in CEs Report on Submissions to Draft Plan
- Community Facilities - proposed change from Residential (Phase 1) in CEs Report on Submissions to Draft Plan

**Draft Loughrea Local Area Plan
2023-2029**

**Infrastructural Assessment
Proposed Residential Lands**



**Comhairle Chontae na Gaillimhe
Galway County Council**

Galway County Council 2024
© Tailte Éireann Lic. No. CYAL50379128

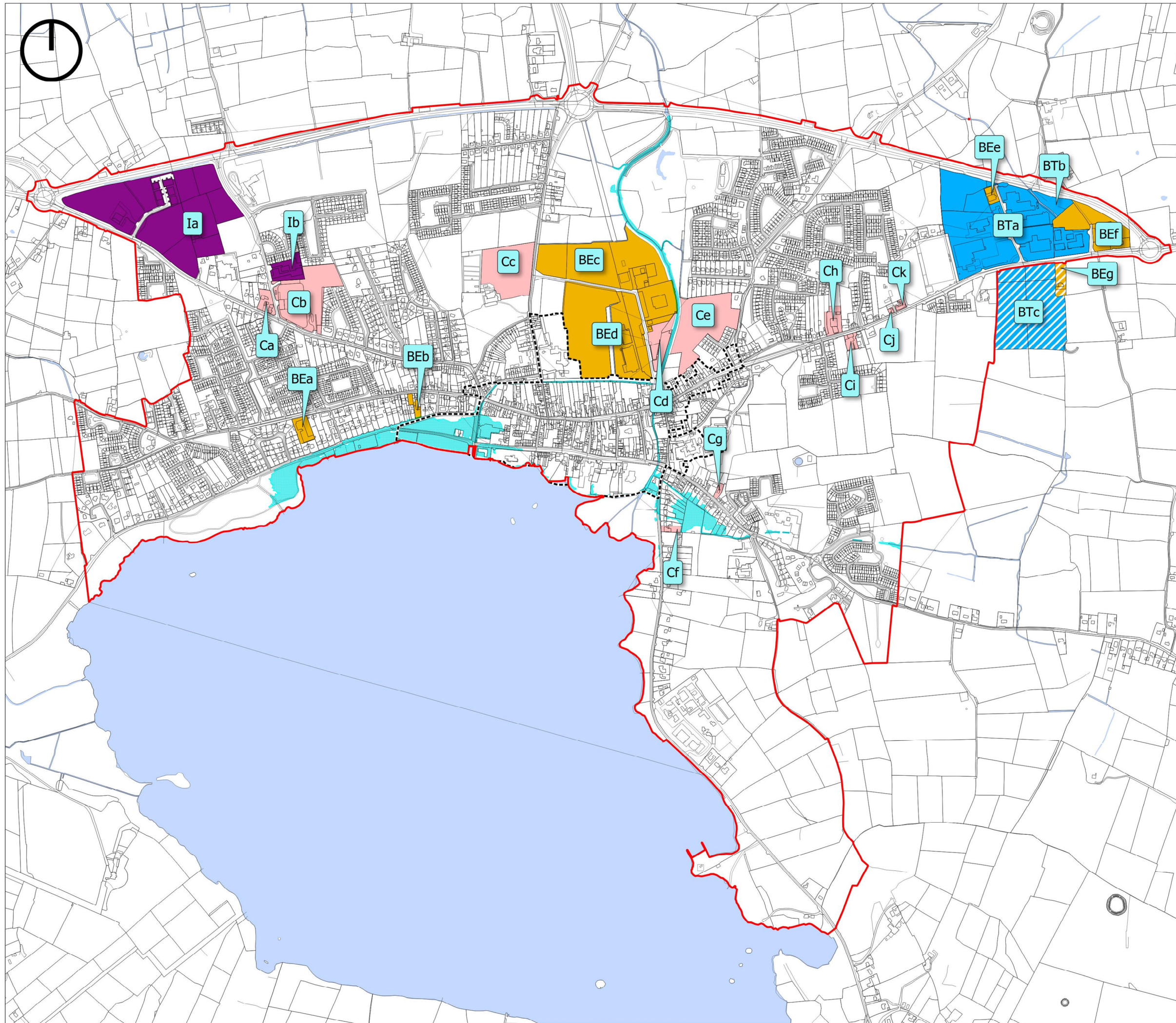
Infrastructure Assessment Proposed Employment Lands

Appendix 3 of Project Ireland 2040; National Planning Framework (NPF) sets out a methodology for a two-tier approach for zoning of land which is informed by an Infrastructural Assessment, which must identify “the potential for delivery of the required services and/or capacity to support new development must be identified and specific details provided by the Planning Authority at the time of publication of both the draft and final development or local area plan”.

The NPF defines Tier 1 and 2 lands as follows; Tier 1: Serviced Zoned Land, comprising lands that are able to connect to existing development services for which there is service capacity available and can therefore accommodate new development; and Tier 2: Serviceable Zoned Land, comprising lands that are not currently sufficiently serviced to support new development but have the potential to become fully serviced within the life of the plan. It states that Tier 1 lands will generally be positioned within the existing built up footprint of the settlement or contiguous to existing developed lands and inclusion in Tier 1 will generally require the lands to be within the footprint or spatially sequential within the identified settlement. It should be noted that the NPF refers to ‘development services’ as “road and footpath access including public lighting, foul sewer drainage, surface water drainage and water supply for which there is capacity available and can therefore accommodate new development.” The NPF requires that where lands are identified as Tier 2 lands, the potential for delivery of the required services and/or capacity to support new development must be identified and specific details provided by the planning authority at the time of publication of the draft and final local area plan. This infrastructural assessment must be aligned with the approved infrastructural investment programme(s) of the relevant delivery agency(ies) or be based on a written commitment by the relevant delivery agency to provide the identified infrastructure within a specified timescale (i.e., within the lifetime of the plan). The Planning Authority may also commit to the delivery of the required and identified infrastructure in its own infrastructural investment programme (i.e., Budgeted Capital Programme) in order to support certain lands for zoning. The infrastructural assessment must include a reasonable estimate of the full cost of delivery of the required infrastructure to the identified zoned lands).

		Compact Growth	Infrastructure & Services	Physical Suitability	Justification/Rationale
		Within existing settlement Infill/consolidation Proximity to town centre Promotes sustainable mobility. Access to health, education & childcare	Water Supply Wastewater Capacity Roads/Footpath/ Cycle, Surface Water	Topography Flood Risk Built & Natural Heritage	Note; This matrix has been prepared to assist the preparation of the Local Area Plan for Loughrea Local Area Plan 2023-2029. The criteria listed are not considered to be exhaustive for all LAP areas.
Tier	Map Ref				
T1	BEa				Established Brownfield Lands. Education and medical facilities approx. 1km from subject land. Water & Sewerage services available. Proximity to footpath connectivity available. Minimal intervention required.
T1	BEb				Established Brownfield Lands, Education and medical facilities approx. 1km from subject land. Water & Sewerage services available. Proximity to footpath connectivity available. Minimal intervention required.
T1	BEc				Partly Established Brownfield lands. Education and medical facilities approx. 1km from subject land. Water & Sewerage services available. Proximity to footpath connectivity available. Minimal intervention required.
T1	BEd				Partly Established Brownfield Lands. Education and medical facilities approx. 1km from subject land. Water & Sewerage services available. Proximity to footpath connectivity available. Minimal intervention required.
T1	BEe				Established Brownfield Lands. Education and medical facilities approx. 1km from subject land. Water & Sewerage services available. Proximity to footpath connectivity available. Minimal intervention required.
T1	BEf				Established Brownfield Lands. Education and medical facilities approx. 1km from subject land. Water & Sewerage services available. Proximity to footpath connectivity available. Minimal intervention required.
T1	BEg				Established Brownfield Lands. Education and medical facilities approx. 1km from subject land. Water & Sewerage services available. Proximity to footpath connectivity available. Minimal intervention required.
T1	BTa				Established Brownfield Lands. Education and medical facilities approx. 1km from subject land. Water & Sewerage services available. Proximity to footpath connectivity available. Minimal intervention required.
T1	BTb				Established Brownfield Lands. Education and medical facilities approx. 1km from subject land. Water & Sewerage services available. Proximity to footpath connectivity available. Minimal intervention required.
T1	BTc				Established Brownfield Lands. Education and medical facilities approx. 1km from subject land. Water & Sewerage services available. Proximity to footpath connectivity available. Minimal intervention required.
T1	Ca				Established Brownfield Lands. Education and medical facilities approx. 1km from subject land. Water &

					Sewerage services available. Proximity to footpath connectivity available. Minimal intervention required.
T1	Cb				Established Brownfield Lands. Education and medical facilities approx. 1km from subject land. Water & Sewerage services available. Proximity to footpath connectivity available. Minimal intervention required.
T1	Cc				Established Greenfield Lands. Education and medical facilities approx. 1km from subject land. Water & Sewerage services available. Proximity to footpath connectivity available. Minimal intervention required.
T1	Cd				Established Brownfield Lands. Education and medical facilities approx. 1km from subject land. Water & Sewerage services available. Proximity to footpath connectivity available. Minimal intervention required.
T1	Ce				Established Greenfield Lands. Education and medical facilities approx. 1km from subject land. Water & Sewerage services available. Proximity to footpath connectivity available.
T1	Cf				Established Brownfield Lands. Education and medical facilities approx. 1km from subject land. Water & Sewerage services available. Proximity to footpath connectivity available. Minimal intervention required.
T1	Cg				Established Brownfield Lands. Education and medical facilities approx. 1km from subject land. Water & Sewerage services available. Proximity to footpath connectivity available. Minimal intervention required.
T1	Ch				Established Brownfield Lands. Education and medical facilities approx. 1km from subject land. Water & Sewerage services available. Proximity to footpath connectivity available. Minimal intervention required.
T1	Ci				Established Brownfield Lands. Education and medical facilities approx. 1km from subject land. Water & Sewerage services available. Proximity to footpath connectivity available. Minimal intervention required.
T1	Cj				Established Brownfield Lands. Education and medical facilities approx. 1km from subject land. Water & Sewerage services available. Proximity to footpath connectivity available. Minimal intervention required.
T1	Ck				Established Brownfield Lands. Education and medical facilities approx. 1km from subject land. Water & Sewerage services available. Proximity to footpath connectivity available. Minimal intervention required.
T1	la				Partially established Brownfield Lands. Education and medical facilities approx. 1km from subject site. Water & Sewerage services available. Proximity to footpath connectivity available. Minimal intervention required.
T1	lb				Established Greenfield Lands. Education and medical facilities approx. 1km from subject land. Water & Sewerage services available. Proximity to footpath connectivity available. Minimal intervention required.



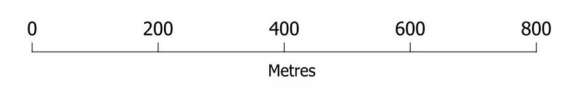
- Settlement Boundary - Draft Plan
- Architectural Conservation Area
- Constrained Land Use
- Water

Employment Lands Assessment

- Business & Enterprise
- Business & Enterprise - proposed change from Outside Plan Boundary in CEs Report on Submissions to Draft Plan
- Business & Technology
- Business & Technology - proposed change from Outside Plan Boundary in CEs Report on Submissions to Draft Plan
- Commercial/Mixed Use
- Industrial

**Draft Loughrea Local Area Plan
2023-2029**

**Infrastructural Assessment
Proposed Employment Lands**



Galway County Council 2024
© Taitte Éireann Lic. No. CYAL50379128



Comhairle Chontae na Gaillimhe
Galway County Council

Draft

Loughrea Local Area Plan

2024-2030

Appendix C - Updated Local Transport Plan

LOUGHREA LOCAL TRANSPORT PLAN



Comhairle Chontae na Gaillimhe
Galway County Council

SYSTRA

LOUGHREA LOCAL AREA PLAN 2024-2030

LOUGHREA LOCAL TRANSPORT PLAN

IDENTIFICATION TABLE

Client/Project owner	Galway County Council
Project	Loughrea Local Area Plan 2024-2030
Study	Loughrea Local Transport Plan
Type of document	Final Report
Date	22/02/2024
Reference number	300876
Number of pages	106

APPROVAL

Version	Name	Position	Date	Modifications	
1	Author	Chris Denton	Senior Consultant	08/03/2023	Draft Report for Client Comment
	Checked by	Hazel Morton	Associate	09/03/2023	
	Approved by	Andrew Archer	Projects Director	10/03/2023	
2	Author	Chris Denton	Senior Consultant	15/11/2023	Updated Report incorporating Client, NTA and TII comments
	Checked by	Hazel Morton	Associate	15/11/2023	
	Approved by	Alison Pickett	Director	15/11/2023	
3	Author	RF	Senior Consultant	22/02/2024	Updated report to incorporate amendments arising from public consultation
	Checked by	DB	Associate Director	22/02/2024	
	Approved by	DB	Associate Director	22/02/2024	

TABLE OF CONTENTS

1.	INTRODUCTION	7
1.1	OVERVIEW OF LTP	7
1.2	STUDY METHODOLOGY	8
1.3	REPORT STRUCTURE	8
2.	POLICY CONTEXT	10
2.1	INTRODUCTION	10
2.2	POLICY REPORT	10
2.3	LOCAL POLICY AND PLANS FOR LOUGHREA	12
2.4	SUMMARY	16
3.	BASELINE ASSESSMENT & TRANSPORT CONDITIONS	17
3.1	DESCRIPTION OF STUDY AREA	17
3.2	DEMOGRAPHIC PROFILE	22
3.3	ENVIRONMENTAL CONDITIONS & PHYSICAL CONSTRAINTS	23
3.4	EXISTING TRAVEL PATTERNS	24
3.5	MODE SHARE	26
3.6	TRIP LENGTH DISTRIBUTION	28
3.7	ACCESS TO EDUCATION (ATOS TOOL)	31
3.8	EXISTING TRANSPORT INFRASTRUCTURE AND SERVICES	35
3.9	SWOT ANALYSIS	42
4.	LTP OBJECTIVES & FUTURE DEMAND FOR TRAVEL	44
4.1	OVERVIEW	44
4.2	DEVELOPING THE OBJECTIVES & KPIS	44
4.3	FUTURE DEMAND FOR TRAVEL	46
5.	OPTIONS DEVELOPMENT & ASSESSMENT PROCESS	47
5.1	OPTIONS DEVELOPMENT	47
5.2	OPTIONS ASSESSMENT METHODOLOGY	49
5.3	SUMMARY	52

6.	EMERGING PREFERRED STRATEGY	53
6.1	OVERVIEW	53
6.2	WALKING & CYCLING	53
6.3	PUBLIC TRANSPORT	56
6.4	ROAD & TRAFFIC MANAGEMENT OPTIONS	57
6.5	SUPPORTING MEASURES	61
6.6	KPI ASSESSMENT	64
7.	MONITORING STRATEGY & LTP REVIEW	70
8.	SUMMARY	71
8.1	OVERVIEW	71

LIST OF FIGURES

Figure 1.	Loughrea LTP Methodology	8
Figure 2.	Study Area for Loughrea Local Transport Plan	18
Figure 3.	Loughrea Population Density	19
Figure 4.	Loughrea Job Density	20
Figure 5.	Loughrea Key Services and Amenities	21
Figure 6.	Sites & Monuments Record, National Inventory of Architectural Heritage – Locations	24
Figure 7.	Loughrea Employment Trip Distribution	25
Figure 8.	Loughrea Employment Mode Share – Origin Trips	26
Figure 9.	Loughrea Education Mode Share – Origin Trips	27
Figure 10.	Loughrea Combined Employment & Education Mode Share – Origin Trips	28
Figure 11.	Employment Origin Trip Length Distribution – Loughrea Study Area	29
Figure 12.	Education Origin Trip Length Distribution – Loughrea Study Area	30
Figure 13.	Access to Primary Schools – Walk	33
Figure 14.	Access to Post Primary Schools – Walk	33
Figure 15.	Access to Primary School – Cycle	34
Figure 16.	Access to Post Primary School – Cycle	34
Figure 17.	Loughrea Key Walking Routes	35
Figure 18.	Main Street – Varying Footway Widths, Seating & Landscaping	36
Figure 19.	Bride Street – Vehicle Parking on Narrow Footway	36
Figure 20.	Cross Street Footways	37
Figure 21.	Existing Cycle Parking Locations	38
Figure 22.	Loughrea Bus Routes	39
Figure 23.	Main Street Traffic Calming	41
Figure 24.	Main Street Pedestrian Crossing	42
Figure 25.	Draft Loughrea Land Use Zoning Map	46
Figure 26.	NIFTI Modal and Intervention Hierarchy	47
Figure 27.	Options Assessment Methodology	50
Figure 28.	Proposed Walking & Cycling Measures	54
Figure 29.	Proposed Public Transport Measures	57
Figure 30.	Proposed Road Transport Measures	58
Figure 31.	Proposed Park & Stride Locations	61
Figure 32.	Access to Primary Schools – Walking (Current)	66
Figure 33.	Access to Primary Schools – Walking (Proposed)	66
Figure 34.	Loughrea Walking & Cycling Options Map	74
Figure 35.	Public Transport Infrastructure Options	80
Figure 36.	Proposed Road Transport Options	82

LIST OF TABLES

Table 1.	Background Planning and Policy Documents	10
Table 2.	Loughrea Population Structure by Age	22
Table 3.	Loughrea Employment Opportunities & Education Attraction	23
Table 4.	Car Ownership	23

Table 5.	ATOS Data Sources	31
Table 6.	Loughrea Bus Routes	39
Table 7.	Loughrea SWOT Analysis	43
Table 8.	Loughrea LTP Objectives	45
Table 9.	MCA Scoring System	51
Table 10.	List of Supporting Measures	61
Table 11.	Accessibility & Social Inclusion Objectives – Strategy Outcomes	64
Table 12.	Integration Objectives – Strategy Outcomes	65
Table 13.	Safety & Physical Activity Objectives – Strategy Outcomes	65
Table 14.	Environment Objectives – Strategy Outcomes	67
Table 15.	Proposed Cycle Network Route Length	67
Table 16.	Economy Objectives – Strategy Outcomes	68
Table 17.	Proposed Measures Summary	69
Table 18.	Walking & Cycling Measures Longlist	75
Table 19.	Public Transport Measures Longlist	80
Table 20.	Road Transport Measures Longlist	82
Table 21.	Stage 1 Screening Discontinued Options	99
Table 22.	Stage 2 Interim MCA	101

1. INTRODUCTION

1.1 Overview of LTP

1.1.1 Galway Transport Support Programme

SYSTRA Ltd has been engaged by Galway County Council (GCC) to provide a range of Transport Support for the County. These include the following workstreams:

- 1) County Level Transport Modelling Assessment.
- 2) County Galway Walking & Cycling Strategy.
- 3) Local Transport Plans (LTPs) for four settlements: Athenry; Gort; Loughrea; and Oranmore/Garraun. As part of a separate contract with SYSTRA Ltd. an LTP has also been prepared for Tuam.
- 4) Community Transport Studies (CTSs) for six settlements: Clifden; Headford; Kinvara; Oughterard; Portumna; and Maigh Cuilinn.
- 5) Cycling and Walking Sub-Plans for:
 - The four LTPs and six CTSs settlements listed above in items 3 and 4.
 - Twelve additional settlements:
 - Small Growth Settlements x six: An Spidéal; An Cheathrú Rua; Ballygar; Dunmore; Glenamaddy; and Moylough.
 - Rural Settlements x six: Carna; Clarinbridge; Clonbur; Craughwell; Miltown; and Mountbellow.

These Studies (known as the Galway Transport Support Programme) will guide future transport investment, setting out the County's Walking & Cycling Strategy as well as each settlement's transport strategy for the period to 2028, but also looking beyond to 2040.

1.1.2 Loughrea Local Transport Plan

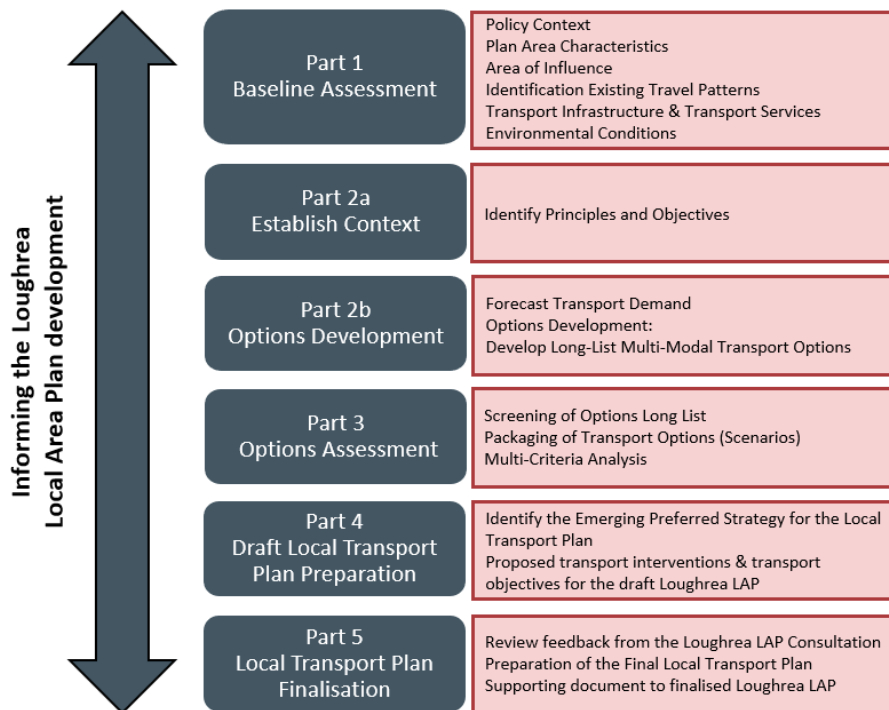
As part of the Galway County Support Programme, SYSTRA is developing a Local Transport Plan (LTP) for Loughrea and its immediate environs. The key purpose of the LTP is to guide the town's future transport and mobility needs, taking into account the transport demand arising from existing and projected development both within the study area and the wider area of influence.

It is one of a number of complementary assessment processes which will be used in the development of the upcoming Loughrea LAP that is currently being prepared by the council. This will help integrate local land use with transport policy with the goal of enhancing quality of life while improving the local environment and supporting sustainable development. The aim of the LTP is to provide a long-term vision for sustainable mobility in Loughrea, creating an integrated transport system across all modes that is accessible to all.

1.2 Study Methodology

The methodology for developing the Loughrea LTP follows guidelines set out in TII/NTA’s ‘Area Based Transport Assessment (ABTA) Guidance Notes – December 2018’¹, as illustrated below:

Figure 1. Loughrea LTP Methodology



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

1.3 Report Structure

The Loughrea LTP report is structured as follows:

- **Section 2** provides an overview of existing local polices, plans and guidelines that are relevant to the study area. Background international, national, regional and county policies, plans and guidance can be found in Appendix A: Galway Policy Context Report;
- **Section 3** gives an overview of the Baseline Assessment phase of the ABTA, including a summary of the area characteristics, existing travel patterns and transport conditions;

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

- **Section 4** examines the objectives for the LTP which have been determined from consideration of policy, transport baseline and demand information;
- **Section 5** outlines the process for developing and assessing the long-list of transport options to overcome existing constraints within the study area and assist in achieving the overall study objectives;
- **Section 6** sets out recommendations with regard to the combination of transport measures which the LTP will seek to promote and implement (with engagement and assistance from other parties such as the NTA where appropriate);
- **Section 7** outlines the monitoring strategy for this LTP; and
- **Section 8** provides a summary and conclusion to the report.

2. POLICY CONTEXT

2.1 Introduction

The following chapter provides an overview of relevant local policies and plans, along with relevant international and national policies, plans and guidance relevant to the Loughrea Local Transport Plan. The development of the LTP will be shaped by and reflect these policies.

2.2 Policy Report

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

Table 1. Background Planning and Policy Documents

International Policy
<ul style="list-style-type: none"> ○ European Union Green Deal (European Commission, 2020) and Fit For 55 Package (European Commission, 2021) ○ UN Convention for the Rights of People with Disabilities (2019)
National Policy
<ul style="list-style-type: none"> ○ Project Ireland 2040 <ul style="list-style-type: none"> ○ National Planning Framework (NPF) ○ National Development Plan 2021-2030 (NDP) ○ National Investment Framework for Transport in Ireland 2021 (NIFTI) ○ Climate Action Plan 2023 (2022) ○ National Sustainable Mobility Policy (2022) ○ Our Journey Towards Vision Zero: Road Safety Strategy 2021 – 2030 ○ Five Cities Demand Management Study (2021) ○ National Disability Inclusion Strategy (NDIS) 2017-2021 ○ Local Link Rural Transport Programme Strategic Plan 2018 to 2022 ○ Transport – Climate Change Sectoral Adaption Plan (2019) ○ Spatial Planning and National Roads - Guidelines for Planning Authorities (2012) ○ Irish Rail Strategy 2027 (2021) ○ Travelling in a Woman’s Shoes (2020) ○ Get Ireland Walking ○ Healthy Ireland: A Framework for Improved Health and Wellbeing 2019 – 2025 (2019) ○ Healthy Ireland: National Physical Activity Plan (2019) ○ Sport Ireland Participation Plan 2021 – 2024 (2021) ○ Housing for All – a New Housing Plan for Ireland (2021)

National Guidance

- Design Manual for Urban Roads and Streets (DMURS)² (2019)
- Permeability Best Practice Guide (2015)
- Universal Design Walkability Audit Tool for Roads and Streets
- National Cycle Manual
- Traffic Management Guidelines Manual (2019)
- Greenways Guidelines & Rural Cycleway Design (Offline and Greenways)
- TII/NTA Area Based Transport Assessment (ABTA) Guidance Notes (2018) & ABTA How to Guide, Pilot Methodology (2021)
- Safe to School: An Ideas Document for Safe Access to School (2020)
- NTA Safe Routes to School Design Guide (2022)

National Consultations

- Connecting Ireland Rural Mobility Plan
- TII National Cycle Network
- TII National Roads Strategy

Regional Policy

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

County Policy and Plans

- Galway County Development Plan 2022-2028
- Galway County Transport and Planning Study (GCTPS) (2021)
- Galway County Walking & Cycling Strategy (2013)
- County Galway Climate Change Adaptation Strategy 2019 – 2024 (2019)
- Galway City and County Age Friendly Programme 2014 – 2019
- Galway County Integration & Diversity Strategy 2013- 2017

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

In response to rising construction costs and the Climate Action Plan (CAP) requirement for 1,000km of new active travel infrastructure to be built by 2025, the NTA issued an Active Travel Advice Note in February 2023 to local authorities concerning Rapid Build Facilities. This note outlines that cost-

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

effective rapid build construction approaches, including road space reallocation, are now required as initial options to be considered when planning for new active travel infrastructure.

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

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

2.3 Local Policy and Plans for Loughrea

2.3.1 Galway County Development Plan 2022-2028

The Galway County Development Plan (CDP) defines Loughrea as a self-sustaining town with a high level of population growth (9.76% from 2011-2016). It is acknowledged that there is a limited employment base within the town, with its residents reliant on other areas for employment. The growth strategy for Loughrea is to consolidate and continue to support expansion of the employment base. In addition, residential development will be facilitated that will support sustainable growth.

2.3.2 Loughrea Local Area Plan 2024 – 2030

The Loughrea Local Area Plan 2024-2030 (LAP) states its vision as:

“Loughrea, a self-sustaining town which will continue to grow as a sustainable, vibrant and inclusive community, while supporting the expansion of its self as an innovation growth centre within the County. Continued investment in protecting and enhancing the towns attractive medieval character and natural environment whilst delivering social infrastructure so communities can thrive. The town's growth shall develop in a sustainable manner using the sequential approach, to ensure high levels of connectivity and permeability throughout Loughrea, which will, in turn facilitate the creation of a healthy, safe and age friendly community.”

The **draft** LAP document lists a number of strategic aims relevant to the Local Transport Plan, including:

- Secure the delivery of compact growth with critical mass in a consolidated plan area;
- Support investment in regeneration and other town centre improvement works to maintain Loughrea as an attractive place to live, work and visit;
- Provide future residential and employment development in Loughrea with supporting services and infrastructure as appropriate, including retail, community and amenity areas; and

- Encourage the promotion of sustainable mobility, including walking and cycling, in accordance with the aspirations of the LTP and support the continued provision of investment in public transport;

Among the key consideration in developing the LAP was that of the transport network: “The location of Loughrea, being at the centre of several national regional and local routes, enables traffic congestion to form in the town centre, especially during peak-traffic times”. A specific reference to Universal Access in the design of future transport infrastructure is included in the LAP document.

In reference to the town centre, GCC will support:

“a vibrant town centre that is a pleasant place for people to live, work and visit. It must be accessible to all, including those with impaired mobility. Sustainable modes of transport will be prioritised in the town centre, with good connectivity to the nearby residential and employment locations”.

Specifically in relation to transport and the role of the LTP, the ~~draft~~-LAP highlights the GCTPS prepared as part of the GCDP 2022-2028 before outlining the vision for Loughrea’s transport system. The document outlines the need to balance space allocation and the need for “greater emphasis placed on infrastructure in relation to walking, using buggies, wheelchairs or cycling”. The rebalancing of the transport system is to take place in tandem with land use planning, through the development within the existing town footprint.

2.3.2.1 Policy Objectives

To support these strategic aims, a number of Policy Objectives relevant to the LTP are outlined in Section 4 of the LAP. These policy objectives are as follows:

LSST 1 Consistency with Core Strategy

Galway County Council will ensure that developments permitted within the plan area are consistent with the zoned land allocations in the Core Strategy and associated provisions of the *Galway County Development Plan 2022 - 2028*.

LSST 5 Residential Development Phasing

Support the development of lands designated as Residential (Phase 1) within the lifetime of the plan, subject to normal planning, access and servicing requirements, and reserve the lands designated as Residential (Phase 2) for the longer-term growth needs of Loughrea.

LSST 11 Town Centre Management

Subject to appropriate resources, noting and taking account of the Local Transport Plan, the Council in collaboration with local stakeholders shall prepare town centre management plans for Loughrea. The management plan will consider some or all of the following;

- Connectivity of the Town Centre including upgrading of paving, consideration of the feasibility of identified pedestrianised lanes and routes through the Town;
- Upgrade and improvement of street furniture;

- A co-ordinated vehicular access arrangement, which shall be in consultation and agreement with the Road Design Section of GCC;
- Consistent sustained signage design policy within the Town Centre;
- Provision of appropriate quality landscaping and functional public spaces;
- Provide footpath and cycling links to the Town Centre; and,
- Car parking management.

LSST 14 Social Inclusion and Universal Design and Access

- a) It is the Policy Objective of Galway County Council to support the principles of social inclusion and universal design and access, to ensure that all individuals have access to goods, services and buildings to assist them to participate in and contribute to all aspects of a vibrant life within Loughrea
- b) Ensure that housing developments, community facilities, public spaces, public roads, public footpaths and transport services give due consideration to the needs of disabled or mobility impaired people and the requirements of the *Disability Act 2005*, the Council's *Disability Action Plan 2007-2015* (and any updates to this document), the *Traffic Management Guidelines 2003*, the *Department of Arts, Heritage and the Gaeltacht (DAHG) and National Disability Authority (NDA) advice notes titled Access: Improving the Accessibility to Historic Buildings and Places 2011* (and any subsequent reviews/updates to these documents).

LSST 21 Strategic Sites in Loughrea

It is a Policy Objective of the Council to establish a database of strategic brownfield and infill sites in Loughrea so that brownfield land re-use can be managed and co-ordinated across multiple stakeholders as part of an active land management process.

LSST 23 Industrial

Promote the sustainable development of industrial and industrial related uses, including manufacturing, processing of materials, warehousing and distribution on suitable lands, with adequate services and facilities and a high level of access to the major road networks and public transport facilities.

LSST 51 Local Transport Plan

Support the implementation of the Local Transport Plan in accordance with proper planning and sustainable development.³

³ Including complying with the measures outlined in relation to this Policy Objective in Table 9.1 of the SEA Environmental Report and Table 5.1 of the AA Natura Impact Report.

Loughrea Local Area Plan 2024-2030	
Loughrea Local Transport Plan	300876
Final Report	22/02/2024

LSST 52 Transportation Infrastructure

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

LSST 53 Sustainable Transportation

Facilitate any Smarter Travel initiatives that will improve sustainable transportation within the Plan Area and facilitate sustainable transportation options including public transportation, rail freight, electric vehicles rentals, car clubs, public bike schemes, cycle parking as appropriate.

LSST 54 Pedestrian and Cycle Network

Facilitate the improvement of the pedestrian and cycling environment and network so that it is safe and accessible to all, through the provision of the necessary infrastructure. New development shall promote and prioritise walking and cycling, shall be permeable, adequately linked and connected to neighbouring areas, the town centre, recreational, educational, residential and employment destinations and shall adhere to the principles contained within the national policy document Smarter Travel – A Sustainable Transport Future 2009 - 2020 and the Design Manual for Urban Roads and Streets (2013), as updated in 2019 and NTA document Permeability: Best Practice Guide.

LSST 55 Pedestrian Crossings

Facilitate the provision of pedestrian crossings adjacent to schools and at other appropriate locations within the Plan Area, as required.

LSST 56 Traffic and Transport Assessment (TTA) and Road Safety Audits (RSA)

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

LSST 57 Preservation of Routes, Road Upgrades and Infrastructure Provision

Prohibit development on lands which are reserved for proposed road/street corridors and associated buffers and where development would affect a route, line, level or layout of any proposed new roadway or any junction required between a proposed and existing road.

LSST 58 Reservation of Access Points

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

LSST 60 Road Junction Improvements

Continue to carry out road junction improvements where improvements to traffic flow and safety can be achieved, subject to normal planning and environment considerations.

LSST 61 Climate Change

To implement, through this Local Area Plan Policy Objectives that support and encourage sustainable compact growth and settlement patterns, integrate land use and transportation, and maximise opportunities through development location, form, layout and design to secure climate resilience and reduce carbon dioxide and greenhouse emissions.

Transport related objectives for the town include general measures to promote the use of sustainable transport in place of the private car in the town, such as safe routes to school, bus shelters, and bicycle storage facilities, as well as specific infrastructural objectives:

- Provision and improvement of existing local footpaths throughout the town centre and to provide linkages to existing cycling routes;
- To support the improvement of bus facilities within Loughrea through the provision of bus shelters in the town centre, and additional stops on Dublin Road, Portumna Road, and Athenry Road;
- A new relief road connecting the north-eastern approach road (R446) to the south-eastern approach road (L4213) in the eastern portion of the Plan Area;
- Road improvements, including widening and realignment of the Coarsing field road which links the Portumna Road and the existing N6 Dublin Road; and
- To protect and enhance the capacity and visual amenity of Loughrea Bypass through preventing new accesses onto the route which have not been accommodated in its design, and through facilitating the development of a walking/cycling/amenity corridor along the southern edge of the bypass route.

2.4 Summary

- A technical note comprising a policy review of international, national, regional, and county level policies and plans relevant to the studies in the Galway Transport Support Programme has been compiled and is available in Appendix A.
- Loughrea is classified as a self-sustaining town in the Galway County Development Plan 2022-2028, with a high level of population growth.
- The Loughrea Local Area Plan 2012-2022 aims for the town to be a sustainable, self-sufficient, vibrant and socially inclusive key town with development progressing in a way that consolidates around the town centre.
- Both the County Development Plan and Local Area Plan include objectives to promote the use of sustainable transport in place of the private car in the town including the provision of active travel infrastructure and facilities, appropriate traffic management and compact growth.

3. BASELINE ASSESSMENT & TRANSPORT CONDITIONS

This section describes the receiving transport environment in Loughrea, identifying existing opportunities and constraints in the town and its environs.

The baseline assessment includes the following:

- Information relating to residents with a focus on elements which may impact on trip-making, such as age profiles, car ownership and employment;
- Identification of key trip generators (i.e. residential areas) and attractors (employment locations and schools) within the study area which drive trip-making;
- Identification of physical constraints such as topography or other natural features which may impact on travel choices and travel patterns for residents and visitors to the area; and
- An assessment of existing transport services and infrastructure.

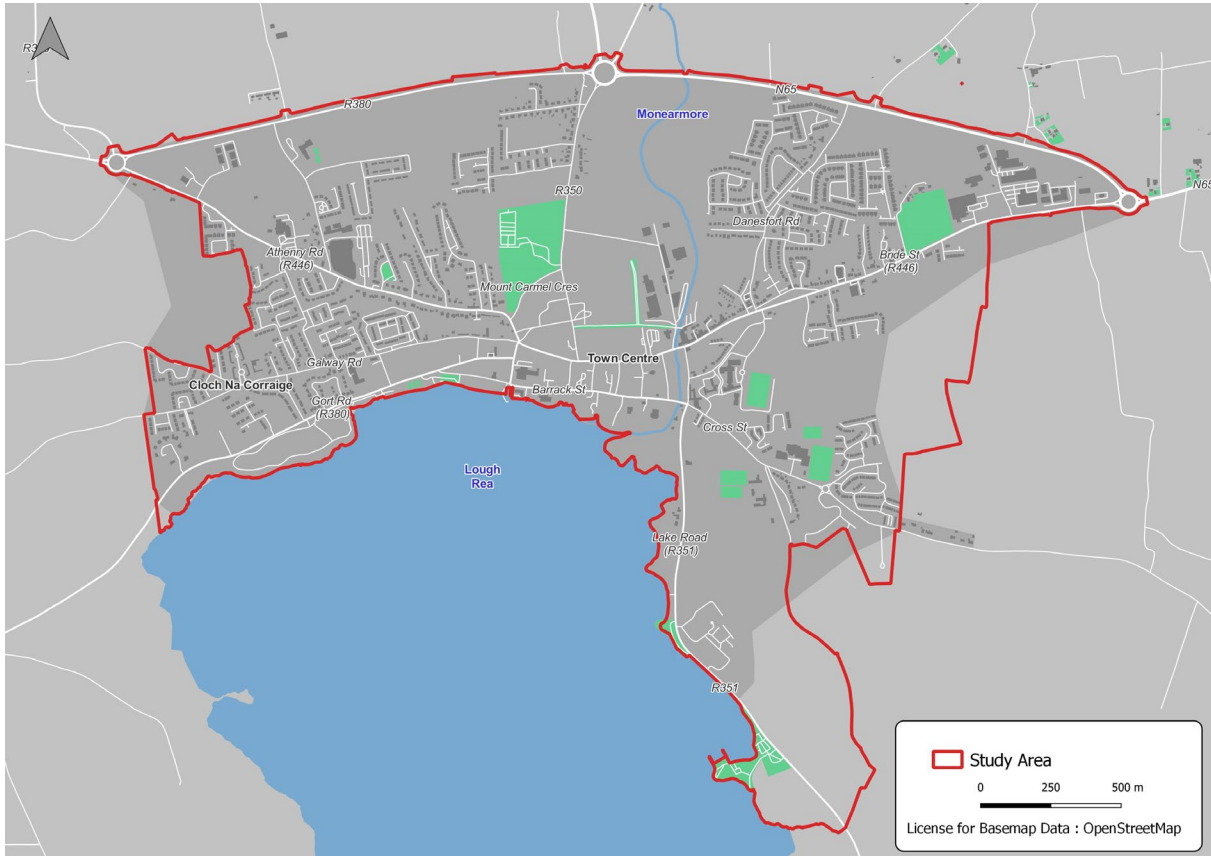
3.1 Description of Study Area

Located approximately 40km south east of Galway City, Loughrea constitutes Galway County’s third largest town with a population of 5,771 as of the 2016 Census. Loughrea hosts 2,169 jobs and is a strategically located urban centre benefitting from a well-established road network. The N65 links Loughrea to the M6 located to the north, with direct onward connections to Galway City and Dublin. The town is served by the regional roads R380 and R446, which link to Oranmore, Portumna, Gort and Ballinasloe.

Loughrea serves a rural hinterland as a market town and is a nodal point for the road network in south east Galway County. It serves a moderate education catchment, with over 1,600 school places in the town. The main attractions in the town are the historic town centre and the Lough Rea waterfront.

The study area boundary for the Loughrea LTP has been identified in collaboration with Galway County Council. This area does not exactly align with the boundaries of Census Small Areas (CSA) within the local area. Therefore, a “best-fit” selection of CSAs has been identified aligned with the study area for the purpose of undertaking baseline analyses. The figure below shows the final study area and CSA selection boundaries established for the Loughrea LTP.

Figure 2. Study Area for Loughrea Local Transport Plan



3.1.1 Trip Generators and Attractors

To present the concentration of local trip generators and attractors in Loughrea, maps of the town's distribution of population and employment by 2016 Census Small Area have been generated and are shown below in **Figure 3** and **Figure 4** respectively.

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

3.1.2 Population

Figure 3 illustrates the population density for CSAs within the Loughrea study area, represented as population per square kilometre. The results indicate that the most densely populated areas of Loughrea are the residential estates to the north east, north west and west of the town centre.

Figure 3. Loughrea Population Density

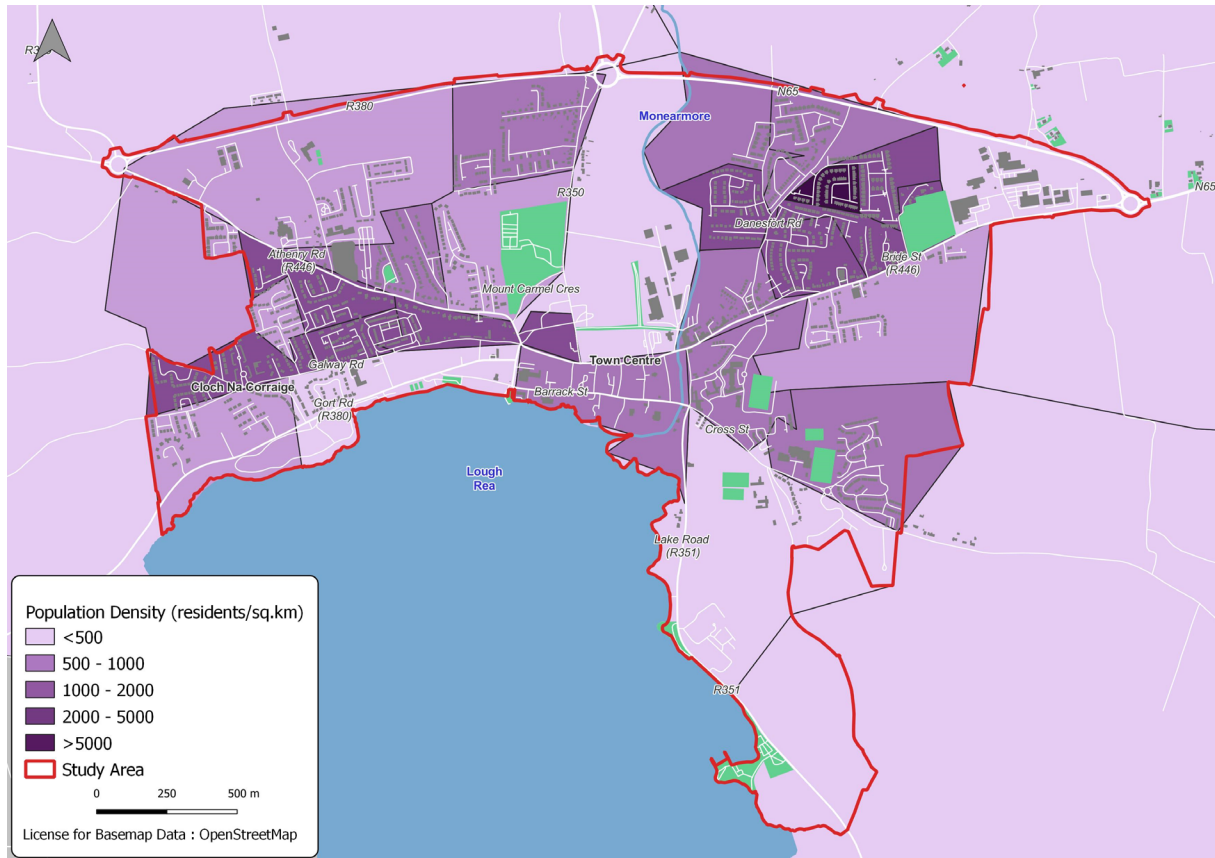
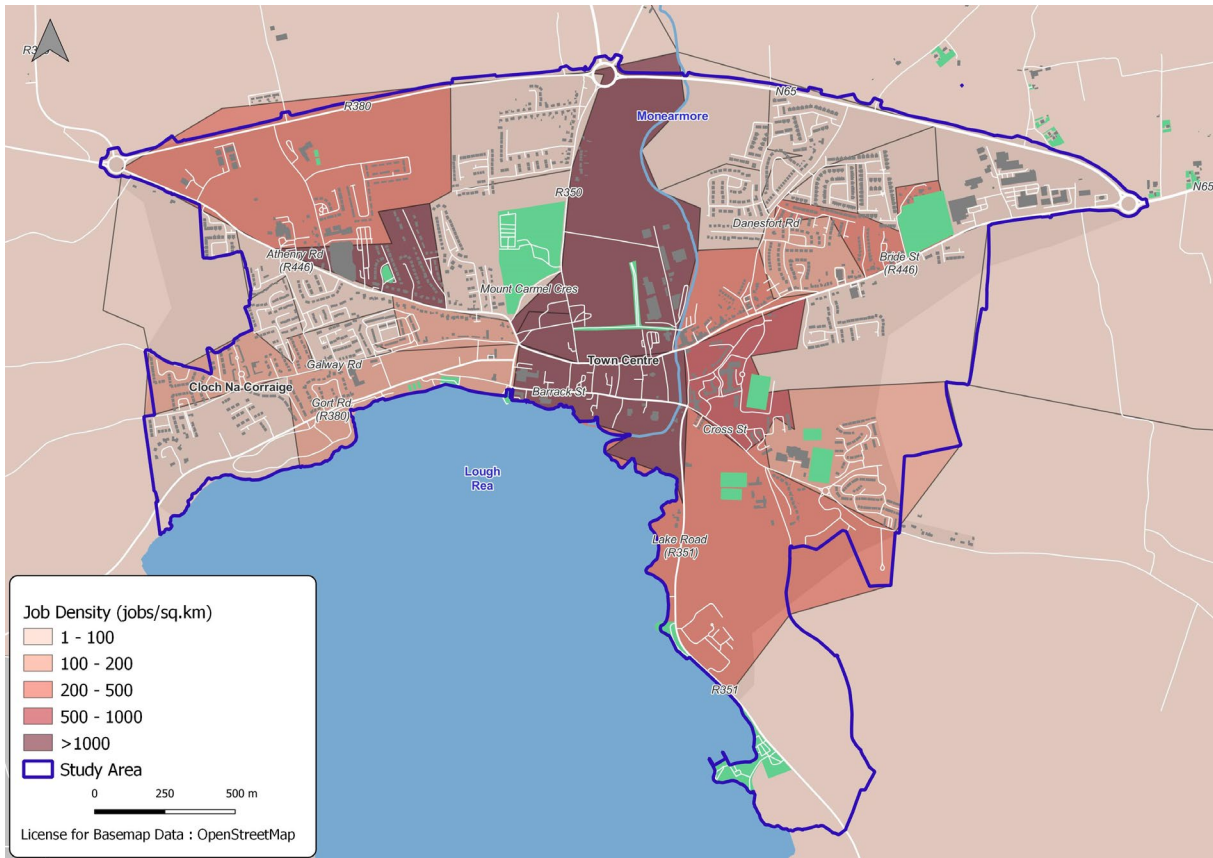


Figure 4 illustrates the employment density for CSAs within the Loughrea study area (represented as jobs per square kilometre). The results indicate that the town centre is the largest attractor of employment trips within the study area. Other key employment destinations in the town include the Loughrea Business & Technology Park and the East Point Business Park, both located on the town’s eastern periphery.

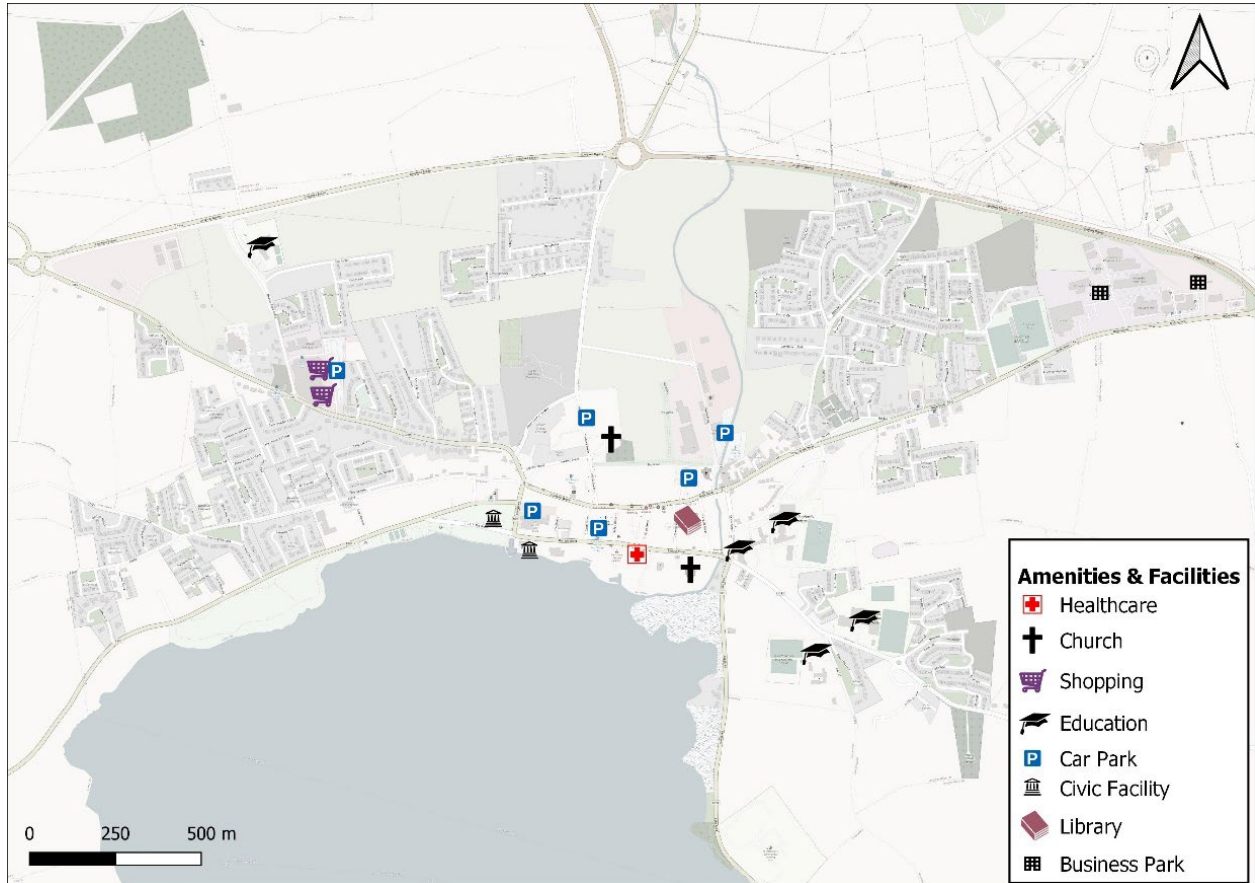
Figure 4. Loughrea Job Density



3.1.3 Services and Amenities

The location of key services and amenities within Loughrea are presented in **Figure 5** below.

Figure 5. Loughrea Key Services and Amenities



Within Loughrea, there is a clear concentration of services within the town centre, including multiple churches, the town library and medical centre, multiple public car parks as well as the main shopping street.

The majority of the town’s education establishments are located to the south east of the town centre, including Scoil Ide Naofa, St Brigids College, and St Brendans National School which are all located on Cross Street, as well as St Raphaels College which is located on Bohercom. Gaelscoil Riabhach is located on Athenry Road to the north west of the town centre.

The Lakeshore Medical Centre is located on Barrack Street, immediately south of the town centre.

Two large supermarkets (McInerney’s SuperValu and Aldi) are located to the northwest of the town centre on Athenry Road, with customer parking provided.

The main public car parks in Loughrea are located in close proximity to the town centre. Additional paid public parking facilities are available at Station Road, to the north of the town centre.

The town has two churches which are both located within the town centre. St Brendan’s Roman Catholic Cathedral is located on Barrack Street whilst The Abbey is located on Abbey Street, to the north of the town centre. There is a car park located to the north of The Abbey.

Loughrea Business & Technology Park and East Point Business Park are located in the eastern periphery of the town. These areas of employment can be easily accessed from the R446 and N65 routes, via the Fairfield Roundabout.

3.2 Demographic Profile

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

3.2.1 Total Population

The Study Area has an estimated population of 5,771 according to the 2016 Census. This represents a population growth of 14% against the population of 5,062 recorded in the previous 2011 Census. This is a higher growth rate relative to the national figure of 3.8%. The Galway County Development Plan 2022-2028 prescribes a population increase of 9.76% persons for Loughrea during the plan period.

Table 2 outlines the population size and age profile of Loughrea residents, relative to the equivalent county and national figures. The results indicate that the Loughrea LTP study area has a slightly lower proportion of residents over the age of 65 than Galway County but a slightly higher proportion than the national average. 23.4% of the Loughrea population is under the age of 16, which is slightly higher than the national average and slightly lower than the Galway County average.

Table 2. Loughrea Population Structure by Age

LOCATION	POPULATION 2016	0-15 Y.O	16-64 Y.O	65 Y.O
Loughrea	5,771	23.4%	62.7%	13.9%
Galway County	179,390	24.0%	61.4%	14.5%
National	4,761,865	22.4%	64.2%	13.4%

3.2.2 Employment & Education

Table 3 below outlines the number of employed people and number of jobs within the study area. The number of jobs in Loughrea is lower than the number of employed people, resulting in a Job Attraction/Employed ratio of 0.9. This compares to a ratio of 1.2 for Galway City and 0.5 for the rest of Galway County. The ratio in the Loughrea study area results in a net flow of employed people leaving the town for work.

Table 3 also outlines the level of education attraction within Loughrea. With 1,635 students commuting to schools within the study area, compared to 2,169 workers, it shows the prevalence of school trips, indicating that the education facilities located within Loughrea serve a reasonable population catchment outside of the town.

Table 3. Loughrea Employment Opportunities & Education Attraction

LOCATION	EMPLOYED RESIDENTS	JOB ATTRACTION OF THE AREA	RATIO (JOB ATT/EMPLOYED)	PUPILS / STUDENTS
Loughrea	2,410	2,169	0.9	1,635
Galway City	34,951	42,062	1.2	25,494
Rest of Galway County	75,116	37,325	0.5	33,068
National	2,006,641	1,468,093	0.73	982,185

3.2.3 Car Ownership

The percentage of Loughrea households which reported not owning a car in the 2016 Census is 18.1%, which is 2.5% higher than the national figure of 15.6%. It is noted that this figure is within 5% of the Galway City proportion of 22.6%, which covers a much more densely populated area with a higher degree of public transport infrastructure.

While the majority of households within Loughrea own at least one car, the number of households with no car demonstrates the necessity of providing high quality, accessible transport alternatives to access key services and education and employment opportunities.

Table 4. Car Ownership

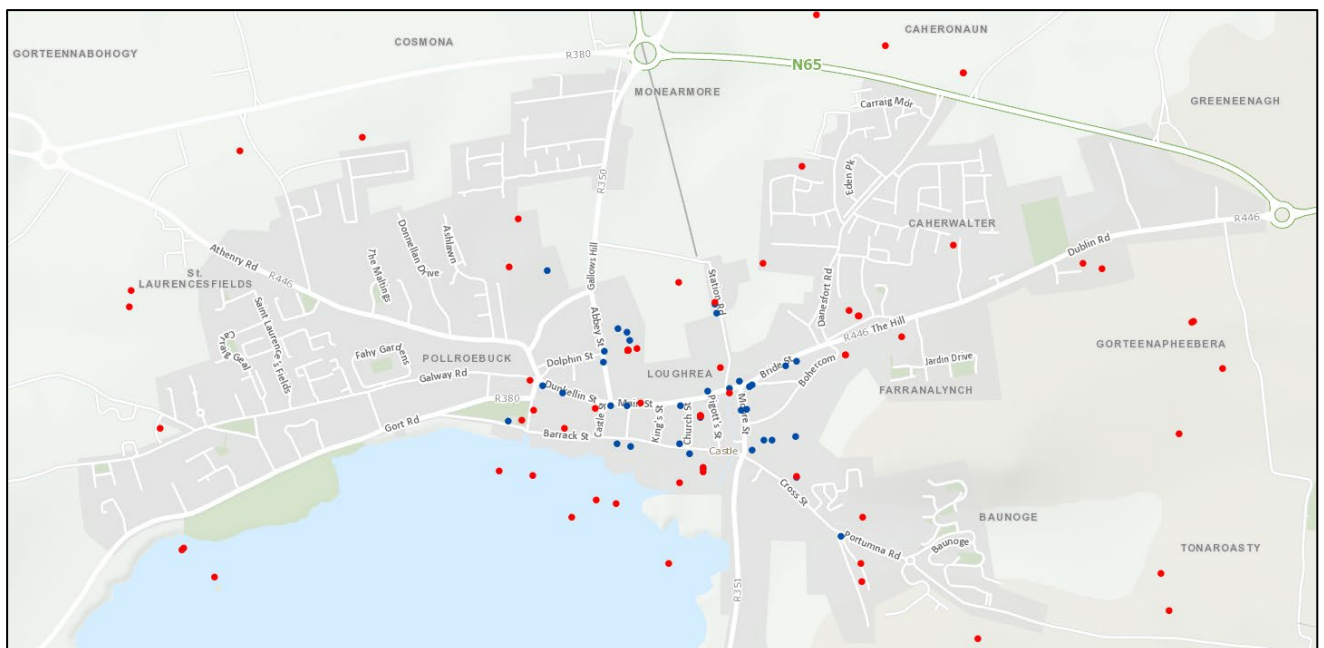
LOCATION	% OF HOUSEHOLDS WITH NO CAR	% OF HOUSEHOLDS WITH 1 CAR	% OF HOUSEHOLDS WITH 2+ CARS
Loughrea	18.1%	50.1%	31.8%
Galway City	22.6%	46.8%	30.6%
Galway County	9.4%	38.9%	51.7%
National	15.6%	42.3%	42.1%

3.3 Environmental Conditions & Physical Constraints

The following environmental conditions are of note within the study area:

- The topography generally slopes from north east to south west, with a reasonably flat terrain across the town centre, considered beneficial for active travel.
- The St Cleran’s River flows on a general north to south alignment immediately east of the town centre, towards Lough Rea. The river’s alignment is partly covered by buildings as it passes through the town centre.
- A review of the Archaeological Survey of Ireland shows that there are a number of archaeological records for the area. Multiple crannogs (historic artificially built islands) are located within Lough Rea near the shore, as well as a large number of structures within the town centre. The spatial distribution of records is shown in **Figure 6**.

Figure 6. Sites & Monuments Record, National Inventory of Architectural Heritage – Locations



3.4 Existing Travel Patterns

3.4.1 Introduction

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

- **Trip Distribution Profile:** Identifying the key destinations and desire lines for travel;
- **Mode Share:** Highlights the proportion of trips undertaken by walk, cycle, public transport and car for employment and education purposes; and
- **Trip Length Distribution:** Outlining the demand for travel at various distance bands for employment trips. This also includes information on the various modes used for different journey distances.

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

- **Small Area Population Statistics (SAPS):** provides information on population demographics including details on commuting patterns such as mode used, typical journey times and time of departure; and
- **Place of Work, School or College - Census of Anonymised Records (POWSCAR):** includes a range of information on travel patterns for trips to work and school as recorded in the Census.

3.4.2 Trip Distribution Profile

The POWSCAR database was analysed to identify the distribution of employment trips travelling to/from the study area in the AM period. For presentation purposes, areas have been grouped into sectors for the analysis. The results of the sector distribution analysis are illustrated in the figures below.

Figure 7. Loughrea Employment Trip Distribution

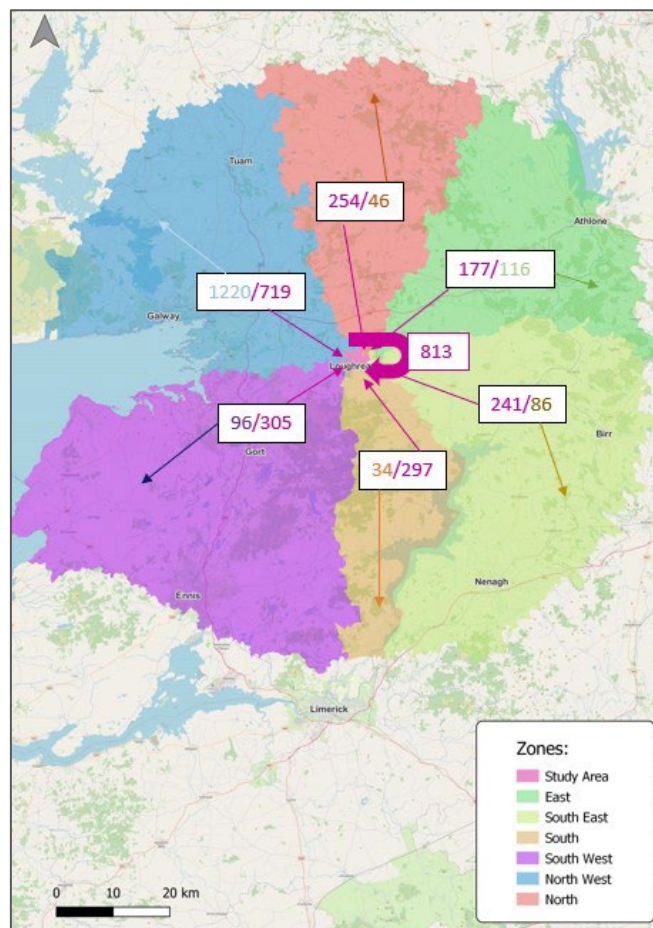


Figure 7 shows the trip distribution trips for AM employment trips to and from the study area. There are 813 trips that start and end within the study area, which is 34% of all trips originating in the study area.

The most important external destinations for trips from the study area is the North West sector (1,220 trips). There are 389 trips (314 employment trips and 75 education) from the study to Galway City.

The most important external origins for trips to the study area are the North West (719 trips), South West (305 trips) and South Sector (297 trips). There are 86 trips (85 employment and one education) to the study from Galway City.

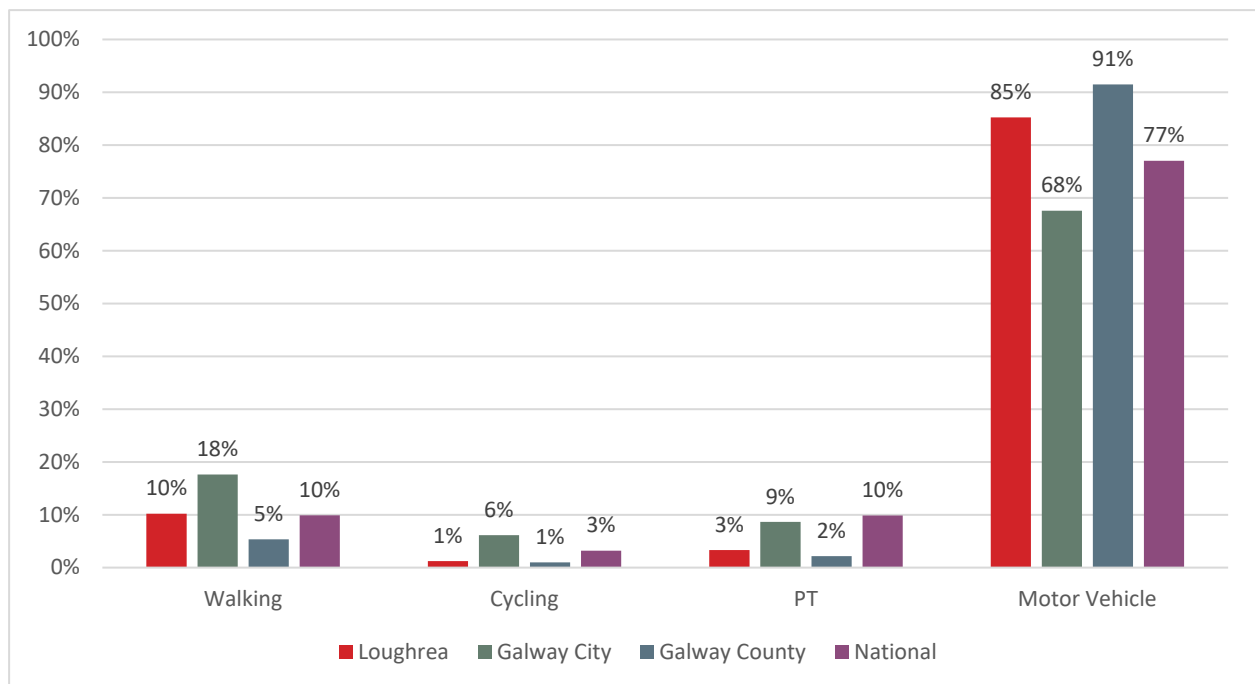
3.5 Mode Share

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

3.5.1 Employment Trips

Figure 8 illustrates the mode share for trips to work originating within the study area by walk, cycle, public transport and car (including drivers, passengers, motorcycle/scooters, vans and lorries). A comparison of the study area mode share to the equivalent figures for Galway County, Galway City and nationally is also shown.

Figure 8. Loughrea Employment Mode Share – Origin Trips



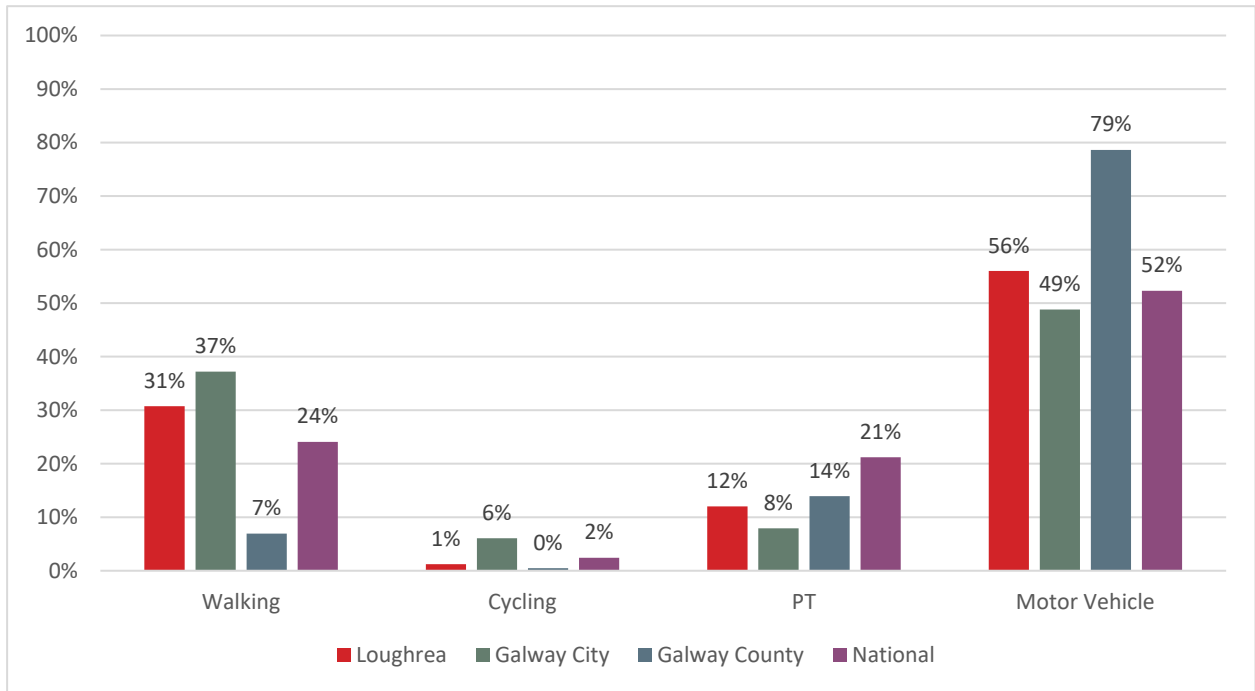
Key findings observed from the mode share data for employment trips in the study area include:

- Approximately 11% of commute trips originating in the study area are undertaken by active modes. Walking trips form the majority of these and are higher than the Galway County and national mode share. Cycling accounts for just 1%, substantially less than the national mode share, and similar to the Galway County mode share.
- Public transport represents 9% of the Loughrea mode share for commute trips, slightly less than the national mode share of 10% and well above the Galway County mode share of 2%.
- The private car dominates the commute mode share for Loughrea at 85%, which is above the national mode share of 77% and below the Galway County mode share of 91%.

3.5.2 Education Trips

Figure 9 illustrates the education mode share for trips originating within the study area by walking, cycling, public transport and car.

Figure 9. Loughrea Education Mode Share – Origin Trips



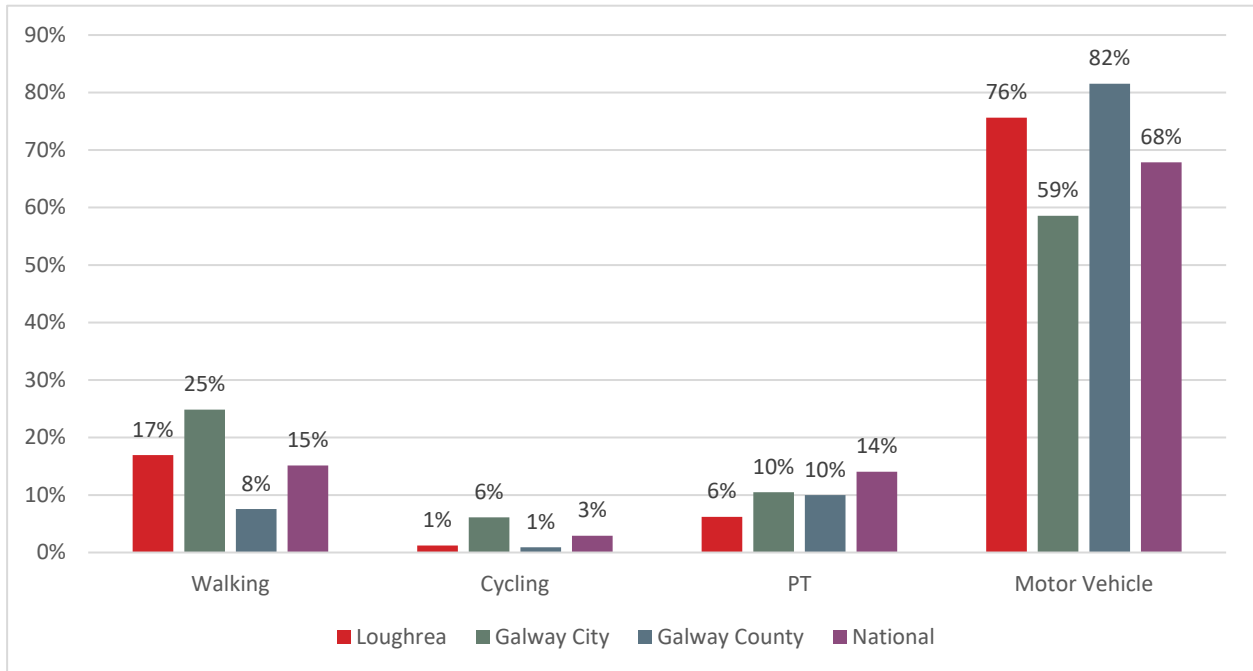
Key findings observed from the mode share data for education trips in the study area include:

- The active mode share for education trips originating in Loughrea is 32%, which is higher than the national mode share of 26% and the Galway County mode share of 7%. The cycle mode share for Loughrea of 1% is slightly below the national mode share of 2%.
- The public transport mode share for education trips originating in Loughrea is 12%, slightly below the Galway County average of 14% and well below the national mode share of 21%.
- The car is the dominant mode of transport for education-related trips, accounting a 56% mode share, substantially below the Galway County mode share of 79% and slightly above the national mode share of 52%.

3.5.3 Combined Employment & Education Mode Share

Figure 10 illustrates the combined mode share for education and employment trips originating within the study area by walking, cycling, public transport and car.

Figure 10. Loughrea Combined Employment & Education Mode Share – Origin Trips



Key findings for combined education and employment trips include:

- The combined Loughrea mode share for active modes is 18%, approximately double the Galway County mode share and the same as the national mode share. The cycle mode share of 1% is approximately the same as the Galway County mode share and below the national mode share of 3%.
- The Loughrea public transport mode share is 6%, which is below the Galway County mode share of 10% and national mode share of 14%.
- Overall, car is still the dominant mode of transport for education and employment trips, accounting for 76% of origin trips from Loughrea. This is above the national mode share of 68% and below the Galway County mode share of 82%.

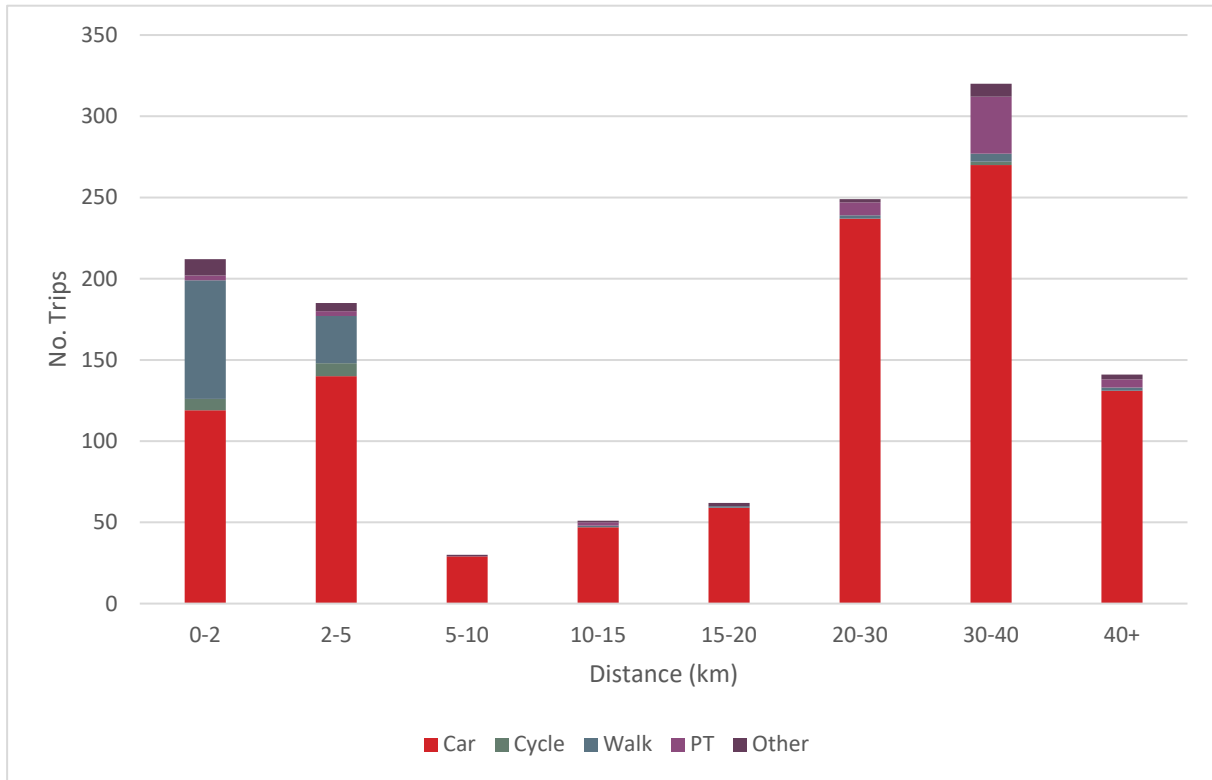
3.6 Trip Length Distribution

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

3.6.1 Employment

Figure 11 below outlines the trip length distribution by mode for all employment trips generated within the study area.

Figure 11. Employment Origin Trip Length Distribution – Loughrea Study Area



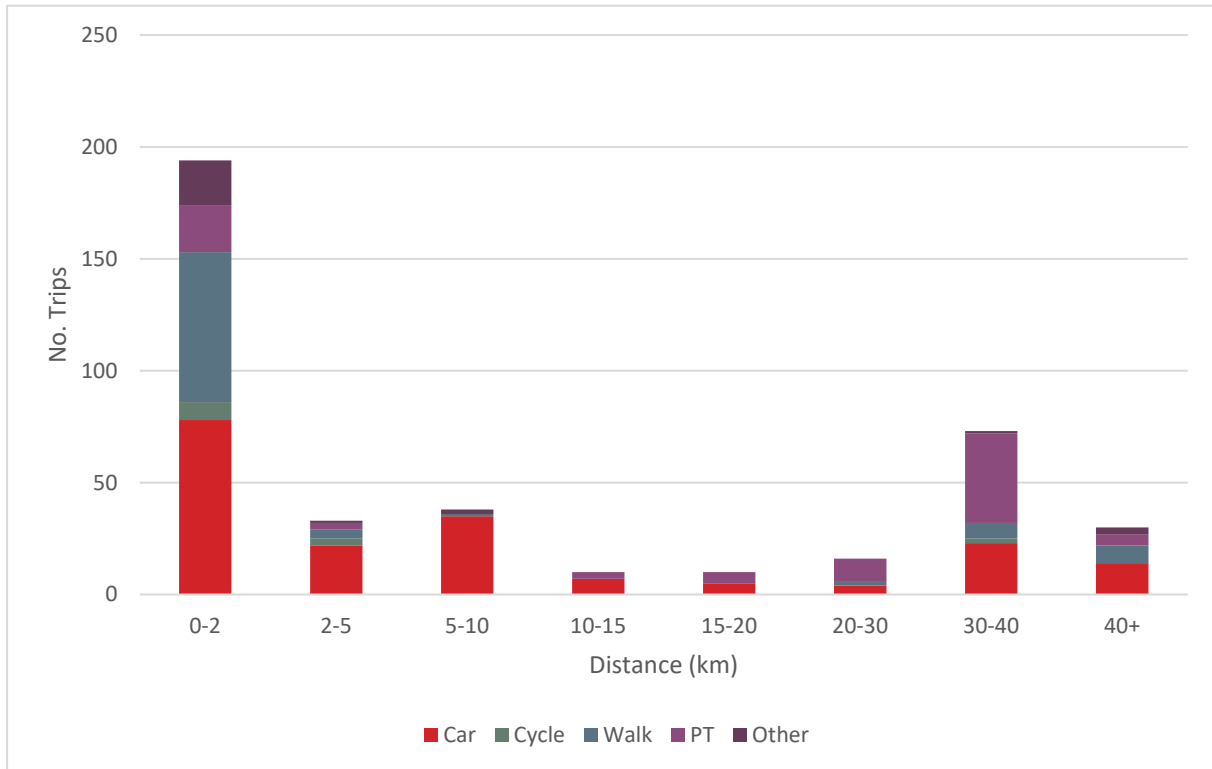
Key findings from this analysis include:

- 38% of commute trips originating in Loughrea are less than 15km in length, with 32% of trips less than 5km.
- Although there is a high level of short employment trips under 2km, the car mode share for this distance category is noticeably high, at 56%.
- Car is the dominant mode of transport for all distance bands, and does not fall below 80% for all distance categories above 5km.

3.6.2 Education

Figure 12 outlines the trip length distribution by mode for all education trips generated within the study area.

Figure 12. Education Origin Trip Length Distribution – Loughrea Study Area



Key findings from this analysis include:

- 68% of education trips originating in Loughrea are less than 15km in length, with 56% of trips less than 5km.
- Although there is a high level of short education trips under 2km, the car mode share for this distance category is noticeably high, at 40%. For trips under 5km, the mode share is 44%.

3.6.3 Summary

There is a general association between trip length and mode choice. For example, at shorter distances the average person may be willing to walk or cycle to access goods, services or employment. However, as trip lengths increase, these modes become less attractive. Similarly, short distance trips by public transport may be unattractive compared to alternative modes as the wait time would be a significant proportion of overall journey time. In terms of distance, trips generally break down into:

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

The significant proportion of trips in Loughrea under 5km, and particularly under 2km provides an opportunity to shift car trips to active travel given the right package of measures. For trips over 10km, public transport options may be competitive to the car for certain trips patterns.

3.7 Access to Education (ATOS Tool)

3.7.1 Introduction to ATOS

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

The ATOS tool calculates accessibility to Employment, Primary Education, Post-Primary Education, general medical practitioners (GPs), Food Shopping and Open Spaces using the following data sources:

Table 5. ATOS Data Sources

SERVICE	DATA SOURCES
Employment	Census Workplace Zones
Primary Education	Dept. Education School Lists
Post Primary Education	Dept. Education School Lists
Health (GPs)	GeoDirectory (NACE Q.86.21)
Food Shopping	GeoDirectory (NACE G.47.11)
Open Spaces	Development Plans

Prior to running the calculation, the user specifies criteria for the assessment including the number of services to look for and an acceptable walk/cycle time (e.g. find two primary schools within 15 minute walk). The tool then generates a score for each location within the specified study area (based on 100m grid squares).

The score is calculated based on how travel times to the nearest relevant destinations (for the specific type of service) compare to the average travel time across all locations. This enables any significant geographical differences in accessibility to particular services to be clearly identified, so that in turn the causes of this discrepancy can be investigated.

- **Score A:** Travel times to relevant destinations are more than one standard deviation below the average
- **Score B:** Below the average, but by no more than one standard deviation
- **Score C:** Average or above, but by no more than one standard deviation
- **Score D:** Between one and two standard deviations above the average
- **Score E:** More than two standard deviations above the average.

3.7.2 Access to Employment

For employment, the ATOS tool calculates the number of jobs available within a specified journey time by walking and cycling. Using ATOS as part of the baseline toolkit allows identification of areas that have good accessibility to key services, with a low score potentially highlighting areas of poor permeability.

The ATOS tool has been run for access to employment opportunities within the study area by walking and cycling. For this analysis, the defined criteria was the number of jobs available within a 15 minute walk and 15 minute cycle. As outlined above, the scoring for each grid is then determined by how the travel time compares to the average.

3.7.3 Access to Education

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

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

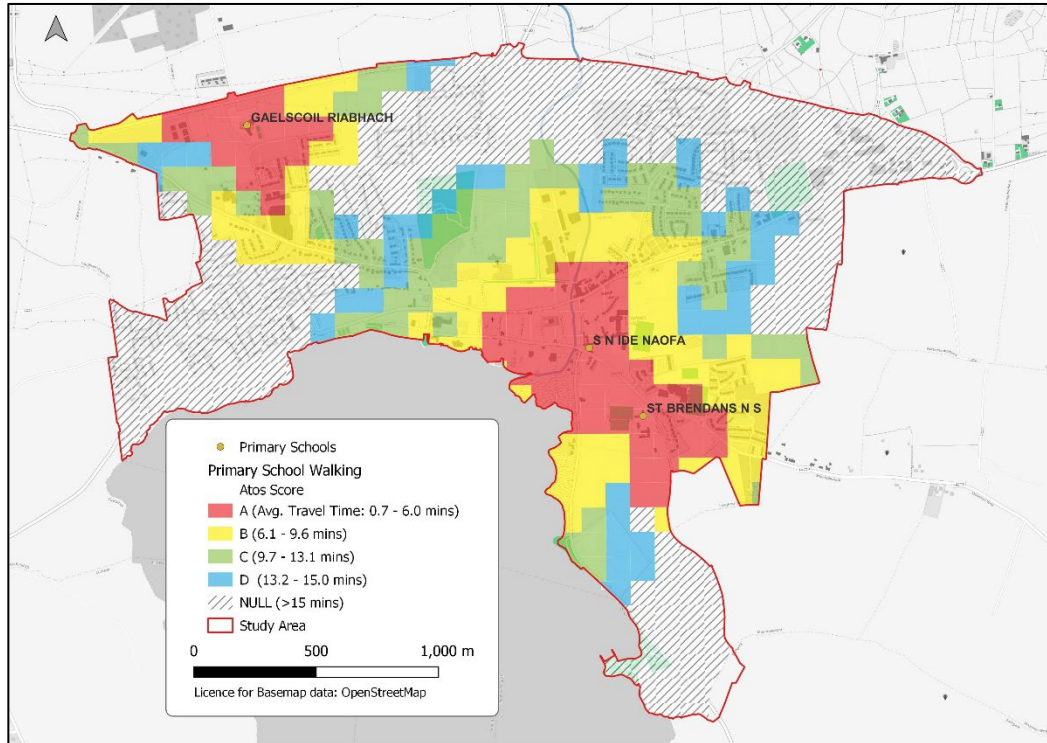


Figure 13. Access to Primary Schools – Walk

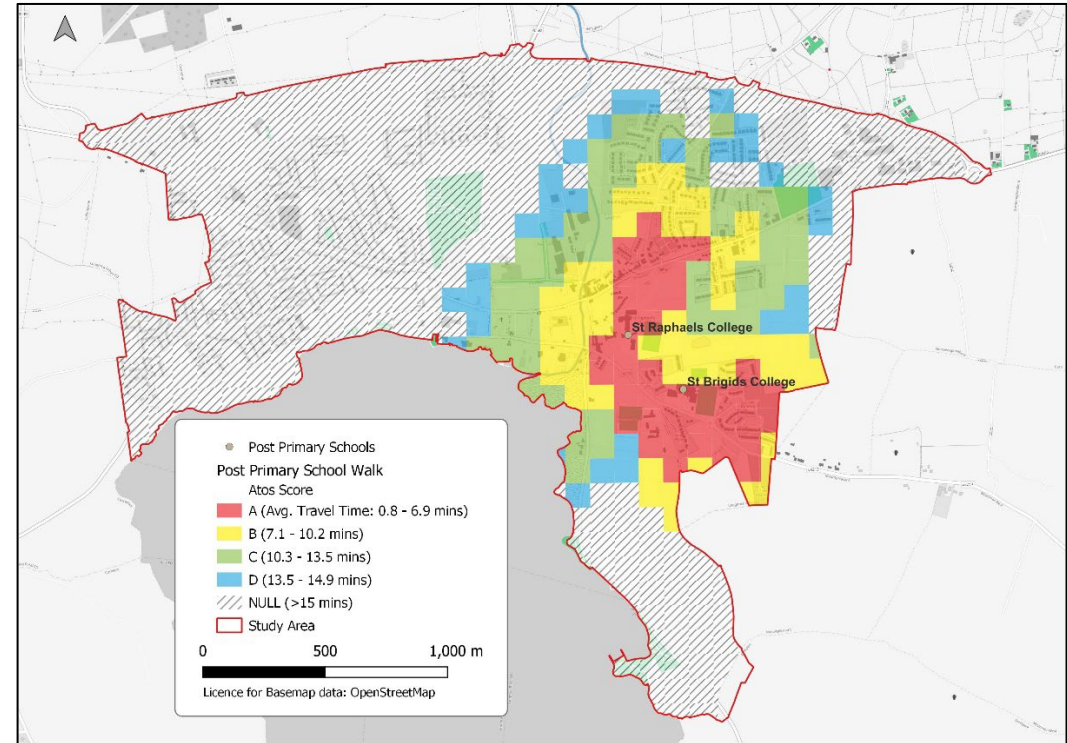


Figure 14. Access to Post Primary Schools – Walk

The ATOS results for walking to primary schools in Loughrea shows very high levels of accessibility in the town centre, as well as the south east and north west areas due to the locations of these facilities. The denser street network around the town centre enables a high level of access to the schools from the centre. The relatively poor level of permeability for active modes between the outer western and northern residential areas and the town centre is evident, with a near-continuous area scored as “Null”.

For St Raphaels College and St Brigids College located in the south east of the study area, the lack of connectivity for active modes between these sites and the northern and western residential areas is evident in the relatively small walking catchment of the two schools.

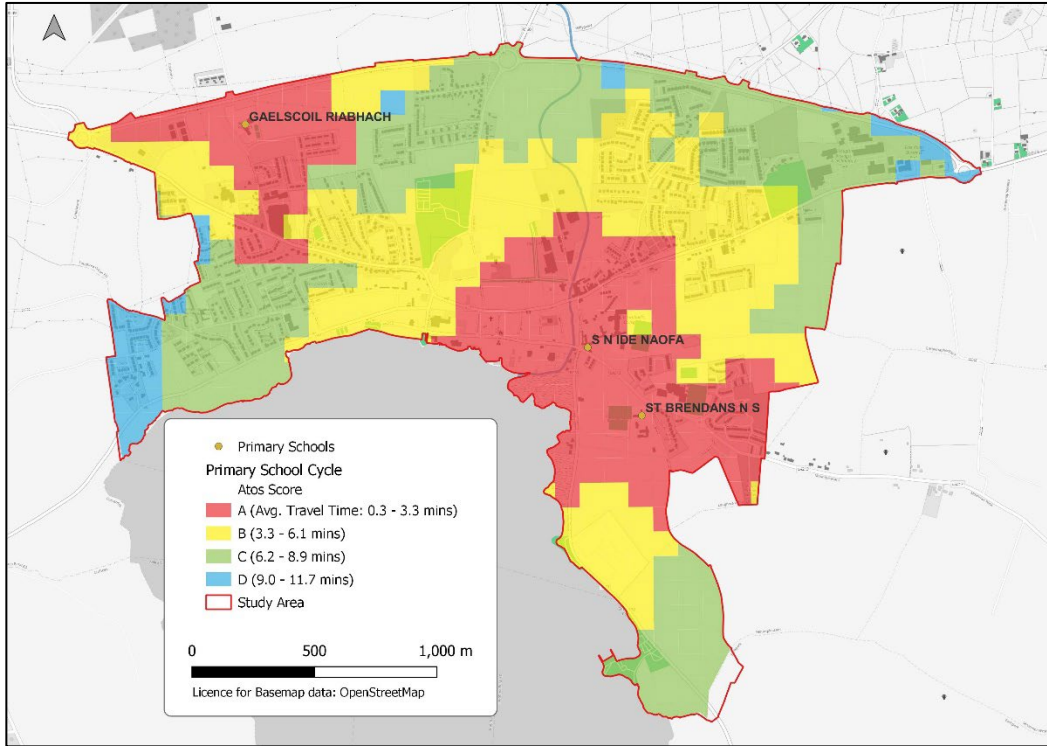


Figure 15. Access to Primary School – Cycle

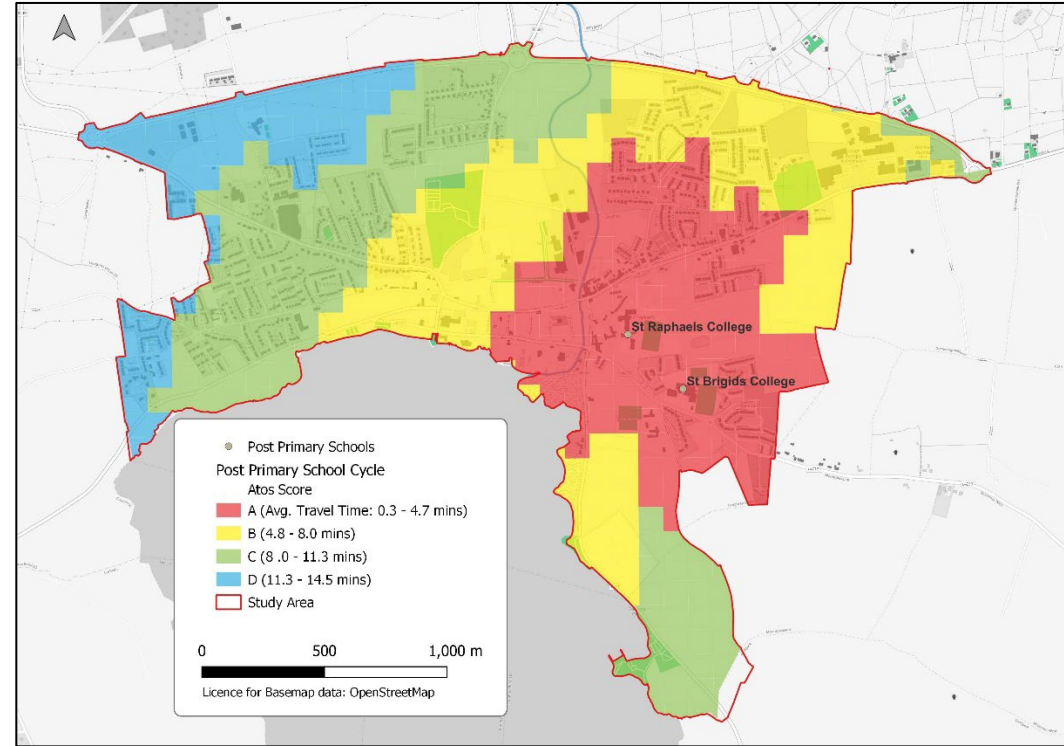


Figure 16. Access to Post Primary School – Cycle

The increased distances that can be covered by cycling are again evident in the much greater area that gets achieves a B or C rating for access to both primary and secondary schools compared to walking. The much higher levels of access by cycling than walking to schools in the study area shows the potential of cycling in Loughrea to provide a high degree of access without the need to drive.

3.8 Existing Transport Infrastructure and Services

3.8.1 Overview

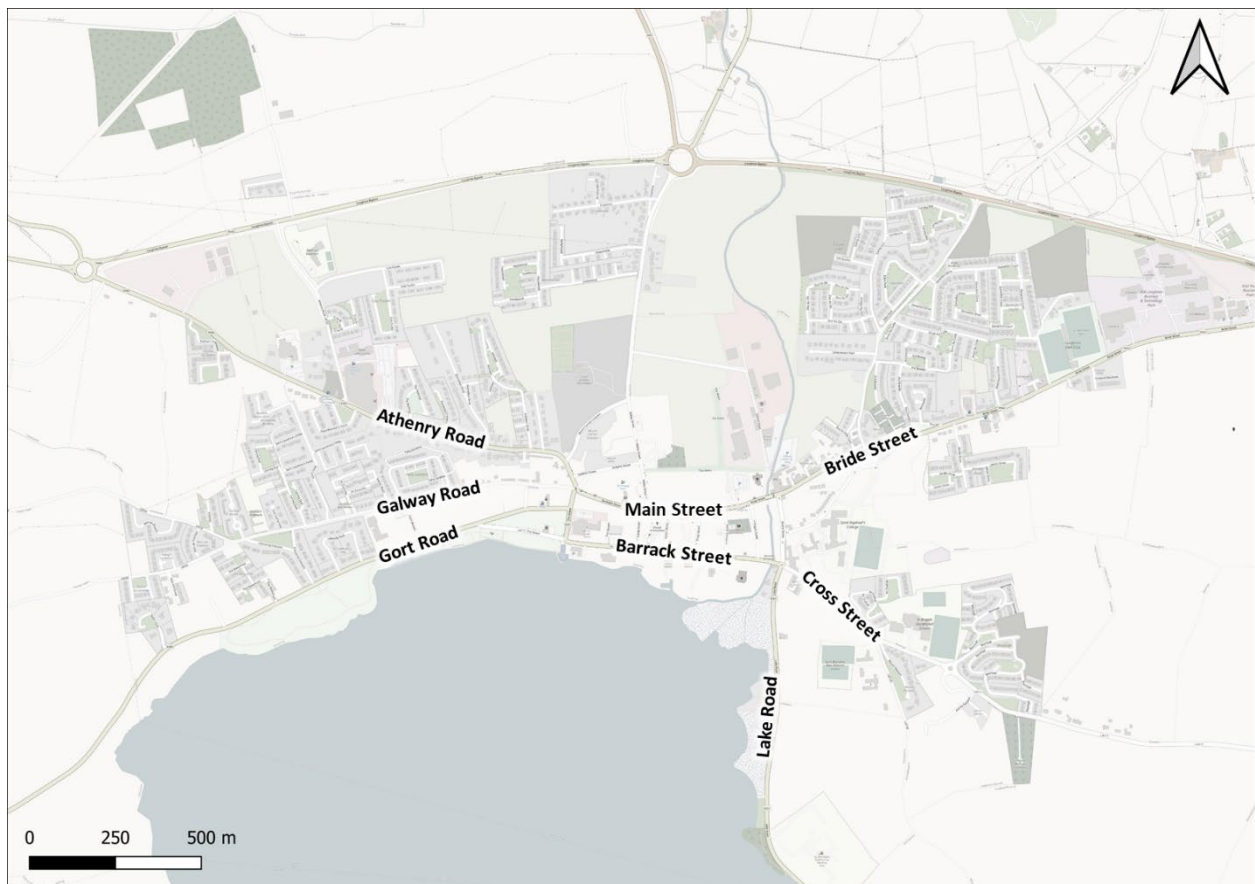
This section sets out the characteristics of the existing transport infrastructure in the Loughrea LTP study area, including:

- **Active Travel:** provides an overview of facilities for pedestrians and cyclists including elements such as footpath provision, crossing facilities and cycle tracks;
- **Public Transport:** outlines the key public transport services operating throughout the study area with information on destinations served and typical headway;
- **Road Network:** identifies the key roads within the study area including information on areas of congestion and a review of key junctions;
- **Parking Provision:** an overview of parking provision within the study area; and
- **Road Safety:** accident mapping of available Road Safety Authority data.

3.8.2 Walking Network

An analysis of the walking network in Loughrea has been undertaken through both a desktop review and site visit. Key areas, including both strengths and weaknesses are highlighted in **Figure 17** below and the accompanying commentary.

Figure 17. Loughrea Key Walking Routes



Main Street runs on an east-west axis and forms the town centre on an approximately 600m stretch between the junctions with Athenry Road and Moore Street. Footways generally consist of good quality paving, with widths varying from approximately three metres at the widest to less than 1.5m at the narrowest. Signalised crossings are present at junctions with Athenry Road, King Street, Church Street and Moore Street. Seating and landscaping features are provided, with bollards present on the outer edges to discourage parking on double yellow lines.

Figure 18. Main Street – Varying Footway Widths, Seating & Landscaping



Bride Street is a radial route linking the town centre with the eastern residential areas and business parks. Footways are present on the northern side of the road only, east of Beechwood Close, with a width of approximately 1.6 metres and subject to wear. The width and quality of the footways improve towards the town centre, with the width of the northern footway reaching up to three metres in places. The footways on both sides of the road narrow west of The Crescent due to limited space between the historic buildings. Vehicles were observed encroaching on the southern footway to park.

Figure 19. Bride Street – Vehicle Parking on Narrow Footway



Athenry Road connects the town centre with the north west neighbourhoods and two supermarkets. Footways are mixed in quality, generally on a slope from the drives of the residential properties on the eastern stretch of the road, and subject to wear. Towards the town centre, prevailing footway widths are approximately 1.8 metres, however this increases to approximately three metres in the proximity to the supermarkets. There are no controlled pedestrian crossings present, but crossings generally provide dropped kerbs and tactile paving.

Galway Road is a radial route connecting the town centre to the western neighbourhoods. The footway surfaces are consistently of good quality, however they are narrow at approximately 1.5 metres in width. Crossings between intersections are unsignalised and do not provide tactile paving or dropped kerbs.

Cross Street is a radial route connecting the town centre to the south east neighbourhoods as well as multiple schools. In the area surrounding Scoil Ide Naofa, the footway is narrow, at approximately one metre in width on the northern side with fencing to separate the pavement from the road. Beyond St Brigid’s College to the southeast, there is a stretch of approximately 30 metres with no footpath, and upon its reintroduction towards the Baunoge Roundabout, the surface is subject to significant wear. Zebra crossings are present at the junctions with Moore Road and An Sruthan.

Figure 20. Cross Street Footways



Barrack Street runs on an east-west axis to the south of the town centre, parallel to Main Street. Footways are of varying quality, with much of the most eastern sections subject to significant wear, with a width of approximately two metres. Footways on the northern side are approximately three metres at the widest points.

Lake Road runs south from the town centre, along the eastern edge of Lough Rea. There is no footway on the western side beyond the water treatment facility approximately 120 metres to the south of the junction with Cross Street, and the footway on the eastern side is approximately 1.7 metres in width.

3.8.3 Cycling Network & Parking

It is noted that Bride Street, Cross Street, Main Street and Athenry Road are classified as urban primary routes by the NTA CycleConnects Proposed Cycle Network, with a number of feeder links designated

as secondary urban routes. Radial links to the west, north west, east and south east are designated as interurban routes.

Despite these designations, there is currently minimal formal cycle route infrastructure in Loughrea. It is noted that traffic calming measures are present in the town centre.

Cycle parking facilities are located within the town centre, within the supermarket car parks and by the lake shore to the south west and south of the town centre. A total of 30 spaces on 15 double sided Sheffield Stands as well as 30 single cycle spaces are provided, giving a total of 60 cycle parking spaces.

Figure 21 shows the location of the cycle parking stands.

Figure 21. Existing Cycle Parking Locations



3.8.4 Bus Network

Figure 22 illustrates the bus routes and stops currently present in Loughrea.

Figure 22. Loughrea Bus Routes



There is a mix of infrequent local/rural routes and regular long distance routes serving the town. The bus routes and frequencies serving Loughrea are listed in **Table 6**.

Table 6. Loughrea Bus Routes

ROUTE	OPERATOR	MAX NUMBER OF WEEKDAY SERVICES	MAX NUMBER OF WEEKEND SERVICES
548 (Loughrea – Ballinasloe)	Local Link Galway	3	N/A
763 (Galway City – Dublin Airport)	Citylink	8	8
844 (Galway Merchants Road – Birr)	Kearns Transport	2	2

ROUTE	OPERATOR	MAX NUMBER OF WEEKDAY SERVICES	MAX NUMBER OF WEEKEND SERVICES
920 (Loughrea Dublin Road – Galway City)	Galway Bus Ltd	12	7
934 (Loughrea Beatty’s Jewellers – Gort)	Local Link Galway	2	N/A

The provision of bus stops in Loughrea is relatively sparse, with demarcated stops located on a single east-west axis. A set of bus stops are located in the town centre on main Street, as well as an additional stop on Barrack Street.

Two sets of bus stops are located on Athenry Road to the east west of the town centre, with one set located to the west on Bride Street, all of which serve Galway Bus Route 920.

The Main Street bus stops provide a flagpole and a layby, indicating the presence of the stops. All other bus stops do not provide passenger infrastructure. It is considered that the lack of dedicated bus stop poles at stopping locations, timetable information or real time information presents a barrier when encouraging people to consider travelling by bus rather than by car, due to the lack of clarity over stopping locations and passenger information.

This lack of formal bus waiting infrastructure also hinders people with many types of mobility or visual impairments from using the bus due to lack of tactile paving, seating, level access and other issues.

Walking access to the stops is generally provided with footpaths on both sides of the street and crossings to access the stops. It is noted that the Main Street footways are generally narrow, with parked cars on both sides of Main street creating a visual barrier for pedestrians in the town centre.

Cycling access is poor with no dedicated cycle tracks and limited cycle parking at key destinations.

The Connecting Ireland Rural Mobility Plan is a major national public transport initiative developed by the NTA, with the aim of increasing connectivity, particularly for people living outside our major cities and towns. Consultation on the proposed network took place during 2022, with the feedback currently being assessed by the NTA. For Loughrea, there are no new services proposed, with the existing routes retained.

3.8.5 Road Network & Key Junctions

The N65 and R380 routes form a northern bypass around Loughrea, linking the town to the M6 located to the north, with direct onward connections to Galway City and Dublin. The town is served by the R380 and R446 regional roads, which link to Oranmore, Portumna, Gort and Ballinasloe. In addition to

this main route, the R349 and R351 regional routes serve the town and link to settlements located to the north west and south east respectively.

The current road layout results in most local through trips having to route through the town centre to a certain degree. The R446 regional route runs on an east-west axis, with the town centre being broadly defined by the section of Main Street between the junctions with Moore Street and Athenry Road.

The junction with Athenry Road is signalised, with pedestrian crossings provided on all arms. This junction is noted to be the cause of congestion, with three radial routes, Main Street and pedestrians each requiring a separate green phase.

Speed humps are present on Main Street in order to help provide a traffic calmed environment, shown below.

Figure 23. Main Street Traffic Calming



Source: Google Streetview

Three pedestrian crossings are located on Main Street, between the junctions with Athenry Road and Moore Street, an example of which is shown in the figure below.

Figure 24. Main Street Pedestrian Crossing



Source: Google Streetview

3.8.6 Car Parking

A count of the available public car parking spaces has been undertaken to understand the level of existing car parking provision in Loughrea.

Approximately 916 marked public parking spaces are provided within Loughrea, this includes approximately 655 spaces within public car parks and 261 spaces in marked bays on-street. **The largest car park is in Loughrea Shopping Centre.**

The fee for the largest car park, the SuperValu/Aldi, is €1/day, or €0.50/hour. Pay and display spaces within Loughrea town centre permit a maximum of two hours parking, Monday-Friday between 09:00 –18:00.

Charging facilities for electric vehicles are provided in the Barrack Street car park, with two dedicated spaces.

3.9 SWOT Analysis

A SWOT (Strengths, Weaknesses, Opportunities and Threats) exercise has been undertaken for the Loughrea area; this analysis is based upon all of the data and other information which has been collated and reported in Sections 2- 3 of this document.

The SWOT analysis is presented in tabular format below.

Loughrea Local Area Plan 2024-2030	
Loughrea Local Transport Plan	300876
Final Report	22/02/2024

Table 7. Loughrea SWOT Analysis

Strengths	Weaknesses
<ul style="list-style-type: none"> Local residential neighbourhoods are relatively small so that connection distances to corridors serving the town centre area are short Walking distances within the town are fairly short (20 minutes from town centre to eastern and western-most residential areas) Public Transport services concentrated into single main corridor through town will good connectivity to adjacent residential areas Outside of main through-routes, streets are relatively quiet in terms of general traffic and thus amendable to on-street cycling Relatively compact town centre with various shops and key services which encourages “trip linking” Good direct connectivity between technology cluster, town centre and western retail area 	<ul style="list-style-type: none"> Lack of connections between some adjacent residential areas (particularly those built at different times) Lack of infrastructure at some existing bus stops Multiple uses and high demands on street space on Main Street lead to lack of space for pedestrians / inconsistent provision Very little dedicated provision (on or off-street) for cyclists Cross Street has multiple schools in proximity and limited provision for pedestrians / no dedicated provision for cyclists Substantial amount of “through” traffic in town centre, particularly vehicles to/from south-east or south-west routing through the town centre to access the main town bypass Main Street/Gort Road/Galway Road/Athenry Road signal junction identified locally as problematic both in terms of congestion at peak times and unfriendliness to active modes (walk and cycle)
Opportunities	Threats
<ul style="list-style-type: none"> Significant proportion of short car trips that could potentially shift to active modes Reduction in town centre through traffic with measures such as traffic management and mode shift Potential to increase local connectivity for active modes, either via new links or improvement of existing infrastructure (“quick wins” by targeting areas of footpath or carriageway degradation) Several areas of existing street are potentially suitable for on-street cycle provision Create an improved town centre environment with a focus on improving public realm for residents and local businesses Walking and cycling improvements can contribute to easier and more convenient access to schools cluster on Cross St Re-evaluation of Main Street/Gort Road/Galway Road/Athenry Road signal junction to improve accessibility for pedestrians and provide for more efficient movement of people and vehicles in this area Reduce volume of through traffic from main town centre area via traffic management measures (e.g. a new local bypass between Cross St and Bridge St corridors) and mode shift from the significant proportion of short car trips that could potentially shift to active modes. 	<ul style="list-style-type: none"> Piecemeal redevelopment of existing development plots could lose opportunities to address “dead ends” On-street parking needs appropriate management to ensure that improvements for sustainable modes can be realized Complexities of Main Street/Gort Road/Galway Road/Athenry Road signal junction and balancing of active vs. vehicular needs Sufficient funding to deliver desired improvements

4. LTP OBJECTIVES & FUTURE DEMAND FOR TRAVEL

4.1 Overview

Part 2 of the ABTA process focuses on applying the information gathered from the baseline assessment (including the SWOT analysis) to determine the principles and objectives that guide the development of the LTP. The following sections provide an overview of the methodology used to derive the objectives for the LTP, along with the Key Performance Indicators (KPIs) used to assess the performance of the strategy options in meeting the study objectives.

4.2 Developing the Objectives & KPIs

The development of the principles and objectives for the Loughrea LTP were informed by:

- The opportunities and constraints identified in the Part 1 Baseline Assessment SWOT Analysis;
- Existing local policies and objectives; and
- National level policy guiding the delivery of sustainable development.

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

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

A detailed review was then undertaken of local and national policy to identify existing objectives under each of the CAF headings and themes outlined above. In particular, strategic outcomes and policies from the GCDP 2022-2028 were identified which could inform the principles and objectives for the Loughrea LTP. The SWOT analysis from the baseline assessment was also reviewed to identify specific constraints and issues currently within the study area which should be addressed by the Loughrea LTP objectives.

Whilst the objectives developed for the LTP focus on the need to improve travel by sustainable modes, in accordance with DoECLG Section 28 Ministerial Guidelines ‘Spatial Planning and National Roads Guidelines for Planning Authorities’, an overarching aim in the development of all LTP transport



measures is the need to safeguard the strategic function, capacity and safety of the existing national road network in the Plan area, **including planning for future capacity enhancements. Further, it is an aim of the LTP to ensure that transport networks in the study area are maintained to a high level.**

Performance measurement is used to determine if the full set of recommendations proposed under the LTP achieve the desired outcomes. Key Performance Indicators (KPI's) have been identified and were used to measure the performance of the LTP strategies under the various objectives. **Table 8** below outlines the objectives and associated KPIs developed for the Loughrea LTP.

Table 8. Loughrea LTP Objectives

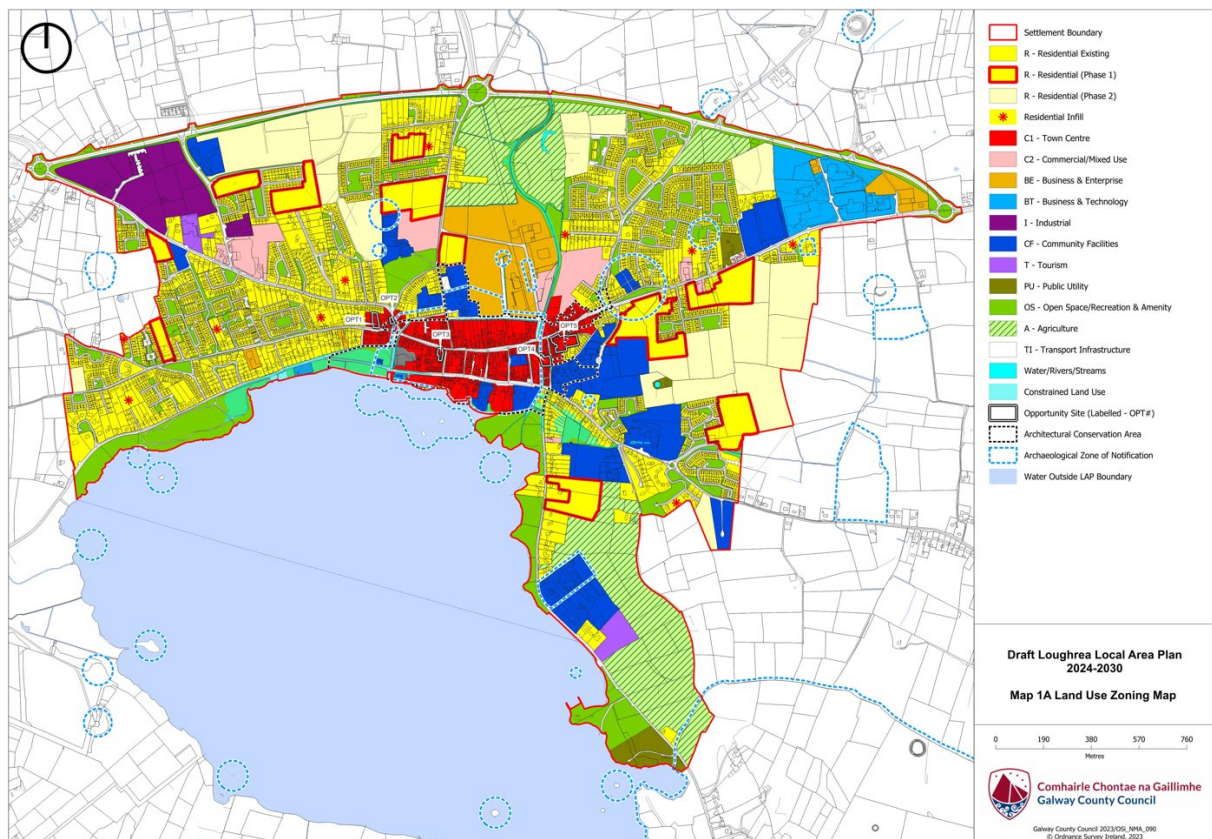
HEADING	OBJECTIVE	KPI
Accessibility & Social Inclusion	Support and implement transport measures which reduce car dependency and improve access to local services by sustainable modes	Access to key services (ATOS Analysis)
		Qualitative (Rating scale) access to PT opportunities
Integration	To align and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

HEADING	OBJECTIVE	KPI
		constraints e.g. topography / flooding constraints, third party support/acceptability e.g. does the measures require land acquisition from a single or multiple bodies)

4.3 Future Demand for Travel

In addition to the review of present-day conditions in Loughrea, the project team examined the Draft Loughrea Land Use Zoning Map. In collaboration with Galway County Council, an assessment of appropriate lands for future potential development was completed. The existing development patterns in Loughrea were taken into account during this process. Access to existing, and planned, development sites was taken into consideration when determining the transport options for the LTP.

Figure 25. Draft Loughrea Land Use Zoning Map



5. OPTIONS DEVELOPMENT & ASSESSMENT PROCESS

5.1 Options Development

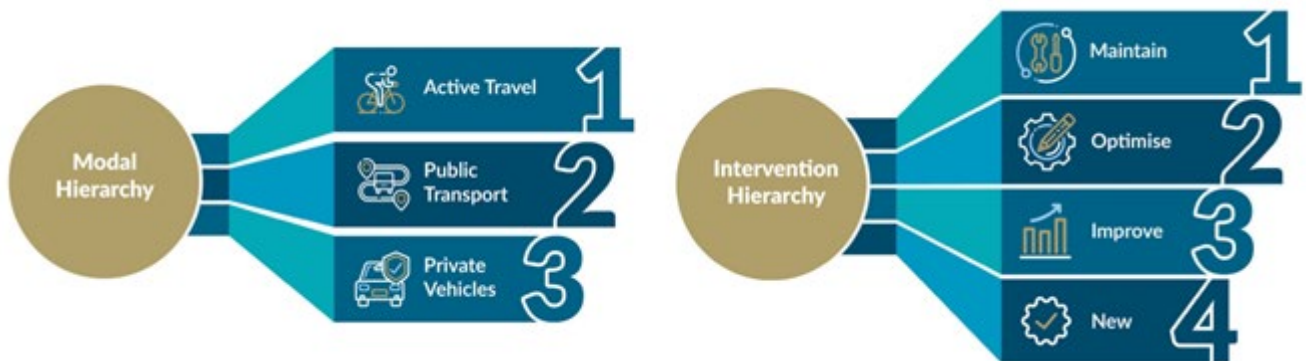
5.1.1 Overview

An initial long-list of transport options were developed to address some of the weaknesses and constraints identified in the baseline assessment, and achieve the defined objectives for the LTP. The options list was developed in collaboration with the wider project working group including members from GCC and the NTA, through the following:

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

The option development process has broadly followed the Department of Transport’s National Investment Framework for Transport in Ireland (NIFTI) modal and intervention hierarchies (Figure 26). As such, options for applicable measures were first considered in relation to active modes (walking and cycling), followed by public transport and finally general vehicular traffic. The options were also initially focused on maintaining, optimising and improving existing facilities before considering the construction of new infrastructure. All LTP options have been developed in a manner that safeguards the function and safety of the strategic national road network, and associated junctions.

Figure 26. NIFTI Modal and Intervention Hierarchy



The following sections provide a brief overview of the options considered across active modes, public transport, vehicular traffic and supporting measures identified to assist in achieving the overarching Loughrea LTP objectives. Full details on the long list of options can be found in **Appendix B**.

5.1.2 Active Travel – Walking and Cycling

The development of the walking and cycling options is built on the existing proposals of the NTA’s Cycle Connects inter-urban network and planned network improvements identified by Galway County Council.

The key aim in developing Active Travel Options is to provide Loughrea with a safe, comfortable and integrated walking and cycling network enabling trips to school, work, shopping and all other purposes

Loughrea Local Area Plan-2024-2030	
Loughrea Local Transport Plan	300876
Final Report	22/02/2024

to be made using active travel. Options focused on improving connectivity and permeability from residential areas to main trip attractors, including the town centre, key employment and education sites and leisure opportunities. Of particular focus is connecting residential areas with schools on the Cross Street corridor, building on the work underway with An Taisce’s Safe Routes to School programme.

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

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

5.1.3 Public Transport Options

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

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

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

5.1.4 Road & Traffic Management Options

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

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

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

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

5.1.5 Supporting Measures

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

In line with Safe Routes to School measures proposed by An Taisce in Loughrea, a number of potential Park & Stride⁴ sites have been identified which would reduce congestion at school gates. Schools in Ireland which have implemented park and stride have found that children are more alert in the morning, having had some fresh air and exercise⁵.

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

5.2 Options Assessment Methodology

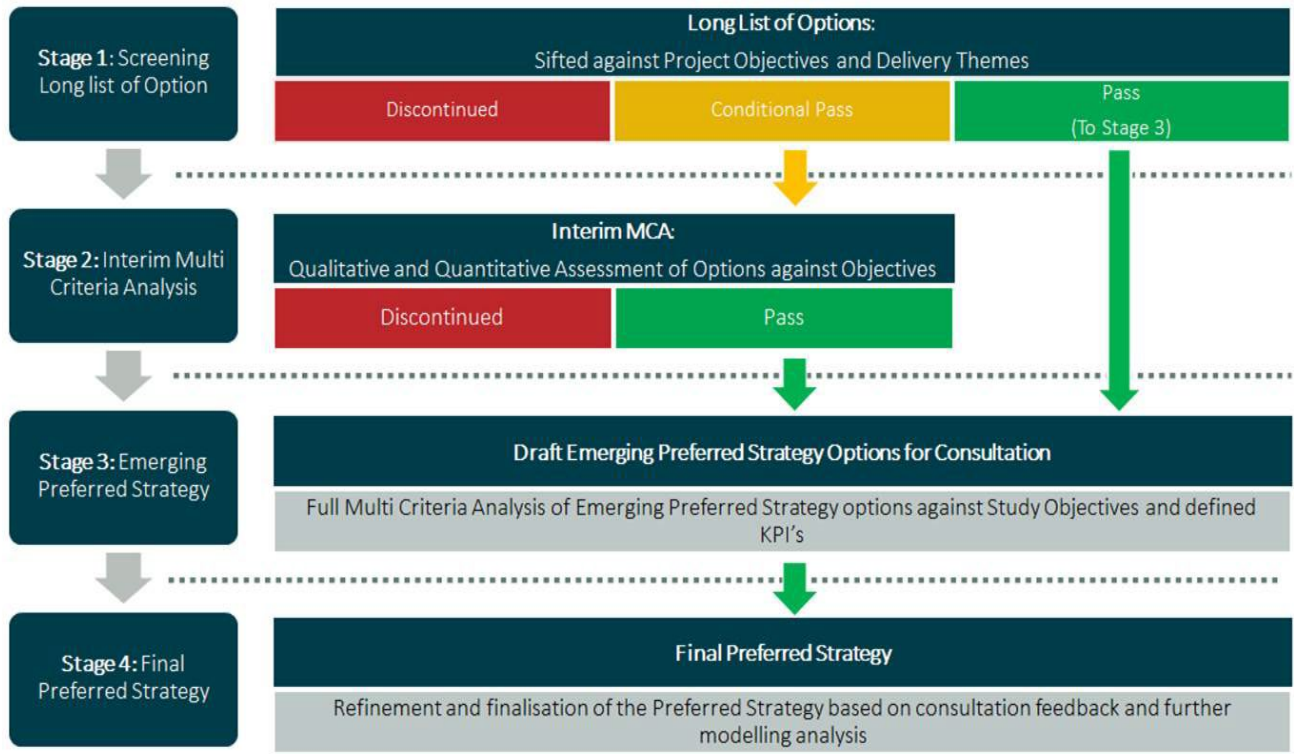
Having developed a long list of options, an assessment process was undertaken to determine which of these options are to be included in the Emerging Preferred Strategy for the Loughrea LTP. The long-list of options were passed through a four-stage assessment process as outlined in **Figure 27**, including:

⁴ The concept of ‘Park & Stride’ means parking the car a short distance from your destination and making the last leg of the journey on foot. This can have health benefits in terms of promoting physical exercise, whilst also removing traffic from heavily congested areas e.g. outside school gates.

⁵ Fingal School Streets: Pilot Review 1 <https://www.fingal.ie/sites/default/files/2020-03/20200302-300548-school-streets-pilot-review-1-issue-1.pdf>

Loughrea Local Area Plan-2024-2030	
Loughrea Local Transport Plan	300876
Final Report	22/02/2024

Figure 27. Options Assessment Methodology



- **Stage 1 Options Screening:** The longlist of options were screened against the overall project objectives and core delivery themes to identify which should be discontinued, which could pass directly to the final strategy, and which required further assessment.
- **Stage 2 Interim Multi-Criteria Analysis:** Options requiring further analysis were passed through a MCA with indicators used to score each option against the study objectives and the core delivery themes.
- **Stage 3 Draft Emerging Preferred Strategy Options for Consultation :** Options passing Stage 1 and Stage 2 form the initial ~~draft~~ Emerging Preferred Strategy for the LTP.
- **Stage 4 Final Preferred Strategy (Post LAP Consultation):** Feedback from the project steering group and public consultation as part of the Loughrea LAP process, will be used to refine the preferred strategy for the LTP.

The following sections provide a more detailed description of Stages 1-3 outlined above.

5.2.1 Stage 1: Options Screening

Stage 1 of the Options Assessment examined each of the long list of measures against the LTP objectives. The options were also assessed against the following core delivery themes:

- Engineering feasibility;
- Acceptability;
- Funding potential; and
- Value for money

A five point scoring system, outlined in **Table 9**, was used to assess the options across the study objectives and delivery themes. This produced a performance matrix which was reviewed to rank the scenarios and identify which ones performed best and therefore, passed into the Emerging Preferred Strategy or required further analysis.

Table 9. MCA Scoring System

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

Based on this initial screening, options were classed as follows:

- **Discontinued:** the option did not align with the LTP objectives, and as such, it was not included in the Emerging Preferred Strategy.
- **Pass:** the option satisfied the project objectives, and the core delivery themes, and no alternative proposals were identified in the options development process. These options passed directly into the Emerging Preferred Strategy without the need for an interim MCA assessment.
- **Conditional Pass:** the option aligned with the LTP objectives. However, the option either did not fully meet all of the core delivery themes or had a number of alternative proposals identified within a mode. In these instances, the options were assessed in further detail as part of the interim MCA described below.

Full details of the Stage 1 Option Screening are set out in **Appendix B**.

5.2.2 Stage 2: Interim MCA

The Stage 2 Interim MCA was used to evaluate options classed as having a Conditional Pass (as outlined in Stage 1). At this stage, options were assessed in more detail based on their ability to meet the core delivery themes outlined above and also their performance against the study objectives.

The feasibility criteria which were employed in Stage 1 are also used for the Stage 2 Interim MCA. However at this step, these criteria are scored on a 'PASS/FAIL' basis. This assessment was predominantly qualitative in nature.

Similarly to the Stage 1 Screening, the five point scoring system outlined in **Table 9** was used to assess and compare options in the Interim MCA. This identified the options which performed best in terms of

achieving the defined objectives of the study, and therefore, passed into the Emerging Preferred Strategy. Full details of the Stage 2 Interim MCA are set out in **Appendix C**.

5.2.3 Stage 3: Emerging Preferred Strategy Assessment

The options that passed from Stage 1 and Stage 2 of the assessment process form the ~~draft~~ Emerging Preferred Strategy for the LTP. This included a wide range of proposals across walking, cycling, public transport, school travel, road network changes, junction upgrades, parking and wider supporting measures – which together form a preferred combined multi-modal strategy.

This Emerging Preferred Strategy was then compared back to the ‘Do-Nothing’ scenario and comprehensively reassessed against all of the Study Objectives using the KPIs outlined in **Table 8**. This included a qualitative assessment for the cumulative impact of the combined Strategy as a whole against the LTP objectives.

Further details of the Emerging Preferred Strategy are provided in Section 6.

5.3 Summary

This section has outlined the process followed in developing a longlist of options for active travel, public transport, road & traffic management and supporting measures for Loughrea as well as the assessment process followed to determine which options would be included in the LTP’s Emerging Preferred Strategy. The full details and results of this process are available to view in **Appendix B** and **C**.

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

6. EMERGING PREFERRED STRATEGY

6.1 Overview

Following the options development and appraisal processes discussed previously, this section summarises the preferred options identified for this LTP report.

It is noted that the overwhelming majority of the proposed measures do not encroach on the strategic roads network, focusing on enhancing sustainable transport modes as well as encouraging modal shift away from car trips. It is therefore envisaged that traffic using the strategic roads network in the Loughrea area would be reduced, with no negative impacts arising as a result of the measures proposed within this LTP.

Where proposed measures do interact with the strategic road network, the application of the TII Publication 'The Treatment of Transition Zones to Towns and Villages on National Roads' (TII publications DN-GEO-03084) will be applied in relation to design standards to national roads and national road junctions, as well as the Design Manual for Roads and Streets (DMURS).

6.2 Walking & Cycling

The overall proposed walking and cycling measures in the Emerging Preferred Strategy for Loughrea are illustrated in **Figure 28**. The proposed measures will provide a comprehensive and integrated walk and cycle network supporting increased accessibility and permeability.

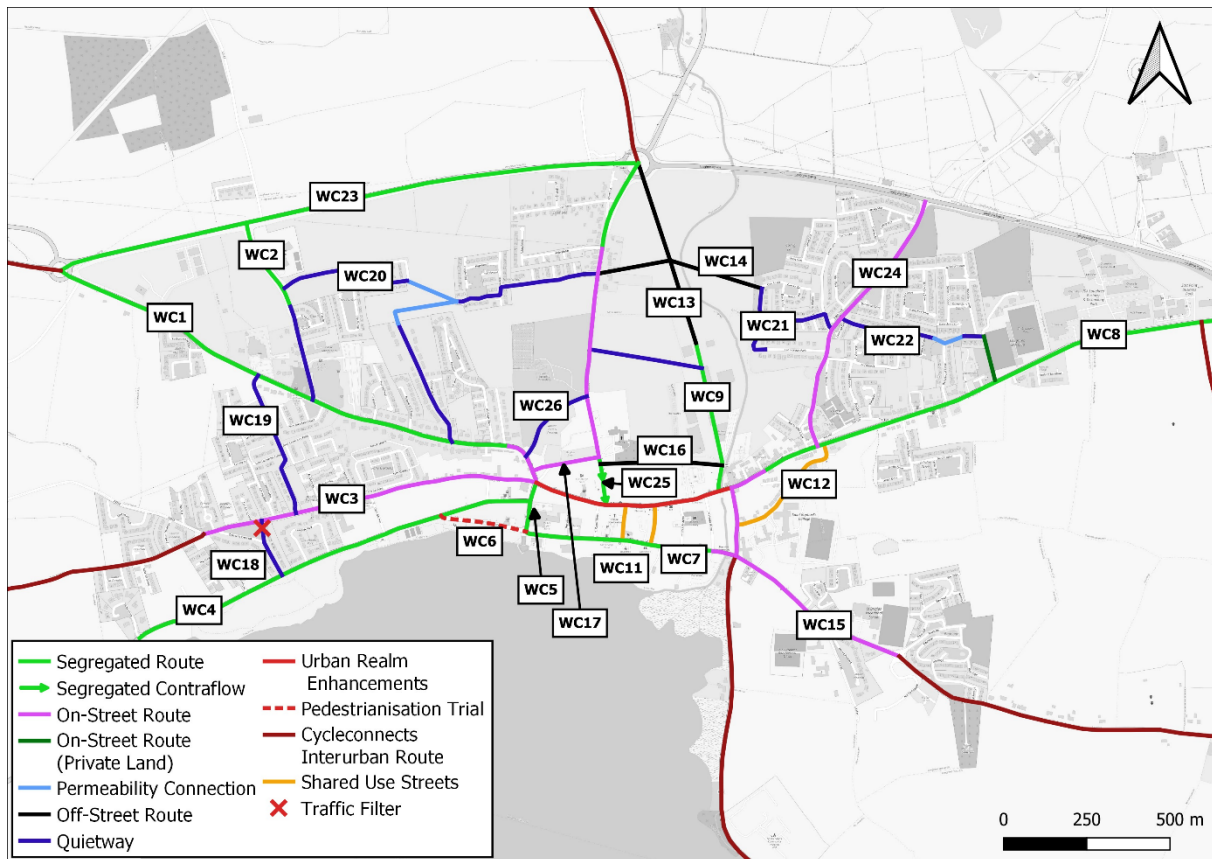
The key elements of the active travel strategy are summarised in the remainder of this section with the following terminology used to describe proposed interventions:

- **Cycle Tracks/Segregated Route** = **footpath provision/upgrades and** cycle lanes separated from vehicular traffic with a physical barrier.
- **Segregated Contra-Flow** = segregated cycle tracks running in the opposite direction to traffic on a 1-way road. This facilitates safe 2-way cycling on 1-way streets.
- **Traffic Calming (On-Street Route)** = measures to reduce vehicle speeds and create a safer environment for pedestrians and cyclists. Typical measures include:
 - Narrowing of the traffic lanes to minimum recommended widths;
 - **Footpath upgrades and** raised pedestrian crossings to provide priority for pedestrians;
 - Tightening of corner radii at residential estates to reduce crossing distances and improve safety;
 - Reduced speed limits; and
 - surface treatments, streetscape and landscaping enhancements.
- **Quietway** = low-trafficked street (typically <2,000 Annual Average Daily Traffic (AADT)) and low-speeds meaning cyclists can safely share the carriageway. Typical measures include:
 - Traffic calming to enforce low-speeds;
 - Improved public realm to encourage active travel;
 - Improved signage and way-finding to encourage use; and
 - surface treatments and landscaping.

- **Permeability links** = walking and cycling links connecting neighbourhoods and providing greater accessibility along desire lines.
- **Traffic Filter** = interventions that allow through access for pedestrians and cyclists but local access only for vehicles.
- **School Zone** = front of school works to prioritise safe pedestrian and cycle access to the school, improving school visibility through signposting & placemaking, reducing vehicle congestion & preventing illegal parking in the area.

It is envisaged that the walking and cycling mobility measures put forward in the LTP will encourage a degree of behaviour change in travel mode, shifting trip mode share from private car in favour of active modes. A full description of the measures proposed in the LTP, illustrated in the figure below, is available in Appendix B.

Figure 28. Proposed Walking & Cycling Measures



Primary Cycle Network

The primary network consists of key radial links deemed suitable for segregated cycle tracks, primarily connecting the town centre and employment areas. Unsegregated on-street routes are marked where road widths do not allow for segregated infrastructure but which connect to key areas or facilities, such as the schools on Cross Street.

The existing disused railway corridor was considered to offer a unique opportunity for an active travel corridor linking the town centre with the northern parts of the town. It is noted that the route is

required to be maintained for a potential railway link and that a conversion to an active travel corridor would not prevent the land later being adapted as part of any future public transport scheme.

Secondary Cycle Connections

The secondary cycle network consists of permeability routes which supplement the primary network, most of which consist of quiet residential streets or short links between built-up areas. These measures are focused on strengthening and improving existing links, providing connectivity to the wider network and key services.

It is proposed to close the section of Galway Road fronting the courthouse to vehicles **on a trial basis**, in order to deliver a high quality walking and cycling space by the town's waterfront. It is also proposed to restrict vehicle access on Coscorríg Crescent in order to enhance walking and cycling links between the Gort Road and Galway Road corridors. These changes have been proposed due to alternative routes being available which do not require lengthy diversions. **Further details on each of these measures is provided in Section 6.4 below.**

Pedestrian Crossings

The implementation of additional high quality of pedestrian crossings within Loughrea will improve both the perception and experience of the walking environment. Crossings will be integrated with the preferred options within the town centre and other measures which are discussed below.

Additional Cycle Parking

Similarly to the consideration of pedestrian crossings, the provision of appropriate new local cycle parking, both within the town centre and at key locations elsewhere in the town, is considered to represent a "quick win" which can be progressed either alongside the development of other schemes identified within this LTP, or brought forward as a stand-alone action where opportunities arise. It is noted that the future implementation of the NTA's proposals for county-level cycle route infrastructure can be supported by this action and would encourage cyclists making longer journeys as well as shorter ones to stop and visit attractions and businesses in Loughrea.

Rapid Build Infrastructure

As outlined in Section 2.3, Rapid Build active travel facilities are schemes that utilise cost-effective measures to deliver walking and cycling infrastructure quicker than traditional (full build) construction methods. This approach can aid the deliverability of the proposed walking and cycling networks, including:

- Road markings/traffic restrictions;
- Narrowing/converting general traffic lanes to active travel facilities;
- Converting on-street parking to active travel facilities;
- Creating Traffic Free streets; and
- Redesigning junctions to provide greater capacity for walking, cycling and public transport.

Town Centre Improvements

The town core under the current layout is deemed to prioritise the movement of vehicles over pedestrians and cyclists, effectively forming a barrier to an increased uptake in these modes for short-distance local trips within the town.

Main Street has been identified as having the potential to accommodate improvements with regards to retail land uses, vehicle dominance, narrow footways, limited road space and parking constraints. The proposed options focus on reducing the dominance of vehicle traffic whilst retaining vehicular access to the town centre, in order to improve the connections for active modes through the town core, as well as providing an enhanced civic space for the town. Through vehicle access in at least some form is deemed to still be required for through trips and for vehicles servicing properties.

The proposed options for Main Street therefore include the rationalising of on-street parking by converting the perpendicular bays to parallel and removing excess provision, expanding the space available for bus stop infrastructure, installing cycle parking infrastructure and increasing the presence of landscaping and benches in order to make the Main Street thoroughfare a more welcoming and inviting place for pedestrians. It is envisaged that with these measures, travel behaviours for trips to and from the town centre will change, with people encouraged to shift away from car trips towards active modes and public transport.

Connections to Future Zoned Land

As outlined previously in Section 4.3, the proposed LTP measures considered access to existing development but also took cognisance of the ~~draft~~ Loughrea land use zoning illustrated in **Figure 25**. This was to ensure that all future zoned land are served by strong active travel infrastructure to support the sustainable growth of Loughrea.

Where new development is proposed to take place on future zoned land in Loughrea, active travel and public transport measures proposed within the LTP serving the relevant lands will be delivered in a timely fashion to support the sustainable development of these areas. Through the planning process, all new major residential or employment developments (including expansion of existing sites) in Loughrea, will be required to provide active travel infrastructure throughout the proposed developments, integrated with the wider active travel network and the proposed set of measures outlined in this LTP. This is to ensure future residents/employees are provided with a choice of sustainable transport modes at the outset, and that connectivity across the network is maintained as Loughrea is developed into the future.

The Phase 1 residential lands located east of the town centre will be primarily served by proposed segregated cycle facilities and footpath upgrades along Athenry Road (WC1) and Bride Street (WC8). As outlined previously in this report, these links provide connections to the wider active travel network linking to the town centre and waterfront.

The largest banks of Phase 2 residential lands are located to the north west of the town centre bordering the R380 northern bypass route and to the east, between the Bride Street and Cross Street corridors. It is envisaged that the north west site would be served by the proposed segregated cycle facilities and footpath upgrades along Athenry Road (WC1, WC2) and the northern bypass (WC23). The east site would be primarily served by the proposed cycle facilities and footpath upgrades along Bride Street (WC8) and Cross Street (WC15).

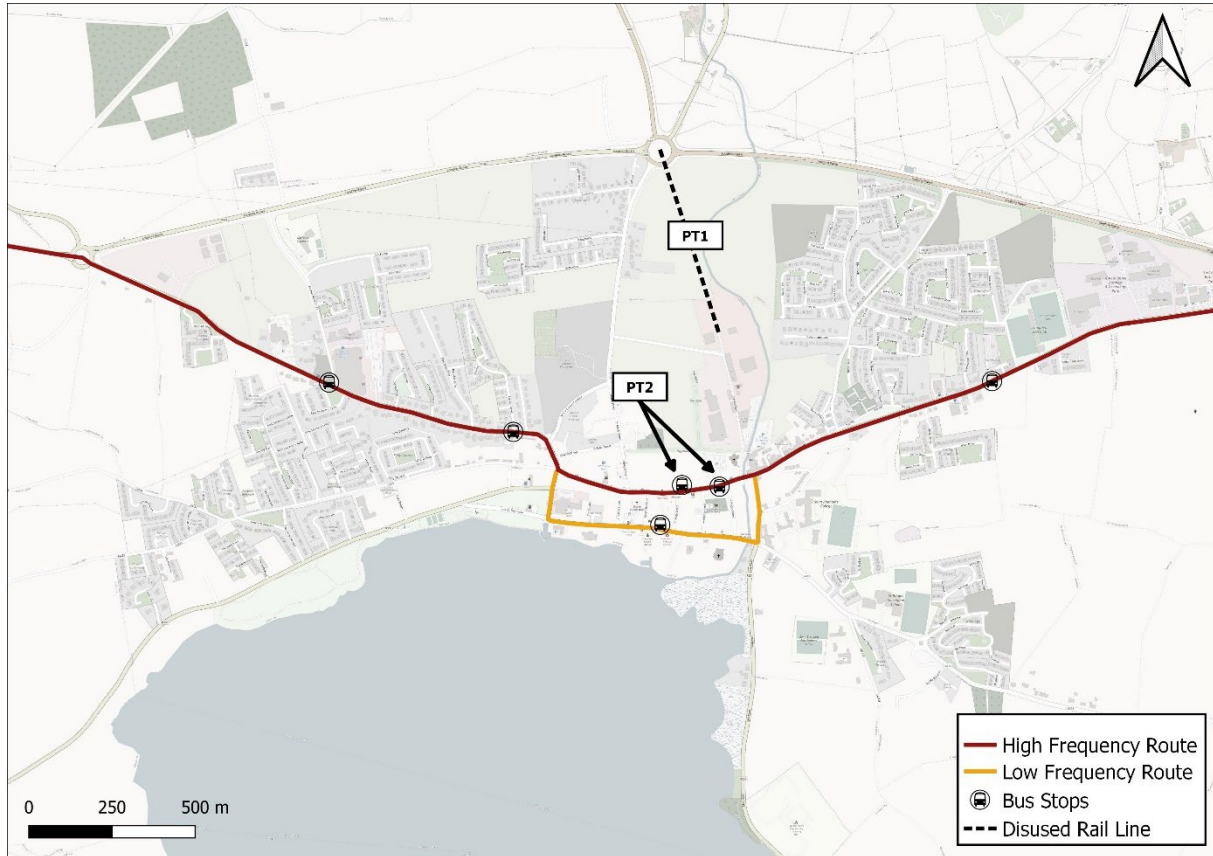
The largest banks of zoned employment land are located on the east and west outskirts of the town respectively. These sites would be primarily served by proposed segregated cycle facilities and footpath upgrades along Athenry Road (WC1) and Bride Street (WC8).

6.3 Public Transport

The proposed public transport measures for the Transport Strategy are shown in **Figure 29**.

Loughrea Local Area Plan 2024-2030	
Loughrea Local Transport Plan	300876
Final Report	22/02/2024

Figure 29. Proposed Public Transport Measures



Bus Stop Infrastructure & Routes

The NTA's Connecting Ireland Rural Mobility Plan shows proposed Route 23 connecting Galway City and Dublin via Loughrea. This corridor will see improved frequencies and better integration of services, with a minimum frequency of two hours proposed for stopping services.

It is proposed to install formal passenger infrastructure such as flagpoles, timetable information and shelters to the unmarked bus stops, prioritising those in the town centre. Any changes to bus service routes and frequencies will depend on dialogue with the NTA and local bus service operators.

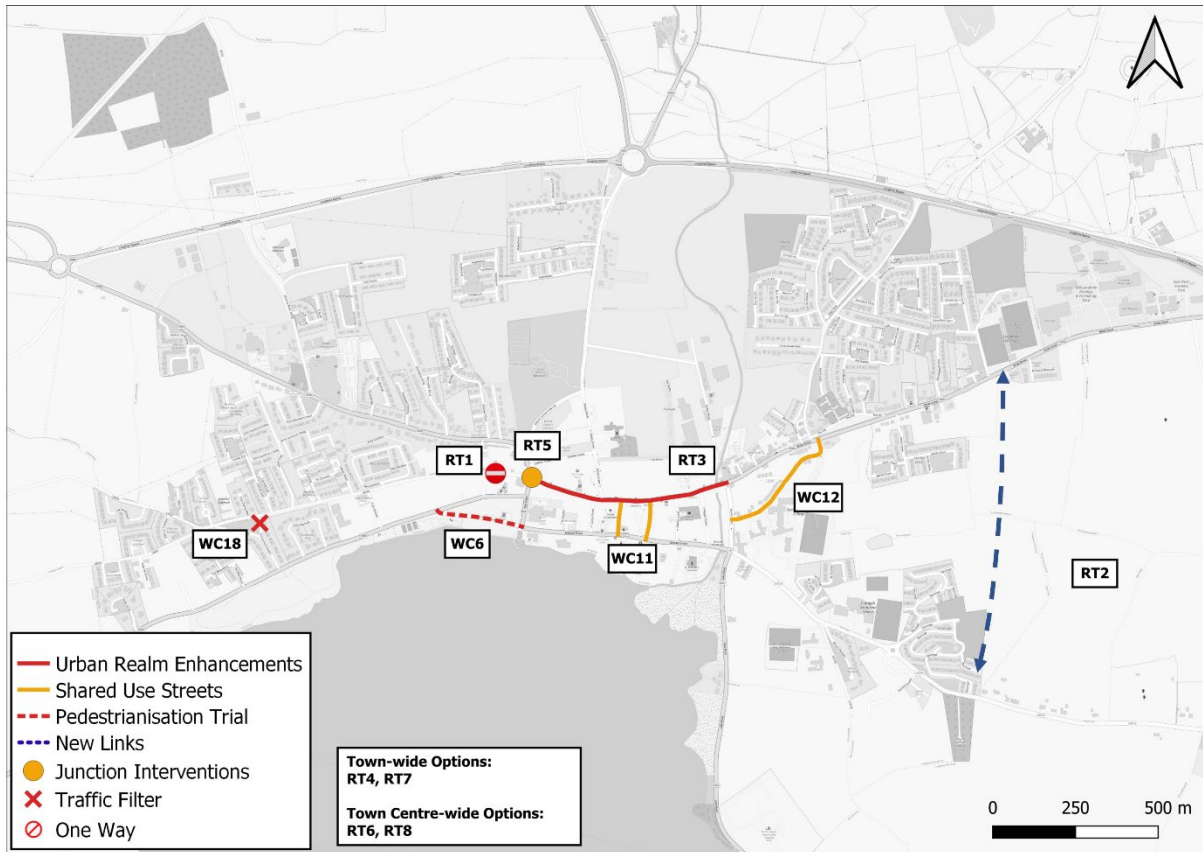
Reopening of Railway Line

The potential rail link has been retained for the Preferred Strategy. It is acknowledged that this scheme is likely to not come forward during the LTP's lifetime, therefore the active travel route proposed for the same link has also been retained, with conversion to a rail link when the scheme comes forward.

6.4 Road & Traffic Management Options

The proposed road transport measures for the Transport Strategy are shown in **Figure 30**.

Figure 30. Proposed Road Transport Measures



Main Street / The Green / Galway Road / Atherry Road Junction Upgrades

A key area of focus within the development of the LTP was the operation of Westbridge junction. It is proposed to reduce the footprint of the Main Street/The Green/Galway Road/Atherry Road junction, located at the western end of the town centre. This would increase the space available for pedestrians and reduce the severance this junction currently causes. It is also proposed to close the unnamed section of road linking the junction to Dolphin Street to vehicles ~~reduce the number of crossings pedestrians must navigate~~.

This measure as part of RT5 and WC26 is proposed to both increase pedestrian safety in the area, providing a safe active travel connection from Dolphin Street to Main Street, and to improve the operation of Westbridge junction where significant congestion is experienced at peak time. Care has been taken across all measures proposed in the Draft LTP to facilitate deliveries to businesses. While exact details of all measures will be defined at project level, the approach to pedestrianisation of this link will be cognisant of business loading needs, and the street could be open for delivery vehicles on a timed basis to enable deliveries.

With respect to the measure's effect on traffic flow at Westbridge junction, due to the geometry of the junction, currently to facilitate the right-turning movement from Main Street to the link towards Dolphin Street, there are limitations on signal timing, usually enabling only one junction arm to move at a time. While necessary for road safety reasons within the current traffic management layout, this leads to inefficient signal phasing and exacerbates congestion at the junction. The closure of this link

to Dolphin Street under RT5/WC26 would ease this constraint, enabling the implementation of more efficient signal phasing, and reducing congestion at Westbridge Junction.

In order to further improve pedestrian accessibility and the operational efficiency for motor traffic at this junction, it is proposed to designate the section of Galway Road between the junction and the link to Gort Road one-way to vehicles in the westbound direction. This would increase green time for the remaining arms as well as the pedestrian phase, ensuring improved pedestrian links and improving capacity for the remaining arms. This arrangement would allow vehicle access for the properties fronting the one-way section of Galway Road.

This one-way arrangement is proposed not only to create space for improved active travel facilities along this section of road, but also to improve the operation of Westbridge junction. As noted above in relation to the Dolphin Street link, the geometry of Westbridge junction leads to considerable constraints in its traffic signal phasing when all movements are facilitated. The pedestrianisation of the Dolphin Street link is proposed in part to enable more efficient signal phasing at Westbridge junction, and measure RT1 along Galway Road would have a similar function. By removing eastbound movements on Galway Road from the signal phasing at Westbridge junction, particularly in combination with the pedestrianisation of the Dolphin Street link, more efficient signal phasing of Westbridge junction could be programmed. This would significantly improve the junction's operation, reducing congestion at the junction and in the surrounding area.

~~It is anticipated that rapid build facilities such as separator wands and planters could be utilised to initially deliver footway expansion schemes.~~

The individual proposals at Westbridge junction form part of a combination of measures, aimed at improving safety for active mode users and improving junction efficiency for motor traffic. Any specific changes to the layout and traffic arrangements at Westbridge junction will undergo further consultation along with more detailed optioneering and design prior to implementation.

The Green Pedestrianisation

It is proposed to close the section of The Green fronting the courthouse to vehicles, with the road converted into a shared pedestrian and cycle link. Complementary landscaping and seating would help provide a high quality traffic-free waterfront space for the town. Removing vehicle access from this link would eliminate the current safety concerns at the Gort Road/The Green junction.

Making the link largely traffic free would create a high-quality active travel facility connecting WC4 and WC11 via a route along Lough Rea. This would facilitate active travel trips from the west of the town to the playground and the town centre, resulting in a link with substantial transport and amenity value. It would have the further benefit of improving road safety outside the courthouse, a location which can become constrained due to on-street parking of garda and other vehicles when the court is busy. Finally, the measure would offer the advantage of simplifying and improving the operation of the Barrack Street junction. It is anticipated that rapid build facilities such as planters could be utilised to initially deliver this road closure scheme.

It is recommended that this measure is implemented on a trial basis for a limited period of time. The impact of the measure during this trial will be reviewed, including further consultation with the community, before any decision on a permanent arrangement is made.

Traffic Filters & Shared Use Streets

~~It is proposed to close Coscorrig Crescent to through vehicle traffic due to the potential to strengthen local walking and cycling links, with significant potential benefits for those undertaking local journeys on foot and by cycle. It is noted that the alternative vehicle route does not require a lengthy diversion.~~

The walking and cycling strategy in the Draft LTP has sought to create a safe orbital north-south active travel route from the Gort Road to the Athenry Road, to serve Gaelscoil Riabhach and Loughrea Shopping Centre and to knit together proposed segregated cycle tracks on the Athenry Road and Gort Road, creating a network of segregated cycle infrastructure in the west of Loughrea. The de-facto existing quietway on St Laurence's Fields, with a cul de sac for motor vehicles and off-road active travel route at the northern end to the Athenry Road fills the need for a high-quality connection between the Athenry Road and the Galway Road. As such, a segregated or quiet route between the Galway Road and Gort Road would complete this north-south link.

Given widths of the existing links between the Galway Road and Gort Road, and the lack of greenfield space for the creation of an off-road route, the provision of a fully segregated route is not feasible. Therefore, to provide a safe active travel link suitable for use by children cycling to school, a quietway is needed.

To fulfil this need, Quietway WC18 along Coscorrig Crescent is proposed. Coscorrig Crescent will not be closed to through traffic. It is proposed in consultation with the community to introduce traffic calming measures along this residential street to reduce vehicular speeds and provide a safer environment for cycling on carriageway connecting the Gort Road to the Galway Road. A traffic filter on the eastern side of the fork at the northern (Galway Road) end could be introduced to reduce traffic along this link, while still maintaining the Galway Road to Athenry Road link for motor traffic via the western side of the fork. Signage and road markings will be provided to highlight this as a key cycling route in the overall active travel network.

It is proposed to designate King's Street, Kelly's Street and Bohercorn as shared use streets, with appropriate surfacing. A visually distinct surfacing and a 20kph speed limit would be applied to these links to calm traffic and ensure the safety of pedestrians and cyclists. These changes will create more liveable streets for residents and reduce the dominance of vehicles at the expense of pedestrians and cyclists on narrow routes.

It is anticipated that rapid build facilities such as planters could be utilised to initially deliver these schemes.

Eastern Link

In terms of more strategic road links, a new link route to the east of the town centre is proposed, linking the Cross Street and Bride Street corridors. Such a link would enable a large proportion of through vehicle traffic to avoid the town centre and the one-way system entirely. The proposed link would be designed to accommodate pedestrians and cyclists, expanding on the current networks available and delivering similar benefits to those modes in terms of faster and safer connections between the northern and eastern areas of the town. This would also provide a major alternative route for traffic which presently routes via the "schools quarter" and would enable a full "School Streets" scheme for restricted vehicle through-access to be brought forward.

It is acknowledged that a bypass route scheme to the east of the town is effectively a longer-term aspiration and would need to be fully assessed against national and regional policy as well as travel

demand subsequent to the implementation of the LTP. However, if combined in future with other proposed improvements, the scheme has potential to improve access for all modes within the town.

6.5 Supporting Measures

A number of supporting measures have been proposed in the LTP to complement the transport network improvements and support modal shift. These measures include a number of Park & Stride sites on the periphery of the town centre (shown in the Figure below), the roll out of additional cycle parking facilities, the provision of improved bus stop infrastructure and a range of behavioural change measures including mobility management plans. A full list of supporting measures included in the Emerging Preferred Strategy is shown in the table below.

Figure 31. Proposed Park & Stride Locations



Table 10. List of Supporting Measures

Option Reference	Measure	Description
PO1	Gaelscoil Riabhach Park & Stride	Use of car park as Park & Stride location outside of school hours
PO2	Loughrea Shopping Centre Park & Stride	Use of car park as Park & Stride location
PO3	Station Road Park & Stride	Use of car park as Park & Stride location

Option Reference	Measure	Description
PO4	St Brigid's College Park & Stride	Use of car park as Park & Stride location outside of school hours
PO5	Loughrea Business Park Park & Stride	Use of car park as Park & Stride location
PO6	East Point Business Park Park & Stride	Use of car park as Park & Stride location
SM - O1	15/10 Minute Town Principles	15/10 Minute Town Principles - embed within Loughrea land use planning decisions and development of transport network and transport investment decisions. Under the RSES, the Southern Regional Assembly have developed a framework and methodology to be used by local authorities to integrate the '10 Minute Town Concept' into future Local Development Plans. This approach was developed following assessment of three key towns (Carlow, Ennis and Tralee) and aims to support increase in sustainable transport and reduce carbon emissions.
SM – O2	Slow Zones	Slow Zones – introduction of 30kph speed limit on town centre streets and on residential streets in the Study Area, supported by traffic calming measures and signage to encourage driver compliance.
SM – O3	Workplace Mobility Management Plans (MMPs) & Area MMPs	Workplace Mobility Management Plans (MMPs) & Area MMPs – support major employers & business parks/industrial estates with the implementation of MMPs in conjunction with the NTA Smarter Workplaces Team.
SM – O4	Residential Mobility Management Plans (RMMPs)	Residential Mobility Management Plans (RMMPs) - introduce requirement for RMMPs for all new residential developments over certain size. RMMPs manage transport demand at source and combine hard measures (e.g., access to a car club, pool bikes) and soft measures (e.g., Travel Welcome Packs, PT taster tickets).
SM – C1	Cycle Parking Strategy	Including on-street short-stay parking locations & volume (consistent with development standards); provision of parking for cargo bikes & adapted bikes, etc; longer stay bike parking / mobility hubs (e.g., at rail station, residential areas); eBike public parking Strategy; eScooter public parking strategy

Option Reference	Measure	Description
SM – C2	End of trip facilities	Encourage the provision of showers, changing rooms, lockers, etc. at major employment/leisure destinations
SM – C3	Public Bike Repair Stands	Deliver at key locations, e.g., at town centre, large schools
SM – C4	Cycle Skills Training - children and adults	Deliver at schools, workplaces and via community events
SM – C5	Cycle Maintenance Training & Bike Maintenance Checks	Deliver at schools, workplaces and via community events
SM – C6	Behavioural change campaigns to tackle speeds, inconsiderate parking & engine idling near schools	Behavioural change campaigns to tackle speeds, inconsiderate parking & engine idling near schools
SM – S1	Education Mobility Management Plans (MMPs)	Provide Council resource for Education MMP support (in partnership with An Taisce Green Schools/SRTS) for large schools in Loughrea
SM – S2	Bike and scooter parking at schools	Enhancement of existing facilities
SM – S3	School based Active Travel initiatives & events	Delivery of activities to support active travel (e.g., Bike Week, Scoot to School), challenges, curriculum activities – link to Green Schools Programme
SM – S4	Walking Bus & Cycling Bus support for local schools	Council support for cycle and walking buses to schools
DM – P1	Public Parking Controls – refresh of town centre Parking Controls and Pricing Strategy to strengthen parking as a Traffic Demand Management Measure	Including: Review parking duration to reach suitable balance between long and short-term parking, with duration limits well signed and enforced; proactive enforcement to ensure short stay parking not used for long-stay parking e.g., on main centre streets; proactive enforcement to reduce incidents of inconsiderate parking (e.g., on pavements & cycle tracks) to safeguard road space for vulnerable and active travel users;
DM – P2	Electric Vehicle (EV) Parking Strategy	At new developments, in public car parks, on-street (for rapid charging and those without access to private driveways), taxi ranks, mix of rapid and slow charging, distinguish between O&D charging needs.



Option Reference	Measure	Description
		Expanding on existing provision as identified in the baseline report, typically planning mandates 10% of parking spaces be EV charging spaces
DM – P3	Electric Vehicle (EV) Parking Pricing Strategies	Integration over time with Public Parking Pricing policies, balanced to encourage take up of EVs without encouraging unnecessary car trips by providing free parking for EVs.
DM – P4	Car Clubs	Car Club provision in town centre and at key residential and mixed use developments (currently no providers) – promotes concept of shared mobility, reducing need for individual car ownership & storage. Reliant on commercial operators to deliver, who are impacted by market conditions/demand.
DM – P5	Parking for new developments	Reduced Residential Parking & Workplace Parking standards for new developments in appropriate locations (e.g., in areas well served by sustainable transport options); require EV spaces within new residential, workplace and mixed use developments; require Car Club spaces within new residential, workplace and mixed use developments

6.6 KPI Assessment

The Emerging Transport Strategy as a whole has been assessed against the objectives and KPIs listed in **Table 8**. The strategy has been assessed against an existing ‘Do Nothing’ scenario using the five point rating scale outlined in **Table 9**. The following sections provide an overview of the performance of the ~~draft~~ Emerging Preferred Strategy in meeting the overarching study objectives.

6.6.1 Accessibility & Social Inclusion

Table 11. Accessibility & Social Inclusion Objectives – Strategy Outcomes

OBJECTIVE	KPI	SCORE
Support and implement transport measures which reduce car dependency and improve access to local services by sustainable modes	Access to key services (ATOS Analysis)	
	Access to Public Transport	

Strong pedestrian and cycle linkages are proposed to existing, as well as future planned employment locations within the town to support sustainable travel to work. ~~The NTA’s ATOS tool was re-run for the future Emerging Preferred network proposed as part of the LTP and showed an improvement in accessibility to services within Loughrea as a result of the LTP measures.~~

The Emerging Preferred Strategy includes significant improvement to public transport with frequency increases on existing services. Active Travel measures in the strategy will improve walking and cycling accessibility to bus stops. It also includes supporting measures which will improve the quality of bus stop infrastructure in the town and the quantum of cycle parking at public transport stops.

6.6.2 Integration

Table 12. Integration Objectives – Strategy Outcomes

OBJECTIVE	KPI	SCORE
To align and integrate with existing and emerging national, regional, and local planning policy	Compatibility of transport measures with local, regional and national policy - Rating Scale	

The overwhelming focus of the Emerging Transport Strategy on active modes and urban realm enhancements is deemed to comply with national and regional policy, in particular regarding modal shift targets. Existing constraints such as street and footway widths preventing the development of a full walking and cycling network are noted.

6.6.3 Safety & Physical Activity

Table 13. Safety & Physical Activity Objectives – Strategy Outcomes

OBJECTIVE	KPI	SCORE
Provide safe access to schools for vulnerable road users and ensure a safe front of school environment	Qualitative assessment of walking and cycling infrastructure to schools - Rating Scale	
	Reduction in walking/cycling distances to school sites (GIS/ATOS assessment)	

The LTP Emerging Transport Strategy will significantly develop opportunities for safer, healthier and active travel options in Loughrea and surrounding areas by delivering an enhanced environment for active travel choices. This will support a reduction in the number of road collision casualties and help to increase physical activity levels through increased walking and cycling trips.

Given the limited existing provision of safe cycle infrastructure in Loughrea, the benefits resulting from the implementation of the Transport Strategy are considered substantial.

The ATOS tool was re-run with the future LTP active travel network to illustrate the impact of the proposed measures on access to schools. The figure below shows the results for walk access to primary schools within Loughrea. The results highlight an increase in accessibility due to the proposed LTP active travel network with more areas in the north west of the town moving from a “Null” score to B, C or D.

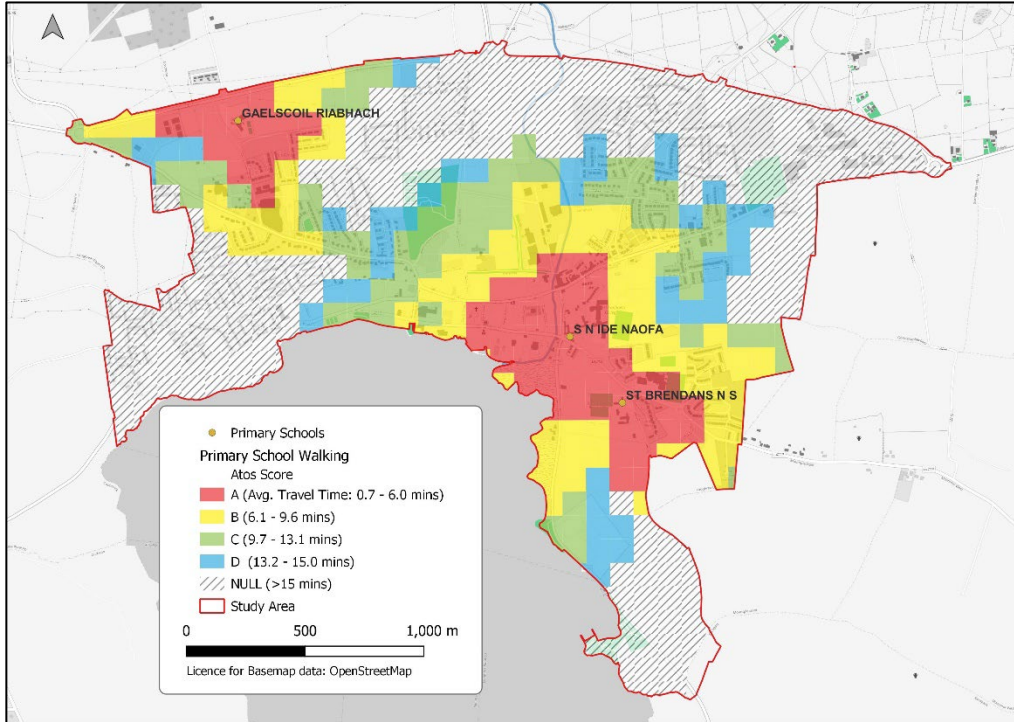


Figure 32. Access to Primary Schools – Walking (Current)

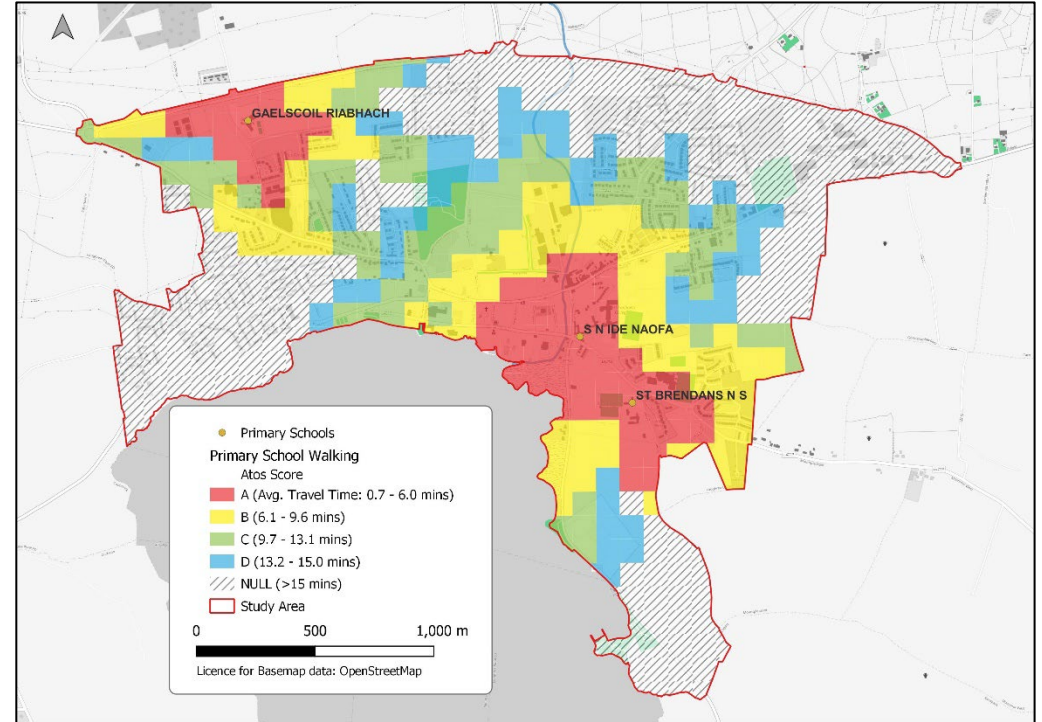


Figure 33. Access to Primary Schools – Walking (Proposed)

6.6.4 Environment

Table 14. Environment Objectives – Strategy Outcomes

OBJECTIVE	KPI	SCORE
Contribute to achieving Climate Action Plan targets through the creation of an environment which encourages a modal shift from the private car to more sustainable modes.	Anticipated change on sustainable mode shares - rating scale	Green
	Length of additional / improved walk and cycle infrastructure	Green

The proposed cycle network route length is shown below in **Table 15**.

Table 15. Proposed Cycle Network Route Length

CATEGORY	ROUTE TYPE	LENGTH (KM)
Primary Network	Two-Way Segregated Routes	10.6
	Traffic Free Routes	0.3
	Off Street Routes	1.6
	Total	12.5
Secondary Network	Quietway Routes	3.7
	Permeability Connections	2.8
	Total	6.5
Total		19.0

The proposed strategy includes approximately 19km of cycle routes for Loughrea. Of this, over 12km forms the primary network, consisting of segregated cycle tracks, off-street routes and traffic free streets. A further 6.5km consists of Quietway routes and permeability connections which form part of the secondary network.

As the current provision of safe cycle infrastructure within Loughrea is minimal, the proposed network represents a substantial benefit to active travel and safety within the town, with particular regard to helping increase the cycle mode share for shorter trips.

The Loughrea LTP Transport Strategy will deliver enhanced sustainable connectivity across the town, supporting environmental improvements through reductions in carbon emissions, safeguarding local air quality and enhancing the public realm to support active travel. This will support the delivery of the Climate Action Plan targets.

Given the limited existing provision of safe cycle infrastructure in Loughrea, the benefits resulting from the implementation of the Transport Strategy are considered substantial.

6.6.5 Economy

Table 16. Economy Objectives – Strategy Outcomes

OBJECTIVE	KPI	SCORE
Contribute to Loughrea’s economic vitality through improved connectivity and enhanced public realm	Access to Town Centre	Green
	Quality of Town centre streetscape and public realm – Rating Scale	Green
	Deliverability Rating Scale	Green

The Loughrea LTP Transport Strategy will support, protect and improve the economic growth of Loughrea for the plan period and beyond. The delivery of an efficient and sustainable transport network will connect people to employment and education opportunities while supporting inward investment and the retail and tourism vitality of the town. It will also enable opportunities for enhanced place making and urban realm improvements, particularly in the town centre. This will support the delivery of the Loughrea LAP and the function of Loughrea as a self-sustaining town.

The options proposed are considered as realistic to be delivered within the lifetime of the Loughrea LAP, with the exception of the more strategic schemes such as the eastern road link.

The table below summarises the proposed schemes as well as their intended timeframe. Short-term is defined as within the next 1-2 years, medium term as 2-6 years (covering the remainder of the LAP period) and long term as beyond the LAP period (>7 years).

Table 17. Proposed Measures Summary

CATEGORY	PROPOSED MEASURE	TIMEFRAME
Walking & Cycling	Primary Network	Short Term (temporary measures), Medium Term (permanent measures)
	Permeability Connections	Short Term (locations requiring simple works), Medium/Long Term (locations requiring bridges /new road links)
	Existing Disused Rail Corridor	Medium Term
Town Centre Improvements	Main Street Urban Realm Enhancements	Short Term
	Parking Rationalisation	Short Term
Public Transport	Bus Infrastructure	Short Term
Road Improvements	Vehicle restrictions on specified links	Short Term
	Eastern Link Route	Long Term
Supporting Measures	Behaviour change support and Mobility Management	Across Programme Timeframe

7. MONITORING STRATEGY & LTP REVIEW

A Monitoring and Evaluation Plan will be developed and implemented as part of the delivery process for the Loughrea LTP. This will monitor mode share ambitions and benchmark performance during the plan period.

The NTA guidance recommends undertaking reviews during defined timeframes (e.g. short term 1-2 years; medium 2-5 years; long term 5 to 10 years; future-term 10 to 15 years). At the end of each timeframe, monitoring can be conducted to establish the following:

- Progress on the implementation of all infrastructure measures for each mode of transport.
- Progress on the implementation of all public transport service measures for each mode of transport.
- Progress on the implementation of all demand management and supporting smarter travel measures.
- Cross-checking of assumptions in the ABTA against current transport patterns and population at the time of monitoring.
- Assessment of actual development and land use outcomes within the ABTA Study Area at the time of monitoring against the original ABTA assumptions related to land use.

Evaluation of the outcomes of the ABTA can also be undertaken within similar timeframes including evaluating the following:

- Sustainable Travel Mode Share – for example via updated Census POWSCAR data, Employment and School Mobility Management Plan data, local residents' surveys, cycling and walking counts and bus patronage data.
- Economic Benefits – for example via town centre footfall and spend surveys, distinguishing between those who travelled to the town centre by car and by sustainable means.
- Health and Safety Benefits – for example via analysis of available local road safety statistics.
- Environmental Benefits – for example via Air Quality and Noise monitors at key locations within the Town Centre and usage of public Electric Vehicle car charging and eBike parking facilities. User surveys can also be conducted to determine user satisfaction levels with new active travel infrastructure and public transport services and waiting environments.
- Accessibility and Social Inclusion – updated catchment analysis for access into and within town centre, including for those without access to a car.

8. SUMMARY

8.1 Overview

This report outlines the process undertaken to develop the ~~draft~~ Loughrea Local Transport Plan (LTP) for consultation. The key purpose of the LTP is to guide the future transport and mobility needs of Loughrea, taking into account the transport demand arising from existing and projected development both within the study area and the wider area of influence.

In developing the LTP, SYSTRA have followed guidelines set out in TII/NTA's 'Area Based Transport Assessment (ABTA) Guidance Notes. A detailed Baseline Assessment was undertaken to understand existing conditions within Loughrea along with potential opportunities and constraints. Core study objectives were identified for the Loughrea LTP grounded in National, Regional and Local policy.

Through site visits, and a review of existing conditions and relevant policies and plans, a long-list of proposed measures were identified to support the future transport needs of Loughrea. These options were passed through a detail options assessment process to determine the package of measures that would form the ~~draft~~-Loughrea LTP for consultation. The full set of ~~draft~~ strategy measures were assessed against the study objectives using identified Key Performance Indicators.

The LTP proposes a series of interlinked measures which are designed to increase the mode share of walking and cycling trips within the town, improve active mode connections within the town centre, enhance accessibility by active modes to the town's education facilities, improve the town's public transport connections and rebalance the road network in and around the town in line with the desired modal hierarchy.



Appendix A – Policy Report

Loughrea Local Area Plan ~~2024-2030~~

Loughrea Local Transport Plan

Final Report

300876

22/02/2024



Appendix B – Stage 1: Options Screening

Options for improvements to the town’s local walking and cycling networks have been identified which have taken into account the NTA’s Cycle Connects plans for the area as referenced in the policy review section of this report.

The proposed options for the walking and cycling network and the measures longlist are shown below.



Figure 34. Loughrea Walking & Cycling Options Map

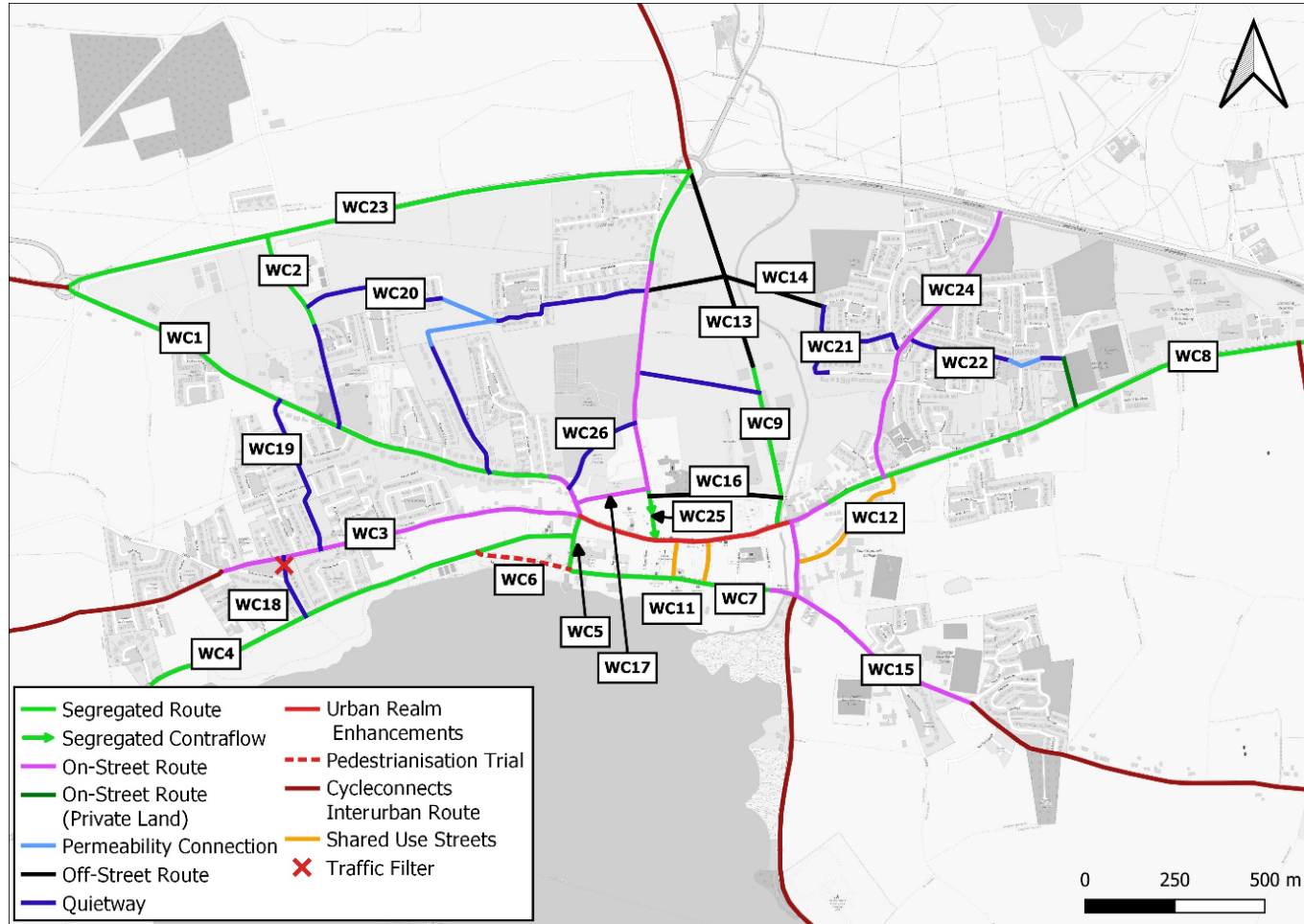


Table 18. Walking & Cycling Measures Longlist

REFERENCE	LOCATION	DESCRIPTION
WC1	R446 Athenry Road - Town edge to Ardán Liam Maoilíosa	Segregated cycle tracks in both directions and footpath upgrades
WC2	Athenry Road - Bypass to Ti Na Ri	Segregated cycle tracks in both directions and footpath upgrades
WC3	Galway Road - Town edge to Dunkellin Street	Designation as an on-street cycle route with footpath upgrades
WC4	R380 Gort Road - Town edge to The Green	Segregated cycle tracks in both directions and footpath upgrades
WC5	The Green - Whole length (N-S link)	Segregated cycle tracks in both directions and footpath upgrades
WC6a	The Green - Whole length (E-W link)	Make one way for vehicles
WC6b		Close link entirely to vehicles on a trial basis
WC7	Barrack Street - The Green to Pigotts Street	Segregated cycle tracks in both directions and footpath upgrades
WC8	Bride Street - Town edge to The Crescent	Segregated cycle tracks in both directions and footpath upgrades
WC9	Station Road - Main Street to northern extent	Segregated cycle tracks in both directions and footpath upgrades
WC10	Moore Street (contraflow) - Whole length	Segregated contraflow cycle track in southbound direction with footpath upgrades
WC11	Kelly's Street, King Street - Whole length	Designate links as shared space between vehicles and pedestrians

REFERENCE	LOCATION	DESCRIPTION
WC12	Bohercorn - Whole length	Designate link as shared space between vehicles and pedestrians
WC13	Route of former rail line - Station Road to N65/R350 roundabout	Convert alignment to an off-street active travel link connecting the town centre to the roundabout. Not Compatible with PT1.
WC14	Area between R350 & Dun An Oir - R350 opposite Hazelwood to Dun An Oir	Off-street active travel routes connecting to WC13
WC15a		Permeability filter preventing through vehicle traffic
WC15b	Cross Street - Barrack Street to schools	Implementation of traffic calming features and pedestrian enhancement measures
WC16	The Walks - Abbey Street to Station Road	Designation as an off-street active travel route
WC17	Dolphin Street - Abbey Street to R380	Designation as an on-street cycle route with footpath upgrades
WC18	Coscorrig Crescent - R380 to Galway Road	Permeability filter preventing through vehicle traffic
WC19	St Laurence's Fields - Whole length	Designate as a "Quietway" route, improve cycle accessibility to footpath connecting to R446
WC20	Cois Furain/Donnellan Drive/Hazelwood - Whole length	Create a permeability connection between all roads listed
WC21	Dun An Oir - Whole length	Designate as a "Quietway" route

REFERENCE	LOCATION	DESCRIPTION
WC22	Drom Na Coille/Beechwood Close/ Danesfort Court/ Carraig Linn - Whole length	Create a permeability connection between all roads listed
WC23	Northern Bypass - Caherlavine Rbt to N65	Two-way segregated cycle track on southern edge.
WC24	Danesfort Road - whole length	Designation as an on-street cycle route with footpath upgrades
WC25	Abbey Street (contraflow) - Dolphin Street to Main Street	Segregated contraflow cycle track in southbound direction with footpath upgrades
WC26	Mount Carmel Crescent & unnamed lane connecting to Station Road	Designate as a “Quietway” route

Primary Cycle Network

A number of key radial links into the town centre such as Bride Street and Atherry Road have been designated as suitable for segregated cycle tracks, linking key areas of the town where pedestrian and cycle activity is anticipated to substantially increase with the appropriate infrastructure in place, such as the town centre and employment areas. It is anticipated that rapid build facilities such as separator wands could be utilised to initially deliver selected cycle routes.

Unsegregated on-street routes are marked where road widths do not allow for segregated infrastructure but which connect to key areas or facilities, such as the schools on Cross Street. These routes will be accompanied by appropriate traffic calming features and reduced speed limits in order to minimise conflict potential between vehicle drivers and cyclists.

It is noted that the existing disused railway corridor currently runs on a north to south alignment, terminating to the north of the town centre. In the event that this corridor is not reopened by Irish Rail, it is considered that it offers a unique opportunity for a high quality pedestrian and cycle route which would provide direct and easy connections between the town centre and northern parts of the town. A conversion to an active travel corridor would not prevent the corridor later being adapted as part of any future public transport scheme, such as a reopening of the railway. The potential benefits and costs of this opportunity are considered further as part of the options appraisal exercises describe later in this LTP document.

Where cycle measures are proposed alongside national roads (such as link WC23 on the R380 route and N65/R380 Caherlavine Roundabout), these will adhere to TII Publication (Standards) requirements as well as the Design Manual for Roads and Streets.

Secondary Cycle Connections

Permeability routes have been identified which supplement the network on the town's radial routes. These measures are focused on strengthening and improving existing links, providing connectivity to the wider network and key services such as schools, parks, shops etc. In combination with the strategic measures outlined above, these options will provide a comprehensive and integrated walk and cycle network supporting increased accessibility and permeability.

These connections consist of quiet residential streets such as St Laurence's Fields and Coscorrig Crescent, as well as short links between built up areas. Some of these connections may have obstacles needing to be removed, such as fences or walls. It is proposed that where minor modifications can be made to create or strengthen these local links, there is significant potential benefit for those undertaking local journeys on foot and by cycle.

Certain streets such as The Green and Coscorrig Crescent have been marked for closure to vehicles entirely or for vehicle access to properties only. These streets that have been selected are either narrow and unsuitable for through vehicle traffic and/or have alternative vehicle routes which do not require lengthy diversions. It is anticipated that rapid build facilities such as planters could be utilised to initially deliver road closure schemes.

Pedestrian Crossings

The implementation of additional high quality of pedestrian crossings within Loughrea will improve both the perception and experience of the walking environment. It is considered that such a review should form part of the LTP strategy and be integrated with the eventual preferred option(s) in terms of town centre and other improvements which are discussed below.

Additional Cycle Parking

Similarly to the consideration of pedestrian crossings, the provision of appropriate new local cycle parking, both within the town centre and at key locations elsewhere in the town, is considered to represent a "quick win" which can be progressed either alongside the development of other schemes identified within this LTP, or brought forward as a stand-alone action where opportunities arise. It is noted that the future implementation of the NTA's proposals for county-level cycle route infrastructure can be supported by this action and would encourage cyclists making longer journeys as well as shorter ones to stop and visit attractions and businesses in Loughrea.

Rapid Build Infrastructure

As outlined in Section 2, Rapid Build active travel facilities are schemes that utilise cost-effective measures to deliver walking and cycling infrastructure quicker than traditional (full build) construction methods. This approach can aid the deliverability of the proposed walking and cycling networks, including:

- Road markings/traffic restrictions;
- Narrowing/converting general traffic tracks to active travel facilities;
- Converting on-street parking to active travel facilities;
- Creating Traffic Free streets; and
- Redesigning junctions to provide greater capacity for walking, cycling and public transport.

Town Centre Improvements

Loughrea Local Area Plan 2024-2030	
Loughrea Local Transport Plan	300876
Final Report	22/02/2024

The section of Main Street between the junctions with Athenry Road and Moore Street forms the town centre of Loughrea, with the majority of properties being retail or commercial focused. Both perpendicular and parallel on-street parking bays are provided along sections of the street. The street provides some areas of landscaping and seating, although footpath provision is varying in width, with a number of narrow sections limiting opportunities for pedestrian interaction.

Main Street has been identified as having the potential to accommodate improvements consistent with the aims of regional and local policies, characterised by one or more of the following:

- Retail land uses;
- Vehicle dominance in areas of high pedestrian activity;
- Narrow footways;
- Limited road space; and
- On-street parking constraints.

In part due to the radial nature of the road network, the town core under the current layout is deemed to favour the movement of vehicles at a detriment to pedestrians and cyclists, effectively forming a barrier to an increased uptake in these modes for short-distance local trips within the town.

Options which have been considered are therefore focused on reducing the dominance of vehicle traffic whilst retaining vehicular access to the town centre, in order to improve the connections for active modes through the town core, as well as providing an enhanced civic space for the town.

Options to enhance and improve the urban realm for pedestrians in the town centre have been considered. A degree of through vehicle access is deemed to still be required for cross town east-west trips and to access, deliver and service the businesses located on Main Street.

Interventions would therefore include rationalising the on-street parking by converting the perpendicular bays to parallel and removing excess provision, expanding the space available for bus stop infrastructure (as detailed in Section 4.2) and increasing the presence of landscaping and benches in order to make the Main Street thoroughfare a more welcoming and inviting place for pedestrians. It is anticipated that rapid build facilities such as separator wands and planters could be utilised to initially deliver the planned improvement schemes for Main Street.

Public Transport

Consideration of potential public transport infrastructure schemes is based on improvement works to bus stops in the town. This reflects the analysis and conclusions reached within the GCTPS in relation to Loughrea and the specific role of public transport for both local needs and travel to other key centres, most notably Galway City.

The public transport measures and longlist are shown below.

Loughrea Local Area Plan-2024-2030	
Loughrea Local Transport Plan	300876
Final Report	22/02/2024

Figure 35. Public Transport Infrastructure Options

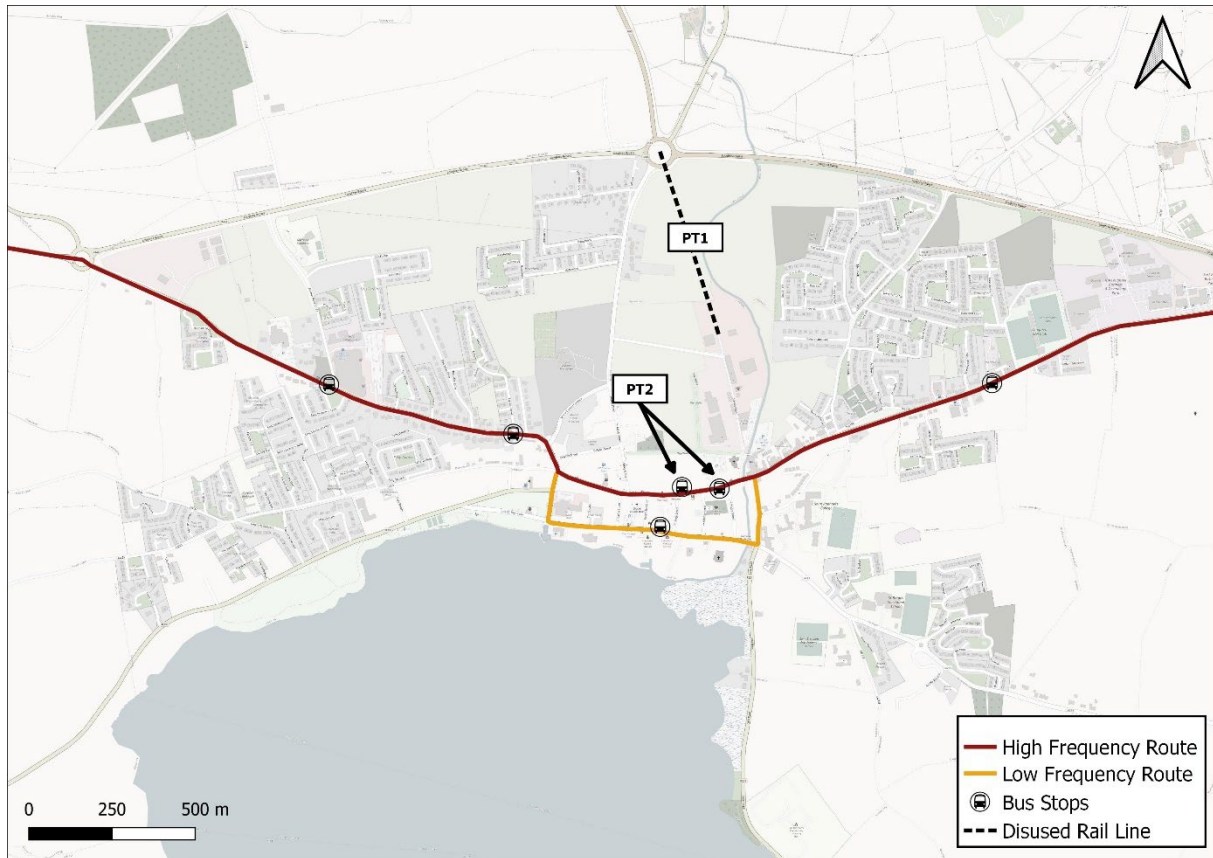


Table 19. Public Transport Measures Longlist

REFERENCE	LOCATION	DESCRIPTION
PT1	Route of former rail line - Station Road to N65/R350 roundabout	Restoration of railway services as part of wider railway improvements within Galway County. Not Compatible with WC13
PT2	Main Street/Bride Street/Station Road/Barrack Street/Athenry Road - Bus stops.	Improvements to passenger infrastructure, including marked bus stands, timetable info, shelters and seating

Bus Stop Infrastructure & Routes

A pair of bus stops with signs are provided on Main Street, which are served by the majority of the long-distance bus routes currently stopping in Loughrea. It is noted that some routes stop at additional locations on the key Bride Street and Athenry Road corridors, with all of these bus stops being unmarked.

The general distribution of bus stops within the town has been considered to be sensible and offers reasonable coverage for general access to bus services for residents, as well as providing a good level of access for those using bus services to reach Loughrea from outside of the town.

Possible improvement options include the provision of formal passenger infrastructure such as flagpoles, timetable information and shelters to the unmarked bus stops, prioritising those in the town centre.

In terms of service provision (routes and frequencies), the preferred public transport option is centred on dialogue with the NTA and local operators.

Reopening of Railway Line

The alignment of the former railway line is still in place between Station Road and the bypass roundabout junction.

A potential option is the opening of the former rail branch between Loughrea and Athenry/Attymon, thereby adding Loughry to the strategic Western Rail Corridor scheme, in line with the CDP objectives.

It should be noted that should this option come forward, it would likely be after the lifetime of this LTP. Pursuing this option would also exclude the use of this link as an active transport corridor.

Road Network

Road transport measures have been considered in the context of the NIFTI modal hierarchy shown in **Figure 26**.

The proposed road transport measures and longlist are shown below.

Loughrea Local Area Plan 2024-2030	
Loughrea Local Transport Plan	300876
Final Report	22/02/2024

Figure 36. Proposed Road Transport Options

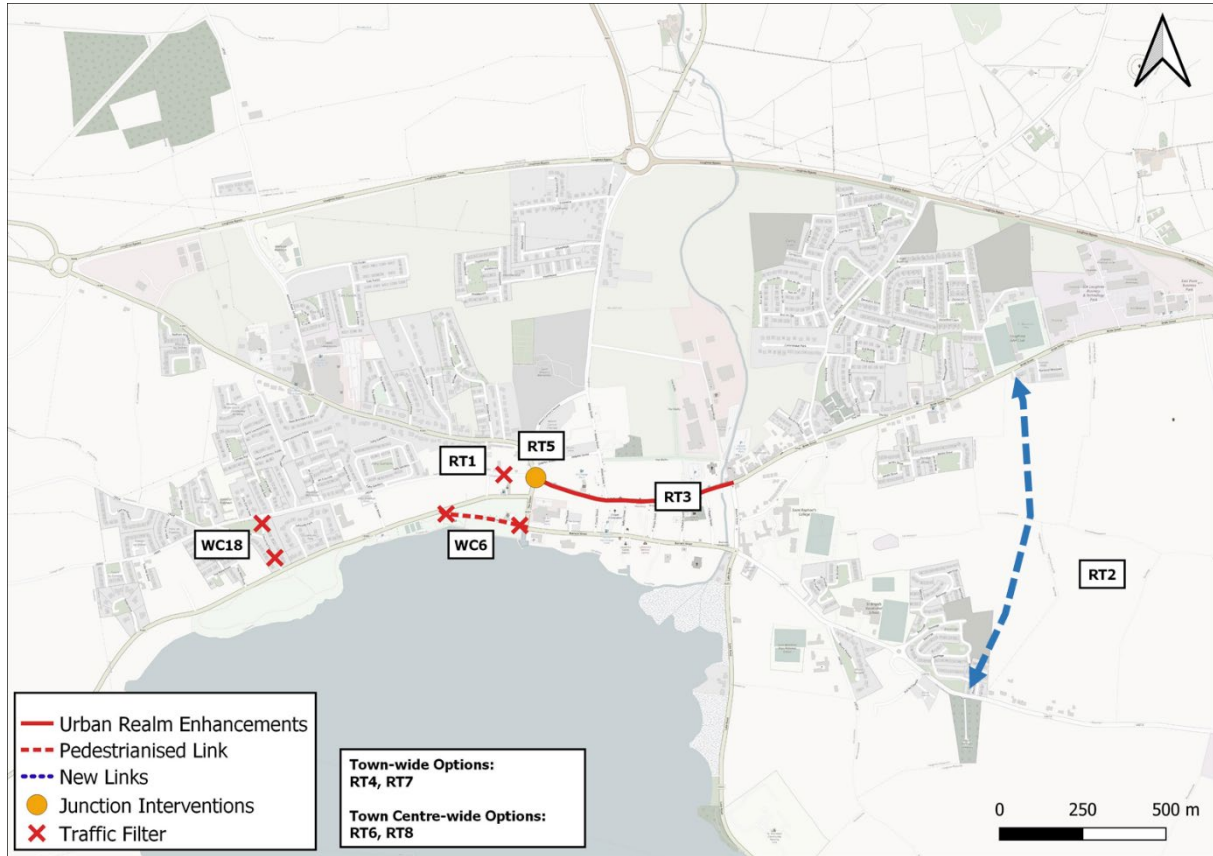


Table 20. Road Transport Measures Longlist

REFERENCE	LOCATION	DESCRIPTION
RT1a	Galway Road (between junction with Main Street & Waterview Drive)	Closure of Galway Road arm at junction with Main Street. Timed restrictions to allow delivery/servicing vehicles to access commercial properties, in westbound direction only.
RT1b		Reroute traffic to one way in westbound direction
RT2	East of town - Between Bride Street (opposite industrial park) and Cross Street, potentially via Baunoge	New eastern relief road, as mentioned in previous LAP. Would divert local through trips around the town instead of through.
RT3	Main Street - Between R351 Moore Street and R380 Gort Road	Rationalisation of on-street parking, removal of pedestrian pinch points, creation of space

REFERENCE	LOCATION	DESCRIPTION
		for expanded bus stop infrastructure, review of parking controls. Integration potential with PT2.
RT4	Study Area - All Local Streets	Vehicle speeds throughout the town (with the exception of "R" routes) to be restricted to 30kph
RT5	Main Street/Gort Road/Galway Road/Athenry Road signal junction - Junction footprint	Reduction in junction footprint, right turn bans, closure of unnamed link to Dolphin Street to vehicles
RT6	Study Area - Town Centre Streets (Main Street, Barrack Street and connections)	Develop an HGV management strategy which restricts access to HGVs on Main Street and Barrack Street at certain times, and/or applies higher weight restrictions to limit access for very large HGV vehicles.
RT7	Study Area - All Local Streets	Vehicle restrictions for streets adjacent to schools would initially be targeted at school pick-up and drop-off times to improve access and safety for pedestrians and cyclists
RT8	Study Area - Town Centre Streets (Main Street, Barrack Street and connections)	Active Kerbside Management potentially including: eCargo bike pilot for local businesses / deliveries; Adoption of kerbside hierarchy that prioritises certain vehicles/activities (e.g. cycle parking V on-street parking hierarchy; loading bays for servicing and deliveries in retail areas)

Main Street / The Green / Galway Road / Athenry Road Junction Upgrades

This junction currently forms the convergence point of the town's main western radial corridors as well as acting as the western gateway to the town centre. It is characterised by pedestrian crossings on each of the five arms linked by narrow footways. This layout results in extended waiting times for pedestrians who must cross multiple arms in order to navigate the junction.

A potential option would be to reduce the footprint of the junction, enlarging the footways where possible at the extent of road space. It is proposed to close the section of road linking the junction to Dolphin Street to vehicles in order to reduce the number of crossings pedestrians must navigate.

An additional option to be considered is the closure of the Galway Road arm, with vehicles accessing the western residential areas directed via Gort Road and Waterview Drive. This would increase green time for the remaining arms as well as the pedestrian phase, ensuring improved pedestrian links and improving capacity for the remaining arms. Access to the properties on Galway Road between the junction and Waterview Drive would need to be via Waterview Drive and it is acknowledged this is a challenging arrangement.

An alternative option considered regarding Galway Road is converting the section between the junction and Waterview Drive to one way running in the westbound direction. This would allow servicing of the properties mentioned above to continue whilst retaining a degree of improvements in vehicle capacity.

It is anticipated that rapid build facilities such as separator wands and planters could be utilised to initially deliver footway expansion and road closure schemes.

The Green Pedestrianisation

It is proposed to close the section of The Green between the junctions with Gort Road and Barrack Street to vehicles, with the road converted into a shared pedestrian and cycle link. Complementary landscaping and seating would help provide a high quality traffic-free waterfront space for the town.

Removing vehicle access from this section of The Green would eliminate the safety concerns at the Gort Road/The Green junction.

It is anticipated that rapid build facilities such as planters could be utilised to initially deliver this road closure scheme.

Eastern Link

A new link route to the east of the town centre, connecting the Cross Street and Bride Street corridors, would enable a large proportion of through vehicle traffic to avoid the town centre and the one-way system entirely.

The new link would additionally be designed to accommodate pedestrians and cyclists, expanding on the current networks available and delivering similar benefits to those modes in terms of faster and safer connections between the northern and eastern areas of the town. This would also provide a major alternative route for traffic which presently routes via the “schools quarter” and would enable a full “School Streets” scheme for restricted vehicle through-access to be brought forward.

It is noted that due to the width of much of Cross Street, it is not currently possible to introduce segregated cycle tracks without restricting traffic movement in one or both directions and thereby hinder vehicle access to multiple schools. With this link in place, two-way through vehicle movements on Cross Street would be restricted in favour of segregated cycle tracks, thereby providing an alternative solution for short distance journeys using this route.

It is considered that a bypass route scheme to the east of the town is effectively a longer-term aspiration and would need to be fully assessed in the future against national and regional policy and travel demand subsequent to the implementation of the LTP. However, if combined in future with other proposed improvements, the scheme has potential to improve access for all modes within the town.



Reference	Location	Description	Common Appraisal Framework Criteria					CAF Result	Feasibility Criteria				Summary Justification
			Economy	Safety	Environment	Access & Social Inclusion	Integration		Physical Activity	Engineering	Acceptability	Funding Potential	
Walking & Cycling Measures (WC)													
WC1	R446 Athenry Road - Town edge to Ardán Liam Maoilíosa	Road widths permit retro-fit cycle tracks in both directions Would improve cycle connectivity between town centre and west/NW residential areas											Forms part of the town's sustainable transport network, encourages a healthy, sustainable mode of travel for shorter trips, reduced car use will result in a safer streetscape for all users. Recommendation: Advance to Stage 3 Emerging Preferred Strategy
WC2	Athenry Road - Bypass to Ti Na Ri	Road widths permit retro-fit cycle tracks in both directions Would improve cycle connectivity around the school, could connect to orbital route on Cois Furain											Forms part of the town's sustainable transport network, encourages a healthy, sustainable mode of travel for shorter trips, reduced car use will result in a safer streetscape for all users Recommendation: Advance to Stage 3 Emerging Preferred Strategy



WC3	Galway Road - Town edge to Dunkellin Street	On-street route connecting other sections of orbital route Carriageway currently too narrow for segregated cycle tracks																		Forms part of the town's sustainable transport network, encourages a healthy, sustainable mode of travel for shorter trips, reduced car use will result in a safer streetscape for all users, New links increase permeability between previously disconnected parts of the town. Recommendation: Advance to Stage 3 Emerging Preferred Strategy
WC4	R380 Gort Road - Town edge to The Green	Road widths permit retro-fit cycle tracks in both directions Would improve cycle connectivity between town centre and west residential areas																		Forms part of the town's sustainable transport network, encourages a healthy, sustainable mode of travel for shorter trips, reduced car use will result in a safer streetscape for all users. Recommendation: Advance to Stage 3 Emerging Preferred Strategy
WC5	The Green - Whole length (N-S link)	Road widths permit retro-fit cycle tracks in both directions Provide a connection between Gort Road/Galway Road/Barrack Street																		Forms part of the town's sustainable transport network, encourages a healthy, sustainable mode of travel for shorter trips, reduced car use will result in a safer streetscape for all users. Recommendation: Advance to Stage 3 Emerging Preferred Strategy



WC6a	The Green - Whole length (E-W link)	Make one way for vehicles (could be either direction) creating a cycle friendly route																			Reduced car use will result in a safer streetscape for all users. Recommendation: Advance to Stage 2 Interim MCA
WC6b	The Green - Whole length (E-W link)	Remove through access for vehicles creating a cycle friendly route																			Forms part of the town's sustainable transport network, encourages a healthy, sustainable mode of travel for shorter trips, reduced car use will result in a safer streetscape for all users. Provision of a car-free link on the town's waterfront provides wider economic opportunities Recommendation: Advance to Stage 2 Interim MCA
WC7	Barrack Street - The Green to Pigotts Street	Road widths permit retro-fit cycle tracks in both directions May require removal of on-street parking spaces Provide a east-west link parallel to Main Street																			Forms part of the town's sustainable transport network, encourages a healthy, sustainable mode of travel for shorter trips, reduced car use will result in a safer streetscape for all users. Provision of an active travel-friendly link on the town's waterfront provides wider economic opportunities. Recommendation: Advance to Stage 3 Emerging Preferred Strategy



WC8	Bride Street - Town edge to The Crescent	Road widths permit retro-fit cycle tracks in both directions Would improve cycle connectivity between town centre and east/NE residential areas																Forms part of the town's sustainable transport network, encourages a healthy, sustainable mode of travel for shorter trips, reduced car use will result in a safer streetscape for all users. Recommendation: Advance to Stage 3 Emerging Preferred Strategy
WC9	Station Road - Main Street to northern extent	Road widths permit retro-fit cycle tracks in both directions Would improve cycle connectivity between town centre and northern residential areas. Could connect to the route of the former rail line and thereon to future development phases																Forms part of the town's sustainable transport network, encourages a healthy, sustainable mode of travel for shorter trips, reduced car use will result in a safer streetscape for all users. Recommendation: Advance to Stage 3 Emerging Preferred Strategy
WC10	Moore Street (contraflow) - Whole length	Would provide cycle link enabling bypass of town centre Multiple cars observed parking on footway																Forms part of the town's sustainable transport network, encourages a healthy, sustainable mode of travel for shorter trips, reduced car use will result in a safer streetscape for all users. Recommendation: Discontinue this option



WC11	Castle Street/Kelly's Street/King Street/Church Street/Pigott's Street - Whole length	Restrict access to residents only, enable two-way cycling with pedestrian and cyclist priority over vehicles May require removal of some parking spaces																			Forms part of the town's sustainable transport network, encourages a healthy, sustainable mode of travel for shorter trips, reduced car use will result in a safer streetscape for all users, less vehicle trips through narrow town centre streets. Recommendation: Advance to Stage 3 Emerging Preferred Strategy
WC12	Bohercorn - Whole length	Restrict access to residents only, enable two-way cycling with pedestrian and cyclist priority over vehicles May require removal of some parking spaces																			Forms part of the town's sustainable transport network, encourages a healthy, sustainable mode of travel for shorter trips, reduced car use will result in a safer streetscape for all users, less vehicle trips through narrow street outside St Raphael's College. Recommendation: Advance to Stage 3 Emerging Preferred Strategy
WC13	Route of former rail line - Station Road to N65/R350 roundabout	Previous LAP mentions a route on the former rail line between Bride St & bypass Would improve cycle connectivity between town centre and northern residential areas. Could connect to the route of the former rail line and thereon to future development phases Not Compatible with PT1																			Forms part of the town's sustainable transport network, encourages a healthy, sustainable mode of travel for shorter trips, reduced car use will result in a safer streetscape for all users, New link increases permeability between previously disconnected parts of the town. Recommendation: Advance to Stage 3 Emerging Preferred



													Strategy, dependent on outcome of PT1				
WC14	Area between R350 & Dun An Oir - R350 opposite Hazelwood to Dun An Oir	Would improve east-west orbital cycle connectivity, currently river causes severance. Would connect to the north-south link on the former rail route															Forms part of the town's sustainable transport network, encourages a healthy, sustainable mode of travel for shorter trips, reduced car use will result in a safer streetscape for all users, New links increase permeability between previously disconnected parts of the town Recommendation: Advance to Stage 3 Emerging Preferred Strategy
WC15a	Cross Street - Barrack Street to schools	Closure of road to through vehicle traffic, install segregated cycle tracks in both directions															Forms part of the town's sustainable transport network, encourages a healthy, sustainable mode of travel for shorter trips especially to schools, reduced car use will result in a safer streetscape for all users. Vehicle access to schools from the rest of the town would be impeded. Will require eastern relief road link to be in place which will require funding



														beyond this LTP period. Recommendation: Advance to Stage 2 Interim MCA
WC15b	Cross Street - Barrack Street to schools	Implementation of traffic calming features and pedestrian enhancement measures												Would form part of sustainable transport network, encourages a healthy, sustainable mode of travel for shorter trips especially to schools, reduced car use will result in a safer streetscape for all users. Recommendation: Advance to Stage 2 Interim MCA
WC16	The Walks - Abbey Street to Station Road	Signage, minor works to facilitate cycle access Enables an E-W route bypassing town centre												Forms part of the town's sustainable transport network, encourages a healthy, sustainable mode of travel for shorter trips, reduced car use will result in a safer streetscape for all users, New links increase permeability between previously disconnected parts of the town Recommendation: Advance to Stage 3 Emerging Preferred Strategy



WC17	Dolphin Street - Abbey Street to R380	On-street route connecting other sections of orbital route																			Forms part of the town's sustainable transport network, encourages a healthy, sustainable mode of travel for shorter trips, reduced car use will result in a safer streetscape for all users, New links increase permeability between previously disconnected parts of the town. Recommendation: Advance to Stage 3 Emerging Preferred Strategy
WC18	Coscorrig Crescent - R380 to Galway Road	Remove through access for vehicles creating a cycle friendly route																			Forms part of the town's sustainable transport network, encourages a healthy, sustainable mode of travel for shorter trips, reduced car use will result in a safer streetscape for all users. Recommendation: Advance to Stage 3 Emerging Preferred Strategy
WC19	St Laurence's Fields - Whole length	Signage, improve cycle accessibility to footpath connecting to R446																			Forms part of the town's sustainable transport network, encourages a healthy, sustainable mode of travel for shorter trips, reduced car use will result in a safer streetscape for all users, New links increase permeability between previously disconnected parts of the town. Recommendation: Advance to Stage 3 Emerging Preferred Strategy



WC20	Cois Furain/Donnellan Drive/Hazelwood - Whole length	Create a connection between all three roads, improving orbital links for ped/cycles												Forms part of the town's sustainable transport network, encourages a healthy, sustainable mode of travel for shorter trips, reduced car use will result in a safer streetscape for all users, New links increase permeability between previously disconnected parts of the town. Recommendation: Advance to Stage 3 Emerging Preferred Strategy
WC21	Dun An Oir - Whole length	Signage, forms part of orbital cycle route												Forms part of the town's sustainable transport network, encourages a healthy, sustainable mode of travel for shorter trips, reduced car use will result in a safer streetscape for all users, New links increase permeability between previously disconnected parts of the town. Recommendation: Advance to Stage 3 Emerging Preferred Strategy



WC22	Drom Na Coille/Beechwood Close/Danesfort Court/Carraig Linn - Whole length	Create a connection between all roads, improving orbital links for ped/cycles												Forms part of the town's sustainable transport network, encourages a healthy, sustainable mode of travel for shorter trips, reduced car use will result in a safer streetscape for all users, New links increase permeability between previously disconnected parts of the town. Recommendation: Advance to Stage 3 Emerging Preferred Strategy
WC23	Northern Bypass - Caherlavine Rbt to N65	Two-way cycle track on southern edge. Would enable orbital cycle connection in North/North West areas. Useful connection for future development.												Forms part of the town's sustainable transport network, encourages a healthy, sustainable mode of travel for shorter trips, reduced car use will result in a safer streetscape for all users, New links increase permeability between previously disconnected parts of the town. Recommendation: Advance to Stage 3 Emerging Preferred Strategy (and developed in accordance with TII Publications (Standards))



WC24	Danesfort Road - whole length	On-street route connecting other sections of orbital route Carriageway currently too narrow for segregated cycle tracks													Forms part of the town's sustainable transport network, encourages a healthy, sustainable mode of travel for shorter trips, reduced car use will result in a safer streetscape for all users, New links increase permeability between previously disconnected parts of the town. Recommendation: Advance to Stage 3 Emerging Preferred Strategy
WC25	Abbey Street (contraflow) - Dolphin Street to Main Street	Would provide cycle connection between Main Street and bypass route												Forms part of the town's sustainable transport network, encourages a healthy, sustainable mode of travel for shorter trips, reduced car use will result in a safer streetscape for all users. Recommendation: Advance to Stage 3 Emerging Preferred Strategy	
WC26	Mount Carmel Crescent & unnamed lane connecting to Station Road	Signage, forms part of orbital cycle route												Forms part of the town's sustainable transport network, encourages a healthy, sustainable mode of travel for shorter trips, reduced car use will result in a safer streetscape for all users, New links increase permeability between previously disconnected parts of the town. Recommendation: Advance to Stage 3 Emerging Preferred Strategy	



Public Transport Measures (PT)													
PT1	Route of former rail line - Station Road to N65/R350 roundabout	Restoration of railway services as part of wider railway improvements within Galway County Not Compatible with WC13											Enhances strategic PT connections btw Loughrea and other urban centres in the county, potential for modal shift from car to PT. Recommendation: Advance to Stage 3 Emerging Preferred Strategy
PT2	Main Street/Bride Street/Station Road/Barrack Street/Athenry Road - Bus stops.	Bus stands, timetable info, shelters and seating for waiting passengers Main Street stops would likely require footway build out and loss of parking spaces to provide shelter. Recommend this pair is prioritised Integration potential with RT3											Enhances strategic and local PT connections btw Loughrea town centre and other urban centres in the county, potential for modal shift from car to PT. Recommendation: Advance to Stage 3 Emerging Preferred Strategy
Road Transport Measures (RT)													
RT1a	Galway Road (between junction with Main Street & Waterview Drive)	Close link to through vehicle traffic											Enhances local connections for active modes between west neighbourhoods and town centre. Improves capacity of Main Street/Athenry Road junction Recommendation: Advance to Stage 2 Interim MCA
RT1b		Reroute traffic to one way in westbound direction											Slight improvements to Main Street/Athenry Road junction capacity Recommendation: Advance to Stage 2 Interim MCA



RT2	East of town - Between Bride Street (opposite industrial park) and Cross Street, potentially via Baunoge	New relief road, as mentioned in previous LAP. Would divert local through trips around the town instead of through.																		Scheme indirectly benefits active travel by routing through trips away from built up areas. Recommendation: Advance to Stage 3 Emerging Preferred Strategy as longer term aspiration
RT3	Main Street - Between R351 Moore Street and R380 Gort Road	Rationalisation of on-street parking, removal of pedestrian pinch points, creation of space for expanded bus stop infrastructure, review of parking controls Integration potential with PT2																		Improved links for pedestrians through town centre enhances safety and encourages modal shift from car for short trips. Recommendation: Advance to Stage 3 Emerging Preferred Strategy
RT4	Study Area - All Local Streets	Vehicle speeds throughout the town (with the exception of "R" routes to be restricted to 30kph																		Direct environmental benefit. Scheme indirectly benefits active travel by improving safety due to lower vehicle speeds. Recommendation: Advance to Stage 3 Emerging Preferred Strategy
RT5	Main Street/Gort Road/Galway Road/Athenry Road signal junction - Junction footprint	Junction is the western gateway to the town centre, currently a challenging layout for pedestrians to negotiate - need to cross multiple arms Reduction in footprint, access restrictions, right turn bans would enable more efficient signal stages/more green time for pedestrians																		Improved accessibility at this junction for pedestrians will encourage active travel for short trips and improve safety. Recommendation: Advance to Stage 3 Emerging Preferred Strategy



RT6	Study Area - Town Centre Streets (Main Street, Barrack Street and connections)	Develop an HGV management strategy which restricts access to HGVs on Main Street and Barrack Street at certain times, and/or applies higher weight restrictions to limit access for very large HGV vehicles.												Direct environmental benefit. Scheme indirectly benefits active travel by improving safety due to less HGVs on town's streets. Recommendation: Advance to Stage 3 Emerging Preferred Strategy
RT7	Study Area - All Local Streets	Vehicle restrictions for streets adjacent to schools would initially be targeted at school pick-up and drop-off times to improve access and safety for pedestrians and cyclists												Encourages mode shift for school trips, from car to active modes. Direct safety benefit. School zones would form part of integrated sustainable travel network for the town. Recommendation: Advance to Stage 3 Emerging Preferred Strategy
RT8	Study Area - Town Centre Streets (Main Street, Barrack Street and connections)	Active Kerbside Management potentially including: eCargo bike pilot for local businesses / deliveries; Adoption of kerbside hierarchy that prioritises certain vehicles/activities (e.g. cycle parking V on-street parking hierarchy; loading bays for servicing and deliveries in retail areas)												Encourages mode shift for trips to/from town centre. Safety and environmental benefit due to less vehicles on Main St. Would form core of town's integrated sustainable travel network. Enhanced pedestrian experience would encourage tourism/economic activity. Recommendation: Advance to Stage 3 Emerging Preferred Strategy

One measure was discontinued after the Stage 1 assessment, with a summary detailed in **Table 21**.

Table 21. Stage 1 Screening Discontinued Options

REFERENCE	DESCRIPTION	COMMENTARY
WC10	Contraflow cycle track on Moore Street in southbound direction	Sections of road width too narrow for segregated contraflow track, therefore it is recommended to discontinue this option. Potential to include in cycle network as on-street route.

It is acknowledged that the eastern bypass link road (measure RT2) is unique in providing a new road link, when compared to the majority of the proposed measures which overwhelmingly focus on active travel and the re-prioritisation of road space in favour of walking and cycling.

It is considered that this link needs to be considered as part of an integrated suite of measures rather than on an individual basis. Implementing this link enables through trips to be directed away from Cross Street, allowing improved active travel schemes such as segregated cycle routes and wider footways. Enabling these types of schemes on Cross Street will result in a substantial benefit in walking and cycling connectivity for the multiple schools located on this key corridor.

The eastern bypass link road therefore was considered to offer substantial environmental benefits when considering the indirect possibilities enabled by its implementation and as a result passed the initial options screening process.



Appendix C – Stage 2: Interim Multi-Criteria Analysis

Loughrea Local Area Plan ~~2024-2030~~

Loughrea Local Transport Plan

Final Report

300876

22/02/2024



Table 22. Stage 2 Interim MCA

Reference	Description	Common Appraisal Framework Criteria						CAF Result	Feasibility Criteria				Summary Justification
		Economy	Safety	Environment	Access & Social Inclusion	Integration	Physical Activity		Engineering	Acceptability	Funding Potential	Affordability	
Cross Street													
WC15a	Closure of road to through vehicle traffic												Forms part of the town's sustainable transport network, encourages a healthy, sustainable mode of travel for shorter trips especially to schools, reduced car use will result in a safer streetscape for all users. Vehicle access to schools from the rest of the town would be impeded which is considered politically unacceptable. Recommendation: Discontinue Option
WC15b	Implementation of traffic calming features and pedestrian enhancement measures												Would form part of sustainable transport network, encourages a healthy, sustainable mode of travel for shorter trips especially to schools, reduced car use will result in a safer streetscape for all users. Recommendation: Advance to Stage 3 Emerging Preferred Strategy
The Green													



WC6a	Make one way for vehicles (could be either direction) creating a cycle friendly route													Reduced car use will result in a safer streetscape for all users. Higher benefits considered possible across all categories by additional traffic restrictions. Recommendation: Discontinue Option
WC6b	Remove through access for vehicles creating a cycle friendly route													Forms part of the town's sustainable transport network, encourages a healthy, sustainable mode of travel for shorter trips, reduced car use will result in a safer streetscape for all users. Provision of a car-free link on the town's waterfront provides wider economic opportunities Recommendation: Advance to Stage 3 Emerging Strategy
Coscarrig Crescent														
WC18a	Make one way for vehicles (could be either direction) creating a cycle friendly route													Reduced car use will result in a safer streetscape for all users. Higher benefits considered possible across all categories by additional traffic restrictions. Recommendation: Discontinue Option
WC18b	Remove through access for vehicles creating a cycle friendly route													Forms part of the town's sustainable transport network, encourages a healthy, sustainable mode of travel for shorter trips, reduced car use will result in a safer streetscape for all users. Provision of a car-free link on the town's waterfront provides wider economic opportunities Recommendation: Advance to Stage 3 Emerging Strategy



Galway Road (between junctions with Waterview Drive & Main Street)													
RT1a	Closure of Galway Road arm at junction with Main Street. Timed restrictions to allow delivery/servicing vehicles to access commercial properties, in westbound direction only.	Yellow	Green	Green	Green	Green	Green	Green	Green	Green	Red	Green	Although this measure would enhance local connections for active modes between west neighbourhoods and town centre and improve the capacity of Main Street/Athenry Road junction, it is considered to be unacceptable politically. Recommendation: Discontinue Option
RT1b	Reroute traffic to one way in westbound direction	Yellow	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Light Green	Green	Green	Green	Slight improvements to Main Street/Athenry Road junction capacity. Closure to through vehicle traffic deemed to provide increased benefits. Recommendation: Advance to Stage 3 Emerging Strategy

The options development and appraisal process has sought to identify a wide range of potential improvements and interventions for different transport modes which would be capable of individually and collectively achieving the objectives which have been defined for the Loughrea LTP. In appraising the options, a significant number have been identified (particularly in relation to walking and cycling) which both contribute to more than one objective and are considered to be feasible to deliver in the short to medium term. These measures have been further appraised using the identified KPIs and found to perform strongly, without compromising the potential for further improvements or being associated with issues (in principle) of cost or deliverability. For avoidance of doubt, more detailed analysis of scheme designs and costs are expected to take place following adoption of the Loughrea LAP and LTP documents.

The town centre area (focused on Main Street and its links to Barrack Street) is one of the most intensely used parts of the existing street network and the option development process has identified that, rather than putting forward a series of individual measures, the most beneficial approach to addressing identified issues in this area will be a dedicated study of how existing constraints created by narrow footways, the location and extent of on-street parking (vs. on-street servicing) and the use of bollards and associated street furniture can be managed to enable a renewal of the street scene and make the area more attractive and safer for pedestrians and cyclists, whilst continuing to accommodate and improve infrastructure provision for public transport services. It is recognised that recent projects at other towns in Galway (including Ballinasloe) potentially offer further insights into how the town centre environment can be improved in a manner which puts active and sustainable travel to the fore, but recognises and continues to accommodate essential vehicle access, particularly the needs of businesses whose vitality is directly linked to the wider sustainability of the town.

Analysis of the wider street networks has confirmed that the general layout of streets largely functions in an effective manner; as such, only limited changes to circulation and access are proposed, and those which score positively in the option appraisal process (such as the proposed cycle contraflows) would have only limited impacts on general traffic. It is noted that any proposals which would involve re-routing or partial closure of streets or street sections will be subject to further analysis (including analysis of appropriate site-specific traffic data) prior to any implementation.

At the town-wide level, the initial option development process has considered potential new links to the east and west of the built-up areas; these have been initially identified from the previous LAP, but it is recognised that transport policy is moving away from the provision of general new road capacity, except in circumstances where it is required to address specific issues around safety or to enable the implementation of other sustainable transport measures where the overall benefits are considered to justify the road element. Within Loughrea, it has been identified that there is potential to create a new link between Bride Street and Cross Street which would enable traffic approaching Loughrea from the south-east to avoid travelling through part of the town centre, in particular the western end of Cross Street which accommodates a number of schools and where the nature of the road severely limits the improvements which can be made for sustainable mode access whilst the current traffic volumes are present. The creation of this link would require negotiations with relevant land owners and further work to identify a feasible preferred route, but it is considered that the benefits in terms of sustainable and safe access to this area would be significant and help to bring forward a “step change” in school travel and potentially wider walking and cycling uptake in the town.

The current route of the former railway link to Loughrea has been identified as a potential new walking and cycling route which would connect to a number of the other on and off-street proposals developed



as part of this LTP. It is recognised that some aspirations remain in terms of the re-use of this route for rail services; however, it is understood that this would be challenging based on developments which have occurred elsewhere on the former route, and the costs associated with any re-opening are currently considered to be prohibitive in terms of any deliverability of such a scheme within the lifetime of the current emerging LAP and LTP documents.

SYSTRA provides advice on transport, to central, regional and local government, agencies, developers, operators and financiers.

A diverse group of results-oriented people, we are part of a strong team of professionals worldwide. Through client business planning, customer research and strategy development we create solutions that work for real people in the real world.

For more information visit www.systra.ie

Birmingham – Newhall Street

Lancaster House, Newhall St,

Birmingham, B3 1NQ
T: +44 (0)121 393 4841

Birmingham – Suffolk Street

8th Floor, Alpha Tower, Crowne Plaza, Suffolk Street

Birmingham, B1 1TT
T: +44 (0)121 393 4841

Bristol

One Temple Quay, Temple Back East

Bristol, BS1 6DZ
T: +44 118 208 0111

Dublin

2nd Floor, Riverview House, 21-23 City Quay
Dublin 2, Ireland
T: +353 (0) 1 566 2028

Edinburgh

Prospect House, 5 Thistle Street, Edinburgh EH2 1DF
T: +44 (0)131 460 1847

Glasgow

The Centrum Business Centre Limited, 38 Queen Street,
Glasgow,
G1 3DX
T: +44 (0)141 468 4205

Leeds

100 Wellington Street, Leeds, LS1 1BA
T: +44 (0)113 360 4842

London

One Carey Lane, London, England EC2V 8AE
T: +44 (0)20 3855 0079

Manchester –City Tower

16th Floor, City Tower, Piccadilly Plaza
Manchester M1 4BT
T: +44 (0)161 504 5026

Newcastle

Floor E, South Corridor, Milburn House, Dean Street,
Newcastle, NE1 1LE
T: +44 (0)191 249 3816

Reading

Davidson House, Forbury Square,
Reading, RG1 3EU
T: +44 118 208 0111

Woking

Dukes Court, Duke Street
Woking, Surrey GU21 5BH
T: +44 (0)1483 357705

York

Meridian House, The Crescent
York, YO24 1AW
Tel: +44 1904 454 600

Other locations:

France:

Bordeaux, Lille, Lyon, Marseille, Paris

Northern Europe:

Astana, Copenhagen, Kiev, London, Moscow, Riga, Wroclaw

Southern Europe & Mediterranean: Algiers, Baku, Bucharest,
Madrid, Rabat, Rome, Sofia, Tunis

Middle East:

Cairo, Dubai, Riyadh

Asia Pacific:

Bangkok, Beijing, Brisbane, Delhi, Hanoi, Hong Kong, Manila,
Seoul, Shanghai, Singapore, Shenzhen, Taipei

Africa:

Abidjan, Douala, Johannesburg, Kinshasa, Libreville, Nairobi

Latin America:

Lima, Mexico, Rio de Janeiro, Santiago, São Paulo

North America:

Little Falls, Los Angeles, Montreal, New-York, Philadelphia,
Washington

The SYSTRA logo is rendered in a bold, red, sans-serif typeface. The letters are thick and closely spaced, with a distinctive design where the 'Y' and 'S' have a slightly irregular, hand-drawn quality. The 'A' is also bold and blocky. The overall appearance is modern and professional.



Comhairle Chontae na Gaillimhe
Galway County Council

Draft

Loughrea Local Area Plan

2024-2030

Appendix D - List of Submissions Received

Prescribed Authority			
	Submission No.	Name	Date Received
1.	GLW-C79-437	Office of the Planning Regulator (OPR)	15/01/24
2.	GLW-C79-294	Office of Public Works (OPW)	12/01/24
3.	GLW-C79-398	Uisce Eireann	15/01/24
4.	GLW-C79-858	Department of Housing, Local Government and Heritage	15/01/24
5.	GLW-C79-846	Department of Environment, Climate Change and Communication	15/01/24
6.	GLW-C79-825	Department of Education	15/01/24
7.	GLW-C79-409	Department of Transport	11/01/24
8.	GLW-C79-9	Transport Infrastructure Ireland	20/12/23
9.	GLW-C79-826	National Transport Authority	15/01/24
10.	GLW-C79-427	ESB	15/01/24
11.	GLW-C79-10	Environmental Protection Agency	03/01/24
12.	GLW-C79-192	An Post	11/01/24
13.	GLW-C79-1	Tipperary County Council	29/11/23

Councillors/TD's			
	Submission No.	Name	Date Received
14.	GLW-C79-737	Cllr Shane Curley	14/01/24
15.	GLW-C79-836	Cllr Declan Kelly	15/01/24
16.	GLW-C79-871	Cllr Shane Curley	15/01/24
17.	GLW-C79-854	Cllr Shane Curley	15/01/24
18.	GLW-C79-465	Cllr Geraldine Donohue	15/01/24
19.	GLW-C79-872	Cllr Shane Curley	15/01/24
20.	GLW-C79-241	Ciaran Cannon TD	09/01/24
21.	GLW-C79-382	Sean Cannon TD	11/01/24
22.	GLW-C79-384	Sean Cannon TD	11/01/24

General Submission			
	Submission No.	Name	Date Received
23.	GLW-C79-191	Cathal Geraghty	08/01/24
24.	GLW-C79-396	Brian Henehan	15/01/24
25.	GLW-C79-364	John and Grainne Claffey	10/01/24
26.	GLW-C79-263	Thomas Claffey (via MKO)	12/01/24
27.	GLW-C79-383	David and Denise Barrett	15/01/24
28.	GLW-C79-333	Roberto Property Company Ltd. c/o Genesis Planning	13/01/24
29.	GLW-C79-603	Roberto Property Co. Ltd c/o Genesis Planning	13/01/24
30.	GLW-C79-310	MPD Developments c/o MKO	12/01/24
31.	GLW-C79-834	Myronome Ltd (Mike Feerick)	15/01/24
32.	GLW-C79-244	Cyril Kelly	12/01/24

33.	GLW-C79-431	Aidan Finnegan	11/01/24
34.	GLW-C79-860	Leadlane Loughrea Ltd. c/o Enviroplan	15/01/24
35.	GLW-C79-7	Jason Redmond	18/12/23
36.	GLW-C79-862	Leadlane Loughrea Ltd. c/o Enviroplan	15/01/24
37.	GLW-C79-423	Joe O'Toole c/o Iggy Greaney	15/01/24
38.	GLW-C79-491	Edel Murraray on behalf of Vincent and Bridget Murray	12/01/24
39.	GLW-C79-770	Stephen O'Rourke c/o Declan Rafferty	15/01/24
40.	GLW-C79-865	Leadlane Loughrea Ltd. c/o Enviroplan	15/01/24
41.	GLW-C79-868	Leadlane Loughrea Ltd. c/o Enviroplan	15/01/24
42.	GLW-C79-386	Ailish O'Reilly	15/01/24
43.	GLW-C79-329	LSCDG c/o KPMG	12/01/24
44.	GLW-C79-421	Joseph Kelly and Genevieve Burke	15/01/24
45.	GLW-C79-434	Brian Curran	15/01/24
46.	GLW-C79-319	Dr. John Ryan and Colman Ryan c/o Hughes Planning	12/01/24
47.	GLW-C79-125	Michelle Champion	07/01/24
48.	GLW-C79-143	Claire Quinn Reid	08/01/24
49.	GLW-C79-146	Paul Sherry	08/01/24
50.	GLW-C79-148	Feargal Conneely	08/01/24
51.	GLW-C79-152	Loughrea Rams Football Club	08/01/24
52.	GLW-C79-153	Ronan Dervan	08/01/24
53.	GLW-C79-154	Ann Mahony	08/01/24
54.	GLW-C79-155	Tomas Cooley	08/01/24
55.	GLW-C79-156	Daithi Tiernan	08/01/24
56.	GLW-C79-158	Shamrock's Camogie Club	08/01/24
57.	GLW-C79-181	Tomas Cooley	08/01/24
58.	GLW-C79-182	Loughrea Squash	08/01/24
59.	GLW-C79-183	David O'Rourke	08/01/24
60.	GLW-C79-185	Ailbhe Barrett	08/01/24
61.	GLW-C79-186	Loughrea Gaelic Football Club	08/01/24
62.	GLW-C79-187	St. Brendan's Hurling Club Loughrea	08/01/24
63.	GLW-C79-189	Caroline O'Halloran	08/01/24
64.	GLW-C79-190	John Cuddy	08/01/24
65.	GLW-C79-201	Daithi and Martina Raftery	11/01/24
66.	GLW-C79-203	Andrea Sellars	09/01/24
67.	GLW-C79-205	Mary Dunne	09/01/24
68.	GLW-C79-206	Happyfeet Preschool	09/01/24
69.	GLW-C79-212	Stephen Forde	09/01/24
70.	GLW-C79-213	Neil Kelly	09/01/24
71.	GLW-C79-214	Leanne Kelly	09/01/24
72.	GLW-C79-216	Leanne Kelly	09/01/24
73.	GLW-C79-217	Claire Dillon	09/01/24
74.	GLW-C79-218	Mike Stratford	09/01/24
75.	GLW-C79-222	Darragh Power	09/01/24
76.	GLW-C79-223	Kevin McHugh	09/01/24
77.	GLW-C79-224	Deirdre Dowling	09/01/24
78.	GLW-C79-225	Carol Coen	09/01/24
79.	GLW-C79-227	Robert McManus	09/01/24
80.	GLW-C79-228	Ollie Fahy	09/01/24
81.	GLW-C79-229	Daniel Forde	09/01/24
82.	GLW-C79-230	Michelle Naughton	09/01/24

83.	GLW-C79-231	Fiona and Rob Keane	09/01/24
84.	GLW-C79-233	Suzanne Colleran	09/01/24
85.	GLW-C79-234	St. Raphaels's College	09/01/24
86.	GLW-C79-235	Joe Fahy	09/01/24
87.	GLW-C79-236	Niamh Jones	09/01/24
88.	GLW-C79-237	Paul O'Connor	09/01/24
89.	GLW-C79-238	Eimear Corcoran	09/01/24
90.	GLW-C79-239	Cathy Gately	09/01/24
91.	GLW-C79-240	Amy Smyth	09/01/24
92.	GLW-C79-245	Lorcan Doyle	09/01/24
93.	GLW-C79-247	Orla Lawless	09/01/24
94.	GLW-C79-248	Sharon Rourke	09/01/24
95.	GLW-C79-249	Peter Forde	09/01/24
96.	GLW-C79-250	Emer Lynch	09/01/24
97.	GLW-C79-251	Anne Moloney	09/01/24
98.	GLW-C79-253	Russell Lynch	09/01/24
99.	GLW-C79-255	Robert Doyle	09/01/24
100.	GLW-C79-256	Kate Colleran	09/01/24
101.	GLW-C79-257	Patrick O'Connor	09/01/24
102.	GLW-C79-258	Kate Colleran	09/01/24
103.	GLW-C79-259	Padraig Murray	09/01/24
104.	GLW-C79-260	Karen Fallon	09/01/24
105.	GLW-C79-261	Avril Hanly	09/01/24
106.	GLW-C79-262	Richard Moore	09/01/24
107.	GLW-C79-267	Bernie Quinn	09/01/24
108.	GLW-C79-268	Siobhan Kenny	09/01/24
109.	GLW-C79-269	Robert New	09/01/24
110.	GLW-C79-270	Aisling Kelly	09/01/24
111.	GLW-C79-271	Christine Murray	09/01/24
112.	GLW-C79-272	Alexander Kane	09/01/24
113.	GLW-C79-273	Ciaran Doyle	09/01/24
114.	GLW-C79-274	Daniel Burke	09/01/24
115.	GLW-C79-275	Enda Coen	09/01/24
116.	GLW-C79-276	Nicky Allen	09/01/24
117.	GLW-C79-278	Agnieszka Piaskowska	09/01/24
118.	GLW-C79-279	Declan O'Reilly	09/01/24
119.	GLW-C79-280	Thomas Quinlan	09/01/24
120.	GLW-C79-286	Joe Mooney	09/01/24
121.	GLW-C79-288	Ciara O'Rourke	09/01/24
122.	GLW-C79-290	Conor Donohue	09/01/24
123.	GLW-C79-291	Cathal O'Reilly	09/01/24
124.	GLW-C79-296	Brigid Fahy	09/01/24
125.	GLW-C79-298	Brendan Quinn	09/01/24
126.	GLW-C79-299	Stephanie Greally Quinn	09/01/24
127.	GLW-C79-300	Caroline Quirke	09/01/24
128.	GLW-C79-303	Christina Mitchell	09/01/24
129.	GLW-C79-304	Gary Rooney	10/01/24
130.	GLW-C79-305	Maurice Mitchell	10/01/24
131.	GLW-C79-306	Maurice Mitchell	10/01/24
132.	GLW-C79-308	Dave Gardiner	10/01/24

133.	GLW-C79-309	Michelle O'Donoghue	10/01/24
134.	GLW-C79-315	Ronan Killeen	10/01/24
135.	GLW-C79-321	Loch Riach Traditional Archery	10/01/24
136.	GLW-C79-322	Mattia Cestonaro	10/01/24
137.	GLW-C79-324	Michelle Champion	10/01/24
138.	GLW-C79-326	Aoife Collins	10/01/24
139.	GLW-C79-327	Paul Gallagher	10/01/24
140.	GLW-C79-343	Judy Greene	14/01/24
141.	GLW-C79-344	Anne O'Connor	14/01/24
142.	GLW-C79-362	Emma Spittles	10/01/24
143.	GLW-C79-363	Lisa Mahon	10/01/24
144.	GLW-C79-369	Mike Walsh	10/01/24
145.	GLW-C79-370	Ciars Walsh	10/01/24
146.	GLW-C79-371	Petrina Egan	10/01/24
147.	GLW-C79-372	Anne-Marie Kiely	10/01/24
148.	GLW-C79-374	Alan Whelan	10/01/24
149.	GLW-C79-376	Danny Quinn	10/01/24
150.	GLW-C79-378	Adrian Madden	10/01/24
151.	GLW-C79-379	Murph James	10/01/24
152.	GLW-C79-380	S Spittles	10/01/24
153.	GLW-C79-381	Leanne Burns	11/01/24
154.	GLW-C79-389	Jaxs F	11/01/24
155.	GLW-C79-395	Helen Haverty	11/01/24
156.	GLW-C79-400	Stella Lynch	11/01/24
157.	GLW-C79-401	Lillie Collins	11/01/24
158.	GLW-C79-402	Cathriona McLoughlin	11/01/24
159.	GLW-C79-404	Justin Lynch	11/01/24
160.	GLW-C79-406	The Reds	11/01/24
161.	GLW-C79-407	Audrey Hand	11/01/24
162.	GLW-C79-408	Laura Dyar	11/01/24
163.	GLW-C79-410	Adrian Kelly	15/01/24
164.	GLW-C79-411	Deirdre McInerney	15/01/24
165.	GLW-C79-416	Miriam O'Callaghan	15/01/24
166.	GLW-C79-417	Matthew McNabola	11/01/24
167.	GLW-C79-418	Matthew M. Leavy	11/01/24
168.	GLW-C79-422	St Brendan's Boys NS	15/01/24
169.	GLW-C79-425	Nora O'Connor	11/01/24
170.	GLW-C79-432	Kathleen Whelan	11/01/24
171.	GLW-C79-433	Mary O'Brien	11/01/24
172.	GLW-C79-436	Richard Thomas Moore	11/01/24
173.	GLW-C79-439	Peter Murphy	11/01/24
174.	GLW-C79-441	Pamela Nevin Boyle	11/01/24
175.	GLW-C79-443	Hilary Reade	11/01/24
176.	GLW-C79-444	Claire Leigh	11/01/24
177.	GLW-C79-445	Cathy Glynn	11/01/24
178.	GLW-C79-446	Kevin Cunningham	11/01/24
179.	GLW-C79-447	Brendan Dooley	11/01/24
180.	GLW-C79-448	Sorsha Moran	11/01/24
181.	GLW-C79-450	Celine Scully	11/01/24
182.	GLW-C79-451	Martina Kiely	11/01/24

183.	GLW-C79-452	Richard Moore	11/01/24
184.	GLW-C79-453	Svitlana Sopina	11/01/24
185.	GLW-C79-454	Michael King	11/01/24
186.	GLW-C79-456	Daniel Cronin	11/01/24
187.	GLW-C79-459	Loretta Gibbons	11/01/24
188.	GLW-C79-463	Martina Flaherty	11/01/24
189.	GLW-C79-466	Mary Hodgins	12/01/24
190.	GLW-C79-468	Sabina Kenny	12/01/24
191.	GLW-C79-469	Ales Figura	12/01/24
192.	GLW-C79-478	Vincent Burke	12/01/24
193.	GLW-C79-480	Brian Mahony	12/01/24
194.	GLW-C79-488	Kevin Boyle	12/01/24
195.	GLW-C79-489	Olivia Maher	12/01/24
196.	GLW-C79-492	Marie Dervan	12/01/24
197.	GLW-C79-493	Michael Quinn	12/01/24
198.	GLW-C79-494	Eamon Maher	12/01/24
199.	GLW-C79-497	Eoghan Lynch	12/01/24
200.	GLW-C79-500	Mairin Spellman	12/01/24
201.	GLW-C79-501	Hazel Kearns	12/01/24
202.	GLW-C79-506	Brendan Kennedy	12/01/24
203.	GLW-C79-508	Noelle Perry	12/01/24
204.	GLW-C79-510	Vicky Harris	12/01/24
205.	GLW-C79-511	Caimin Keena	12/01/24
206.	GLW-C79-529	Eilis O'Neill	13/01/24
207.	GLW-C79-540	Fiona Mannion	13/01/24
208.	GLW-C79-552	Emer Ryan	13/01/24
209.	GLW-C79-574	Gerry Holohan	13/01/24
210.	GLW-C79-584	Eoghan Young	13/01/24
211.	GLW-C79-585	Tom Regan	13/01/24
212.	GLW-C79-586	William Starr	13/01/24
213.	GLW-C79-587	Ange Dolan	13/01/24
214.	GLW-C79-588	Cathy Glynn	13/01/24
215.	GLW-C79-589	Dara Keary	13/01/24
216.	GLW-C79-596	Sinead Dervan	13/01/24
217.	GLW-C79-597	Ita McNabola	13/01/24
218.	GLW-C79-600	Tom McDonagh	13/01/24
219.	GLW-C79-610	Aisling Marjanovic	13/01/24
220.	GLW-C79-613	Milla Sweeney	14/01/24
221.	GLW-C79-614	Lillian Stanley	14/01/24
222.	GLW-C79-619	Paul McClearn	14/01/24
223.	GLW-C79-620	Jacinta Hesnan	14/01/24
224.	GLW-C79-621	Ann McDermott	14/01/24
225.	GLW-C79-622	Ingrid Slattery	14/01/24
226.	GLW-C79-627	Seamus O Slatarra	14/01/24
227.	GLW-C79-636	Darren King	14/01/24
228.	GLW-C79-637	Michelle Skehill	14/01/24
229.	GLW-C79-638	Patricia Skehill	14/01/24
230.	GLW-C79-642	Daryl Buggle	14/01/24
231.	GLW-C79-643	Sean Connolly, St. Brigid's College	14/01/24
232.	GLW-C79-645	Vicky Dervan	14/01/24

233.	GLW-C79-647	Louise Reynolds	14/01/24
234.	GLW-C79-648	Maura Waldron	14/01/24
235.	GLW-C79-649	Seven Springs Cycling Club (SSCC)	14/01/24
236.	GLW-C79-650	Teresa Flaherty	14/01/24
237.	GLW-C79-651	Miriam Hanrahan	14/01/24
238.	GLW-C79-653	Lauren Devine	14/01/24
239.	GLW-C79-654	Sharron Flood	14/01/24
240.	GLW-C79-655	Deirdre Burke	14/01/24
241.	GLW-C79-656	Fiona Burns	14/01/24
242.	GLW-C79-657	Irene Corban	14/01/24
243.	GLW-C79-658	Nicola Egan	14/01/24
244.	GLW-C79-659	Yvonne McNally	14/01/24
245.	GLW-C79-660	Orla McClearn	14/01/24
246.	GLW-C79-662	Blaithin Conroy	14/01/24
247.	GLW-C79-664	Ruth McGuinn	14/01/24
248.	GLW-C79-665	Deborah Keogh	14/01/24
249.	GLW-C79-666	Stephanie Joyce	14/01/24
250.	GLW-C79-667	Joanna Forde	14/01/24
251.	GLW-C79-668	Joanne Tiernan	14/01/24
252.	GLW-C79-669	James Concannon	14/01/24
253.	GLW-C79-670	Katie Leen	14/01/24
254.	GLW-C79-672	Sean Walsh	14/01/24
255.	GLW-C79-673	Emma Cuddy	14/01/24
256.	GLW-C79-675	Stephanie Clarke	14/01/24
257.	GLW-C79-676	Clare Lawless	14/01/24
258.	GLW-C79-677	Artjoms Sitars	14/01/24
259.	GLW-C79-678	Gearoid Loughnane	14/01/24
260.	GLW-C79-680	Caitriona Hughes	14/01/24
261.	GLW-C79-681	Oliver Foudy	14/01/24
262.	GLW-C79-682	Dillon Photography	14/01/24
263.	GLW-C79-684	Kevin Mooney - Loughrea Rams FC	14/01/24
264.	GLW-C79-685	Leah Coleman	14/01/24
265.	GLW-C79-686	Cathy Keary	14/01/24
266.	GLW-C79-687	Kathleen Sharp	14/01/24
267.	GLW-C79-688	Fam Guinnessy	14/01/24
268.	GLW-C79-689	Liam Staunton	14/01/24
269.	GLW-C79-690	Levinus Cormican	14/01/24
270.	GLW-C79-691	Patrick Lynch	14/01/24
271.	GLW-C79-692	Grace Loughrey	14/01/24
272.	GLW-C79-693	Tom McTigue	14/01/24
273.	GLW-C79-694	Sandra O'Neill	14/01/24
274.	GLW-C79-695	Jevgenia Sevtsenko	14/01/24
275.	GLW-C79-696	Rachel Dervan	14/01/24
276.	GLW-C79-703	Lisa Keary	14/01/24
277.	GLW-C79-704	Padraic Fallon	14/01/24
278.	GLW-C79-707	Aoife Nee	14/01/24
279.	GLW-C79-709	Eimear Mahony	14/01/24
280.	GLW-C79-710	James Finnegan	14/01/24
281.	GLW-C79-711	Grace Kenny	14/01/24
282.	GLW-C79-713	Oisin Quinn	14/01/24

283.	GLW-C79-714	Laura Mahon	14/01/24
284.	GLW-C79-715	Colette Quinn	14/01/24
285.	GLW-C79-716	Kevin Quinn	14/01/24
286.	GLW-C79-719	Krisitine Tkacova	14/01/24
287.	GLW-C79-720	Joan O'Connor	14/01/24
288.	GLW-C79-721	Pat Devlin	14/01/24
289.	GLW-C79-726	Trevor Glancy	14/01/24
290.	GLW-C79-727	Dmitrijis Kudrjavcevs	14/01/24
291.	GLW-C79-731	Brenda Clarke	14/01/24
292.	GLW-C79-734	Peter Cronin	14/01/24
293.	GLW-C79-736	Joanna Dziedzic	14/01/24
294.	GLW-C79-738	Nuala Fallon	14/01/24
295.	GLW-C79-739	Yvonne Spellman	14/01/24
296.	GLW-C79-740	Joanne Clarke	14/01/24
297.	GLW-C79-743	Alan Daniels	14/01/24
298.	GLW-C79-745	Orla Howard	14/01/24
299.	GLW-C79-747	Celine Donnellan	14/01/24
300.	GLW-C79-748	Maria Mulcahy	14/01/24
301.	GLW-C79-750	Aneta Marecka	14/01/24
302.	GLW-C79-751	David Mooney	14/01/24
303.	GLW-C79-753	Joe Kearney	14/01/24
304.	GLW-C79-754	Noel Winters	14/01/24
305.	GLW-C79-755	Ewa McPartland	14/01/24
306.	GLW-C79-759	Robyn Gannon	14/01/24
307.	GLW-C79-761	Claire Halloran	14/01/24
308.	GLW-C79-764	Eilish Curley	14/01/24
309.	GLW-C79-765	Michael Coen	15/01/24
310.	GLW-C79-766	Lena Hannan	14/01/24
311.	GLW-C79-767	Antonio Sestak	15/01/24
312.	GLW-C79-769	Enda O'Connell	15/01/24
313.	GLW-C79-775	Andiswe Mpemvana	15/01/24
314.	GLW-C79-776	Dorota Jakuboszczak	15/01/24
315.	GLW-C79-777	Naomh Breandain Credit Union Ltd	15/01/24
316.	GLW-C79-780	Lucy Townsley	15/01/24
317.	GLW-C79-781	Lisa Shiel	15/01/24
318.	GLW-C79-782	Joan Whelan	15/01/24
319.	GLW-C79-787	Jonathan Pollock	15/01/24
320.	GLW-C79-790	Lukwika Billewicz	15/01/24
321.	GLW-C79-793	Raymond and Catherine D'Arcy (via Ailbhe Barrett)	15/01/24
322.	GLW-C79-794	Jemma Starr	15/01/24
323.	GLW-C79-795	Rebecca Fitzpatrick	15/01/24
324.	GLW-C79-796	F Murabito	15/01/24
325.	GLW-C79-798	Predator Triathlon Club	15/01/24
326.	GLW-C79-800	Martin McLoughlin	15/01/24
327.	GLW-C79-802	Conor O Droma	15/01/24
328.	GLW-C79-804	Tony Gallagher	15/01/24
329.	GLW-C79-807	Audrey Muldoon	15/01/24
330.	GLW-C79-808	Ailish Lyons	15/01/24
331.	GLW-C79-809	Ross O'Connor Kenny	15/01/24
332.	GLW-C79-810	Stephen Creaven	15/01/24

333.	GLW-C79-813	Coiste Chontae na Gaillimhe CLG (Galway GAA)	15/01/24
334.	GLW-C79-823	Trevor Daniels	15/01/24
335.	GLW-C79-827	Kerrie and Mark Foenander	15/01/24
336.	GLW-C79-830	Brian Forde	15/01/24
337.	GLW-C79-839	Michelle and Tommy Kelly	15/01/24
338.	GLW-C79-843	Galway County Pickleball	15/01/24
339.	GLW-C79-847	East Galway Active	15/01/24
340.	GLW-C79-848	Sean Ryan	15/01/24
341.	GLW-C79-849	Eddie Kenny	15/01/24
342.	GLW-C79-853	Petrina Loughrey	15/01/24
343.	GLW-C79-856	Daniel Corry	15/01/24
344.	GLW-C79-869	LSCDG	12/01/24
345.	GLW-C79-877	Maureen Fynes	15/01/24
346.	GLW-C79-879	Lauren Maloney Robinson	15/01/24
347.	GLW-C79-880	Jurek Leonczyk	15/01/24
348.	GLW-C79-4	Loughrea Gymnastics - Shane Cullinane	07/12/23
349.	GLW-C79-140	Julie and Kevin McHugh	08/01/24
350.	GLW-C79-356	Max Parry	10/01/24
351.	GLW-C79-366	Kevin Barrett	10/01/24
352.	GLW-C79-460	Mike Gibbons	11/01/24
353.	GLW-C79-504	Alan Donnellan / Loughrea Boxing Club	12/01/24
354.	GLW-C79-509	Noeleen Breheny	12/01/24
355.	GLW-C79-646	Seven Springs Cycling Club (SSCC)	14/01/24
356.	GLW-C79-91	Christa Munro	05/01/24
357.	GLW-C79-119	Anne-Marie Mitchell	07/01/24
358.	GLW-C79-129	Bernie Dervan	07/01/24
359.	GLW-C79-134	Helen van de Beek	08/01/24
360.	GLW-C79-168	Teresa Dillon	08/01/24
361.	GLW-C79-360	Noel Murray	10/01/24
362.	GLW-C79-420	Siobhan Beirne	11/01/24
363.	GLW-C79-429	Anne Marie Larkin	11/01/24
364.	GLW-C79-435	Loretta Gibbons	11/01/24
365.	GLW-C79-455	Deirdre Treacy	11/01/24
366.	GLW-C79-464	joan ling	11/01/24
367.	GLW-C79-486	Martina Kiely	12/01/24
368.	GLW-C79-531	Declan Webb	13/01/24
369.	GLW-C79-532	Declan Webb	13/01/24
370.	GLW-C79-543	Deaglan O'Greasain	13/01/24
371.	GLW-C79-580	Maria Coleman	13/01/24
372.	GLW-C79-583	Gerry Coleman	13/01/24
373.	GLW-C79-742	Dr. Clodagh Murray	14/01/24
374.	GLW-C79-746	Kenneth Molloy	14/01/24
375.	GLW-C79-783	Cllr. Martina O'Connor	15/01/24
376.	GLW-C79-789	Mary Rose O'Neill	14/01/24
377.	GLW-C79-792	Niall Porter	15/01/24
378.	GLW-C79-828	Maura O'Brien	15/01/24
379.	GLW-C79-857	Edel O'Brien	15/01/24
380.	GLW-C79-864	Madge Kennedy	15/01/24
381.	GLW-C79-876	Edel Herlihy	15/01/24
382.	GLW-C79-12	Colm O'Donnell	04/01/24

383.	GLW-C79-13	Hendrik Kloppers	04/01/24
384.	GLW-C79-14	Sean McKeigue	04/01/24
385.	GLW-C79-15	Samah Nassif	04/01/24
386.	GLW-C79-16	Francis Staunton	04/01/24
387.	GLW-C79-17	Carole Staunton	04/01/24
388.	GLW-C79-18	Paul Murphy	04/01/24
389.	GLW-C79-19	Louise Egan	04/01/24
390.	GLW-C79-20	Chelseay Reynolds	04/01/24
391.	GLW-C79-21	Kathrina Bergin	04/01/24
392.	GLW-C79-22	Gary Finnerty	04/01/24
393.	GLW-C79-23	Jospeh Stanford	04/01/24
394.	GLW-C79-24	Aoife O'Brien	04/01/24
395.	GLW-C79-25	Julie McHugh	04/01/24
396.	GLW-C79-26	Vincent Fallon	04/01/24
397.	GLW-C79-28	Martin Davoren	04/01/24
398.	GLW-C79-29	Colm Flannery	04/01/24
399.	GLW-C79-30	Donna Casey	04/01/24
400.	GLW-C79-31	Joe Delaney	04/01/24
401.	GLW-C79-32	Jewel Dunne	04/01/24
402.	GLW-C79-33	Gerry Fallon	04/01/24
403.	GLW-C79-34	Colin Cooney	04/01/24
404.	GLW-C79-35	Suzie Mahony	04/01/24
405.	GLW-C79-36	Susan Gloster	04/01/24
406.	GLW-C79-37	Sarah Gibbons	04/01/24
407.	GLW-C79-38	Rosalie Murphy	04/01/24
408.	GLW-C79-39	Teresa Greally Earls	04/01/24
409.	GLW-C79-40	Thomas Shine	04/01/24
410.	GLW-C79-41	John Naughton	04/01/24
411.	GLW-C79-42	Caroline Naughton	04/01/24
412.	GLW-C79-43	Vicky Ncube-Manyanye	04/01/24
413.	GLW-C79-44	Colin McGill	04/01/24
414.	GLW-C79-45	Miriam Guinane	05/01/24
415.	GLW-C79-46	Ray Broderick	05/01/24
416.	GLW-C79-47	Claudia Dotto de Dauli	05/01/24
417.	GLW-C79-48	Karen Strydom	05/01/24
418.	GLW-C79-49	Niamh Grehan	05/01/24
419.	GLW-C79-50	Stacey Brady	05/01/24
420.	GLW-C79-51	Carol Ann McMicken	05/01/24
421.	GLW-C79-52	Aleksandra Gagat	05/01/24
422.	GLW-C79-53	Caroline Fergus	05/01/24
423.	GLW-C79-54	Aine Kearney	05/01/24
424.	GLW-C79-55	Sarah Broderick	05/01/24
425.	GLW-C79-56	Evelyn Haney	05/01/24
426.	GLW-C79-57	Arlene Loughnane	05/01/24
427.	GLW-C79-58	Carmel Fahy	05/01/24
428.	GLW-C79-59	David Cunningham	05/01/24
429.	GLW-C79-60	Oriana O'Reilly	05/01/24
430.	GLW-C79-61	Anne Marie Ward	05/01/24
431.	GLW-C79-62	Alanna Doyle	05/01/24
432.	GLW-C79-63	Jennifer Mullins	05/01/24

433.	GLW-C79-64	Anne Moloney	05/01/24
434.	GLW-C79-65	Thomas Hoban	05/01/24
435.	GLW-C79-66	Anne McKeigue	05/01/24
436.	GLW-C79-67	Jana Carberry	05/01/24
437.	GLW-C79-68	Eamonn Flood	05/01/24
438.	GLW-C79-69	Melissa Flood	05/01/24
439.	GLW-C79-70	Fiona Burns	05/01/24
440.	GLW-C79-71	Fauve Kilcar	05/01/24
441.	GLW-C79-72	Raluca Stefanov	05/01/24
442.	GLW-C79-73	Caitriona Dillon	05/01/24
443.	GLW-C79-74	Patrick Dillon	05/01/24
444.	GLW-C79-75	Anne Killackey	05/01/24
445.	GLW-C79-76	Karen Gale	05/01/24
446.	GLW-C79-77	Louise Hynes	05/01/24
447.	GLW-C79-78	Marzena Pawlikowska	05/01/24
448.	GLW-C79-79	Carrie Moloney	05/01/24
449.	GLW-C79-80	Criostoir O'hAodha	05/01/24
450.	GLW-C79-81	Niamh Leneghan	05/01/24
451.	GLW-C79-82	Maeve Knowles	05/01/24
452.	GLW-C79-83	Ray Regan	05/01/24
453.	GLW-C79-84	Joanne Long	05/01/24
454.	GLW-C79-85	Carole Nicholson	05/01/24
455.	GLW-C79-86	AnnMarie Kiely	05/01/24
456.	GLW-C79-87	Rachel Watters Broderick	05/01/24
457.	GLW-C79-88	Sean McKeigue	05/01/24
458.	GLW-C79-89	Reid Davis	05/01/24
459.	GLW-C79-90	Rachel Dooley	05/01/24
460.	GLW-C79-92	Eilis O'Connor	06/01/24
461.	GLW-C79-93	Siobhan Hannon	06/01/24
462.	GLW-C79-94	Regina Martyn	06/01/24
463.	GLW-C79-95	Lisa Folan	06/01/24
464.	GLW-C79-96	Rebecca Fitzgerald	06/01/24
465.	GLW-C79-97	Meagan Lynch	06/01/24
466.	GLW-C79-98	Carrie Cunningham	06/01/24
467.	GLW-C79-99	Kelly-Anne Rayner	06/01/24
468.	GLW-C79-100	Siobhan Kennedy	06/01/24
469.	GLW-C79-101	Helene Maloney	06/01/24
470.	GLW-C79-102	Katarzyna Zywialkowska	06/01/24
471.	GLW-C79-103	Kristine Tkacova	06/01/24
472.	GLW-C79-104	Frank Harte	06/01/24
473.	GLW-C79-105	Emma Harte	06/01/24
474.	GLW-C79-109	Patrycja Zywialkowska	06/01/24
475.	GLW-C79-110	Fiona Mannion	06/01/24
476.	GLW-C79-111	Regina Robinson	06/01/24
477.	GLW-C79-112	Patricia Reidy	06/01/24
478.	GLW-C79-113	Cara Glynn	06/01/24
479.	GLW-C79-114	Emer McGovern	06/01/24
480.	GLW-C79-115	Carol, Mark, and Emily Foley	06/01/24
481.	GLW-C79-116	Laura Fitzpatrick Thomson	07/01/24
482.	GLW-C79-117	Mary Connaughton	07/01/24

483.	GLW-C79-118	Dr. Christopher Todd	07/01/24
484.	GLW-C79-120	Lilly Muldoon	07/01/24
485.	GLW-C79-122	Amanda Francis	07/01/24
486.	GLW-C79-123	Jason McMenamin	07/01/24
487.	GLW-C79-124	Aoife Kelly	07/01/24
488.	GLW-C79-126	Sarah Staunton	07/01/24
489.	GLW-C79-127	Maurice Mitchell	07/01/24
490.	GLW-C79-128	Maurice Mitchell	07/01/24
491.	GLW-C79-131	Rachel Watters Broderick	08/01/24
492.	GLW-C79-132	Micheal Grogan	08/01/24
493.	GLW-C79-133	Emma Duane	08/01/24
494.	GLW-C79-135	Jesse Leen	08/01/24
495.	GLW-C79-139	Darragh Hobbs	08/01/24
496.	GLW-C79-144	Lorraine Page	08/01/24
497.	GLW-C79-145	Kerri O'Connor	08/01/24
498.	GLW-C79-147	Susan Counihan	08/01/24
499.	GLW-C79-149	Mary Reidy	08/01/24
500.	GLW-C79-150	Siobhan O'Grady	08/01/24
501.	GLW-C79-151	Niamh Fahy	08/01/24
502.	GLW-C79-157	Stephanie Smyth	08/01/24
503.	GLW-C79-161	Ciara Haverty	08/01/24
504.	GLW-C79-162	Ian Francis	08/01/24
505.	GLW-C79-163	Marta Wolinska	08/01/24
506.	GLW-C79-164	Caroline Torpey	08/01/24
507.	GLW-C79-165	Martin Gavin	08/01/24
508.	GLW-C79-167	Laurea Sheil	08/01/24
509.	GLW-C79-168	Therese Dillon	08/01/24
510.	GLW-C79-169	Deirdre Dowling	08/01/24
511.	GLW-C79-170	Sarah Pender	08/01/24
512.	GLW-C79-171	Michelle O'Donoghue	08/01/24
513.	GLW-C79-172	Lukasz Pawlikowski	08/01/24
514.	GLW-C79-174	Ciara Dillon	08/01/24
515.	GLW-C79-176	Ciara Corduff	08/01/24
516.	GLW-C79-178	Emily Flannery	08/01/24
517.	GLW-C79-179	Sheila Flannery	08/01/24
518.	GLW-C79-180	mary Noone	08/01/24
519.	GLW-C79-193	Declan Kiely	08/01/24
520.	GLW-C79-194	Jennifer Grealish	08/01/24
521.	GLW-C79-195	Paul Callanan	08/01/24
522.	GLW-C79-197	Caroline O'Driscoll	08/01/24
523.	GLW-C79-199	Libby van Tonder	08/01/24
524.	GLW-C79-200	Keith Sheehan	09/01/24
525.	GLW-C79-207	Edel Conway	09/01/24
526.	GLW-C79-210	Sarah Fergus	09/01/24
527.	GLW-C79-219	Carol Coen	09/01/24
528.	GLW-C79-226	Aimie Forde	09/01/24
529.	GLW-C79-232	Dolores Callanan	09/01/24
530.	GLW-C79-277	Nicky Allen	09/01/24
531.	GLW-C79-281	Mary Sheehan	09/01/24
532.	GLW-C79-282	Jason O'Halloran	09/01/24

533.	GLW-C79-283	Kathryn Archard	09/01/24
534.	GLW-C79-284	Joanne Dolan	09/01/24
535.	GLW-C79-285	Francesca Strata	09/01/24
536.	GLW-C79-287	Nathaniel Walsh	09/01/24
537.	GLW-C79-289	Alan Mooney	09/01/24
538.	GLW-C79-293	Laura Collins	09/01/24
539.	GLW-C79-295	Sinead McAuley	09/01/24
540.	GLW-C79-302	Eimear Kennedy	09/01/24
541.	GLW-C79-307	Kevin Corry	10/01/24
542.	GLW-C79-312	Shane Lawless	10/01/24
543.	GLW-C79-313	Joanne Dolan	10/01/24
544.	GLW-C79-317	Kevin Shiel	10/01/24
545.	GLW-C79-318	Amol Kadam	10/01/24
546.	GLW-C79-320	Wyatt Walsh	10/01/24
547.	GLW-C79-323	Minna Makinen	10/01/24
548.	GLW-C79-357	Helen Monaghan	10/01/24
549.	GLW-C79-361	Brendan O'Grady	10/01/24
550.	GLW-C79-367	Martina Egan	10/01/24
551.	GLW-C79-368	Brian Quinn	10/01/24
552.	GLW-C79-387	Amol Kadam Kadam	11/01/24
553.	GLW-C79-388	Amol Kadam	11/01/24
554.	GLW-C79-390	Kathrina Dempsey	11/01/24
555.	GLW-C79-393	Mary Sheehan	11/01/24
556.	GLW-C79-397	Erica Broderick	11/01/24
557.	GLW-C79-419	Niamh Kane	11/01/24
558.	GLW-C79-426	Mary Sheehan	11/01/24
559.	GLW-C79-438	Siobhan Smyth	11/01/24
560.	GLW-C79-457	Joanne Dolan	11/01/24
561.	GLW-C79-461	Helen Moore	11/01/24
562.	GLW-C79-467	Erica Broderick	12/01/24
563.	GLW-C79-470	Ms. Dara Anne Woodlock	12/01/24
564.	GLW-C79-471	Linda T	12/01/24
565.	GLW-C79-473	Geraldine O'Byrne	12/01/24
566.	GLW-C79-474	Sean Cunney	12/01/24
567.	GLW-C79-475	Gabriela Cz	12/01/24
568.	GLW-C79-476	Roisin O'Byrne	12/01/24
569.	GLW-C79-479	Justin O'Byrne	12/01/24
570.	GLW-C79-481	Dean Mooney	12/01/24
571.	GLW-C79-482	Sean O'Byrne	12/01/24
572.	GLW-C79-484	Cathal O'Byrne	12/01/24
573.	GLW-C79-487	Brigid Fahy	12/01/24
574.	GLW-C79-498	Bernadette Dempsey	12/01/24
575.	GLW-C79-503	Paul Calahan	12/01/24
576.	GLW-C79-505	Catherine Fortune	12/01/24
577.	GLW-C79-513	Bernie Flynn	13/01/24
578.	GLW-C79-514	Paul O'Malley	13/01/24
579.	GLW-C79-515	Cillian O'Malley	13/01/24
580.	GLW-C79-516	Daniel O'Malley	13/01/24
581.	GLW-C79-517	Jack O'Malley	13/01/24

582.	GLW-C79-518	Louis O'Malley	13/01/24
583.	GLW-C79-519	Stacey McGuane	13/01/24
584.	GLW-C79-520	Helen Haverty	13/01/24
585.	GLW-C79-522	Therese Broderick	13/01/24
586.	GLW-C79-525	Dana Cunningham	13/01/24
587.	GLW-C79-526	Caroline O'Driscoll	13/01/24
588.	GLW-C79-541	Tim Mason	13/01/24
589.	GLW-C79-542	Fiona Nevin	13/01/24
590.	GLW-C79-547	Simon Lawless	13/01/24
591.	GLW-C79-550	Tommie Monahan	13/01/24
592.	GLW-C79-557	Sharon Doyle	13/01/24
593.	GLW-C79-559	Bridget Murphy	13/01/24
594.	GLW-C79-565	Tom Ryan	13/01/24
595.	GLW-C79-566	Tomas Ryan	13/01/24
596.	GLW-C79-567	Petrina Egan	13/01/24
597.	GLW-C79-568	Emma Burke	13/01/24
598.	GLW-C79-569	Colin Moran	13/01/24
599.	GLW-C79-570	Liam Long	13/01/24
600.	GLW-C79-573	Carmel Burns	13/01/24
601.	GLW-C79-591	Omer Alkubaisy	13/01/24
602.	GLW-C79-598	Maria Connaughton	13/01/24
603.	GLW-C79-601	Paula Conroy	13/01/24
604.	GLW-C79-602	Michelle Concannon	13/01/24
605.	GLW-C79-605	Jennie O'Connell	13/01/24
606.	GLW-C79-612	Jeff Griffin	14/01/24
607.	GLW-C79-615	Roisin Garrett	14/01/24
608.	GLW-C79-616	Emer Murphy	14/01/24
609.	GLW-C79-617	Carmel Garrett	14/01/24
610.	GLW-C79-629	Angela Fahy	14/01/24
611.	GLW-C79-633	Aisling Seoighe	14/01/24
612.	GLW-C79-634	Amelie Voyard-Venant	14/01/24
613.	GLW-C79-635	Helen LaBranche	14/01/24
614.	GLW-C79-639	Sheila Loughlin	14/01/24
615.	GLW-C79-683	Gearoid Loughnane	14/01/24
616.	GLW-C79-752	Katrina Moloney	14/01/24
617.	GLW-C79-756	Orla Howard	14/01/24
618.	GLW-C79-762	Maura Waldron	14/01/24
619.	GLW-C79-771	Jemma Starr	15/01/24
620.	GLW-C79-772	Gabrielle Price	15/01/24
621.	GLW-C79-774	Sandra Tierney	15/01/24
622.	GLW-C79-791	Orla Howard	15/01/24
623.	GLW-C79-792	Niall Porter	15/01/24
624.	GLW-C79-797	Maria Curley	15/01/24
625.	GLW-C79-803	Dermot Hoare	15/01/24
626.	GLW-C79-806	Kevin Griffin	15/01/24
627.	GLW-C79-811	Althea Griffin	15/01/24
628.	GLW-C79-870	Katie O'Byrne	12/01/24
629.	GLW-C79-2	Gabreil Kelly	05/12/23
630.	GLW-C79-341	Gabriel Kelly	14/01/24
631.	GLW-C79-188	Ian Francis	08/01/24

632.	GLW-C79-204	Mark Shaw	09/01/24
633.	GLW-C79-208	Ian Francis	09/01/24
634.	GLW-C79-215	Noel Russell	09/01/24
635.	GLW-C79-311	Ian Francis	10/01/24
636.	GLW-C79-242	Jamie Gardener	09/01/24
637.	GLW-C79-221	Anne Marie Ward	09/01/24
638.	GLW-C79-266	Shane Donnellan	12/01/24
639.	GLW-C79-292	Amanda Francis	09/01/24
640.	GLW-C79-297	Dana J	09/01/24
641.	GLW-C79-314	Joanna Webb	10/01/24
642.	GLW-C79-316	John Hayes	10/01/24
643.	GLW-C79-652	Galway Triathlon Club	14/01/24
644.	GLW-C79-728	Mary McInerney	14/01/24
645.	GLW-C79-184	John O'Malley	08/01/24
646.	GLW-C79-328	Silveroak Properties Ltd.	12/01/24
647.	GLW-C79-485	Myronome Ltd	12/01/24
648.	GLW-C79-449	Tom Curley	15/01/24
649.	GLW-C79-403	Seamus Turbidy	15/01/24
650.	GLW-C79-415	Seamus Turbidy	15/01/24
651.	GLW-C79-490	Vincent and Bridget Murray	12/01/24
652.	GLW-C79-430	Irish Drilling Ltd. c/o Cyril Kellys	15/01/24
653.	GLW-C79-243	Mary O'Neill	11/01/24
654.	GLW-C79-196	Mary Verdon	08/01/24
655.	GLW-C79-729	Raymond D'Arcy	14/01/24
656.	GLW-C79-338	Ali Nugent	14/01/24
657.	GLW-C79-353	Brian Curran	14/01/24
658.	GLW-C79-354	Brian Curran	14/01/24
659.	GLW-C79-352	Brian Curran	14/01/24
660.	GLW-C79-414	Greenstream Ltd c/o MKO	15/01/24
661.	GLW-C79-440	TW Trustees	15/01/24
662.	GLW-C79-3	Cathal O'Gorman	06/12/23
663.	GLW-C79-330	Anthonin Lize	12/01/24
664.	GLW-C79-136	Shane Lawless	08/01/24
665.	GLW-C79-142	Simon Lawless	08/01/24
666.	GLW-C79-138	Shane Leonard	08/01/24
667.	GLW-C79-160	Kiara Keary	08/01/24
668.	GLW-C79-252	Marie Dervan	09/01/24
669.	GLW-C79-254	Ita Dervan	09/01/24
670.	GLW-C79-264	Michelle Bateman	12/01/24
671.	GLW-C79-332	Brita Kerr	13/01/24
672.	GLW-C79-334	Sarah Loughrea	14/01/24
673.	GLW-C79-335	Mary Frawley	14/01/24
674.	GLW-C79-342	Judy Greene	14/01/24
675.	GLW-C79-345	Marie Murphy	14/01/24
676.	GLW-C79-346	Aoife Murphy and others	
677.	GLW-C79-347	Niall Raftery	14/01/24
678.	GLW-C79-349	Eanna Carroll	14/01/24
679.	GLW-C79-350	Stephani Carroll	14/01/24
680.	GLW-C79-358	Helen Monaghan	10/01/24
681.	GLW-C79-359	Helen Monaghan	10/01/24

682.	GLW-C79-365	Teresa Grace	15/01/24
683.	GLW-C79-394	Laura Grace	15/01/24
684.	GLW-C79-399	Carol Coen	11/01/24
685.	GLW-C79-424	Mary and Pat Quinn	15/01/24
686.	GLW-C79-428	Robert Grace	15/01/24
687.	GLW-C79-442	Adrian Kelly	15/01/24
688.	GLW-C79-462	Leahys Garage Ltd	15/01/24
689.	GLW-C79-477	Declan and Marilyn Joyce	12/01/24
690.	GLW-C79-495	Lillian Stanley	12/01/24
691.	GLW-C79-496	Caimin Killeen	12/01/24
692.	GLW-C79-502	Ann Gardiner	12/01/24
693.	GLW-C79-507	Gerard Holohan	12/01/24
694.	GLW-C79-523	Karen Fallon	13/01/24
695.	GLW-C79-524	Siobhan Kennedy	13/01/24
696.	GLW-C79-527	Donna Casey	13/01/24
697.	GLW-C79-528	Martina Kiely	13/01/24
698.	GLW-C79-533	Geraldine Joyce	13/01/24
699.	GLW-C79-534	Christine Murray	13/01/24
700.	GLW-C79-535	joan ling	13/01/24
701.	GLW-C79-536	Siofra Carroll	13/01/24
702.	GLW-C79-538	Aisling Marjanovic	13/01/24
703.	GLW-C79-539	Padraig Murray	13/01/24
704.	GLW-C79-544	Roman Sadowski	13/01/24
705.	GLW-C79-545	Jackie Feeney	13/01/24
706.	GLW-C79-546	Olivia	13/01/24
707.	GLW-C79-551	Caroline Brehony	13/01/24
708.	GLW-C79-553	Una and Michael Treacy	13/01/24
709.	GLW-C79-554	Lynda Mann	13/01/24
710.	GLW-C79-555	Jean McGhee	13/01/24
711.	GLW-C79-556	Teresa Greene	13/01/24
712.	GLW-C79-558	Eileen O'Connor	13/01/24
713.	GLW-C79-560	Sasa Marjanovic	13/01/24
714.	GLW-C79-561	Bernifeeney (no name left on submission - name ascertained from email ac)	13/01/24
715.	GLW-C79-562	Linda Healy Gibbons	13/01/24
716.	GLW-C79-563	Jake Feeney	13/01/24
717.	GLW-C79-564	Gary Feeney	13/01/24
718.	GLW-C79-576	Anthony Guinnessy	13/01/24
719.	GLW-C79-577	Herlihy Transport	13/01/24
720.	GLW-C79-578	Herlihy Automotive	13/01/24
721.	GLW-C79-579	Daniel Herlihy	13/01/24
722.	GLW-C79-582	Sarah McCormack	13/01/24
723.	GLW-C79-590	Michael Lyons	13/01/24
724.	GLW-C79-595	Claire Dillon	13/01/24
725.	GLW-C79-599	Michael Kerr	13/01/24
726.	GLW-C79-604	Julie and Kevin McHugh	13/01/24
727.	GLW-C79-607	Brenda and Harry Haverty	13/01/24
728.	GLW-C79-611	Brenda and Harry Haverty	13/01/24
729.	GLW-C79-618	Roisin Garrett	14/01/24
730.	GLW-C79-625	Tom Ryan	14/01/24

731.	GLW-C79-626	Tomas Ryan	14/01/24
732.	GLW-C79-630	Sean McDonald and John McCormack	14/01/24
733.	GLW-C79-631	Colette Carroll	14/01/24
734.	GLW-C79-632	John Carroll	14/01/24
735.	GLW-C79-641	Ann Gardiner and others	14/01/24
736.	GLW-C79-644	Carole Staunton	14/01/24
737.	GLW-C79-663	Carmel Garrett	14/01/24
738.	GLW-C79-671	Western Print & Packaging	15/01/24
739.	GLW-C79-674	Kevin Maher	15/01/24
740.	GLW-C79-679	Tony Callanan	15/01/24
741.	GLW-C79-697	John Raftery	14/01/24
742.	GLW-C79-698	Katie Maltbaek	14/01/24
743.	GLW-C79-699	Fiona Shaughnessy	14/01/24
744.	GLW-C79-700	Samantha Daniels	14/01/24
745.	GLW-C79-701	Colette Neenan	14/01/24
746.	GLW-C79-705	Aidan O'Loughlin	15/01/24
747.	GLW-C79-706	John Maher	15/01/24
748.	GLW-C79-708	Ronan Killeen	15/01/24
749.	GLW-C79-712	Julie and Kevin McHugh	14/01/24
750.	GLW-C79-717	Maisie and Stephen Quinn	15/01/24
751.	GLW-C79-722	G Connaughton	15/01/24
752.	GLW-C79-724	Mary McInerney	14/01/24
753.	GLW-C79-725	Lakeside Motors	15/01/24
754.	GLW-C79-730	Robert Grace	15/01/24
755.	GLW-C79-732	Josephine and Frank Clarke	15/01/24
756.	GLW-C79-733	James Regan	15/01/24
757.	GLW-C79-735	D. Gormally	15/01/24
758.	GLW-C79-741	Michael Finn	15/01/24
759.	GLW-C79-744	Unknown Author	15/01/24
760.	GLW-C79-749	A. Kinsella	15/01/24
761.	GLW-C79-760	Siobhan J Finnerty	14/01/24
762.	GLW-C79-763	Brian Whelan	14/01/24
763.	GLW-C79-784	Molly Mulcahy	15/01/24
764.	GLW-C79-785	Brendan Kennedy	15/01/24
765.	GLW-C79-801	Bernie Callanan	15/01/24
766.	GLW-C79-812	Oisin Sadowski	15/01/24
767.	GLW-C79-814	Gerry Farragher	15/01/24
768.	GLW-C79-842	Mary Muldoon	15/01/24
769.	GLW-C79-844	Marie Morissey	15/01/24
770.	GLW-C79-851	Anne Gilchreest	15/01/24
771.	GLW-C79-852	Unknown Author - Irish Drilling	15/01/24
772.	GLW-C79-855	Edel O'Brien	15/01/24
773.	GLW-C79-866	Kerrie Gardiner	15/01/24
774.	GLW-C79-867	Edel Herlihy	15/01/24
775.	GLW-C79-873	Grace Loughrey	15/01/24
776.	GLW-C79-874	Emma Niland	15/01/24
777.	GLW-C79-875	Laura Niland	15/01/24
778.	GLW-C79-392	Ronan Killeen Irish Drilling Ltd	11/01/24
779.	GLW-C79-472	Declan Joyce Irish Drilling	12/01/24
780.	GLW-C79-141	Eoghan Carroll	08/01/24

781.	GLW-C79-166	Bernadette Glynn	08/01/24
782.	GLW-C79-173	Lisa Fox	08/01/24
783.	GLW-C79-175	Elizabeth Tully	08/01/24
784.	GLW-C79-177	Irene Glynn	08/01/24
785.	GLW-C79-198	Paul Callanan	08/01/24
786.	GLW-C79-355	Sophia Glynn	10/01/24
787.	GLW-C79-375	Dewald Stoop	10/01/24
788.	GLW-C79-512	Alan Tully	13/01/24
789.	GLW-C79-499	Helen Curley	12/01/24
790.	GLW-C79-835	Natasha Curley and others	15/01/24
791.	GLW-C79-11	John McCormack / Emerald Filling Station	04/01/24
792.	GLW-C79-246	Loughrea RFC	09/01/24
793.	GLW-C79-337	Ali Nugent	14/01.24
794.	GLW-C79-137	William Greene	08/01/24
795.	GLW-C79-202	Robert Grace on behalf of Grace's Eurospar	11/01/24
796.	GLW-C79-121	Teresa Leonard	07/01/24
797.	GLW-C79-159	Teresa Leonard	08/01/24
798.	GLW-C79-412	Ailbhe Carroll	11/01/24
799.	GLW-C79-758	Jarlath and Cherry O'Connor	15/01/24
800.	GLW-C79-27	Siobhan Hopper	04/01/24
801.	GLW-C79-405	Amy Smyth	
802.	GLW-C79-483	Sagel Darragh	
803.	GLW-C79-572	Zaini Darragh	
804.	GLW-C79-606	Maria McTigue	
805.	GLW-C79-548	Anne Walsh	
806.	GLW-C79-718	Niamh McInerney	
807.	GLW-C79-723	Declan Whelan	
808.	GLW-C79-773	Eileen Keane	
809.	GLW-C79-786	Teresa Callanan	
810.	GLW-C79-799	Dolores Callanan	
811.	GLW-C79-805	Monika Calinska	
812.	GLW-C79-821	Marie Harris	
813.	GLW-C79-779	Margaret Loughnane on behalf of Sustainable Energy West	15/01/24
814.	GLW-C79-130	Dympna Darcy	07/01/24
815.	GLW-C79-608	Ross McGee	13/01/24
816.	GLW-C79-609	Ross McGee	13/01/24
817.	GLW-C79-549	Dermot Mc Myler	13/01/24
818.	GLW-C79-521	Joe Tighe	13/01/24
819.	GLW-C79-530	Gerry Daniels	
820.	GLW-C79-106	Frank Harte	06/01/24
821.	GLW-C79-107	Emma Harte	06/01/24
822.	GLW-C79-108	Frank Harte	06/01/24
823.	GLW-C79-351	Brian Curran	14/01/24
824.	GLW-C79-5	Patrick Egan	11/12/23
825.	GLW-C79-6	Michael Finn	14/12/23
826.	GLW-C79-592	Maurice Mitchell	13/01/24
827.	GLW-C79-593	Maurice Mitchell	13/01/24
828.	GLW-C79-594	Maurice Mitchell	13/01/24
829.	GLW-C79-628	Gerard Holohan	14/01/24

830.	GLW-C79-325	Gaelscoil Riabhach	12/01/24
831.	GLW-C79-623	Micheal O'Greachain	14/01/24
832.	GLW-C79-624	Michelle Ui Ghreachain	14/01/24
833.	GLW-C79-815	Lisa Casey	15/01/24
834.	GLW-C79-816	Ann Marie Kiely	15/01/24
835.	GLW-C79-817	Aisling Marjanovic	15/01/24
836.	GLW-C79-819	Ciara Donnelly	15/01/24
837.	GLW-C79-820	Carrie Moloney	15/01/24
838.	GLW-C79-822	Gabrielle Shiel	15/01/24
839.	GLW-C79-824	Rhona Carty	15/01/24
840.	GLW-C79-829	Sharon O'Donnell	15/01/24
841.	GLW-C79-831	Tracey Lohan	15/01/24
842.	GLW-C79-832	Frances Ui Raighne	15/01/24
843.	GLW-C79-833	Ali Collins	15/01/24
844.	GLW-C79-837	Tony McPartland	15/01/24
845.	GLW-C79-838	Dr. Julianne Harte	15/01/24
846.	GLW-C79-840	Helen Norton	15/01/24
847.	GLW-C79-841	Fiona Keane	15/01/24
848.	GLW-C79-845	Cian O Raighne	15/01/24
849.	GLW-C79-348	Martina Hawkins	14/01/24
850.	GLW-C79-850	Gaeilge Locha Riach	15/01/24
851.	GLW-C79-640	Barbara MacNamara	14/01/24
852.	GLW-C79-788	Barbara MacNamara	14/01/24
853.	GLW-C79-385	Ailbhe D'Arcy	11/01/24
854.	GLW-C79-581	Gerard McInerney	13/01/24
855.	GLW-C79-413	Cathal Spellman	11/01/24
856.	GLW-C79-861	The Walks Loughrea	15/01/24
857.	GLW-C79-863	Loughrea Tidy Towns	15/01/24
858.	GLW-C79-336	Loughrea Arts Recreation and Culture	14/01/24
859.	GLW-C79-377	Bernie Callanan	10/01/24
860.	GLW-C79-757	Caron Burke	14/01/24
861.	GLW-C79-373	Margarita Glynn	10/01/24
862.	GLW-C79-209	Geraldine Joyce	09/01/24
863.	GLW-C79-211	David Mead	09/01/24
864.	GLW-C79-702	Kristel O'Regan	14/01/24
865.	GLW-C79-778	Edel Colleran	15/01/24
866.	GLW-C79-8	Denise Glynn	18/12/23
867.	GLW-C79-339	Ali Nugent	14/01/24
868.	GLW-C79-458	Yvonne Lawrence	11/01/24
869.	GLW-C79-661	Louise Reynolds	14/01/24
870.	GLW-C79-878	Mairead Daly	15/01/24
871.	GLW-C79-391	Ailish O'Reilly	15/01/24
872.	GLW-C79-220	Happyfeet Pre school	09/01/24
873.	GLW-C79-265	Michelle Bateman	12/01/24
874.	GLW-C79-301	Christina Mitchell	09/01/24
875.	GLW-C79-331	Mags Larkin	13/01/24
876.	GLW-C79-571	Brian Kilboy	13/01/24
877.	GLW-C79-575	Lisa Carey	13/01/24
878.	GLW-C79-768	Anne Raftery	15/01/24
879.	GLW-C79-340	Khaled Jum'a	14/01/24