

TUAIRISC CHUIG CRUINIÚ NA COMHAIRLE A REÁCHTÁLADH AR AN:
REPORT TO COUNCIL MEETING HELD ON:
22nd July, 2019

UIMHIR NA MÍRE AR AN CHLÁR / AGENDA ITEM NO: _____

ACHOIMRE AR AN TUAIRISC / SUMMARY OF REPORT

The attached Senior Executive Planners Report and Recommendation details and considers the submissions and observations received following the consultation process laid down in the Planning and Development Regulations 2001 (as amended) with regard to the Part VIII (local authority own development) for the proposed Killybegs Town Centre Regeneration Project in the townland of Corporation, Killybegs in the Donegal District of County Donegal.

CINNEADH ATÁ DE DHÍTH / DECISION REQUIRED:-

That the Council accept the recommendation to proceed with the development subject to the modifications detailed in Site Layout & Cross Section Dwg.No.2019/C&P/KB/03a in accordance with the response contained in the attached report.

Leam Ward.

STIÚRTHÓIR SEIRBHÍSE
DIRECTOR OF SERVICE

DÁTA
DATE



**Comhairle Contae
Dhún na nGall**
Donegal County Council

KILLYBEGS TOWN CENTRE REGENERATION PROJECT

**Planning and Development Act 2000 (as amended)
Planning and Development Regulations 2001 (as amended)**

PART VIII – DEVELOPMENT

Planning Reference: Part 8 PG 19/08

SENIOR EXECUTIVE PLANNER'S RECOMMENDATION

SENIOR EXECUTIVE PLANNER'S RECOMMENDATION

The following submissions were received, with respect to the proposed development at Corporation, Killybegs, Co Donegal:

1. Sean McGinley. Main Street, Killybegs.
2. Michael Byrne. Conlin, Killybegs.
3. Patricia Faherty. Main Street, Killybegs.
4. Pat Conaghan. Aghayeevoge, Killybegs.
5. Karen Devine. 9 The Waterfront, Glebe, Killybegs.
6. Derek Vial. 9 The Waterfront, Glebe, Killybegs.
7. Bernie Kenny. Carricknamohill, Killybegs.
8. Eugene Mulligan. Fintra Road, Killybegs.
9. Donna Mulligan. Grahney, Fintra Road, Killybegs.
10. John Gillard. 46 Conlin Road, Killybegs.
11. John Murrin. Roscorkin, Killybegs.
12. Margaret Rose. Bridge Street, Killybegs.
13. Julie McMonagle. Benroe, Bruckless.
14. Jim Parkinson. Church Road, Killybegs.
15. Sean O'Donoghue. Chief Executive, Killybegs Fishermen's Organisation Ltd.
16. Dessie O'Keeney. Fintra Road, Killybegs.
17. Sean McGinley.
18. Sean McGinley.
19. Joseph Doherty. Aine Fishing Co. Ltd.
20. Ciaran Doherty. Seeblar Ltd, Meenbanad, Burtonport.
21. James Doherty. Seeblar Ltd. Meenbanad, Burtonport.
22. Joanne Doherty. Secretary, Seeblar Ltd, Meenbanad, Burtonport.
23. Marie Timoney. Office Administrator, Seeblar Ltd, Meenbanad, Burtonport.
24. Shaun Timoney. Seeblar Ltd, Meenbanad, Burtonport.
25. John Paul McCready. Seeblar Ltd, Meenbanad, Burtonport.
26. Stephen McSharry.
27. John McGuinness, Director. Killybegs Seafoods.
28. John Murrin.
29. Eamon McHugh.
30. Eamon J McHugh.
31. Gerard McHugh.
32. Michael Cavanagh.
33. Gallagher Bros. (Fish Merchants). Donegal Road, Killybegs.
34. John Darch. Glenlee, Killybegs.
35. Hugh O'Donnell. Hughie's Bar, Main Street, Killybegs.
36. Enda O'Rourke.
37. Damian Dowd. Cope House, Killybegs.
38. Pamela O'Donnell & Gary Murrin. Donegal Road, Killybegs.
39. Karen Lavin. Killybegs.
40. Tom O'Donnell. Drumbeagh, Killybegs.
41. Michael O'Donnell. Island Seafoods Ltd, Carricknamohill, Killybegs.
42. Noel Dorrian.

43. Teresa Quinn. Killeen, Malahide, Co. Dublin.
44. Joe McGuiggan.
45. Catherine McGlynn.
46. Ciaran Zack Gallagher. Donegal Town.
47. Eugene Mulligan.
48. Vincent Kelly. Director, Gallery Zozimus Ltd, 56 Francis Street, Dublin 8.
49. Dymphna Kennedy. Adimistration Manager, The Rusty Mackerel, Teelin.
50. Trevor Gallagher. C. Gallagher Marine Ltd, Industrial Estate, Killybegs.
51. Noreen Faherty. Castlecummin, Killybegs.
52. Michael Faherty. Castlecummin, Killybegs.
53. Marie Muirhead. 30 Parkhead, Killybegs.
54. Irwin Muirhead. 30 Parkhead, Killybegs.
55. Patrick Rose. Hillhead, Inver.
56. Manus Boyle. Killybegs, Stevedoring, Killybegs Harbour Centre, Killybegs.
57. Arlene Melly. Darney, Bruckless.
58. Ann Conaghan. Chairperson, Killybegs Community Council.
59. Michael F Callaghan. Largy, Killybegs.
60. Canice Nicholas. Managing Director, Cara Pharmacy, Head Office, Station Road, Ballyshannon.
61. John Gillard. 46 Conlin Road, Killybegs.
62. Anne Brosnan. Old Fintra Road, Killybegs.
63. Ethna Gallagher. Conlin Road, Killybegs.
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65. Elaine Quinn. Church Road, Killybegs.
66. Ann Harvey. 118 Marine Drive, Killybegs.
67. Lee Mooney. Chairman, Killybegs Harbour Development Group CLG.
68. Mary Melly. St. Catherines, Fintra Road, Killybegs.
69. Margaret Murphy. Castlecommon, Killybegs.
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71. Seán Murphy. Castlecommon, Killybegs.
72. Máire O'Donnell. Castlecommon, Killybegs.
73. Donal O'Donnell. Castlecommon, Killybegs.
74. Conal Melly. St. Catherines, Fintra Road, Killybegs.
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78. Elaine Quinn. Church Road, Killybegs.
79. Patricia Murrin. Killybegs Tidy Towns Committee, Roscorkin, Killybegs.
80. Michael Mitchell. Leiter, Kilcar.
81. Mick O'Donnell. Island, Killybegs.
82. Bernie Heraty. Harbour Bar, The Diamond, Killybegs.
83. Jim Parkinson. Church Road, Killybegs.
84. Marina McEniff. T/A Best Buy, Main Street, Killybegs.
85. Noel Dorrian. Tullin, Killybegs.
86. Gabriel McEniff. Best Buy, Main Street, Killybegs.
87. Moya McHugh. Chairman, Killybegs Information Centre.
88. John. S. Gillard.

89. Faustina McFadden. The Commons, Killybegs.
90. Hugh McFadden. 40 Conlin Road, Killybegs.
91. Hughie McFadden. The Commons, Killybegs.
92. Michael Melly. Main Street, Killybegs.
93. Shane Melly. Main Street, Killybegs.
94. Hugh C. O'Donnell. Killybegs Regeneration Group, Killybegs.
95. Philip Cavanagh.
96. Charlie & Claire Tully. The Diamond, Killybegs.
97. Eugene Mulligan. Fintra Road, Killybegs.
98. Catherine Hegarty. The Hill, Killybegs.
99. Tony Hegarty. The Hill, Killybegs.
100. Clare Gillespie. Kilcar.
101. Terence Cunningham. Riverdale Heights, Killybegs.
102. Nicola Breslin. Carrickataggart, Killybegs.
103. Kevin Hegarty. Centra, Main Street, Killybegs.
104. Maureen Gallagher. Island, Killybegs.
105. Francie Gallagher. Island, Killybegs.
106. Brian McMonagle. Benroe, Bruckless.
107. Eimear Stafford. Church Road, Killybegs.
108. Patricia & Gerard Faherty. The Diamond, Killybegs.
109. John Paul McGuinness. Tara Hotel, Main Street, Killybegs.
110. Donna Mulligan. Grahney, Fintra Road, Killybegs.
111. Michael Carr (Carr & Company Civil Engineers) on behalf of Mr. J.P.McGuinness and a group of residents (supported by 309 signatures)

Recommendation:

Having considered the Senior Executive Planners Report and the Planning Report Part 8 PG 19/08, it is recommended that the proposed development proceeds in accordance with the plans, particulars, details and specifications of the Part 8 Planning Application, subject to the modifications detailed in Site Layout & Cross-Section Dwg.No. 2019/C&P/KB/03a and the 8 No. Conditions set out in the Planning Report, Part 8 PG 19/08 (Planning Report, Appendix C).

Prepared & Recommended by:



Paul Kelly
Senior Executive Planner
Regeneration & Development Team
Community Development & Planning Services
Donegal County Council

Approved and Endorsed by:



Liam Ward
Director of Service
Community Development & Planning Services
Donegal County Council

Date: 11th July 2019

Date: 11th July 2019

1. Introduction

Donegal County Council proposes to carry out a Town Centre Regeneration Development at Corporation, Killybegs in the Donegal Municipal District consisting of: Change of use, extension and modification of Island House to a Tourism Facility and Digital Hub with public amenities and café space; redevelopment of Diamond public car park to a civic space; alterations to road layout and one-way system; provision of new pedestrian crossings. The proposed development is located in the Diamond Area of the designated Town Centre of Killybegs and also includes Island House which is situated on the Harbour and adjacent to the Town Pier. The site is within the zone of archaeological potential established around Recorded Monuments 'DG097-012- Town'.

The proposed development forms part of a broader strategy for the regeneration of Killybegs and the enhancement of the town's public realm in order to strengthen the physical, social and economic capacity of the town and therefore support the identification of Killybegs as a Strategic Town in the County Development Plan, 2018-2024 and implement the specific regeneration objectives of the Seven Strategic Towns Local Area Plan 2018-2024.

Broadly, the proposed development seeks to implement transformative and inter-related urban regeneration interventions in order to support and service the growing tourism sector through the reuse of the building known as Island House as a tourism facility in conjunction with the development of a digital hub (also located within Island House) to support and foster further business, enterprise and innovation in Killybegs. The Island House redevelopment is also supported by the proposed transformation of the existing public car park at the Diamond to a civic space to deliver area based regeneration that will encourage visitors and residents to the town centre and increase dwell times.

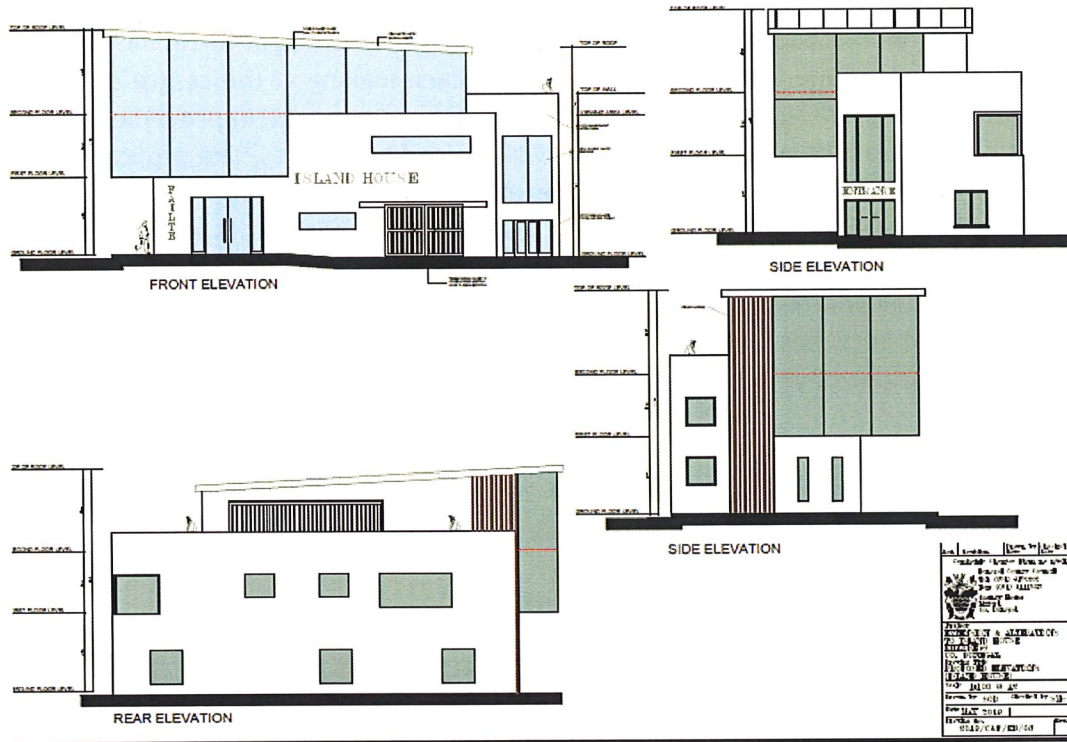
The proposed development has potential in relation to a second call (announced April 2019) for applications to the Rural Regeneration and Development Fund (RRDF) by the Department of Rural and Community Development in April 2019. The RRDF call aims to implement the objectives of the Governments 'Project Ireland 2040' and invites applications for funding for shovel ready projects grounded in broader regeneration strategies to be submitted by 6th August 2019. Subject to appropriate completion of the Part VIII process, it is anticipated that the proposed development will be the subject of an application for funding to RRDF by Donegal County Council.

2. Nature of the Works

The proposed development will include the following proposed works;

- i. Change of use, extension and modification of Island House to provide a Tourist Information and reception centre, digital hub, public amenities, café space, and all associated site development works. The extension is proposed at the first and second floor levels and will include viewing platform.
- ii. Re-development of the existing public car park at the Diamond to provide for a civic space.
- iii. Alterations to road layout and provision of pedestrian crossing infrastructure and coach set down area on Regional Road R-263.
- iv. Alterations to road layout and existing one-way system on Main St (L-1355) and L-1275-2 together with pedestrian crossing infrastructure, and new parking arrangements.

Fig.2 The proposed re-development and extension of Island House (Published 21/05/19)



3. Consultation Process

As required by Part VIII of the Planning and Development Regulations 2001 (as amended), notice of the proposed development was published in the DONEGAL DEMOCRAT on Tuesday 21st May 2019 (**Appendix A**) and in accordance with the regulations site notices were erected on site on the same date.

The plans and particulars (**Appendix B**) of this proposed development were available for inspection or purchase at a fee not exceeding the reasonable cost of making a copy at;

- The Planning Department/Reception, Donegal County Council, County House Lifford.
- Donegal Public Services Centre, Drumlonagher, Donegal Town, Co. Donegal.
-

The proposed plans were available for inspection from Tuesday 21st May 2019 for a period of at least four weeks, until Tuesday 18th June 2019.

The plans and particulars of the proposed development were sent to the following statutory bodies and relevant parties;

- Failte Ireland
- An Taisce – The National Trust for Ireland
- The Heritage Council
- The Minister of Arts, Heritage and The Gaeltacht (Wildlife)
- The Minister of Arts, Heritage and The Gaeltacht (Nat.Mon)
- Health Service Executive
- The Minister for Agriculture, Food and the Marine
- Irish Water
- ESB Networks
- Eir
- Office of Public Works
- Donegal County Council Roads & Transportation Service
- Donegal County Council Road Design Office
- Donegal County Council Planning Service
- Donegal County Council Water & Environment Section

Submissions and observations with respect to the proposed development, dealing with the proper planning and development of the area in which the development is situated, were required to be made in writing to the Co. Secretariat, Donegal County Council, Lifford, County Donegal, before 4:30pm on Wednesday 3rd July 2019.

A public information event was held on Thursday 30th May from 2pm to 8pm in the Bayview Hotel, Killybegs. The plans and development particulars were on display and available for inspection at this event. Officials of the Regeneration Team were available throughout this event to address queries and provide information on the proposed development, the consultation process and the RRDF Fund. Notice of the event was published in the Donegal Democrat, a public information message was run on Ocean FM and notification of the event was issued on Twitter. All Elected Members were formally notified of the event and invited to attend. The event was attended by Cllr. Niamh Kennedy and Cllr. Noel Jordan.

A submission/observation sheet was available to all attendees together with a submissions box for receipt of submissions/observations on the day.

At the public Information event on the 30th May 2019 the businesses and traders of the Diamond presented to the officials of the Regeneration & Development Team as a collaborative body with a nominated spokesperson. This grouping had met collectively in advance of attending the public information event. In response to the arrival of a significant number of sectoral stakeholders it was decided to semi formalise proceedings for a time in order to ensure meaningful engagement. Accordingly with the assistance of the Elected Members present the event was called to order and a member of the Regeneration & Development Team addressed the assembled parties and explained the elements of the proposed development, the provisions of the consultation process and intent to seek funding under the RRDF. A lengthy Q&A session then took place during which the business representatives and traders strongly articulated their concerns primarily in relation to

any loss of parking facilities in the Diamond and Town Centre area. The Regeneration & Development Team advised that the potential for modifications to the proposed development in order to remediate these concerns would be considered in advance of bringing the development to Plenary Council Meeting on 22nd July. In response to a specific request, and in the absence of opportunity for further formal consultation, the Team in recognition that this grouped interest represented one of the key stakeholders in the Diamond area, committed to further engaging with the businesses and traders in relation to their parking concerns. On the 19th June 2019 the Regeneration & Development Team met with the Businesses and Traders in the Bayview Hotel at 2pm. This meeting was arranged through the Elected Members who had attended the previous event and the nominated spokesperson on behalf of the Diamond area Business/Trader grouping. At this meeting the Team discussed with the Businesses and Traders options being considered in response to the previously identified parking concerns. All parties present were advised that the options being discussed were a work in progress in response to an ongoing consultation process which remained live, and did not constitute revised plans which were available for consultation or indeed the final response to the consultation process. No specific objection was raised during the meeting. A request to allow for the consideration of an alternative proposal was repeatedly made, however the Team advised that there was no provision in process or the associated timeline for facilitating same.

It is understood that a number of other public meetings have taken place in Killybegs in relation to the proposed development which were organised by the community sector.

4. Submissions Received & Responses

Submissions were received from the following statutory bodies and relevant parties within the permitted time for receipt of submissions and observations (before 4:30pm on Wednesday 3rd July 2019);

1. Sean McGinley. Main Street, Killybegs.
2. Michael Byrne. Conlin, Killybegs.
3. Patricia Faherty. Main Street, Killybegs.
4. Pat Conaghan. Aghayeevoe, Killybegs.
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21. James Doherty. Seeblar Ltd. Meenbanad, Burtonport.
22. Joanne Doherty. Secretary, Seeblar Ltd, Meenbanad, Burtonport.

23. Marie Timoney. Office Administrator, Seeblar Ltd, Meenbanad, Burtonport.
24. Shaun Timoney. Seeblar Ltd, Meenbanad, Burtonport.
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42. Noel Dorrian.
43. Teresa Quinn. Killeen, Malahide, Co. Dublin.
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111. Michael Carr (Carr & Company Civil Engineers) on behalf of Mr. J.P.McGuinness and a group of residents (supported by 309 signatures)

1. Area Roads and Transportation Service (Donegal Co.Co.)
2. Health Service Executive
3. Department of Agriculture, Food and the Marine
4. Department of Culture, Heritage and the Gaeltacht (Nat.Mon)
5. Paul Lyons

No other submissions or observations were received in respect of the proposed development within the specified time period.

4.1. The Submissions

The submissions received in response to the statutory consultation process are voluminous both in number and content. It is considered that this is a strong indicator of the both the interest in the proposed development and the extent of engagement with the consultation process. The public information event and the detail of the submissions received identified a clear range of common primary concerns and issues in response to the proposed development. Rather than address these issues in a repetitive fashion in response to each individual submission, for the purposes of this report and the efficient dissemination of the issues arising, these concerns have been identified and summarised in **Table 1** below and attributed to the relevant submissions received. A response to the issues is then discussed in the subsequent section of this report.

Table 1

Point of Submission	Raised by:
<p>1. Loss of Parking</p> <p>Concerns in relation to a loss of parking was one of the strongest responses to the proposed development and consultation process. In particular the businesses and traders of the Diamond were particularly concerned in relation to this issue. Many contributors to the consultation process underlined the lack of capacity in existing parking provision in the Town Centre and therefore objected in the strongest possible terms to the proposed removal of the existing Diamond Car Park or any other existing parking facilities in the Town Centre on the basis of a significant and adverse impact on business and trade as a result of customer inconvenience and lack of alternative arrangement.</p>	<p>Sean McGinley (30/06/19) Michael Byrne (30/06/19) Patricia Faherty (30/06/19) Karen Devine (30/06/19) Bernie Kenny (30/06/19) Eugene Mulligan (30/06/19) Donna Mulligan (30/06/19) John Gillard (11/06/19) Margaret Rose (13/06/19) Julie McMonagle (17/06/19) Jim Parkinson (17/06/19) Killybegs Fishermen Organisation Ltd (17/06/19) Joseph Doherty (21/06/19) Ciaran Doherty (21/06/19) James Doherty (21/06/19) Joanne Doherty (21/06/19) Marie Timoney (21/06/19) Shaun Timoney (21/06/19) John Paul McCready (21/06/19) Stephen McSharry (21/06/19) John McGuinness (Killybegs Seafoods) (21/06/19) John Murrin (25/06/19) Eamon McHugh (25/06/19) Eamon J. McHugh (25/06/19) Gerard McHugh (25/06/19) Michael Cavanagh (25/06/19) John Darch (28/06/19) Theresa Quinn (02/07/19)</p>

	<p>Eugene Mulligan (02/07/19) Trevor Gallagher (C. Gallagher Marine) (02/07/19) Noreen Faherty (02/07/19) Michael Faherty (02/07/19) Ann Conaghan (Killybegs Com Council) (02/07/19) Michael F Callaghan (02/07/19) Canice Nicholas (Cara Pharmacy) (02/07/19) Anne Brosnan (02/07/19) Elaine Quinn (02/07/19) Lee Mooney (Killybegs Harbour Development Group CLG) (02/07/19) Mary Melly (02/07/19) Shauna Cooney (02/07/19) Nora Quinn (02/07/19) Killybegs Tidy Towns Committee (03/07/19) Bernie Hegarty Harbour Bar (03/07/19) Monica McEniff (03/07/19) Gabriel McEniff (03/07/19) Hugh C. O'Donnell (03/07/19) Philip Cavanagh (03/07/19) Charlie & Claire Tully (03/07/19) Catherine Hegarty (03/07/19) Tony Hegarty (03/07/19) Claire Gillespie (03/07/19) Terence Cuningham (03/07/19) Kevin Hegarty (03/07/19) Maureen Gallagher (03/07/19) Brian McGonagle (03/07/19) Eimear Stafford (03/07/19) Donna Mulligan (03/07/19) John Paul McGuinness (Tara Hotel) (03/07/19)</p>
<p>2. Narrowing of the Shore Road</p> <p>Again the proposal to narrow the Shore Rd to 6m was another intervention of the proposed development which met with one of the strongest responses to the Consultation Process. In particular the users of the Harbour, both Fishermen, locals and the established Sea food, fishing and Marine based business all expressed significant concern in relation to the possible restriction on HGV movements and the consequent</p>	<p>John Gillard (11/06/19) Julie McMonagle (17/06/19) Jim Parkinson (17/06/19) Killybegs Fishermen Organisation Ltd (17/06/19) Joseph Doherty (21/06/19) Ciaran Doherty (21/06/19) James Doherty (21/06/19) Joanne Doherty (21/06/19)</p>

<p>potential to have a detrimental effect on the operations, capacity and potential for growth of the Harbour and associated Industries in Ireland's premier fishing port.</p>	<p>Shaun Timoney (21/06/19) Marie Timoney (21/06/19) John Paul McCready (21/06/19) Stephen McSharry (21/06/19) John McGuinness (Killybegs Seafoods) (21/06/2019) John Murrin (25/06/19) Eamon McHugh (25/06/19) Eamon J McHugh (25/06/19) Gerard McHugh (25/06/19) Michael Cavanagh (25/06/19) Eugene Mulligan (02/07/19) Trevor Gallagher (C. Gallagher Marine) (02/07/19) Michael Faherty (02/07/19) Marie Muirhead (02/07/19) Irwin Muirhead (02/07/19) Patrick Rose (02/07/19) Manus Boyle (02/07/19) Mary Melly (02/07/19) Ann Conaghan (Killybegs Com Council) (02/07/19) Anne Brosnan (02/07/19) Ann Connaghan (02/07/19) Ann Harvey (02/07/19) Lee Mooney (Killybegs Harbour Development Group) (02/07/19) Mary Melly (02/07/19) Shauna Cooney (02/07/19) Jim Parkinson (Sinbad Marine Services Ltd) (03/07/19) Noel Dorrian (03/07/19) Philip Cavanagh (03/07/19) Charlie & Claire Tully (03/07/19) Catherine Hegarty (03/07/19) Maureen Gallagher (03/07/19) Francie Gallagher (03/07/19) Eimear Stafford (03/07/19) Donna Mulligan (03/07/19) John Paul McGuinness (Tara Hotel) (03/07/19)</p>
<p>3. Right Hand Turning Lane to Harbour</p> <p>A number of respondents raised the issue that the plans appeared to indicate that the alterations necessary in narrowing Shore Rd to 6m would necessitate the removal of the Right Hand Turning facility to the Harbour (new and old</p>	<p>John McGuinness (Killybegs Seafoods)(21/06/19) Gallagher Bros (Fish Merchants) Ltd (26/06/19) Ann Conaghan (Killybegs Com Council) (02/07/19)</p>

<p>Pier). This point of submission was raised in length during the public consultation exercises, particularly by fishermen and users/stakeholders of the Harbour.</p>	<p>Catherine Hegarty (03/07/19)</p>
<p>4. One-way system at the Western end of the Diamond.</p> <p>A significant number of consultation responses also raised a concern in relation to the proposal to make the local road at the Western end of the Diamond (opposite the Bayview and adjacent to McGinleys, The Harbour Bar and Gallagher Bros) a one-way route, with exit only in the direction of the Shore Rd. A concern was raised that this made the entry to Main Street at the Tara Hotel the only entry to the Main Street and would be likely to result in congestion, a down turn in users and most significantly impact upper Main Street due to a loss of passing/through traffic and lesser access.</p> <p>In particular Gallagher Bros (Fish Merchants) were concerned that their ability to access their property by Forklift from the Harbour and via Shore Rd was removed and the circuitous route then necessary via Main Street was not viable or practicable.</p>	<p>Gallagher Bros (Fish Merchants) Ltd (26/06/19) Eugene Mulligan (02/07/19) Irwin Muirhead (02/07/19) Manus Boyle (02/07/19) Mary Melly (02/07/19) Ann Conaghan (Killybegs Com Council) (02/07/19) Anne Brosnan (02/07/19) Ann Connaghan (02/07/19) Elaine Quinn (02/07/19) Ann Harvey (02/07/19) Mary Melly (02/07/19) Shauna Cooney (02/07/19) Gabriel McEniff (03/07/19) Nicola Breslin (03/07/19) Eimear Stafford (03/07/19) Donna Mulligan (03/07/19) John Paul McGuinness (Tara Hotel) (03/07/19)</p>
<p>5. Public use of the Harbour and Safety considerations.</p> <p>A notable number of respondents raised concerns in relation to the whether or not the public use of Island House was appropriate given its location within a working Harbour, and the public safety considerations arising from Harbour operations and access to waters.</p>	<p>Julie McMonagle (17/06/19) Jim Parkinson (17/06/19) Karen Lavin (01/07/19) Ann Conaghan (Killybegs Com Council) (02/07/19) Lee Mooney (Killybegs Harbour Development Group) (02/07/19) Mary Melly (02/07/19) Jim Parkinson (Sinbad Marine Services Ltd) (03/07/19) Charlie & Claire Tully (03/07/19) Tony Hegarty (03/07/19) Francie Gallagher (03/07/19) Eimear Stafford (03/07/19) Donna Mulligan (03/07/19)</p>
<p>6. Retain/Improve the existing civic space/amenity areas</p> <p>A number of respondents expressed the view that the existing amenity areas should be retained or improved upon and that there was no need for the development of a greater or larger amenity space. Respondents commented that the capacity of the proposed new civic space was too large relative to the scale and population of the town. Associated issues were also raised, some respondents questioned the need for a fountain</p>	<p>Margaret Rose (13/06/19) Theresa Quinn (02/07/19) Elaine Quinn (02/07/19) Ann Harvey (02/07/19) Mary Melly (02/07/19) Shauna Cooney (02/07/19) Michael Mitchell (03/07/19) Hugh McFadden (03/07/19) Michael Melly (03/07/19)</p>

<p>and expressed the view that this would attract anti-social behaviour and that the Harbour itself was an adequate water feature.</p> <p>The practicality of introducing cover to seated areas was questioned by a number of respondents who had concerns in relation to the durability and maintenance of same as a result of exposure to inclement weather conditions.</p> <p>A smaller number of respondents raised the opinion that the existing trees in the amenity space were overgrown, reduced views to the Harbour and should be removed/cut and replaced with low-level shrubbery.</p>	<p>Shane Melly (03/07/19) Tony Hegarty (03/07/19) Francie Gallagher (03/07/19) Brian McGonagle (03/07/19) Donna Mulligan (03/07/19)</p>
<p>7. Public toilets</p> <p>A number of respondents identified the absence of public toilet facilities and amenities in Killybegs and recommended that the public toilet facilities in Island House should be larger and should be open to the public externally so that they would not be restricted to business hours.</p>	<p>John Gillard (11/06/19) Ann Conaghan (Killybegs Com Council) (02/07/19) Michael F Callaghan (02/07/19) Ann Harvey (02/07/19)</p>
<p>8. Alternative Car Parking Proposals</p> <p>A number of respondents raised their view that any regeneration proposal which proposed a new civic space and the redevelopment of Island House should also seek to identify and advance alternative, new and additional car parking options to ensure the growth and development of the town.</p>	<p>Derek Vial (30/06/19) John Gillard (11/06/19) Hugh O'Donnell (01/07/19) Pamela O'Donnell & Gary Murrin (01/07/19) Damian Dowd (01/07/19) Karen Lavin (01/07/19) Ann Conaghan (Killybegs Com Council) (02/07/19) Tony Hegarty (03/07/19) Donna Mulligan (03/07/19) John Paul McGuinness (Tara Hotel) (03/07/19)</p>
<p>9. Island House</p> <p>A number of respondents raised the view that Island House should not be extended with a second floor but should either remain two-storey or be demolished. It was generally held in these submissions that it was an eyesore. Concerns were expressed that the addition of the second floor would obstruct views of the Harbour for residents of the town.</p>	<p>Ann Conaghan (Killybegs Com Council) (02/07/19) John Gillard (02/07/19) Ann Harvey (02/07/19) Shauna Cooney (02/07/19) Donna Mulligan (03/07/19) Patricia & Gerard Faherty (03/07/19)</p>
<p>10. Consultation</p> <p>A significant number of respondents raised their concerns in relation to the extent of consultation which took place in respect of the proposed development, particularly the lack of consultation in advance of the publication of the proposed</p>	<p>Julie McMonagle (17/06/19) Marie Muirhead (02/07/19) Ann Conaghan (Killybegs Com Council) (02/07/19) Elaine Quinn (02/07/19) Ann Harvey (02/07/19)</p>

<p>development plans and particulars. This was a strong and consistent issue in both the public information event and the submissions received.</p>	<p>Michael Mitchell (03/07/19) Jim Parkinson (Sinbad Marine Services Ltd) (03/07/19) Monica McEniff (03/07/19) Catherine Hegarty (03/07/19) Kevin Hegarty (03/07/19) Eimear Stafford (03/07/19) Donna Mulligan (03/07/19)</p>
<p>11. General objection.</p> <p>2no. submissions raised a general objection to the proposed development, however did not make a specific point of objection or concern and did not raise or identify any issues. As no response can therefore be provided to these submissions, they are identified here to ensure that they are captured in the record and consideration of the report.</p>	<p>Noel Dorrian (By email) (01/07/19) Ethna Gallagher (02/07/19)</p>
<p>12. Supportive</p> <p>A number of submission were also received in full or conditional support of the proposed development. These submissions generally welcomed the plans, the focus on regeneration of the Town Centre and the prospect of significant investment in the Town.</p>	<p>Hugh O'Donnell (01/07/19) Enda O'Rourke (01/07/19) Damian Dowd (01/07/19) Pamela O'Donnell & Gary Murrin (01/07/19) Karen Lavin (01/07/19) Tom O'Donnell (01/07/19) Michael O'Donnell (Island Seafoods Ltd) (01/07/19) Joe McGuiggan (02/07/19) Catherine McGlynn (02/07/19) Ciaran Zack Gallagher (02/07/19) Vincent Kelly (Gallery Zozimus Ltd) (02/07/19) Dymphna Kennedy (Rusty Mackerel) (02/07/19) Brian McGilloway (02/07/19) Killybegs Tidy Towns Committee (03/07/19) Bernie Hegarty Harbour Bar (03/07/19) Moya McHugh (03/07/19) John Gillard (03/07/19) Faustina McFadden (03/07/19) Hugh McFadden (03/07/19) Hughie McFadden (03/07/19) Hugh C O'Donnell (03/07/19)</p>

4.2 Response to submissions:

1. Loss of Parking:

As summarised above the potential loss of Diamond area or Town Centre Parking was arguably the primary concern raised in the majority of submissions received, and in the comments made at the public consultation event. The plans for the civic space in the Diamond area of the Town Centre which went on public display on 21st May 2019 principally proposed the re-design of the existing Diamond Car Park as a civic space. This would have resulted in the direct loss of 28no. car parking spaces currently available at this location. This was a primary area of concern for many of the business, traders and residents of the town. Other adjustments to footpaths and kerblines together with the introduction of pedestrian crossing points and the proposed narrowing of Shore Road to 6m within the Town Centre environment, would have resulted in the additional loss of both formal and informal car parking spaces. It is the case that a large element of Town Centre parking takes place on the basis of an informal arrangement, some of which could be described as haphazard, and most of which would not comply with the necessary standards and could not therefore be regularised. It is therefore difficult to place a precise figure on the parking loss which would result if the proposed scheme was implemented as any assessment or audit is tempered by the informal parking arrangements which take place.

Having regard to the weight of public concern expressed in relation to a loss or reduction in parking, all areas of parking loss or adjustment in the proposed scheme were therefore identified and the remedial options to redress or mitigate same have been examined.

The location of areas of parking loss and/or adjustment in the proposed plan are detailed in Fig.3 below and have been described in Table 2 below.

The proposed remedial options to redress or mitigate same are detailed in Fig.4 below and the parking issues, remedial response and result are summarised in Table 3.

Fig. 3

Proposed Site layout (published 21/05/19) Dwg.No.2019/C&P/KB/03 with parking issues raised in the consultation process identified thereon.

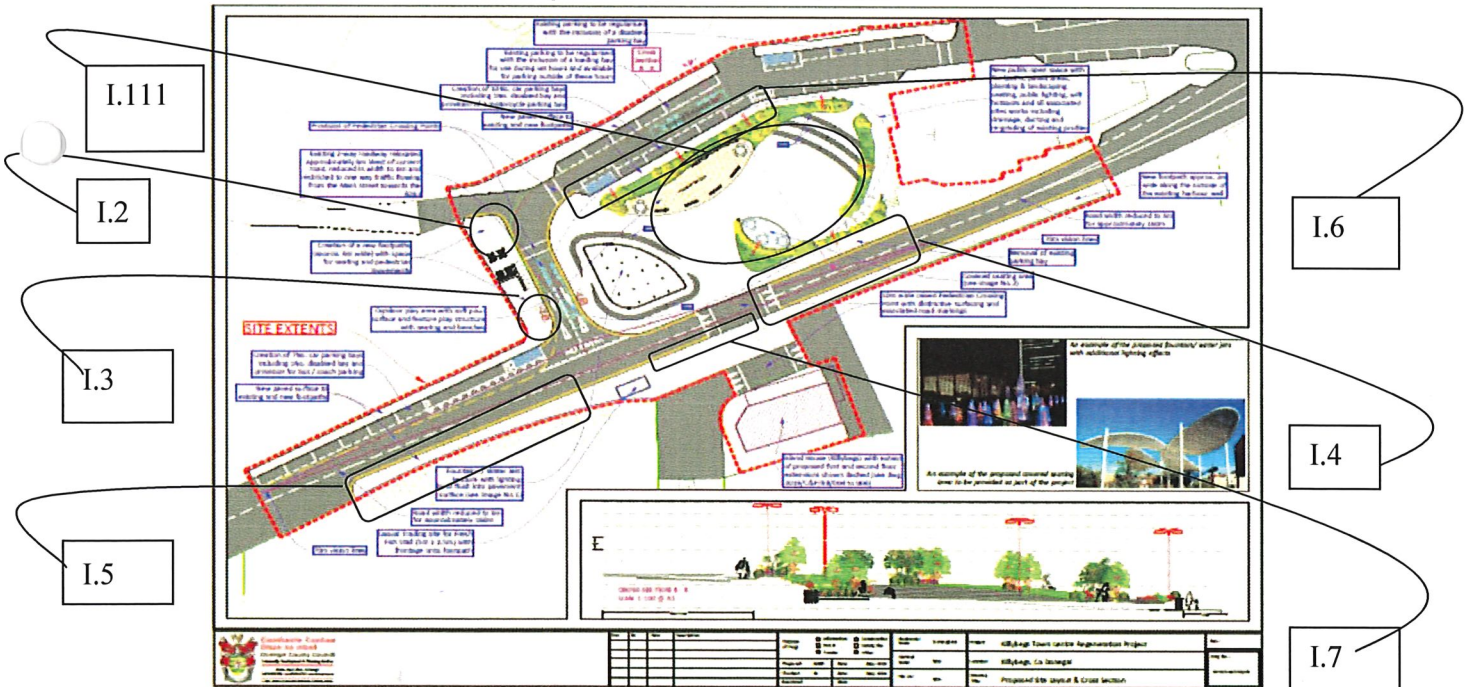


Table 1 : Tabulation of Parking Issues in response to public consultation

1.	Issue	The Diamond Car Park. Currently provides 28no. spaces which would be lost in the proposed scheme.
2.	Issue	4no. car parking spaces outside McGinleys and the Harbour Bar. These spaces would be lost in the proposed scheme.
3.	Issue	Informal car parking takes place outside Gallagher Bros. There is no delineated parking at this location and the parking takes place to the rear of a double yellow line. The area where parking takes place includes an undefined footpath and a loading area with access to Gallagher Bros. This location is in close proximity to and adjoins the public road junction with the Shore Rd and the existing arrangement has potential to present a hazard to both pedestrian and road users. The remediations in the proposed plan would prevent future informal parking at this location.
4.	Issue	To the south of the Civic Space there are currently 5no. parallel parking spaces on the Shore Rd. These spaces would be lost in the proposed scheme.
5.	Issue	To the west of the 'seafood shack' informal parallel parking takes place on the Harbour side of the Shore Rd. It is proposed to widen the footpath at this location which removes the potential for informal kerbside parking. The estimated loss of informal parking opportunities is 10no. spaces.
6.	Issue	There is an opportunity for regularized parking and/or additional parking capacity at the northern end of the Civic Space on Main Street. The existing parking which takes place here is informal and presents a number of hazards where it occurs in proximity to the Car Park entrance/exit and the local road junction. The proposed scheme provides for regularized parallel parking improving the existing informal arrangement.
7.	Issue	3no. car parking spaces between Island House and the 'Sea Food Shack' will be lost in the proposed scheme to facilitate a pedestrian crossing.

Fig. 4
Modified Site layout Dwg.No. 2019/C&P/KB/03a with the responses to the parking issues identified thereon.

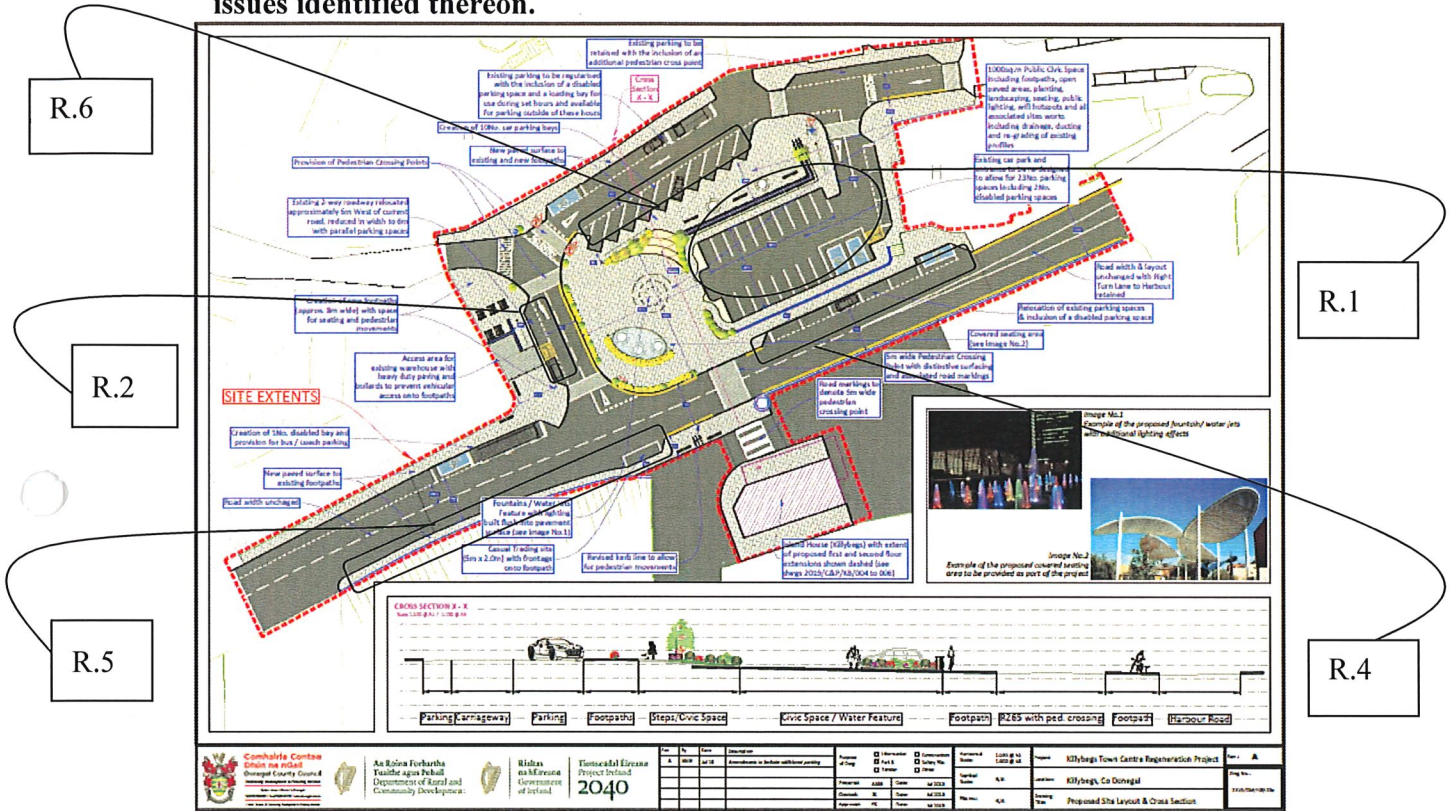


Table 4 : Tabulation of the responses to parking Issues raised in public consultation

1.	Issue	The Diamond Car Park. Currently provides 28no. spaces which would be lost in the proposed scheme.
	Response	The re-introduction of the Diamond Car Park to the proposed Civic Space, subject to the following sub-modifications: (i) a single point of entry and exit from Main St only, which access is re-designed and marginally located westwards to improve junction alignment, provide visibility splays and 3no. parallel parking spaces adjacent to the Tara Hotel. The entry and exit point at the Western end of the Car Park is omitted as to maintain same would materially compromise the retention of a functional and viable civic space. This results in the re-introduction of 23no. car parking spaces and a nett loss of 5no. in relation to the existing arrangement.
	Result	Loss of 5no. spaces.

2.	Issue	4no. car parking spaces outside McGinleys and the Harbour Bar. These spaces would be lost in the proposed scheme.
	Response	3no. Parking spaces have been re-instated outside Mc.Ginleys, The Harbour Bar and Gallagher Bros. The nett result here is that the 4no. existing formal spaces have been replaced with 3no. parallel spaces. It has not been possible to regularize the informal parking which takes place outside of Gallagher Bros whilst maintaining an access reserve to this property or indeed complying with the necessary standards.
	Result	Loss of 1no. space.

3.	Issue	Informal car parking takes places outside Gallagher Bros. There is no delineated parking at this location and the parking takes place to the rear of a double yellow line. The area where parking takes place includes an undefined footpath and a loading area with access to Gallagher Bros. This location is in close proximity to and adjoins the public road junction with the Shore Rd and the existing arrangement has potential to present a hazard to both pedestrian and road users. The remediations in the proposed plan would prevent future informal parking at this location.
	Response	Parking has been regularised at this location with the provision of the 3no. parallel parking spaces. A defined footpath in the interests of pedestrian safety has been provided and a yellow box detailed to reserve access to the loading door of Gallagher Bros (Fish Merchants).
	Result	The informal parking arrangement option is removed at this location.

4.	Issue	To the south of the Civic Space there are currently 5no. parallel parking spaces on the Shore Rd. These spaces would be lost in the proposed scheme.
	Response	Parallel car parking has been re-introduced to the Shore road side of the proposed Civic Space area. Nett result the previous arrangement which facilitated 5no. spaces at this location, is now re-instated with a slightly better capacity for 6no. parking spaces.
	Result	Provision of 1no. additional space.

5.	Issue	To the west of the 'seafood shack' informal parallel parking takes place on the Harbour side of the Shore Rd. It is proposed to widen the footpath at this location which removes the potential for informal kerbside parking. The estimated loss of informal parking opportunities is 10no. spaces.
	Response	The proposal to narrow the Shore Road to 6m has been omitted, and it is now proposed to retain the existing alignment and detail of the Shore Rd on the Harbour side. This allows for a minimum Shore Road width of 8m and for the continuation of the informal kerbside parking arrangement from the 'sea food shack' to the slip way. 3no. spaces have been omitted opposite Island House to provide the pedestrian crossing facility.
	Result	No change.

6.	Issue	There is an opportunity for regularized parking and/or additional parking capacity at the northern end of the Civic Space on Main Street. The existing parking which takes place here is informal and presents a number of hazards where it occurs in proximity to the Car Park entrance/exit and the local road junction. The proposed scheme provides for regularized parallel parking improving the existing informal arrangement.
	Response	The provision of angled parking at the upper end of the Civic Space and accessed from Main St. This parking is provided for in a 'nose in' fashion and has been designed in accordance with DMURS. This arrangement provides not only for additional capacity but, regularises the existing informal arrangement which occurs at this location. The nett result is the provision of 10no. formal car parking spaces at this location.
	Result	Positive regularisation of car parking and additional capacity provided.

7.	Issue	3no. car parking spaces between Island House and the 'Sea Food Shack' will be lost in the proposed scheme to facilitate a pedestrian crossing.
	Response	Response: The loss of these spaces is necessary to facilitate the safe pedestrian crossing arrangements on the Shore Rd from Island House and the harbor to the town centre.
	Result	Loss of 3no. spaces.

Conclusion:

The proposed scheme would have resulted in the loss of 50no. formal car parking spaces. The remedial options now proposed in response re-instate 42no. car parking spaces. This places the figure of car parking loss at approx. 8no. spaces. Of these 3no. are lost outside Island House in order to provide the pedestrian crossing arrangement and associated visibility splays and this is unavoidable. The remaining 5no. are those lost in the central Diamond car park and this has occurred as a result of the omission of the entry and exit to Local Road L-1275-2 which could not be retained without compromising the capacity and functionality of the retained and modified civic space. It is considered that this minor parking loss is not one of significant materiality, and is likely to be mitigated further by the additional parking capacity provided by the introduction of the angled parking at the upper end of the civic space which regularises the existing informal parallel arrangement. On balance, the remedial options now recommended proposes a scheme which (i) provides for the regularisation of informal car parking arrangements, the removal of potential pedestrian and traffic safety conflicts and hazards and the provision of additional capacities, (ii) the improvement of traffic flows, (iii) the maintenance of a central Diamond Car Park, (iv) the provision of improved and adequate pedestrian infrastructure and crossing points for all user abilities, and (v) an integrated civic space with capacities for markets, festivals and events etc. These interventions are intuitively designed to guide the flow and retention of visitors to interact with the town centre environment and services in a manner which realizes the potential to use and enjoy the possibilities of this shared space to the mutual benefit of all users. In this context it is considered that the proposed scheme as now modified will have a neutral impact on car parking facilities and significant net positive affect on the viability and function of the town centre. This is particularly so when considered in tandem with land management options being explored as part of the short to medium term regeneration strategy to bring online additional Town Centre parking facilities as a part of future key regeneration and intervention sites.

The proposed modifications are detailed on revised Site Layout & Cross Section Dwg.No. 2019/C&P/KB/03a. (Appendix D).

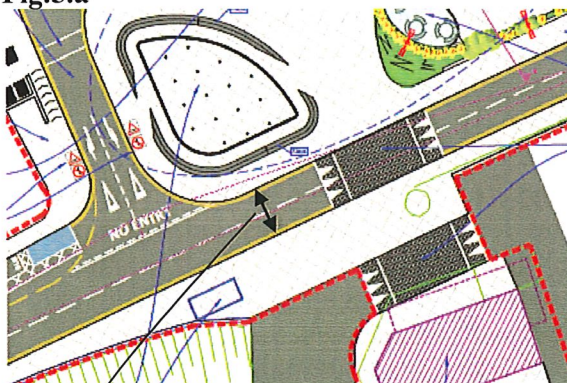
2. Narrowing of the Shore Road

The proposed scheme sought to narrow the Shore Rd to 6m within the immediate Town Centre environment associated with the re-development of Island House and the Civic Space. The purpose of this intervention was to self-regulate traffic speeds in the town centre environment by narrowing the public road and changing the language and materials of the built environment in addition to making provision for additional footpath and pedestrian crossing infrastructure. In designing this intervention due and proper regard was had to relevant technical guidance documents and engineering advices in ensuring that a 6m road width was adequate to accommodate the two-way passage of all vehicular traffic with the exception of abnormal roads, which would in any event require specific management.

The proposal however to narrow Shore Rd to 6m gave rise to significant concerns in many of the submissions and responses received, particularly with the users of the Harbour, those representing Fishermens interests and many of the fishing and marine based industries within the Harbour environment. The preeminence of Killybegs as Irelands premier Fishing Port was underlined in submissions received, and the need to maintain and grow the commercial and operational capacity of the Port was a strong point of submission. Examples of technical arguments in relation to the passage of abnormal loads, HGV vehicles and cranes all associated with the business of the Harbour was raised in the context that the reduction in road width to 6m would put in place a constraint that would make the day to day operation of Harbour business more difficult. Concern was expressed that such a constraint may adversely affect the long term commercial viability and growth potential of the Harbour.

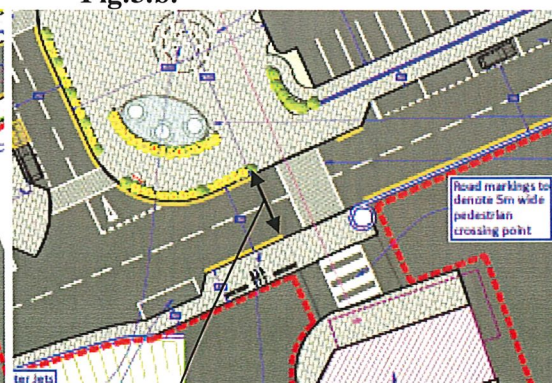
Notwithstanding the technical standards and engineering guidance received that the 6m road width was adequate in a Town Centre environment, it is considered that the width of Shore Rd should be re-instated to a minimum of 8m. It is proposed that this be achieved by removing any proposed interventions to the existing kerbline of the Shore Rd on the Harbour side and by maintaining the existing arrangement at this location. This decision is based on recognition of the unique and important context of the working Harbour in the Town Centre environment of Killybegs and the desire to avoid any interventions which might impact the operational and growth capacities of the Harbour and Port. Fig.5.a below details the 6m road width and interventions in the proposed scheme and Fig.5.b details the re-instatement of a minimum road width of 8m and the associated design modifications. **The proposed modifications are detailed on revised Site Layout & Cross Section Dwg.No. 2019/C&P/KB/03a. (Appendix D)**

Fig.5.a



Original 6m width

Fig.5.b.



Modified 8m

3. Right Hand Turning Lane to Harbour area.

The plans published in respect of the proposed development appeared to indicate that the existing Right Hand Turning Facility to the Harbour (at Tara Hotel) was being removed. This facility sits outside the red line boundary of the proposed development and it was never the intention that it would be amended or removed as a part of the scheme. See Fig.6 below.

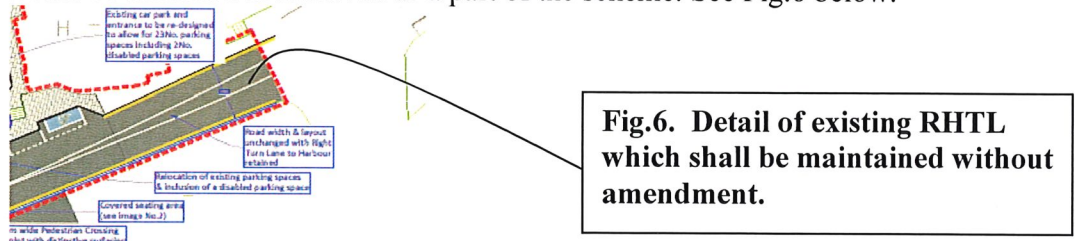


Fig.6. Detail of existing RHTL which shall be maintained without amendment.

The retention of this existing RHTL facility is detailed on revised Site Layout & Cross Section Dwg.No. 2019/C&P/KB/03a. (Appendix D)

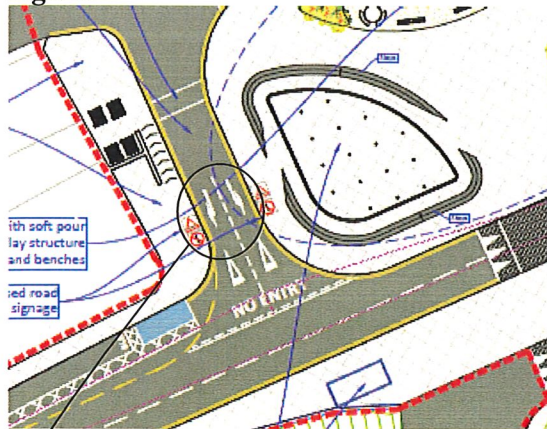
4. One-way System at the Western end of the Diamond.

The plans published in respect of the proposed development detailed a continuation of the existing one-way system on Main Street through local road L-1275-2 with exit onto Shore Rd. The change from two-way traffic to one-way traffic on L-1275-2 sought to direct all visiting traffic through the full length of Main Street for commercial reasons. In addition the need for a two-way route at this location was not considered to remain in the absence of an entry option to the Diamond Car Park. The main public grounds for concern in relation to this proposal was the perceived negative impact on Upper Main St. It was the view of submissions received that the removal of a left or right turn in facility at this location from Shore Rd and the presence of an exit option from Main St after the Diamond area, would reduce traffic flow to upper Main Street and would be commercially disadvantageous to this part of town. The submissions received also commented that the down turn in business in upper Main Street was more significantly felt in recent years and the risk of further commercial injury or disadvantage was a concern.

In addition an individual business concern was raised by Gallagher Bros requesting that existing access arrangements to their premises from the Harbour and Shore Road be maintained.

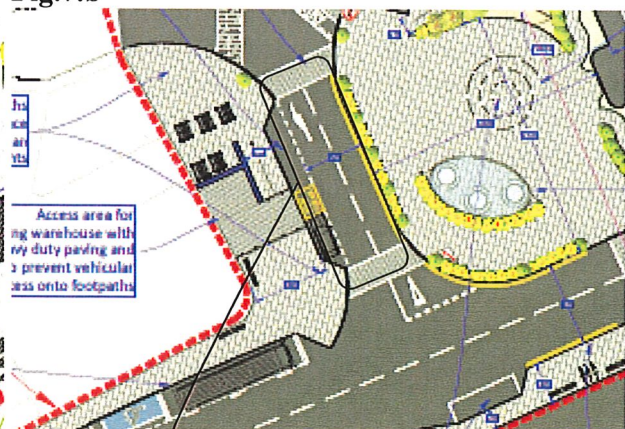
In response to these submissions the re-instatement of two-way traffic at the Western end of the Diamond is proposed. This will allow maintenance of the existing access arrangements to Gallagher Bros, and maintenance of the existing traffic flow arrangements to Upper Main Street. Figures 7.a & 7.b below show the proposed scheme which detailed a one-way system and the re-instatement of the two-way arrangement now recommended.

Fig.7.a



Proposed scheme, detailing one-way traffic.

Fig.7.b



Two-way traffic arrangement reinstated.

The re-instatement of two-way traffic on local road L-1275-2 is detailed on revised Site Layout & Cross Section Dwg.No. 2019/C&P/KB/03a. (Appendix D)

5. Public Use of the Harbour and Safety Considerations.

A number of submissions raised a concern in relation to public access and activity on a working Harbour. It is important to note that public access to the Harbour currently takes place and is unrestricted. Indeed many visits by the Team to Killybegs observed members of the public and Tourists meandering in the Harbour environment. The current arrangement is that public parking is facilitated on the Harbour. In addition it is important to note that Island House has in its most recent past operated as a Retail Unit and indeed a Hairdressers, accordingly public access to, and use of, Island House is an existing principle. Public safety is however a key consideration and it is considered that the design interventions proposed in the re-development of Island House have considered this issue in association with the users of the facility and through intuitive design, management of pedestrian movements and flows and the provision of viewing, curiosity and civic spaces have proposed an arrangement where: (i) safe viewing of the Harbour can be facilitated, (ii) a safe dwell area in the Town Centre environment has been provided, and (iii) where the movement of people between the facility and the civic space and across Shore Road is guided by safe and appropriate pedestrian and crossing infrastructure. It is considered that the development proposes a number of intuitive user management design interventions which in terms of the location of building access, viewing facility, pedestrian crossing and civic space will facilitate and guide use, curiosity and movement of all visitors and users of the environment in a safe manner. It is considered that the proposed development provides for the interest of the visitor and user by design in a manner which positively responds to the uncontrolled arrangements of the current environment. In addition the Council will work the DAFM as the key stakeholder in the Harbour area in relation to the management of public safety going forward.

6. Retain/Improve the existing civic space/amenity areas.

A number of submissions presented an opinion that the existing amenity areas in the Diamond were adequate and should simply be improved. It is considered that this opinion is not necessarily in opposition to the proposal to provide a new civic space which essentially seeks to improve on the identified weaknesses of the existing Diamond area and build on the opportunities for improvement. It is considered that the existing amenity areas are of inadequate capacity and size to facilitate a growth in the number of visitors to the town centre and it is considered important that any strategy seeking to regenerate and stimulate a town centre environment ensures the provision of adequate public realm infrastructure. In the context of the existing amenity area there is considered to be inadequate space for festivals and events, markets and other important public realm activities. Importantly the amenity areas which do exist sit within a road and car dominated space which present a range of challenges to all ability users of the space in terms of footpath widths, surfaces, levels, pedestrian crossings and negotiation of vehicular traffic. The proposed scheme seeks to ensure that the Diamond as a key and central space in the Town Centre is realising its potential to be a transformational space in the regeneration of Killybegs and is making the most of all its assets. What is proposed is a shared space which caters for all users and all ability of users. A safe crossing refuge from Island House and the Harbour to the civic space. The safe connection of the Harbour to the Town Centre. The connection of a tourism and business asset to the town centre businesses. The possibility of level access movement through out the town centre for all ability of users. A pleasant civic space in which to dwell, shop, watch the Harbour activity, support local businesses in the retail, food, services and hospitality sectors. A harmonious public space which caters for the right balance and successful synergy of public realm infrastructure to the benefit of all users and interests.

It is considered that the modifications now proposed to the development in response to the consultation process and the issues raised therein, provides for the right balance of all necessary elements of a civic space in accordance with the requirements of all stakeholders interests. A shared

space is now proposed where car parking is retained and integrated with a civic space that remains functional and of adequate capacity supported by new pedestrian infrastructure for all ability users and the regularisation of street parking. The design is flexible and allows for the retained car park to operate as a multi-functional space, with the opportunity for the civic space to extend seamlessly into same in the event of festivals or events of scale which require additional capacities. Where this not required, the modified civic space is more than ample to cater for the flow and dwell of visitors to the town centre in the manner desired by the project. The flow of pedestrians is still intuitively and safely channeled between Island House, across Shore Rd to the civic space and through to connection with the businesses and services in the Diamond and Town Centre area.

The proposed modifications are detailed on revised Site Layout & Cross Section Dwg.No. 2019/C&P/KB/03a. (Appendix D)

In relation to the concerns expressed in relation to the provision of a fountain within the civic space and the use of covered seating, it is the case that these features represent only one possible element of a civic space and that final design, specification and materials remains to be determined at the final design stage. Indeed the exact feature(s) selected to animate the space will be subject to further consultation and/or competition.

The maintenance or other of existing trees and the choice of species and detail for landscaping will be the subject of further consideration at detailed design stage.

7. Public Toilets.

The possibility of external access and an increase in the size of the public toilet facilities will be considered at final design stage.

It is intended that this development will be the first step in a multi-annual regeneration project for Killybegs and therefore the opportunities for other facilities in the wider town centre area will continue to be examined.

8. Alternative Car Parking Proposals.

In raising a point of concern in relation to any reduction in existing car parking facilities a number of submissions opined that additional car parking was also needed and that any regeneration proposals should be seeking to advance options for additional car parking facilities.

The proposed development currently comprises a number of elements that in combination are intended to enhance the physical, social and economic capacity of the town. It is intended that it will be the first foundational step in a longer term, multifaceted and potentially multi-annual regeneration strategy for Killybegs. Accordingly the Regeneration & Development Team are continuing to explore land management opportunities for further regeneration interventions in Killybegs Town Centre which might present the next step(s) forward in the regeneration strategy and commensurate car parking options forms a part of these explorations. Work is presently ongoing in this area.

9. Island House.

In approaching the re-design and re-purposing of Island House, the design team faced with a number of constraints and design brief requirements. The design brief sought to provide adequate space for users of the facility, but also to do so in a manner which took advantage of the striking harbor environment and the need to dynamically connect the internal environment of Island House with the synergy of the working harbor and the obvious demand to view both the operations of the harbor and the striking natural environment. The design was required however to accomplish this in a manner which also connected with the town centre environment and civic space. A significant constraint on the design process was the need to ensure that the re-development did not extend or modify Island House in such a way that would impede or conflict with the operations of the working pier, landing berths or movement of pier traffic.

It was determined at an initial design stage that if the tourism space, digital hub and business incubation space were to be accommodated in Island House, then additional floor space would be required. The limitations of the existing structure did not allow for the functional combination of

these spaces in a commensurate or proportionate manner particularly having regard to the need to allow some potential for growth and/or capacity building. In response the design process evolved to propose an additional second floor, an upwards extension which was the only option which did not encroach on the working environment of the pier/harbour. This is in turn realised an important opportunity to create a stunning viewing platform facility where views of the harbour and environment could be facilitated from a safe vantage point elevated above the workings and activities of the harbor. It is considered that this feature proposes a striking architectural highlight and space as part of the function of the building, which will serve as a significant asset towards its viability. In terms of connecting with the Town Centre environment, the re-development also proposes a striking contemporary glass extension at first and second floor level on the Town side elevation which allows for the viewing of the internal spaces of Island House from the civic space, and the connection of Island House with the civic space through glass walling from the elevated floor levels. Accordingly the design, is a striking contemporary re-purposing of a mundane functional structure to a dynamic double aspect building of smart spaces and features which responds to and connects with its dynamic environment of working pier, natural harbour amenity and town centre location. It is hoped that Island House will be a rewarding and enjoyable space to work and visit.

It is not considered that the re-design of Island House is excessive in the context of a Town Centre environment and importantly its development will not impede or materially obstruct a public view or designated prospect (a private view cannot be taken into consideration).

It is considered that the re-development of Island House will serve to introduce visually striking architecture and dynamic and rewarding space(s) to the Harbour and Town Centre environment in a manner which is in harmony with the synergies of the working harbour, the sea, the people, the town and the integration of these places, spaces and users.

10. Consultation.

The extent and pace of consultation has emerged as a common theme in the submissions received and at the public information event on 30th June.

The provisions of process were at all times explained to interested parties at the public information event. It was clear that there was a view that additional consultation in advance of the publication of the plans would have been preferred. In response all parties were advised that the intention of the Council was to submit the proposed development for funding under the second call of the RRDF, in respect of which it was a requirement that developments were 'shovel ready' in advance of the deadline for funding application which was 6th August 2019. This meant that neither process nor timeline allowed for consultations in advance of the publication of the plans.

It was also pointed out to all parties that the development which was published proposed to give effect to very clear and explicit objectives, key actions and policies of the Killybegs LAP 2018-2024 in the regeneration of the Town Centre and Harbour area, a Plan which was recently adopted and which went through a recent statutory process including publication consultation. Accordingly it was felt that the concept and basis for the plans published strongly existed in the recently adopted LAP and were not therefore entering the public domain for the first time. Otherwise it was outlined that the current call under the RRDF was the second call under the funding programme and it was the opinion of the Team that it was extremely important that Killybegs was put forward for consideration at this stage without further progression of the Fund to subsequent calls.

In any event consultation has taken place in accordance with the requirements of the statutory process. A public information event was facilitated in addition to the requirements of process. Neither process nor the associated timelines allowed for additional formal consultation arrangements. The public information event was very well attended with numbers over the day estimated to be between 140-200 people. A collective and organized grouping of Diamond businesses and Traders attended the meeting at approx. 4 o'clock and at this stage the meeting was formalised for direct engagement with this grouping (approx. 40 persons). A further meeting took

place with this grouping to discuss options for the redress of their parking concerns. It is understood that two further public meetings took place as organised by the community sector. The total submissions received was 111 including a petition with 309 signatures and this is considered to be a clear measure of the level of public interaction and engagement and the success of the consultation process.

11. General Objection.

These submission stated a general objection to the proposed development, but did not provide a reason for this objection. Accordingly the facility of a response cannot be provided and their presence is hereby acknowledged.

12. Supportive.

A significant number of submissions in support of the proposed development have been received. These are either unconditionally supportive or supportive on the condition that the parking, one-way system proposal or Shore Road narrowing is addressed.

It is considered that the modified proposal detailed in Site Layout & Cross Section Dwg.No. 2019/C&P/KB/03a has addressed the reservations or concerns identified in these submissions. These submission constitute on balance in excess of 60% of the submissions received.

4.3 Further Submissions

Further to the meeting with the Businesses and Traders of the Diamond/Town Centre area on 19th June 2019 at which options being considered to address the identified parking concerns were discussed, a number of submissions were received which referred not only to the plans published but to the possible options being considered in response to the identified parking concerns. In the same format as followed above, these points of submission have been summarized in Table 4 below and attributed to the relevant submissions. Responses are provided in the subsequent section of the report.

Table 4

Point of Submission	Raised by:
<p>13. Single Point of entry to Diamond CP</p> <p>A number of submissions raised a concern that a single point of entry to and exit from the Diamond Car Park would result in congestion both within the Car Park and on Main Street.</p>	<p>Ann Connaghan (02/07/19) Ann Harvey (02/07/19) Nora Quinn (02/07/19) Faustina McFadden (03/07/19) Michael Melly (03/07/19) Shane Melly (03/07/19) Brian McGonagle (03/07/19) Donna Mulligan (03/07/19) John Paul McGuinness (Tara Hotel) (03/07/19)</p>
<p>14. Alternative Underground Parking Proposal.</p> <p>The proprietor of the Tara Hotel, Mr. John Paul McGuinness submitted his own alternative proposal in response to the consultation process. This alternative proposal presented the idea of a multi-storey car parking including the development of underground car parking facilities in the Diamond. A number of submissions were received requesting that this alternative proposal receive further consideration.</p>	<p>Sean McGinley (30/06/19) John Murrin (11/06/2019) Mary Melly (02/07/19) Donal O'Donnell (02/07/19) Kevin Hegarty (03/07/19) Michael Carr (Carr & Company Civil Engineers) on behalf of Mr. J.P.McGuinness and a group of residents (supported by 309 signatures)</p>

<p>15. No consultation on revised/final plans.</p> <p>A number of submissions were received expressing dissatisfaction that any revisions made to the plans in response to the consultation process including the final plans taken to Council would not be available for prior public consultation.</p>	<p>Eugene Mulligan (02/07/19) Marie Muirhead (02/07/19) Donna Mulligan (03/07/19)</p>
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4.4. Responses:

13. Single Point of entry to the Diamond Car Park.

Submissions have been received on the basis that if the Council is considering re-instating the Diamond Car Park with a single entry/exit point only in response to the town centre parking concerns, that this will be inadequate and will result in congestion within the car park and/or on Main Street.

The car park has been re-designed to facilitate a single point of exit and entry only with turning radii, visibility splays and geometry to standard. This is not an unusual arrangement and it is not accepted that a car park with a single point of entry and exit is a deficient design. Within the car park a turning head has been provided, as has adequate and sufficient space between parked cars for maneuvering. The existing arrangement often finds cars informally parked to the right on exit which obstructs vision lines, and also cars informally parked in a parallel fashion on the entry lane. The current proposal ensures the maintenance of safe visibility and the redesign of the entry arrangement to allow for formal parallel parking without obstruction of the entry lane. Accordingly it is considered that the proposed entry and exit arrangement is adequate and provides for improvement to standard, and regulation of, parking relative to that existing. Exit is onto a one-way traffic flow and it is not considered that this of itself or by design will result in congestion.

14. Alternative Underground Parking Proposal

On 3rd July 2019, Carr & Company Civil Engineers acting on behalf of Mr. John Paul McGuinness (Proprietor of the Tara Hote) and a number of local residents, presented alternative proposals for a multi-storey car park in the Diamond area. The design is presented as a preliminary proposal for the purpose of exploring the feasibility of such a proposal. The proposal is detailed on drawing No. 0201 and provides over 70no. new underground car parking spaces in addition to those existing. It proposes to tie in to the existing local road network. It is requested that this proposal be given serious consideration.

The concept of an underground proposal was discussed at the public information event, and more specifically at the meeting on 19th June 2019 with the businesses and traders of the Diamond. At this later meeting Mr. McGuinness repeatedly sought the opportunity to propose an alternative underground multi-storey car parking proposal.

It was explained to all parties at both events that a new proposal of this nature would require formal re-consultation and that neither process nor the RRDF funding application timeline (Call 2) allowed for same. Notwithstanding this position the Team was asked at the meeting with the Businesses and Traders to discuss the viability of such a proposal. At this meeting the Team advised that it was not considered that such a proposal was viable for the following reasons:

1. The proposal is considered to be an over-engineered and excessive response to parking needs, which is disproportionate with the scale, form and character of the town centre of Killybegs,
2. The site is located within a recorded archaeological complex, and the extent of excavation and engineering which would be necessary would not be compatible with the preservation of archaeology. Significant additional studies would be necessary such as an AIA.
3. The proposal was likely to encounter the water table and/or flood plain and would prove to be an onerous and costly engineering exercise. Significant additional studies may be necessary such as NIS and EIAR.
4. The proposal was likely to encounter services and result in significant disruption to both services and utilities, and a prolonged period of construction likely causing escalating costs and delays.
5. The proposal was likely to escalate costs to such an extent that its viability could not be justified, particularly relative to lower cost and easier accomplished alternatives and would not meet the rudimentary value for money tests of national funding schemes.
6. The proposal did not include a civic space, nor the improvement of pedestrian infrastructure and did not have regard to other or all users of the town centre environment. It was a car centric and dominated proposal which did not deliver on the transformation placed based interventions for regeneration which are clearly set out in the application criteria under RRDF and are a requirement of the objectives of the NDP, NPF and Project Ireland 2040.

It is considered that the alternative proposal now presented in plan form fails to change any of the fundamental concerns identified above which serve as a clear indicator against the viability of the alternative proposal as a regeneration project.

4.5 Specific/individual Submissions (A number of submission were received which raised separate points of submission and/or which were particularly detailed. These submission could not entirely be captured in Table 1 and 4 and the response thereto and they are therefore considered hereinunder.)

- **Patricia Faherty (30/06/19)**

Ms. Faherty advises that picnic tables in the existing amenity space were funded by a local charity 'The Sandra Run'. Ms. Faherty further opines that the history and timeline of Killybegs should be highlighted with exhibition boards.

Response: The 3no. existing stone circular picnic tables in the Diamond amenity area are noted and their importance and value to local community interests is acknowledged. These tables will be retained in any new civic space. The history and timeline of Killybegs is accepted as an important component of the Regeneration project and a successful public realm. This consideration will inform the final design of the civic space in terms of animation, features, specifications and finishes.

- **Pat Conaghan (30/06/19)**

Mr. Conaghan believes the traders will not be happy at a loss of parking and further gives his opinion that Island House should be demolished in full or part.

Response: The issue of parking and its importance to all stakeholder interests in Killybegs and the Diamond in particular is accepted. It is considered that the revised proposal detailed on site layout plan Dwg.No. 2019/C&P/KB/03a which substantially re-introduces the Diamond Car Park together with the intention to explore land management options to advance alternative car parking options in RRDF application(s) is considered to address parking concerns.

In respect of the merits of re-purposing Island House, this matter has been addressed in full above.

- **Karen Devine (30/06/19)**

Ms. Devine comments that the project is a 'lovely idea' apart from the covered seating and does not consider same to be suitable due to the predominantly inclement nature of local weather conditions. Ms Devine comments that Killybegs is an historical town and would like to see historical references in design details and not modern influences.

Response: The durability and/or appropriateness of covered seating is an issue which will be fully examined by the Regeneration Team in the final design of the civic space. At this stage the detailing, finishes and specification of the civic space have not been finalised. Otherwise it is not considered that contemporary architecture is incompatible with the material assets of an historical town. In the context of Island House, the structure itself is not one of architectural value either in materials, form or timeline and it is considered the striking architectural re-purposing of same in the midst of a working Harbour environment will be a key transformational factor in the regeneration of the Town Centre without material injury to the historical and built fabric of the Town.

- **Donna Mulligan (30/06/19)**

Ms. Mulligan comments that the idea presented is attractive and visually pleasing but feels that the practicalities of parking need to be addressed before development is undertaken. Ms. Mulligan comments that the facilities in Island House should not compete with services provided by existing businesses in the town. Ms. Mulligan hopes that feedback is considered and a more suitable proposal obtained.

Response: The issue of parking and its importance to all stakeholder interests in Killybegs and the Diamond in particular is accepted. It is considered that the revised proposal detailed on site layout plan Dwg.No. 2019/C&P/KB/03a which substantially re-introduces the Diamond Car Park together with the intention to explore land management options to advance alternative car parking options in RRDF application(s) is considered to address parking concerns. It is not intended that the café facility in Island House would compete with existing businesses or services in the Town environment. The facility is intended as a small refreshment facility and will not compete with the food services in the town.

- **John Gillard (11/06/19)**

Mr. Gillard has made a detailed submission with appendices. In addition to the common themes of comment and concern Mr. Gillard is of the view that the re-purposing of Island House may not be the best solution and presents opinion in respect of the architectural style and uses. Mr. Gillard opines that the architecture may not be appropriate for a fishing village, that large windows should not face the town when best views are of the Harbour, that the viewing platform should extend to the entire roof area and that bill boards should be utilized on the side elevations. Finally Mr. Gillard comments that vacant buildings in the Town Centre should be removed to provide an 'oasis' for tourists.

Mr. Gillard also examines parking arrangements in Killybegs in detail, noting an issue with inappropriate, illegal or informal parking arrangements and inefficient use of existing spaces as a result of faded lineage and markings, and predominant use of spaces by non-customers. Mr. Gillard considers that a broader action plan in response to parking should be actioned to: make parking provision compliant with legal standards, delineate spaces, make private spaces public and enforcing parking regulations.

Response:

It is considered that Mr. Gillard raises general points of submission which have been addressed in the responses provided to Table 1 and Table 4 above, and indeed which are resolved in the modified proposal detailed in Dwg.No. 2019/C&P/KB/03a which provides for re-instatement of parking and the regularisation of existing informal parking arrangements within the area of the site.

- **Dessie O'Keeney (19/06/19)**

Mr. O'Keeney advises that there are four taxi operators in Killybegs and comments that the project should include for a taxi rank to service the town centre, hotels and Harbour area.

Response:

The designation of a Taxi Rank would require bye-laws. This has been discussed with the Area Roads Team and there is no opposition in principle to exploring the possibility of certain car parking spaces being designated in the bye-laws for the use of taxi operators on certain days of the week and on certain times of those days.

- **Sean McGinley (21/06/19) (by email)**

Mr. McGinley makes additional comments in a further submission concerning the need for dedicated staff parking, which would in turn free up much needed customer parking.

Response:

It is accepted that the provision of additional parking facilities together with effective signage is an important element of the regeneration strategy for Killybegs going forward and it is intended that land management options will be explored to address this issue as part of key town centre regeneration interventions which maybe identified in any future Part VIII proposals or future strands of this process.

- **Gallagher Bros. (Fish Merchants) Ltd (26/06/19)**

Gallagher Bros are the owners of premises on the Shore Road which also face onto the Diamond. Gallagher Bros have requested that the 'keep clear' reservation to the fore of their premises be retained and ensure HGV access. Gallagher Bros have also requested that the local road adjacent to their premises be retained for two-way traffic to ensure forklift access from the harbor via Shore Road as currently enjoyed is maintained without recourse to travel a longer route through the main street and town centre.

Response:

Two-way traffic arrangements are retained in the modified plans detailed in Site Layout and Dwg No.2019/C&P/KB/03a. Accordingly the existing access arrangements to the Gallagher Bros will also remain in place.

- **John Darch (28/06/19)**

Mr. Darch queries who will use the digital hubs and considers that they would be better used for tourism. Also comments that the café is very small. Mr. Darch questions the need for a childrens play area when one is 100m away and questions the necessity for a fountain. Mr. Darch does not consider that covered seating will last long.

Response:

It is intended that the digital hub will be available as a 'hot desking' type facility and also as a business incubation/innovation space. The precise business model remains to be finalised. The café is intended only as a small refreshment facility to compliment the tourism use, it is not intended to compete with the existing hotel and food service businesses in the Town Centre. A childrens play area in the sense of a conventional play ground is not proposed, rather in recognition of the fact that a successful civic space will attract families who may spend some time enjoying the space it is considered necessary to incorporate features of interest that will attract children to a safe area of the civic space and away from potential interaction with fringe areas. This will remain a focus at the final design stage. Similarly the viability and form of any covered

seating will receive detailed consideration at final design stage. The concept being depicted here is one of an architectural feature that might resemble 'sails in the wind' as an example and it is intended that any such feature would be multiple purpose such as the central focus of an event or festival, shelter or indeed cover.

- **Karen Lavin (By email)(01/07/19)**

Ms. Lavin comments that she would like to see consideration given to the development of a floating pontoon running from the slip to the small town pier as part of the local rowing club. Ms. Lavin further comments that the regeneration area is a central point of entry and hub for all tourists, divers, anglers, rowing club etc entering the town and harbor area and it needs to be improved from a Tourism and safety perspective.

Response:

The Department of Agriculture, Food & Marine (DAFM) are responsible for the Harbour area and this area falls within their ownership and functional control. This area has been identified in the LAP environmental improvements and the Council looks forward to working with the DAFM in respect of the collaborative development of these areas where such opportunities exist.

- **Theresa Quinn (By email) (02/07/19)**

Ms. Quinn, whilst not specifically addressing the potential loss of car parking in the Diamond, is concerned that the proposed civic space will disrupt the ability of various members of the community and visitors to interact in the Diamond area and forever detrimentally affect what is the appeal of the heart of the town. Ms. Quinn also cites Met Eireann weather reports and does not consider that the benefits of the civic space would be enjoyed on sufficient days of the year to justify the removal of existing Diamond Infrastructure.

Response:

It is considered that the modified proposal for the civic space with the balanced re-introduction of parking as detailed in Site Layout Dwg No.2019/C&P/KB/03a will maintain and improve the environment for all members of the community and visitors to interact in the heart of the town. It is considered that the modified proposal presents a balanced improvement of the existing civic infrastructure in the Diamond.

- **Eugene Mulligan (By email) (02/07/19)**

Mr. Mulligan has submitted a detailed submission. In addition to the general points of submission summarised above Mr. Mulligan also raises the following comments:

- A single entry point to the Diamond Car Park would cause additional congestion with vehicles looking to enter and exit both the car park and parking spaces. Mr. Mulligan considers that there is inadequate room to manoeuvre.
- Angled parking along Main Street requires vehicles to reverse out into on-coming traffic which raises a safety issue and that it is quite ridiculous to incorporate in any Plan.

- A water feature in the Diamond would not enhance the space and would attract anti-social behavior.
- Island House does not need an additional floor level. It is also located on a working pier and safety issues must be addressed before public access is permitted to Island House.
- Finally Mr. Mulligan states his support in principle for the regeneration of Killybegs, but does not consider the proposed plan will work. Mr. Mulligan requests that the plans are put on hold until further consultation takes place and the support of the wider community is achieved. Mr. Mulligan questions the role of the Planners in this proposal and the extent of meaningful research in bringing this proposal forward.

Response:

- The car park has been re-designed to facilitate a single point of exit and entry only with turning radii, visibility splays and geometry to standard. This is not an unusual arrangement and it is not accepted that a car park with a single point of entry and exit is a deficient design. Within the car park a turning head has been provided, as has adequate and sufficient space between parked cars for maneuvering. The existing arrangement often finds cars informally parked to the right on exit which obstruct vision lines, and also cars informally parked in a parallel fashion on the entry lane. The current proposal ensures the maintenance of safe visibility and the redesign of the entry arrangement to allow for formal parallel parking. Accordingly it is considered that the proposed entry and exit arrangement is adequate and provides for improvement to standard and regulation of parking relative to that existing. Exit is onto a one-way traffic flow and it is not considered that this of itself or by design will result in congestion.
 - The angled parking is a recommended response to a parking capacity issue particularly in a town centre environment and where there is a high demand for access to shops. The arrangement is a long established and successful arrangement in many local main street and urban environments. The proposal which has been proposed in the modified plan is in accordance with the recommendations of DMURS.
 - The water feature is a suggested central feature to the civic space. The exact choice of feature or features to chosen to animate the civic space will be the subject of consideration at detailed design stage and it is intended that this will be the subject of further consultation and/or competition.
 - A full response to the design evolution of Island House and the associated safety considerations is given in the response provide in Table 1 above.
 - It is considered regrettable that Mr. Mulligan is not satisfied with the role of the Planners in the bringing forward of this proposal. However it is considered that the body of this report has established that the conception and evolution of the proposed development has been carefully and competently considered in accordance with the relevant technical standards. Where adjustments have been necessary to integrate the material views of the public, these have been made in modified site layout & cross section Dwg.No. 2019/C&P/KB/03a.
- **Ann Conaghan, Chairperson, Killybegs Community Council (02/07/19)**

A detailed submission was received from Killybegs Community Council on the 2nd July 2019. This submission was received further to a public meeting arranged by the Community Council on 27th

June 2019 and at which 85 people attended. The Community Council advises that the attendance can approximately be categorised as:

60% General Public
23% Business Owners
10% Harbour Users
7% Hotel/Tourism

The submission lists the comments and areas of concern which were raised by those in attendance at the meeting and in addition to the general points of concern captured above, the following was submitted:

- A taller building than exists on the Pier at present will disrupt the view of the Harbour.
- A café in a publically funded building is completion for private owned local business.
- Urgent work is needed on Bridge Street to prevent a reoccurrence of recent flooding events and this should be prioritised.
- Island House should be retained for use by Harbour users and Fishermen.
- Recorded feedback from tourists has revealed that the appeal of Killybegs lies largely in seeing a 'working town' and making the town tourism-centric is contrary to that appeal.

Response:

- As detailed in the fulsome response provided in Table 1 above, it is not considered that the re-purposing of Island House is inappropriate in the context of a town centre environment. Furthermore it will not obstruct or materially alter a designated public view or prospect.
- The café is a small refreshment facility not intended to compete with the food service or hospitality sector of the Town.
- Bridge Street is currently outside the scope of this project.
- Island House has been in a state of dereliction for some years. It is considered that the opportunity for harbour or fishing related uses has not materialised within this time. The proposed use is considered to represent strong regeneration potential and to service an existing need to the benefit of the town centre environment and is not prejudicial to the alternative development of fishing interests and harbour users within the wider environment.
- It is not considered that the subject proposal is disproportionately tourism-centric. It proposes a new and appropriate space for an existing tourism use, but does so together with new business and innovation space. This is proposed together with a civic space bringing a public realm dividend to all users of the town centre be that visitors, tourists or residents alike. It proposes these public realm improvements and regeneration interventions without injury to the 'working' character of the town.

- **Lee Mooney (Killybegs Harbour Development Group) (02/07/19)**

A detailed submission was received on 02/07/19 from Killybegs Harbour Development Group CLG, a group set up to represent the users of Killybegs Harbour. This submission details the Members of the group currently (2019) as:

Atlantic Dawn Group
Barry Electronics
EK Marine
Gallagher Bros
Gallagher Marine
Baker B
Ker Group
Killybegs Fishermen's Organisation
Killybegs Seafoods
KT Nets
MMG Welding
Mooney Boats
Premier Fish
Sean Ward Fish
Seaquest Systems
Sinbad Marine
Swan Net Gundry
Western Seaboard

Many of these Members have made submissions in their own right, but their collective membership of this grouping is acknowledged. In addition to the recurrent issues of submission (captured above) this submission also raises a concern that access around Island House and to the Town Pier appears to be restricted. In addition the submission makes a number of suggestions:

- Speed bumps are installed on Shore Rd instead of narrowing.
- Keep the Diamond Civic Space but improve it.
- Install a boardwalk along the seaward side of the Shore Rd from the Town Pier to Black Rock Pier.
- Place warning signs and barriers around Island House to alert tourists and other users to potential dangers.
- Make Cope House (Private Property) a proper car park and connect to the Main Street.
- Knock down the old Fire Station and create a new car park.
- Existing harbor wall along Shore Rd should be knocked down and set back to allow for parking along Shore Rd.
- Extend the existing Car Park adjacent to the Slip on Shore Rd.

Response:

- There is no proposal to restrict access around Island House.

- It is no longer proposed to narrow Shore Rd to 6m. A minimum width of 8m will now be retained. It has been decided against the installation of speed bumps or raised tables due to the nature of vehicles and loads which use Shore Rd.
 - The re-development of the Diamond area civic space has been dealt with in the responses to Table 1 above.
 - The Department of Agriculture, Food & Marine are responsible for the Harbour area and this area falls within their ownership and functional control. This area has been identified in the LAP environmental improvements and the Council looks forward to working with the DAFM in respect of the collaborative development of these areas where such opportunities exist.
 - The public safety considerations have been dealt with in the responses to Table 1 above.
 - Cope House is private property and does not form part of the Part VIII development.
 - The Old Fire Station is outside the scope of this Part VIII development.
 - The Department of Agriculture, Food & Marine are responsible for the Harbour area and the harbour wall and Slip car park falls within their ownership and functional control.
- **Mary Melly (02/07/19)**

The submission of Mary Melly received on 02/07/19 raised 5 general and recurrent points of concern in relation to: (1) narrowing of the Shore Rd, (2) One-way traffic flow at western end of Diamond, (3) parking concerns, (4) public safety concerns on the Harbour, and (5) Opposition to water feature in civic space.

This submission is subsequently supported by individual submissions from: Margaret Murphy, Patrick O'Donnell, Sean Murphy, Maire O'Donnell, Donal O'Donnell and Conal Melly. These supporting submission were all received on 02/07/19 and raise no further points of consideration other than a request from Donal O'Donnell that the 'underground' car parking option be considered.

Response:

The general points of submission raised in this and the associated submissions are dealt with in the response to Table 1 and 4 above.

- **Elaine Quinn (By email) (02/07/19)**

Ms. Quinn made a submission on 02/07/19 based on public safety concerns in relation to public use of the Harbour area in connection with Island House and an opinion that the site of the existing Tourist Office would be a better location for re-development of a Tourism Facility. Ms Quinn comments that there are more opportunities for additional parking developments at this location and that the potential for a larger development at this location could accommodate other uses such as the Maritime History Museum. Ms. Quinn comments that a development at this location would be less disruptive to the town, particularly during construction.

Response:

The location of the existing Tourism Facility is located on lands within the control of DAFM, it was not open to the Council to seek the re-development of these lands. In addition the location of the existing facility is not considered to offer the same town centre regenerational potential as Island House and The Diamond area at this time.

- **Mick O'Donnell (03/07/19)**

Mr. O'Donnell in his submission raises a number of matters not raised by other submissions. Mr. O'Donnell comments that the fill in the harbor outside the wall from the town pier to the slip way would have multiple benefits if used. In addition Mr. O'Donnell raises the matter of covering silt on the seabed which raises unhealthy smells at low tide, that the existing car park could be used as a viewing area and that a floating jetty should be considered at this location to facilitate skif racing and small visiting crafts

Response:

The Department of Agriculture, Food & Marine are responsible for the Harbour area and the areas identified fall within their ownership and functional control. These areas are identified in the LAP environmental improvements and the Council looks forward to working with the DAFM in respect of the collaborative development of these areas where such opportunities exist.

- **Noel Dorrian (03/07/19)**

Mr. Dorrian comments, in addition to the general points of submission captured above, that 3 pedestrian crossings within 1km is too much.

Response:

There is no technical deficiency with the proposed pedestrian crossing facility from Island House to the Diamond area and it is considered that this proposal is a much needed intervention in the interests of pedestrian safety in the town centre.

- **Kevin Hegarty, Centra (03/07/19)**

Mr. Hegarty is of the view that the Council has shown a lack of respect to the business people, voluntary groups and residents of Killybegs in proceeding with a proposed development without the input and knowledge of the locals. Mr. Hegarty underlines the recurrent opinion that parking capacity in the Town Centre is an existing concern, and that parking cannot be lost particularly to public open space. Mr. Hegarty believes that the proposed development will not help businesses in the town and that money should not be spent on it. Mr. Hegarty appends details of an underground parking proposal prepared by Carr & Company Civil Engineers and gives his opinion that this is what should be aimed for. Mr. Hegarty concludes that he believes local businesses will not accept the Councils proposals even if potential funding is lost.

Response:

It is considered deeply regrettable that Mr. Hegarty is of the view that the Council has shown a lack of respect to the people of Killybegs collectively. The Council has carried out a formal consultation process and sought to engage with all stakeholder interests within the strictures of process and sought at all times to explain the limitations and constraints of the statutory process and associated funding programme timelines. Mr. Hegarty was part of the business and trader grouping which also met with the Council on 19th June in relation to parking issues and did not raise any specific objections on that date in relation to the options discussed in response to parking concerns. The Council is of the view that it has listened to all voices in the consultation process and accommodated where possible the requests for redress and/or modification in the plans now being brought to Council. It is considered that the modified proposal in response to the consultation process as detailed on Dwg.No. 2019/C&P/KB/03a represents a fair and balanced compromise in relation to the key issues of concern raised by public opinion whilst retaining a viable and exciting place based transformational regeneration project for Killybegs. In bringing this project forward to Part VIII the Council is seeking to advance an application for funding under the RRDF which has potential to bring transformational investment to Killybegs and it is considered that this proposal constitutes a real and present opportunity to support, grow and positively transform the physical, social and environment infrastructure of Killybegs in a manner which will facilitates its economic growth and profile as a Strategic Tier 2 Support Town in Donegal. The Councils response to the alternative multi-storey parking proposal and the reasons why same is not considered to be viable has been dealt with in the response to Table 4 above.

- **Eimear Stafford (03/07/19)**

Ms. Stafford raises a number of specific comments in her submission in addition to the recurrent points of submission which are captured in the table above. Ms. Stafford raises the following additional comments:

- Why are the plans limited to the Town Centre when there are other more pressing areas which require regeneration?
- Have the Council considered taking ownership of vacant property adjacent to the designated town centre with a view to development?
- It is unclear which Category the Council intend to seek funding for under the RRDF. If it is Category 1 which has a very limited timeline and must be a ready to go project, then the Council would have to grant permission for its own Plan to secure funding.
- Category 2 projects allow more time, have the Council considered a Category 2 application and further consultation with the Community.
- RRDF is a multi-annual fund, why are we rushing through plans with the caution that the absence of an application this year may prejudice funding potential?

Response:

- It is intended that this project is the first foundational step in a multi-annual regeneration strategy for Killybegs. It is hoped this first step will prove to be successful at Part VIII, RRDF application stage and implementation, and will lead to other phases of regeneration.

- Land management options are being considered as part of the examination of key town centre intervention sites and further phases of a regeneration strategy in accordance with the provisions of the LAP.
- It is intended that the proposed development would be submitted as a Category 1 proposal under the 2nd funding call of the RRDF which has a 6th August deadline for the submission of Category 1 proposals.
- It is the intention of the Council to also consider the submission of a Category 2 application in respect of future/further phases of a regeneration Strategy for Killybegs in accordance with the provisions of the LAP.
- In response to a specific question raised during the public consultation process and at the public information event, the Team gave its opinion that it was important that the Killybegs Town Centre Regeneration Project enter the application process again under the 2nd call without further progression of the funding programme. It should be noted that the Killybegs project was submitted under the first call of the RRDF in 2018 but did not meet with approval, the proposal seeks to bring the project back for consideration with improved viability in response to feedback received and it is judged that it would be to the detriment of the project and its funding potential if this was to be further delayed.

- **Patricia & Gerard Faherty (Seawinds B&B) (03/07/19)**

A further and detailed submission was received from Patricia & Gerard Faherty on 03/07/19. This submission runs to 21 pages and includes appendices consisting of LAP extracts, Town & Villages Renewal Extracts, Maps, Photographs, sketch plans for alternative civic space proposals including alternative suggestions and is supported by a number of signatures (11no.) mostly connected to businesses in the Diamond area of Killybegs, namekly: Meraki Hair, Best Buy, McGees Jewellers, Cara Pharmacy, Bayview Hotel, Mellys Café, Pams Creations and Beauty Studio.

This submission raises a number of points of objection to the proposed development:

- A single entry and exit point to the Diamond Car Park will result in congestion.
- The one-way proposal at the Western end of the Diamond will unduly limit the options for traffic seeking to enter the town centre.
- The angled parking on Main Street will result in cars backing out into traffic and this will cause congestion.
- The additional floor to Island House will block views of the Harbour for residents of the Town.
- There is no need for a Digital Hub.
- There is no new parking provision for the uses in Island House.

This submission then presents an alternative proposal in written and sketch form:

- Instead of narrowing Shore Rd, install traffic lights and a pelican crossing to connect the Harbour with the Town.
- Create a new board walk with civic amenities on the seaward side of the Shore Road.

- Leave Island House as is, with tourist office and toilets on ground floor and Maritime Museum and Boat Simulator on the first floor.
- A broader Town Centre area should be the focus of regeneration not just the Diamond area.
- A further issues has been identified which is a flooding issue on Bridge Street and a recent such event in particular in 2017 is referenced. A remedy to capacity in storm water infrastructure is recommended.
- Finally the sketch proposal for the Diamond Area essentially proposes maintenance and some improvement of the status quo. The main recommendations are: retain the car park without alteration, retain Island House as a two-storey development, include a boardwalk on the seaward side of the Shore Rd, include traffic lights and pelican crossing to connect the Diamond area with the Harbour.

Response:

- The points of general objection have been dealt with in the responses provided to Table 1 and Table 4 above.
- In terms of the alternative proposals suggested it is considered that they are of themselves too limited to constitute merit as a regeneration project. An appropriate pedestrian crossing facility on Shore Rd from Island House to the Diamond is proposed.
- The boardwalk has been suggested by a number of submissions and indeed exists in an area of recommended focus for environmental improvements in the LAP. However the area is within the control of the DAFM and as has already been stated the Council is happy to work with the DAFM going forward should opportunities for collaboration exist.
- The response to the design concept and evolution of Island House has been dealt with in this report. It was not considered viable to work with existing floor space provision. The business supports and necessitates the provision of digital hub and innovation space. The relocation of the Maritime Museum has been raised in a number of submissions but requires additional exploration and other options.
- As has been stated in the body of this report, it is intended that this project will be the first foundational step in the regeneration of Killybegs and will enable consideration of further strands within other areas of the town centre in time.
- The issue of storm drainage infrastructure in Bridge Street is outside the scope of this Part VIII development.
- It is considered that the modified proposal now being brought to Council and as detailed on Dwg.No. 2019/C&P/KB/03a makes appropriate provision for the parking and pedestrian recommendations of this submission together with improvement of the public realm infrastructure.
- **John Paul McGuinness, Tara Hotel (03/07/19) and Michael Carr of Carr & Company Civil Engineers on behalf of Mr. McGuinness and a petition of local residents (309 signatures)**

Mr. McGuinness as proprietor of the Tara Hotel employed the services of Carr & Company Civil Engineers to prepare a preliminary design of a multi-storey car park, the purpose being to explore the feasibility of such a Plan. Mr. McGuinness considers that current plans should be put on hold in favour of further consultation and consideration of the under ground car parking proposal.

Response:

As discussed in response to general point of submission No.14 above, it is not considered that this proposal is viable for the following reasons:

1. The proposal is considered to be an over-engineered and excessive response to the parking needs, which is disproportionate with the scale, form and character of the town centre of Killybegs,
2. The site is located within a recorded archaeological complex, and the extent of excavation and engineering which would be necessary would not be compatible with the preservation of archaeology. Significant additional studies would be necessary such as an AIA.
3. The proposal was likely to encounter the water table and/or flood plain and would prove to be an onerous and costly engineering exercise. Significant additional studies maybe necessary such as NIS and EIAR.
4. The proposal was likely to encounter services and result in significant disruption to both services and utilities, and a prolonged period of construction likely causing escalating costs and delays.
5. The proposal was likely to escalate costs to such an extent that its viability could not be justified, particularly relative to lower cost and easier accomplished alternatives and would not meet the rudimentary value for money tests of national funding schemes.
6. The proposal did not include a civic space, nor the improvement of pedestrian infrastructure and did not have regard to other or all users of the town centre environment. It was a car centric and dominated proposal which did not deliver on the transformation placed based interventions for regeneration which are clearly set out in the application criteria under RRDF and are a requirement of the objectives of the NDP, NPF and Project Ireland 2040.

Otherwise this submission and petition opines that the reduction in car parking and the one-way traffic system will not address parking demands, may cause congestion, will affect access to Gallagher Bros (Fish Merchants) and will impact the Town negatively. It is considered that the re-introduction of town centre parking and the two-way traffic flow have addressed these points of concern. These modifications are detailed in Dwg.No. 2019/C&P/KB/03a.

4.6 Statutory Bodies & Internal Reports:**• Area Roads (Roads & Transportation Office)**

An Area Roads report was received from Mark Sweeney, SEE on 27th May 2019. This report raised a number of concerns in relation to:

- Town centre parking,
- The choice of paving materials,
- Public lighting,
- Pedestrian crossing points,

- Future maintenance,
- Users of the area, and
- Protective railings.

The loss of town centre car parking was the primary concern of the Area Roads office. Meetings have taken place with the Area Roads who have confirmed at a meeting and workshop that they are now comfortable with the modified proposal as detailed on Dwg.No. 2019/C&P/KB/03a particularly in the context that land management options will be explored with a view to bringing online additional town centre parking facilities as a part of future strands of a regeneration strategy for Killybegs under the RRDF. It has been agreed that all other surfacing, materials and lighting infrastructure will be the subject of further discussion and agreement at detailed design stage.

- **Environmental Health Officer (HSE)**

A report was received on 19th June 2019. This report recommends liaison with the EHO in respect of the proposed café for food hygiene advice and this is agreed. The report also recommends the provision of a dedicated cycle lane given the proposal to narrow Shore Rd to 6m due to the limitations of this shared space for users and cycle parking. Cycle parking is provided for in the modified plan and Shore Rd has been widened to 8m which eases the potential conflict. There is no proposal as part of this plan for a dedicated cycle lane given the limitations of the scope and extent of the scheme.

- **Department of Agriculture, Food and the Marine**

A report was received on 2nd July 2019. This report sets out three areas of concern. These are:

1. Parking: The Dept. expresses a concern that the omission of parking in the Diamond area will increase parking pressures on the Pier and may necessitate traffic management measures.
2. Island House. The Dept. expresses a concern that the extension to Island House on the eastern elevation (upper floors) is likely to render Berth 1 unusable.
3. Shore Rd. The Dept expresses a concern in relation to the narrowing of Shore Rd and requests that it be kept at its width for HGV traffic. The Department is also concerned that the RHT facility to the harbour is to be removed.

I telephoned Mr. John Campbell, Division Engineer, DAFM in relation to this submission on 9th July 2019. I advised Mr. Campbell that a modified proposal in response to the consultation process was being brought to Council and that this provided for the re-instatement of parking to the Diamond area which in our opinion achieved a near neutral change. I confirmed the intention to seek to explore additional land management options to advance new and alternative parking facilities within the town centre environment. Mr. Campbell was eased by this information in relation to his concerns and queried whether or not the land management options included DAFM lands and furthermore if he would see the modified plans. I confirmed that alternative lands of interest did not currently include DAFM lands, and furthermore that if the modified plans passed Council then they would be confirmed to all statutory bodies who made a submission. I further confirmed that

Shore Rd would not be narrowed to 6m but would retained a minimum width of 8m and that there was no intention to remove the RHTL facility which would remain in situ. A discussion then took place in relation to the nature of the concern in respect of the extension to Island House. I explained that the design and extension interventions were detailed so as to avoid impact on the existing activities of the working pier and that the design team were of the opinion that we has been successful in this regard. I explained that this extension avoided a ground level extension but same within the constraints of the footprint of the building and its kerbed curtilage and did not extend beyond same. I noted for example the presence of gas tanks and a fenced compound at this location in the very recent past and opined that the design had stayed safely neutral within these extents. Mr. Campbell acknowledge this but advised that the first berth which a boat could access was that adjacent to the eastern elevation of Island House and that this was a maintenance berth. Mr. Campbell advised that he had examined the issue in detail with the Harbour Master and they had come to the unavoidable conclusion that the 2m extension on the eastern elevation at first and second floor level albeit set back to the town side could impinge on this berth more than the 2m protrusion as a result of simply having to set back from it to avoid it. He therefore felt he had no alternative but to request its omission. It was agreed that the design would be adjusted to allow for the set back of this glazed extension to a position aligned with the existing eastern wall. I note that this is a condition of the planning report and is accepted.

- **Department of Culture, Heritage and the Gaeltacht (National Monuments)**

A report was received on 4th July 2019 which recommends archaeological monitoring during ground works. This is also a recommendation of the planning report and is accepted.

- **Observation: Paul Lyons Water & Environment, Donegal CoCo. (10th June 2019/9th July 2019)**

Mr. Lyons provided historical information in relation to the circumstances concerning the removal of old public amenities, the replacement of same with new car parking facilities and the understanding at the time that existing businesses would facilitate public amenity requirements. Mr. Lyons was concerned that the removal of parking for civic space may breach this agreement/understanding and could be perceived to be in bad faith. It was also suggested that the lands concerned are an asset of the Environment Section and liaison should take place.

I am satisfied that the modified plan reinstates parking provision and removes any possible issue of acting in bad faith. In addition public amenities are provided in the new proposed re-development of Island House. Accordingly it is considered that the proposed scheme (as modified) is compatible with historical arrangements and circumstances. Internal liaison with the Environment Section will be pursued.

5. Planning Report: Donegal County Council, Planning Department (Appendix D)


The Planning Department, Donegal County Council have reviewed details and particulars to the proposed development.

The Planning Department, have no objection to the proposed development from a planning point of view, subject to the modified scheme detailed on Site Layout & Cross Section Dwg. No. 2019/C&P/KB/03a and the 8 No. conditions as set out in **Appendix D**.

6. Recommendation & Conclusion:

Following a workshop with the Elected Members of the Donegal Municipal District on the 4th July 2019 it has been decided to incorporate 2no. further amendments in the proposed modified scheme. These are (i) the provision of a disabled parking bay at the upper side of Main Street to avoid gradient issues and replace an existing space in this vicinity, and (ii) to remove the ramped arrangement of the pedestrian crossing on the Shore Rd and to use lining and materials to treat this crossing instead. This is in order to avoid issues of passage for forklifts and incidents of spillage. These modifications are included in Site Layout Plan & Cross Section Dwg.No. 2019/C&P/KB/03a (Appendix D).

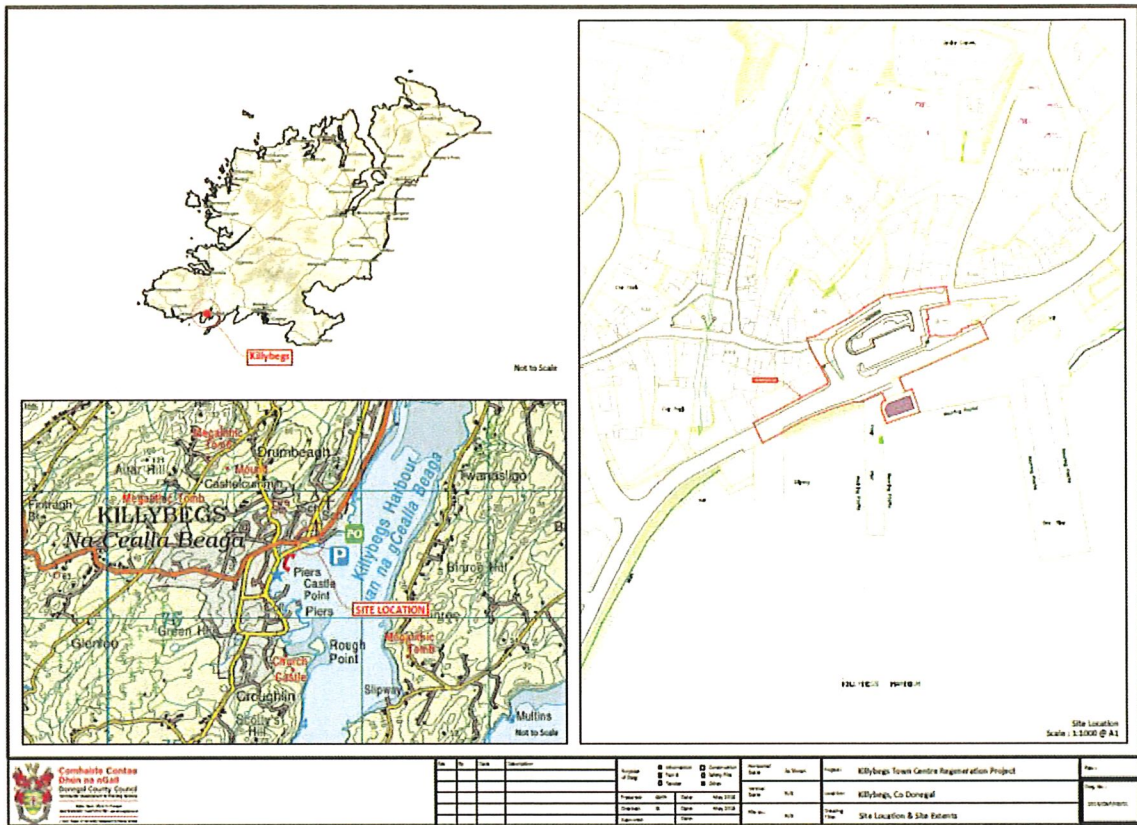
Following review of Submissions/Observations received and the Planning Report Part 8 PG 19/08, It is recommended that the proposed development proceed in accordance with the submitted Part 8 plans, particulars, details and specifications, subject to the modifications detailed in Site Layout & Cross Section detailed on Dwg.No. 2019/C&P/KB/03a and the 8 No. conditions set out in the Planning Report Part 8 PG 19/08 (**Appendix D**).



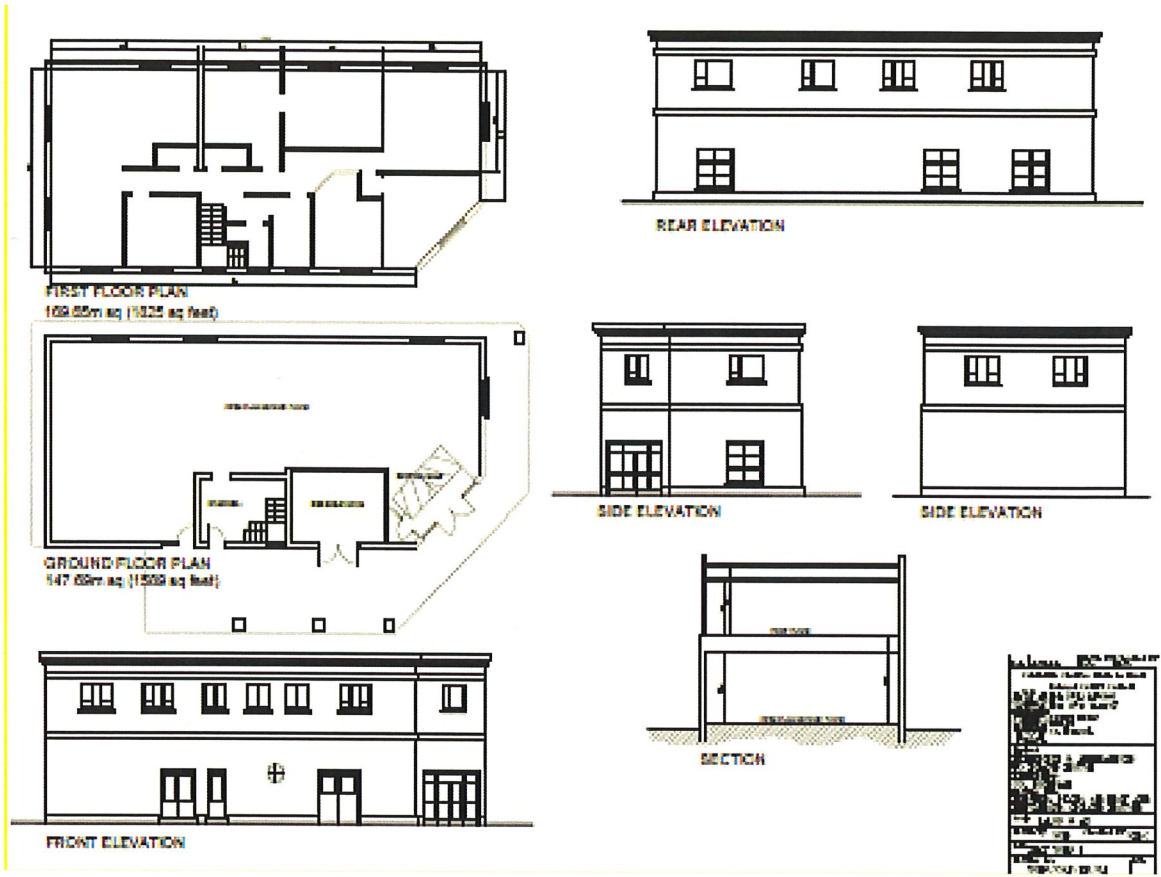
Paul Kelly
Senior Executive Planner/Project Manager
Regeneration & Development Team
Donegal Co.Co.

APPENDIX A
(Newspaper Advertisement)

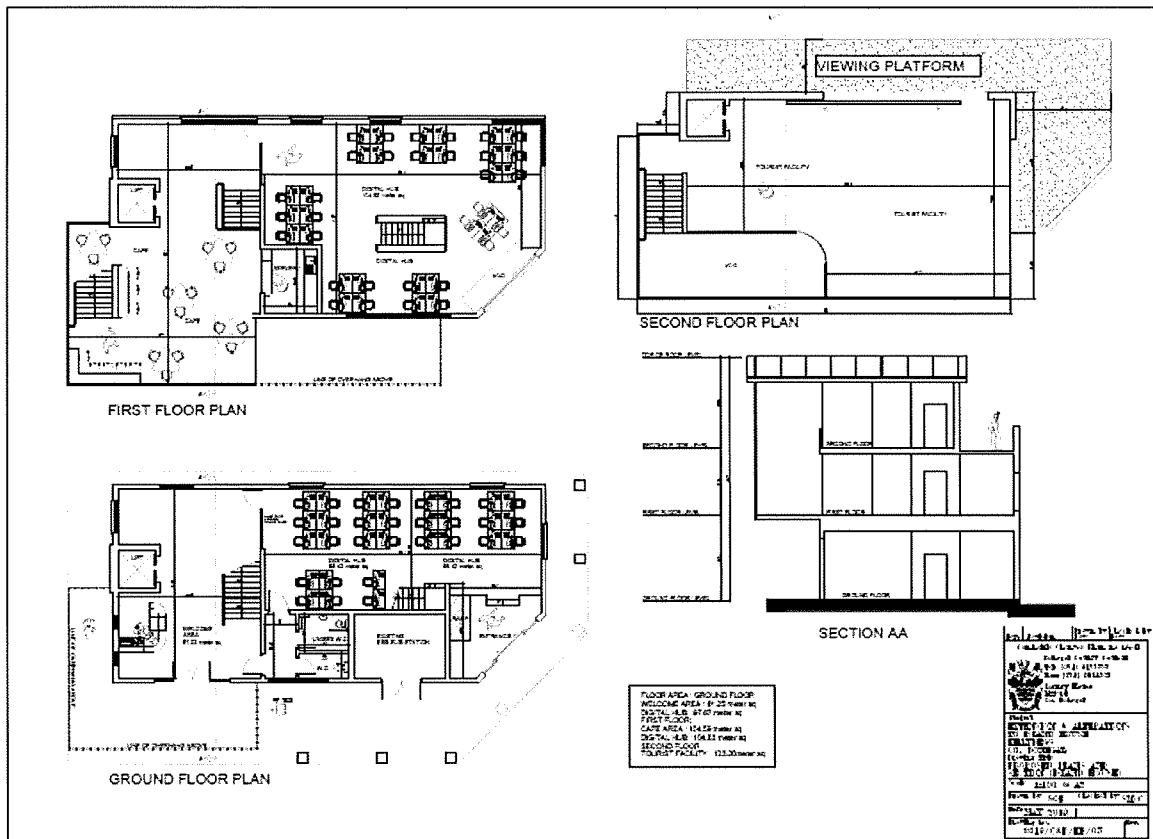
APPENDIX B
Plans & Particulars published on 21st May 2018.



Killybegs Town Centre Regeneration Project. Site Location and Extents.



**Killybegs Town Centre Regeneration Project.
Existing Plans of Island House.**



Killybegs Town Centre Regeneration Project. Proposed Floor Plans for Re-developed Island House.

APPENDIX C

Planning Report Part 8 PG 19/08



Part 8 – PG19/08

11th July, 2019

Paul Kelly,
Regeneration and Development Team
Planning Services
Donegal County Council
County House
Lifford
Co Donegal

Re: Development consisting of:

- (i) Change of use, extension and modification of Island House to provide a Tourist Information and reception centre, digital hub, public amenities, café space, and all associated site development works. The extension is proposed at the first and second floor levels and will include viewing platform.
- (ii) Re-development of the existing public car park at the Diamond to provide for a civic space.
- (iii) Alterations to road layout and provision of pedestrian crossing infrastructure and coach set down area on Regional Road R-263.
- (iv) Alterations to road layout and existing one-way system on Main Street (L-1355) and L-1275-2 together with pedestrian crossing infrastructure, and new parking arrangements.
- (v) Associated ancillary works to include site drainage, connection to public water supply and other services, landscaping, appropriate boundary treatment, development related signage, connection & discharge to the public sewerage network.

At: CORPORATION, Killybegs, Co Donegal

For: Donegal County Council

I wish to confirm that there is no objection to the proposed development from a planning point of view subject to the following 8 no. conditions:-

1. (a) All public realm works, including the civic space, car parking arrangements, footpaths, traffic circulation and pedestrian crossing arrangements shall be carried out in accordance with the modified plan detailed as 'Site Layout Plan and Cross Section' Dwg.No. 2019/C&P/KB/03a.
- (b) The modification, extension and change of use of Island House shall be carried out in accordance with the plans and particulars published on 21st May 2019.

Cúl freagra chuig: Áras an Chontae, Leifear, Contae Dhún na nGall, Éire F93 Y622
Please reply to: County House, Lifford, Co. Donegal, Ireland F93 Y622

Cont'd

- (c) Appropriate flood resistant construction measures and proprietary flood protection devices shall be implemented in the detailed design stage process of Island House.

Reason: To define the approved scheme and in the interest of traffic safety, public convenience and orderly development.

2. The construction of the development shall be managed in accordance with a Construction Management Plan. This plan shall provide for, inter alia, the phasing of construction works and the management of traffic flows on the public road during on-site construction works.

Reason: In the interests of traffic safety and to cater for orderly development of the area.

3. Adequate provision shall be made to facilitate access to and the use of the proposed development by disabled persons. The access and use requirements shall be in accordance with Part M of the Building Regulations.

Reason: To ensure that reasonable facilities are provided for the convenience of disabled

4. All waste associated with the development should be disposed of in an environmentally friendly manner and off site at an authorised/licensed facility.

Reason: To ensure the integrity and preservation of Natura 2000 sites and their qualifying interests

5. Public lighting shall consist of low energy LED lights. Luminaries shall comply with I.S. EN 60598-2-3.

Reason: To cater for orderly and sustainable development and in the interests of public safety.

6. Archaeological monitoring shall be carried out during ground works. Said monitoring shall be carried out by an archaeologist approved by the Department of Culture, Heritage and the Gaeltacht. If archaeological monitoring of the site reveals deposit(s) of archaeological potential then excavation and construction works shall cease until permission to recommence has been received from the Department of Culture, Heritage and the Gaeltacht which Department shall be empowered to require the carrying out of an archaeological assessment report of the site including resiting, excavation or preservation in situ. Where archaeological material is shown to be present, a detailed Archaeological Impact Statement shall be included within the report. The potential impact of the proposed development on the archaeology within the site shall be described in details. The Impact Statement shall give specific information on the external levels (corrected to Ordnance Datum) and location of all proposed foundations, service trenches and all other subsurface works associated with the development. The levels of the archaeology within the site shall also be detailed within the report.

Reason: To protect the archaeological heritage of the area.

Cont'd

7. (a) No L.E.D, neon or similar lights shall be erected on the subject premises, structure or site.
(b) No digital displays or similar illuminated streaming media shall be erected or displayed on the subject premises, structure or site.

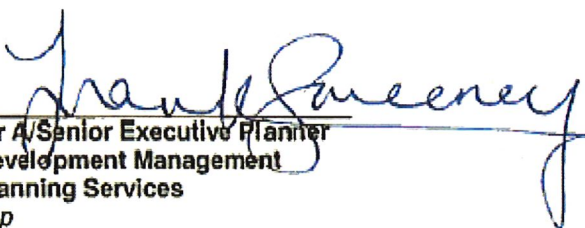
Reason: To cater for orderly development and in the interests of public safety.

8. (a) Public signage shall abide by the provisions of The Official Languages Act 2003, An tOrduLogainmneacha (Ceantair Ghaeltachta) 2004, Signage Regulations S.I. No. 391 or 2008 and the Road Traffic Manual in relation to the use of Irish and English.

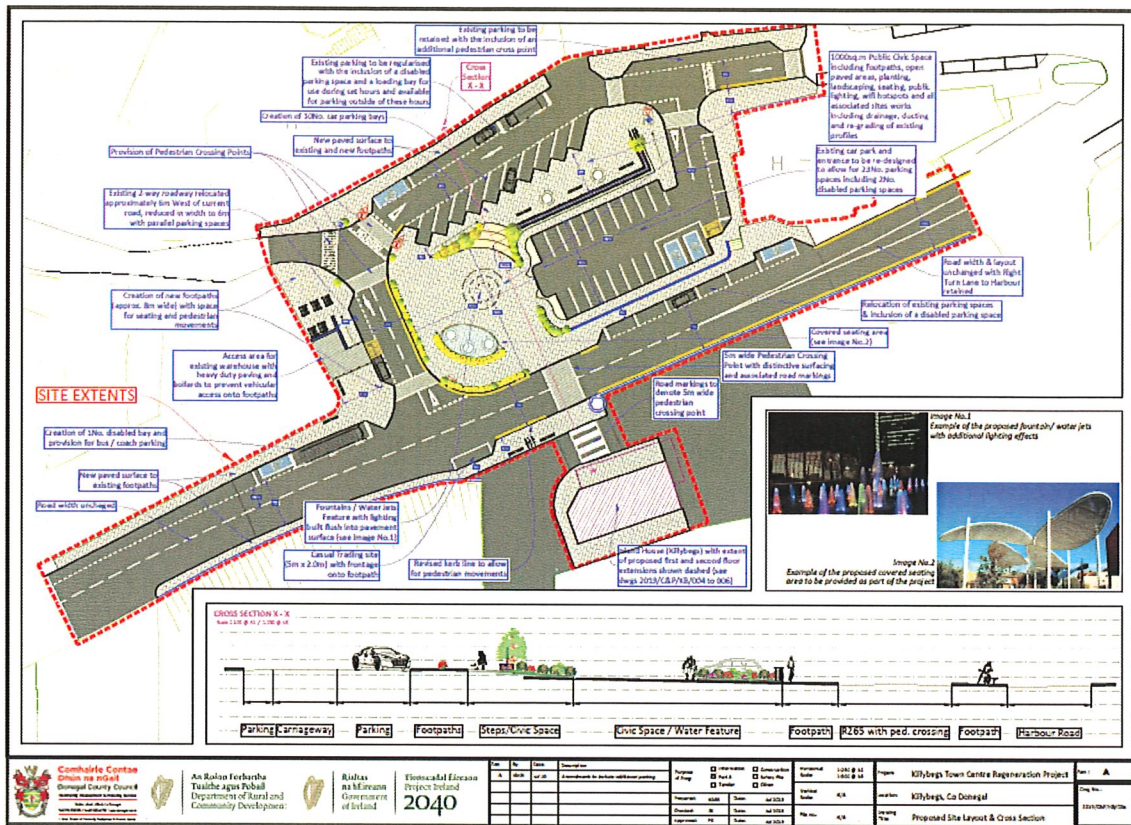
Reason: To cater for the orderly development of the area and to comply with Section 9.7 of Appendix 3 of Part B of the County Donegal Development Plan, 2018-2024.

- (b) Business and/or community signage shall be in the Irish Language only, or if bilingual signage is proposed, then the Irish language shall be first and shall be of an area, size and prominence that is at least equal to or greater than the area, size and prominence of signs provided in other languages.

Reason: To cater for the orderly development of the area and to comply with Section 9.7 of Appendix 3 of Part B of the County Donegal Development Plan, 2018-2024.


for A/Senior Executive Planner
Development Management
Planning Services
/mp

APPENDIX D
Modified Site Layout & Cross Section Dwg.No. 2019/C&P/KB/03a



Killybegs Town Centre Regeneration Project.

Modified Plan 'Site Layout & Cross Section 2019/C&P/KB/03a'.