

TUAIRISC CHUIG CRUINNIÚ NA COMHAIRLE A REÁCHTÁLADH AR AN:
REPORT TO COUNCIL MEETING HELD ON:
16th November, 2020

UIMHIR NA MÍRE AR AN CHLÁR / AGENDA ITEM NO: 1

The attached 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 SEED Project; a Town Centre Regeneration Project in the townland of Ballybofey, in Ballybofey-Stranorlar town centres and in the Lifford-Stranorlar Municipal 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 Proposed Site Layout Dwg.No.BS/SEED/04/2 in accordance with the response contained in the attached report.

Leam Ward.

STIÚRTHÓIR SEIRBHÍSE
DIRECTOR OF SERVICE

9th November 2020

DÁTA
DATE



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

**THE SEED PROJECT, BALLYBOFEY- STRANORLAR;
A TOWN CENTRE REGENERATION PROJECT TO STRENGTHEN,
ENABLE, ENGAGE AND DELIVER TRANSFORMATIONAL CHANGE IN
BALLYBOFEY-STRANORLAR TOWN CENTRES**

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

PART VIII – DEVELOPMENT

Planning Reference: Part 8 PG 20/21

EXECUTIVE PLANNER'S RECOMMENDATION

EXECUTIVE PLANNER'S RECOMMENDATION

Recommendation:

Having considered the Executive Planner's Report and the Planning Report Part 8 PG 20/21, 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 the modified plans and drawings (Drawing no. BS/SEED/04/2) (Appendix C) and the 11 No. Conditions set out in the Planning Report, Part 8 PG 20/21 (Planning Report, Appendix D).

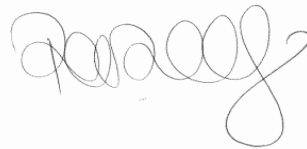
Prepared & Recommended by:



Sinead McCauley
Executive Planner
Regeneration & Development Team
Community Development & Planning Services
Donegal County Council
Donegal County Council

Date: 9th November 2020


Endorsed by:



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

Date: 9th November 2020

Recommended by:



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

Date: 9th November 2020

1. Introduction

Donegal County Council proposes to carry out a Town Centre Regeneration Project known as The SEED Project at the townland of Ballybofey in Ballybofey-Stranorlar town centres and in the Municipal District of Lifford-Stranorlar in County Donegal, consisting of: the proposed reuse and repurposing of a heritage building in the town centre (The Ritz) including part restoration together with part demolition and new build to provide a space for enterprise; re-development of an existing public car park to provide for a civic space; construction of façade enhancements to the existing shopping arcade; construction of a new two-storey car park with approximately 130no. spaces, Sustainable Urban Drainage System (SUDS) and enhanced pedestrian linkage to the new civic space and; all associated ancillary works.

The proposed development forms part of a broader strategy for the regeneration of Ballybofey-Stranorlar focused on measures to strengthen the physical, social and economic capacity of the towns and therefore support the identification of Ballybofey-Stranorlar as a Strategic Town in the County Donegal Development Plan 2018-2024 (CDP) and implement the specific regeneration objectives of the Seven Strategic Towns Local Area Plan 2018-2024 (SSTLAP).

It provides for transformative and inter-related urban regeneration interventions in the centre of Ballybofey so as to Strengthen, Engage, Enable and Deliver on multiple objectives including:

- Reuse of a heritage asset
- Reduction in vacancy
- Enabling new jobs
- Creating new and high quality public realm
- Enhancing pedestrian accessibility
- Increasing footfall and dwell time in the town centre
- Providing replacement and additional car parking
- Contributing to a more competitive and vibrant town centre
- Enabling civic and community activity and cultural and artistic expression within the urban environment
- Responding to the challenges arising from the Covid-19 pandemic

The proposed development has potential in relation to a current, open call for applications to the Rural Regeneration and Development Fund (RRDF) by the Department of Rural and Community Development in June 2020 (third call for applications). The RRDF call for applications aims to implement the objectives of the Governments 'Project Ireland 2040' and invites applications for funding for shovel ready projects to be submitted by 1st December 2020. The current call for RRDF applications has been repositioned from previous calls in order to respond to the challenges arising from the Covid-19 crisis. It therefore sets a strong focus on economic recovery and town and village centre regeneration. In particular the primary focus of the third call for applications is:

- To ensure that the investment provided can act as a key driver for economic recovery in the post Covid-19 environment, providing an immediate stimulus to support the recovery and further development of rural economies and communities and;
- To deliver planned and sustainable regeneration in towns and villages, driving greater economic activity and footfall, addressing dereliction and ensuring the reuse of buildings.

Subject to appropriate completion of 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.

The proposed development is located in the townland of Ballybofey, specifically located in the core town centre of Ballybofey as follows:

- The former Ritz Cinema is located fronting Main Street, Ballybofey within the town centre environment. The Ritz cinema, now vacant, is proposed for part-demolition and erection of new extension within the footprint of the existing vacant building to provide for reuse for the purposes of enterprise space. The building is set slightly back from the street-frontage surrounded by existing businesses, retailers and services.
- The proposed redevelopment of an existing car park as a new civic space is located within the existing site extents of the existing public car park located to the side of McElhinneys Department Store and to the front of the Ballybofey shopping arcade, located at Main Street. The proposed location of the civic space is within the existing town centre and urban environment surrounded by many existing business, retailers and services provided in the adjoining buildings and streets including the Ballybofey shopping arcade, the businesses of which front onto the space.
- The proposed new car park is located on lands to the rear of the Ballybofey shopping arcade and within a town centre environment of significant retail and commercial scale.

The site for the proposed development is located within the 'town centre' as designated on the Ballybofey land use zoning map (Map 3) contained in the Seven Strategic Towns Local Area Plan 2018-2024 and is also identified as 'Opportunity Site 1'. The site is located in a flood risk area (Flood Zone A).

2. Nature of the Works

The proposed development will include the following proposed works:

1. Demolition of the double height auditorium block at the northern end of the former Ritz Cinema together with demolition of existing shed to the rear of same;
2. Restoration and refurbishment of the entrance block to the former Ritz Cinema, construction of a new 2 and 3-storey contemporary extension with bridge link and change of use to an Enterprise building;
3. Re-development of an existing public car park to provide for a civic space, inclusive of pedestrian infrastructure, road frontage canopy detail, public amenities and changing places facility;
4. Construction of façade enhancements to the existing shopping arcade;
5. Construction of a new two-storey car park with approx. 130no. spaces, sustainable urban drainage system (SUDS) and enhanced pedestrian linkage to the new civic space;
6. All associated ancillary works to include site drainage, connection to public water supply and other services, landscaping, development related signage & public art, connection & discharge to the public sewerage network.

The proposed development provides for transformative regeneration of scale. The proposed reuse and repurposing of a heritage building in the town centre (The Ritz) seeks to provide

a space for enterprise and jobs responding to the need for high quality 2nd site landing space to attract investors. The reuse of the Ritz is supported by the creation of a proposed public space in the area of public car parking that exists to the front of the Ballybofey shops/ side of McElhinneys. The proposed public space will be a space for people to meet, sit and gather in, to host events and to animate as well as a space for businesses to spill out onto. It will be a re-imagined space architecturally including the integration of shelter and inclusive public conveniences. It is proposed as an attractive civic space in the heart of the town attracting greater footfall to the town centre and encouraging people to stay longer. In addition and critically, the project provides for proposed replacement and additional car parking located on lands to the immediate rear of the Ballybofey shopping arcade.

Replacement and additional car parking will be accessible to the heart of the town centre via an upgraded and physically attractive avenue between the Ballybofey shopping arcade and McElhinneys Department Store as well as via the existing footpath infrastructure along Chestnut Road. Proposed façade enhancements to the front elevation of the Ballybofey shopping arcade will complete the visual enhancements of the town centre and provide canopy shelter that will respond specifically to the challenges of the Covid-19 pandemic to both business and people.

Figures 1-5 show an extract of proposed layouts, plans and elevations of the proposed development (published 22nd September 2020).

Figure1: Proposed layout (published 22nd September 2020)

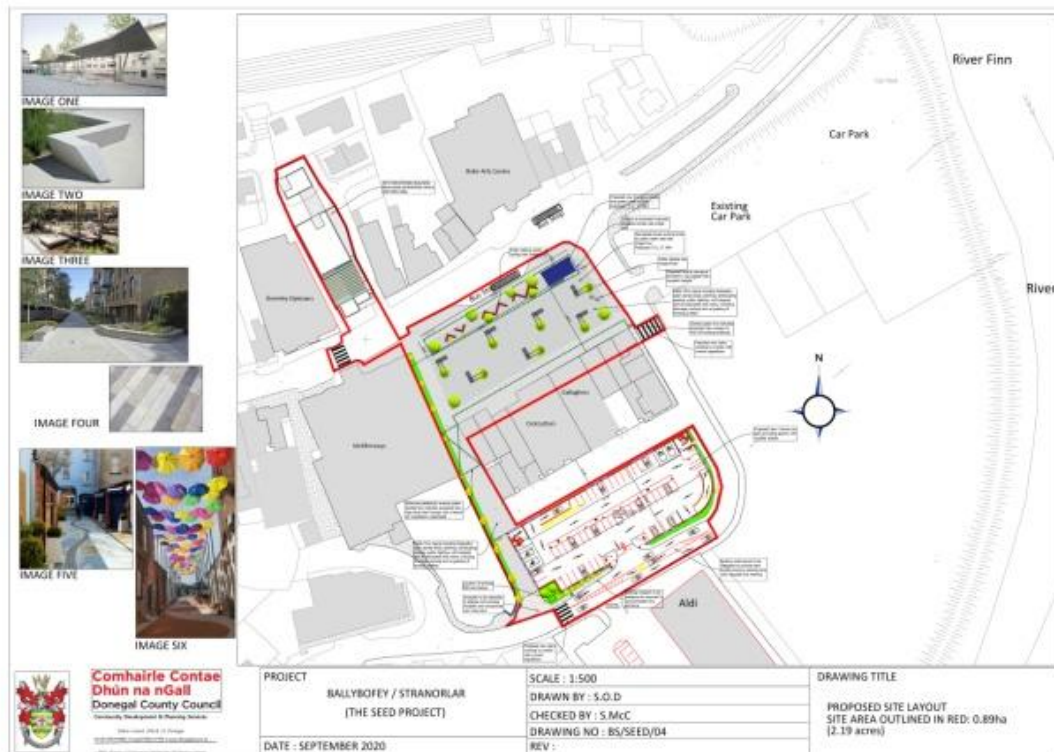


Figure 2: Proposed Plans for Public Conveniences/Changing Places Facility and section through Proposed Canopy to Public Realm (published 22nd September 2020)

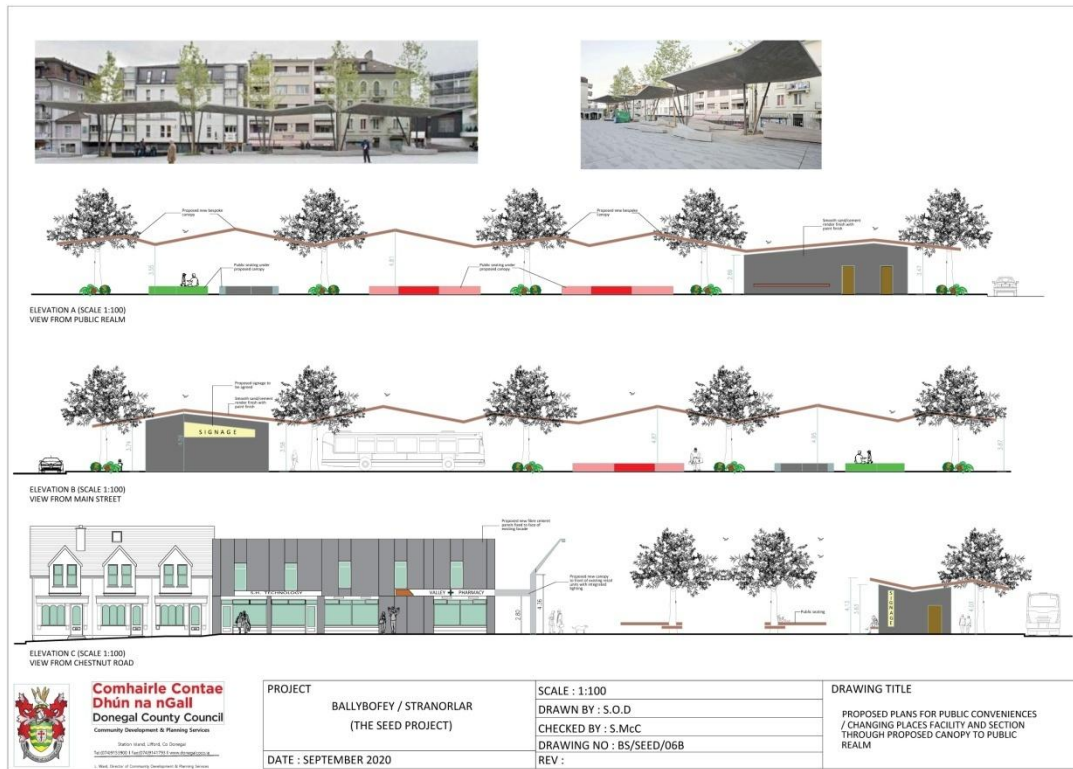


Figure 3: Proposed Plans for Ballybofey Shopping Arcade (published 22nd September 2020)



Figure 4: Proposed Plans for the Ritz (published 22nd September 2020)

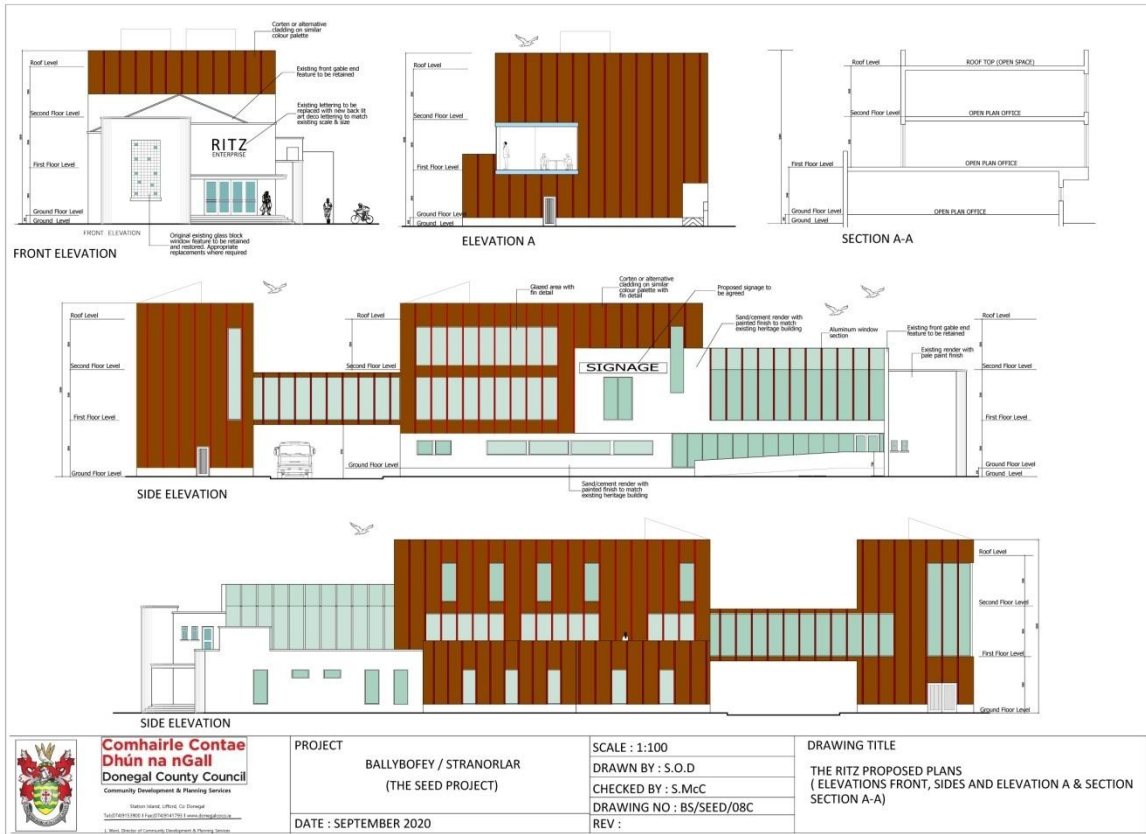
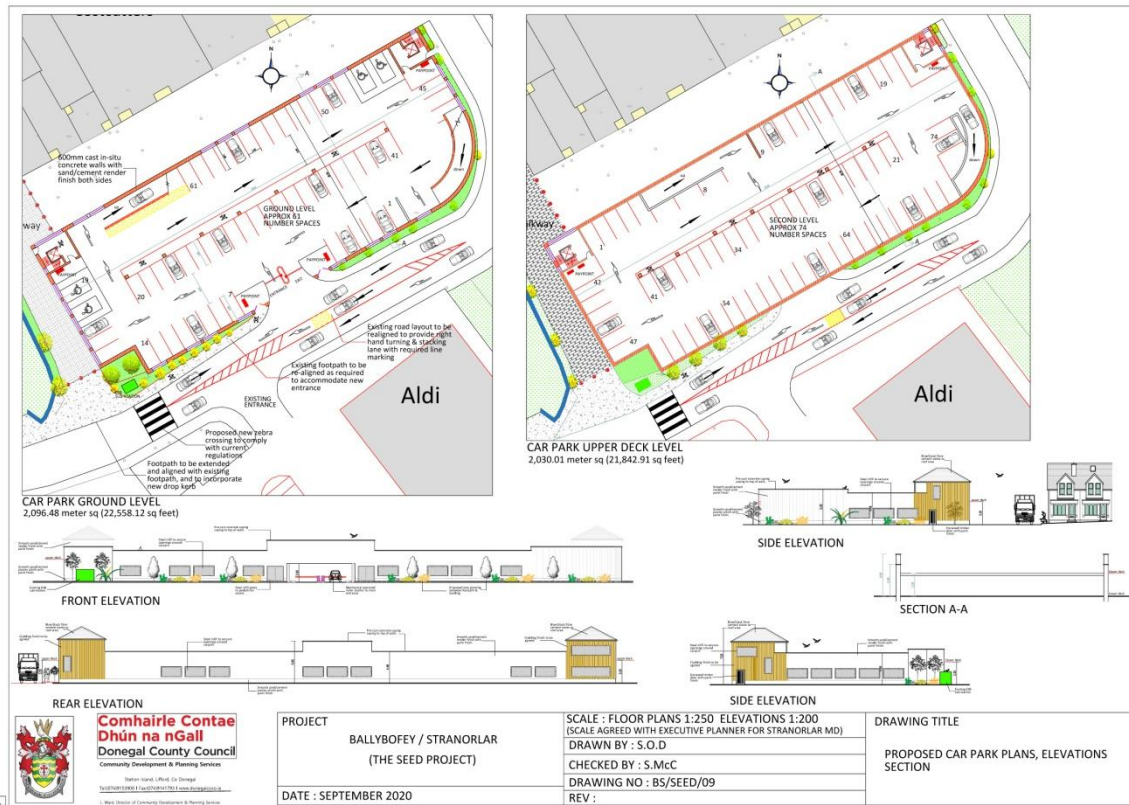


Figure 5: Proposed Car Park Plans, Elevations, Sections (published 22nd September 2020)



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 22nd September 2020 (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, Co. Donegal.
- The Base Enterprise Centre, Railway Road, Stranorlar, Co. Donegal.

The proposed plans were also available for inspection at www.donegalcoco.ie

The proposed plans were available for inspection from Tuesday 22nd September 2020 for a period of at least four weeks, until Tuesday 20th October 2020.

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

- An Chomhairle Ealaíonn
- Fáilte Ireland
- An Taisce – The National Trust for Ireland
- The Heritage Council
- The Minister of Culture, Heritage and the Gaeltacht (Wildlife)
- The Minister of Culture, Heritage and the Gaeltacht (Nat. Mon.)
- Inland Fisheries Ireland
- Health Service Executive
- Irish Water
- ESB Networks
- EIR
- Office of Public Works
- Donegal County Council Roads & Transportation Service (Area Roads)
- Donegal County Council Road Design Office
- Donegal County Council Planning Service
- Donegal County Council Water & Environment Section
- Donegal County Council Heritage Officer
- Donegal County Council Conservation Officer

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 4th November 2020.

A public information event was held on Thursday 10th September 2020 from 2pm to 8pm in the Base Enterprise Centre, Railway Road, Stranorlar. Preliminary and evolving information in relation to the proposed development 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 evolving proposed development, the consultation process and the Rural Regeneration and Development Fund. Notice of the event was

published in the Donegal Democrat, a public information message was run on Highland Radio and Ocean FM and notification of the event was issued on the Councils social media platforms (Twitter and Facebook). All Elected Members were formally notified of the event and invited to attend. The event was attended by Cllr. Martin Harley and Cllr Patrick McGowan and circa 50 no. members of the public.

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

Due to Level 3, 4 and 5 Covid-19 restrictions, it was not permissible to hold a public information event during the period for inspection. During this time, the plans and particulars were circulated further through Donegal County Councils social media platforms.

4. Submissions Received & Responses

Tables 1 and 2 list the submissions received from the public and statutory bodies/internal reports within the permitted time for receipt of submissions and observations (before 4:30pm on Wednesday 4th November 2020).

Table 1: Public submissions

Public submissions	
1	Denis Gallagher
2	William Kee
3	Brian O'Donnell
4	Monica Ramsey
5	Dr Maria L.Gallo, KITE-Keep In Touch Education Limited
6	Tommy Gallen, Villa Rose Hotel
7	Kathy Taffe, Finn Harps Football Club
8	Paul Harkin, Harkins Gala
9	Barry McCullagh, McCullagh Architecture and Surveying
10	John Masterson on behalf of Michael Doherty, Costcutter
11	Margaret Jackson
12	Bernie Crowley, Tidy Towns Committee
13	Charlie Ferry, Ballybofey Stranorlar Chamber of Commerce
14	Kieran Doherty, BASICC
15	John Gallagher, Twin Town Quality Meats
16	Margaret Traynor
17	Mary Harrold, Finn Wheeler Cycling Club
18	Peadar O'Broin, Sean Mac Cumhail's CLG

Table 2: Statutory bodies and internal reports

Submissions from statutory bodies and internal reports	
1	Donegal County Council Water, Environment and Emergency Services (Multiple reports)
2	Donegal County Council, Conservation Officer
3	Donegal County Council, Roads and Transportation (Multiple reports of Road Design and Area Roads).

No other submissions or observations were received in respect of the proposed development within the specified time period. It is considered that this is a strong indicator of the positive support for the proposed development and demonstrates the success of the consultation process carried out prior to publication of the Part VIII including the public consultation event and other direct consultations with the local business community.

4.1 Summary of the issues raised in the public submissions and Chief Executive's response

18 submissions/ observations were received from the public. Table 3 summarises the issues raised and provides the response of the Chief Executive. Of the 18 submissions received, 14 submissions welcome the proposed development in general terms and 9 of these submissions offer support for the proposed development with no further issues raised.

The substantive issues raised in other submissions relate to 4 key areas as follows:

- The need for the redevelopment of the entire public car park as civic space.
- The use of the Ritz for enterprise space.
- The location of public conveniences.
- The design detail of the proposed canopy along the front elevation of Ballybofey shopping arcade.

Table 3 summarises the issues raised and provides the response of the Chief Executive

Table 3: Summary of the issues raised in submissions/observations received from the public and the response of the Chief Executive

Ref	Name	Issues raised	Chief Executive's response
1	Denis Gallagher (Received 20/10/2020)	The submission refers to private ownership of the laneway alongside McElhinneys running from Main Street to Chestnut Road. The submission notes that the laneway forms part of the proposed development and seeks clarification on the level of compensation.	The content of the submission is noted as premature until such time as the project is successfully funded and thereafter the appropriate procedural steps undertaken as regards acquisition.
2	William Kee (Received 22/10/2020)	The submission raises two specific issues as follows: 1. Suggests relocation of the proposed public toilets so as to be located within the proposed car park for reason that: <ul style="list-style-type: none"> ▪ Management of the car park and public toilets could be combined ▪ It would be convenient for cyclists and; 	1. The location of public conveniences incorporating a Changing Places facility has been carefully considered so as to identify the most accessible location for all potential users including pedestrians, cyclists, shoppers, residents, workers, tourists those travelling by bus or by car and those walking to the town centre. As a result, the proposed new civic space represents the future common focal point and key town centre destination and therefore represents a key nodal point that will deliver optimum and equal access to all. In addition, the location of public conveniences within the proposed civic space provides a level of natural supervision and a high level of public visibility of the facility such as to discourage

Ref	Name	Issues raised	Chief Executive's response
		<ul style="list-style-type: none"> ▪ The public space would be open rather than in part hidden behind public toilets. <p>2. Suggests using light coloured paving in the new town square.</p>	<p>anti-social behaviour and engender civic pride and respect for the services provided. The design concept also integrates the proposed public convenience building as a bespoke piece of architecture, positioned effectively and integrating beneath the proposed canopy shelter. As a result, from an architectural and urban design perspective, the proposed building is an important component of the design concept for the civic space and will contribute positively to the visual and physical setting of the proposed new civic space. A tailored arrangement for the management and maintenance of the facility at a location within the civic space can be effectively executed and is critical in order to ensure the quality and integrity of the proposed civic space and investment in it.</p> <p>2. The comment is noted. This issue is a matter for further consideration at detailed design stage.</p>
3	<p>Brian O'Donnell (Received 22/10/2020)</p>	<p>The submission provides the viewpoints of a number of students in Leaving Cert Art as regards the Ritz cinema as follows:</p> <ul style="list-style-type: none"> ▪ Retain the former use of the Ritz as a cinema including social areas at front to generate additional revenue supported by smaller auditoriums for after-school workshops and local drama groups. ▪ Retain and restore the front façade. ▪ Consider the connection of the building to the street and external space, including glimpses to the interior from the exterior. ▪ Refurbish the building internally and externally in art-deco style 	<p>The viewpoints of the young people of St Columba's College are welcomed and add significant value to the project given its intergenerational nature and far reaching anticipated outcomes and impacts. The students evidence a high level of appreciation for the art-deco references of the main entrance block of the Ritz and this is reflected in the plans and particulars of the proposed development as regards restoration of the entrance block, renewal and/or appropriate replacement of heritage features of the building together with integration of the existing art-deco references.</p> <p>The student's viewpoints present the reinstatement of the Ritz building as a cinema, social and community space. The strong community connection to the building is acknowledged together with the identified need for accessible community infrastructure in the town. However, the proposed development provides for the viable reuse of the Ritz for enterprise space for the following reasons:</p> <ul style="list-style-type: none"> ▪ The appropriate restoration and productive reuse of the Ritz heritage building will require multi-million investment. Subject to Part VIII, the proposed development is anticipated to be submitted to the current competitive open call of the Rural Regeneration and Development Fund (RRDF) administered by the Department of Rural and Community Development in order to secure the capital funding required to deliver of the project. The current RRDF call has been repositioned from previous funding calls in order to respond to the challenges arising from the Covid-19 crisis setting a strong focus on economic recovery and town and village

Ref	Name	Issues raised	Chief Executive's response
			<p>regeneration to drive greater economic activity and footfall, address dereliction and ensure reuse of buildings. It is in this context that the proposed use of the Ritz as enterprise space has been adapted in order to present an excellent fit to RRDF and ultimately lead to significant job creation and the productive and sustainable reuse of a key vacant heritage building in the heart of the town centre.</p> <ul style="list-style-type: none"> ▪ A previous funding application submitted to RRDF incorporating the future use of the building as a cultural hub for a blend of uses was not successful and thus this proposition has been tested in relation to the potential competitive funding avenue that may be available via RRDF to bring the building back into productive use. ▪ Economic viability of community/social uses is required to be appraised as part of any funding application in respect of capital investment required. Having regard to the substantial size of the building, a community/social use is unlikely to be evidenced as an economically viable proposition and therefore long term sustainability, without ongoing subsidy, is not assured and cannot be evidenced at this time. ▪ The wider project embraces community, social and cultural needs through the transformational design proposals to establish a high quality public realm intervention at the location of the existing car park. This element of the proposal will contribute to meeting some of the identified community needs in the town within an outdoor context. ▪ Engagement by the Economic Development Directorate of Donegal County Council with potential investors to the County evidences that companies are increasingly seeking town centre locations in which to establish business, tapping into the value proposition of place-making and of offering a high quality of life to employees. In this regard, the experience evidences a need for high quality, innovative office accommodation of-scale in town centres of a form and type that is not currently available in Ballybofey- Stranorlar or indeed in the County as whole. The proposed development responds to the identified need and aims to compliment existing enterprise provision in the twin towns which currently caters for (i) start up enterprises and remote working at the Base Enterprise Centre, Stranorlar and (ii) growing yet small scale enterprises seeking second step space at modestly scaled existing town centre office accommodation such as at

Ref	Name	Issues raised	Chief Executive's response
			<p>Navenny Street. The proposed restoration and re-development of the Ritz meets a third tier of need for enterprise space that is not currently catered for by means of large scale, high quality, flexible space, as proposed at the Ritz. As a result, the Ritz is potentially a critical component of the portfolio of property solutions to be marketed to FDI and other investors such as those seeking to regionalise business activity or UK based business requiring a footing in the EU market following Brexit, as examples. As a result, a robust and evidenced based case can be presented in terms of the need for the project and the investment sought via RRDF thus resulting in a competitively strong funding application to RRDF.</p> <ul style="list-style-type: none"> ▪ Recognising the need for additional community infrastructure to accommodate community activities, the ongoing parallel work to prepare a Regeneration Strategy and Action Plan for Ballybofey-Stranorlar is considering appropriate town centre options that might best meet community need.
4	<p>Monica Ramsey (Received 29/10/2020)</p>	<p>The submission raises the following issues:</p> <ol style="list-style-type: none"> 1. Supports the proposed public space. 2. Supports the retention of the front façade of the Ritz. 3. Queries the need for the entire building for office accommodation referencing the Butt Hall as partially occupied and the level of commercial vacancy in the town. Also outlines disappointment that at least part of the building is not set aside to cater for community needs on the town. 4. Supports the development of two storey car park however queries whether the new car will be sufficient to cater for existing need and new need that will arise as a result of the development of the Ritz. 	<ol style="list-style-type: none"> 1. Noted 2. Noted 3. The strong community connection to the Ritz building is acknowledged together with the identified need for accessible community infrastructure in the town. However, the proposed development provides for the viable reuse of the Ritz for enterprise space for the following reasons: <ul style="list-style-type: none"> ▪ The appropriate restoration and productive reuse of the Ritz heritage building will require multi-million investment. Subject to Part VIII, the proposed development is anticipated to be submitted to the current competitive open call of the Rural Regeneration and Development Fund (RRDF) administered by the Department of Rural and Community Development in order to secure the capital funding required to deliver of the project. The current RRDF call has been repositioned from previous funding calls in order to respond to the challenges arising from the Covid-19 crisis setting a strong focus on economic recovery and town and village regeneration to drive greater economic activity and footfall, address dereliction and ensure reuse of buildings. It is in this context that the proposed use of the Ritz as enterprise space has been adapted in order to present an excellent fit to RRDF and ultimately lead to significant job creation and the productive and sustainable reuse of a key vacant heritage building in the heart of the town centre.

Ref	Name	Issues raised	Chief Executive's response
			<ul style="list-style-type: none"> ▪ A previous funding application submitted to RRDF incorporating the future use of the building as a cultural hub for a blend of uses was not successful and thus this proposition has been tested in relation to the potential competitive funding avenue that may be available via RRDF to bring the building back into productive use. ▪ Economic viability of community/social uses is required to be appraised as part of any funding application in respect of capital investment required. Having regard to the substantial size of the building, a community/social use is unlikely to be evidenced as an economically viable proposition and therefore long term sustainability, without ongoing subsidy, is not assured and cannot be evidenced at this time. ▪ The wider project embraces community, social and cultural needs through the transformational design proposals to establish a high quality public realm intervention at the location of the existing car park. This element of the proposal will contribute to meeting some of the identified community needs in the town within an outdoor context. ▪ Engagement by the Economic Development Directorate of Donegal County Council with potential investors to the County evidences that companies are increasingly seeking town centre locations in which to establish business, tapping into the value proposition of place-making and of offering a high quality of life to employees. In this regard, the experience evidences a need for high quality, innovative office accommodation of-scale in town centres of a form and type that is not currently available in Ballybofey- Stranorlar or indeed in the County as whole. The proposed development responds to the identified need and aims to compliment existing enterprise provision in the twin towns which currently caters for (i) start up enterprises and remote working at the Base Enterprise Centre, Stranorlar and (ii) growing yet small scale enterprises seeking second step space at modestly scaled existing town centre office accommodation such as at Navenny Street. The proposed restoration and re-development of the Ritz meets a third tier of need for enterprise space that is not currently catered for by means of large scale, high quality, flexible space, as proposed at the Ritz. As a result, the Ritz is potentially a critical component of the portfolio of property solutions to be marketed to FDI and other investors such as those seeking to regionalise

Ref	Name	Issues raised	Chief Executive's response
			<p>business activity or UK based business requiring a footing in the EU market following Brexit, as examples. As a result, a robust and evidenced based case can be presented in terms of the need for the project and the investment sought via RRDF thus resulting in a competitively strong funding application to RRDF.</p> <ul style="list-style-type: none"> ▪ Recognising the need for additional community infrastructure to accommodate community activities, the ongoing parallel work to prepare a Regeneration Strategy and Action Plan for Ballybofey-Stranorlar is considering appropriate town centre options that might best meet community needs. <p>4. The proposed two storey car park will provide approximately 130 car parking spaces in lieu of 76no. car parking spaces that exist in the existing public car park to the front of Ballybofey-Stranorlar shops. This will result in an additional 54no. car parking spaces that will cater for the increased footfall associated with the reuse of the Ritz and expected additional footfall as a result of increased visitors to the town centre. This provision is in accordance with the requirements of the CDP 2018-2024 which requires 1no. car parking space per 30m² of office and financial/professional and other services which would result in the need for 47 car parking spaces to cater for the car parking needs associated with the Ritz (1,400sqm gross floor space).</p> <p>Notwithstanding the proposed level of replacement and additional car parking, it is also noted that Policy T-P-13 of the CDP 2018-2024 makes provision for reduced car parking requirements in a number of circumstances including where (i) the development is in a highly accessible location well served by public transport; (ii) where the development would benefit from spare capacity in nearby public car parks, car parks habitually open to public use or on-on-street car parking and; where the exercise of flexibility would assist in the conservation of the built or natural heritage, would aid the renewal of areas in need of regeneration, would facilitate a better quality of development or the beneficial reuse of and existing building. It is considered that the proposed development providing for the regeneration of the town centre of Ballybofey falls within the provisions for reduced car parking requirements of T-P-13.</p>

Ref	Name	Issues raised	Chief Executive's response
			Furthermore, 142 no. existing car parking spaces are available within the Health Board car park, 225 no. existing spaces are available in Navenney Street car park together with further extensive existing on-street car parking throughout the town centres and other existing private car parking areas. In total, as a result of the proposed development, the towns will be served by upwards of 500no. car parking spaces which exceeds the expected scale of car parking provision in the context of the scale of the towns.
5	Dr Maria L.Gallo, KITE-Keep In Touch Education Limited (Received 29/10/2020)	The submission supports the overall design concept as important for the regeneration of the towns for increased enterprise, tourism and a form of community imprint.	Noted
6	Tommy Gallen, Villa Rose Hotel (Received 30/10/2020)	The submission supports the proposed development as a much needed enhancement to the town.	Noted
7	Kathy Taffe, Finn Harps Football Club (Received 01/11/2020)	The submission supports the overall design concept stating that the improvements will greatly benefit the towns.	Noted
8	Paul Harkin, Harkins Gala (Received	The submission supports the overall design concept stating that the public space will be positive for visitors, shoppers and the wider community and that the reuse of the Ritz for	Noted

Ref	Name	Issues raised	Chief Executive's response
	02/11/2020)	new enterprise is a much needed development for the town.	
9	Barry McCullagh, McCullagh Architecture and Surveying (Received 30/10/2020)	The submission supports the overall design concept stating that it will bring benefits to the towns including increased attractiveness for tourists and better facilities for residents and visitors.	Noted
10	John Masterson on behalf of Michael Doherty, Costcutter (Received 03/11/2020)	<p>The submission raises the following specific issues:</p> <ol style="list-style-type: none"> 1. Welcomes the interest of the Council in the towns. 2. Supports the improvements proposed to the façade of Ballybofey shops and the covered areas. 3. Objects to the complete omission of car parking to the front of Ballybofey shops stating: <ul style="list-style-type: none"> ▪ It must be of a scale commensurate with the locality. ▪ Outside of summer months the area will be underused for the remainder of the year. ▪ It will be the death knell of a number of businesses and does not take account of various customers referencing the supermarket and post office stating that many customers are elderly and rely on their private cars for 	<ol style="list-style-type: none"> 1. Noted 2. Noted 3. The objection in relation to the proposed omission of car parking to the front of Ballybofey shops and replacement with a civic space is noted. This element of the overall proposed development is a critical and integral component of the place-making and regeneration strategy for the towns. It provides an unprecedented opportunity to dramatically adapt the fabric of Ballybofey town centre to work towards an attractive and healthier town centre in which people, talent and investors will choose to spend more time in, to live in, to work in, to invest in and to visit. The redevelopment of the entire car park area at the front of the Ballybofey shopping arcade is an exceptional and transformational intervention that will change human exposure to the place of Ballybofey-Stranorlar. It is designed at the pedestrian level, prioritising experience, embracing identity and the historic built fabric and working to create a highly desirable place for public life. By virtue, it will reinvent Ballybofey-Stranorlar as an attractive destination offering a high quality of life within an urban physical environment which will result in increasing footfall to the town centre and extending dwell time thereby directly supporting a vibrant and thriving business environment. <p>In this context, quality is critical ensuring that the proposed public space will be multi-purpose and as a result will provide a year long asset for the town as the business, community, local authority and cultural sectors in the towns collaborate</p>

Ref	Name	Issues raised	Chief Executive's response
		<p>daily/weekly shopping and pensions.</p> <ul style="list-style-type: none"> ▪ That a remote 2 storey car park will not compensate for the existing busy car park and will result in shoppers going elsewhere. <p>4. The submission suggests a number of possible alternatives as follows:</p> <ul style="list-style-type: none"> ▪ The existing bus stops on both sides of the street could be relocated given that public transport is limited thereby freeing additional footpaths/ amenity areas and facilitating an enlarged area outside the Butt Hall. ▪ An amenity area could be developed closer to the HSE building, car park and adjoining lands. ▪ A much reduced amenity area in size would address the visual image of the area but encourage business to continue. 	<p>to animate the space on a regular basis. It will be a space for people to meet, sit and gather in, to host events and to animate as well as a space for businesses to spill out onto. This intervention will have year long benefits for businesses, residents and visitors, occurring on a daily basis in a passive and gentle way punctuated with organised key dates on the existing and an expanded festival calendar. It will be a re-imagined space architecturally including the integration of inclusive public conveniences as well as canopy shelters thus responding to the challenges of Covid-19.</p> <p>Taking account of the extent of the wide reaching benefits outlined above and considering the scale of the towns, the existing configuration of the space in question and its relationship with adjacent businesses, it is considered that the development of 2,000sqm of civic space is wholly commensurate with the scale of Ballybofey-Stranorlar which currently has zero existing alternative town centre public realm provision.</p> <p>Notwithstanding the aforementioned far reaching and transformative potential of the redevelopment of the space as a civic square in conjunction with replacement car parking, the existing space has deep deficiencies today as a public car park and therefore a do-nothing scenario would result in continued under-performance and reduction in competitiveness as other towns take proactive steps to transform their town centres. In this regard, the existing space is underperforming as a public car park in the following ways:</p> <ul style="list-style-type: none"> ▪ Consultation with the local community and business community pre-publication of Part VIII plans provided anecdotal evidence that the existing car park at the front of Ballybofey shopping arcade is predominantly occupied by vehicles of workers in the town and therefore a substantial percentage of the existing car parking spaces are occupied by all-day parking. As a result, there is limited release and turnover of car parking spaces to service the needs of customers and visitors to the town centre and the anecdotal evidence indicates that the vast majority of customers to the existing Ballybofey shops and other town centre businesses are not ordinarily able to secure a car parking space in the car park to the immediate front of the Ballybofey shopping arcade and therefore are already using the alternative car parking

Ref	Name	Issues raised	Chief Executive's response
			<p>infrastructure in the towns.</p> <ul style="list-style-type: none"> ▪ There is no provision in the existing car park for loading bays, set down or drop off points therefore current accessibility for these purposes is limited to the availability of car parking spaces which are already in high demand as referenced above. ▪ The existing car park and its surrounding footpath infrastructure represents a wholly substandard environment as exists for pedestrians and cyclists in relation to the visual appearance of the space; safety; accessibility (including for those with reduced mobility) and; availability of necessary and quality infrastructure such as seating, bike stands, lighting. <p>Given the scale of the foregoing deficiencies evidencing the underperformance of the existing car parking area, there is significant opportunity to invest in it to re-imagine the space, relocating all car parking spaces so as to realise the greater and more widespread potential of it as a high quality multi-functional urban civic space.</p> <p>Finally, the proposed development as regards the redevelopment of the public car park is unambiguously and clearly provided for in the Seven Strategic Towns Local Area Plan 2018-2024 (SSTLAP) which recognises that a civic space at the location of the existing public car park will be acceptable following the provision of replacement car parking at a suitable alternative location. The proposed two storey car park represents the optimum suitable alternative location, immediately to the rear to the Ballybofey shops with a strong existing pedestrian link along the eastern side of the shops together with a proposed enhanced and sheltered pedestrian link along the western edge between McElhinneys Department Store and the Ballybofey Shops. As a result, the proposed new car park is highly accessible via a short 40m link to the proposed civic space and existing businesses which is walkable in 1-2 minutes. In this context, the proposed two storey car park is not remote as asserted in the submission. Furthermore, the proposed development exceeds the requirements of the SSTLAP as it provides not only for replacement of the existing 76 no. car parking spaces but it also provides an additional 54 car parking spaces, sufficient to cater for the additional footfall that the proposed development is expected to give rise to.</p>

Ref	Name	Issues raised	Chief Executive's response
			<p>4. The alternatives to the proposed civic space set out in the submission would not be appropriate for the following reasons:</p> <ul style="list-style-type: none"> ▪ The relocation of existing bus stops from the points along Main Street would be negative in the context of supporting modal shift and would reduce accessibility to the town centre for those who use public transport nor would this proposal provide any additional land area of value. In addition, the location of the existing bus stops integrates effectively within the proposed civic space so as to link public transport networks to the proposed town centre nodal and destination point. Therefore to relocate the existing bus stops would be a backward and retrograde step. ▪ An alternative civic space at the HSE car park would be at a remove from the pedestrian focus of the retail and commercial core of Ballybofey-Stranorlar and is therefore not the location where pedestrian accessibility requires enhancement. As a result, the development of a civic space in the Health Board car park would represent the wrong investment at the wrong place and would therefore be of no value. ▪ Sharing of the space to the front of the Ballybofey shops between civic space and car parking is not a viable option and does not represent a best fit solution for either user (pedestrian, cyclist or car user). The contamination of the civic space with any car movements weakens the effectiveness of it and dilutes usability and safety and will therefore reduce the benefits of any investment made.
11	Margaret Jackson (Received 03/11/2020)	<p>The submission makes a number of specific comments as follows:</p> <ol style="list-style-type: none"> 1. Car parking for the elderly and disabled access should be considered with particular reference to the post office. 2. The civic space should ensure: <ul style="list-style-type: none"> ▪ An enclosed area for equipment ▪ No tripping hazards ▪ Good drainage ▪ Maintenance budget 	<ol style="list-style-type: none"> 1. The car park as exists does not provide drop off points or specified car parking for the elderly while it is acknowledged that there are currently 3 no. disabled car parking spaces in the existing car park. The design proposal for the new civic space and associated infrastructure is considered to be an improved provision for the elderly and persons with limited mobility as it will provide a safe, accessible, level, obstruction free environment through which the services of the post office and surrounding businesses can be accessed. In addition, the proposed development will improve accessibility to 2 no. existing disabled car parking spaces located at the western edge of the Health Board car park via the insertion of a pedestrian crossing point that will secure safe access across the Chestnut Road. A further existing disabled car parking space is located on Main Street. In

Ref	Name	Issues raised	Chief Executive's response
		<ul style="list-style-type: none"> ▪ Outdoor electric supply ▪ Good seating ▪ Plants/trees that so not shed leaves and; ▪ Good lighting. 	<p>addition, the proposed car park will be located only 40 metres from the front elevation of Ballybofey shops (1-2 minute walk) via safe, attractive, partially covered and accessibility pedestrian links and it makes provision for 4 no. disabled car parking spaces on the ground floor at the entrance points to the car park.</p> <p>The introduction of any vehicular movements to the civic space will severely contaminate and compromise the effectiveness of the space, diluting usability and safety and will therefore reducing the benefits of any investment made.</p> <p>2. The comments are noted as practical and design matters relevant at detailed design stage.</p>
12	Bernie Crowley, Tidy Towns Committee (received 04/11/2020)	The submission supports the proposed development and states that it will revitalise the town centres of Ballybofey-Stranorlar.	Noted
13	Charlie Ferry, Ballybofey Stranorlar Chamber of Commerce (received 04/11/2020)	<p>The submission supports the overall design concept and suggests the following areas for further consideration:</p> <ul style="list-style-type: none"> ▪ The design of the new car park, or even its cladding materials, has potential to be more attractive and architecturally striking given its prominent location. ▪ A cover or semi-shelter should be incorporated into the walkway from the proposed car park to the shopping area so as to encourage people to use it and realize its potential as an active space. 	<p>Comments in relation to the design of the new car park are noted wherein the detail of type and colour of cladding are a matter relevant for detailed design stage where potential for positive architectural interventions within the terms of the Part VIII can be explored further.</p> <p>Drawing no. BS/SEED/04/2 provides for a canopy/semi-shelter across the pedestrian avenue between the building structure of the Ballybofey shops and McElhinneys shopping centre as suggested in the submission including the insertion of an art installation beneath so as to create a safe, attractive, innovate and creative pedestrian link to the town centre. The detail of the architectural intervention is a matter for further consideration at detailed design stage.</p>

Ref	Name	Issues raised	Chief Executive's response
14	Kieran Doherty, BASICC (received 04/11/2020)	Submission supports the proposed development stating that it is expected to stimulate businesses and community to have increased pride in the towns and to continue to engage in improving the public arena to the benefit of all.	Noted
15	John Gallagher, Twin Town Quality Meats (received 04/11/2020)	<p>The submission:</p> <ul style="list-style-type: none"> ▪ Welcomes the overall design concept stating that the project will bring increased tourist footfall and pleasant shopping experiences for both residents and visitors. ▪ Outlines concern in relation to parking for people with mobility issues and the elderly who use the post office and sets out an alternative that half of the civic space should be dedicated to car parking next to the shops together with a one-way system for vehicles to access off Main Street via the avenue at the side of McElhinneys, turning left into the front of the shops and existing onto Chestnut Road at the existing junction from the existing car park onto Chestnut Road. 	<p>The positive comments as regards the proposed development are noted. As exists the car park provides a deficient environment for people with mobility issues and the elderly whereas the design proposal for the new civic space and associated infrastructure is considered to be an improved provision for the elderly and persons with limited mobility as it will provide a safe, accessible, level, obstruction free environment through which the services of the post office and surrounding businesses can be accessed seamlessly. In total the proposed development makes provision for 4 no. disabled access car parking spaces on the ground floor of the proposed car park, linked to the front elevation of the Ballybofey shops by a short 40 metre safe, partially covered and accessible pedestrian avenue equivalent to a 1-2 minute walk. The proposed development will improve accessibility to 2 no. existing disabled car parking spaces located within the western edge of the Health Board car park via the insertion of a pedestrian crossing point that will secure safe access across Chestnut Road while a further existing disabled car parking space is located on Main Street. As a result, it is considered that the proposed new civic space will be sufficiently catered for as regards designated accessible car parking.</p> <p>The proposed alternative outlined in the submission is noted however, sharing of the space to the front of the Ballybofey shops between civic space and car parking is not a viable option and does not represent a best fit solution for either user (pedestrian, cyclist or car user). The contamination of the civic space with any car movements weakens the effectiveness of it and dilutes usability and safety and will therefore reduce the benefits of any investment made. In particular, the alternative presented in the submission will wholly interrupt pedestrian accessibility by continuing to prioritise the car over people compromising the proposed high quality pedestrian avenue along the side of McElhinneys by contaminating it with vehicles. In addition, the continuation of the carriageway as suggested in the submission, along the front</p>

Ref	Name	Issues raised	Chief Executive's response
			<p>of the shops together with drop-off/ car parking would fracture the proposed seamless accessibility to existing businesses. It would also interrupt the availability of civic space along the front of the shopping arcade into which business could otherwise spill out onto and where people can be facilitated to enter and queue to access businesses in the context of Covid-19.</p> <p>The introduction of any vehicular movements to the civic space will severely contaminate and compromise the effectiveness of the space, diluting usability and safety and will therefore reducing the benefits of any investment made.</p>
16	Margaret Traynor (received 04/11/2020)	<p>The submission makes the following comments:</p> <ol style="list-style-type: none"> 1. Objection to the removal of all car parking spaces due to: <ul style="list-style-type: none"> ▪ The resultant prohibition of customer from parking in close proximity to business in inclement weather. ▪ No provision for disabled car parking ▪ No provision for front door deliveries/ collections ▪ No provision for access to the front of businesses for maintenance/ refurbishment of interior/ exterior of businesses or customer drop offs/collections. 2. States that in the context of Covid customers should be encouraged into the car park instead of forcing them outside the town centre and that multi-nationals have shown that the key to success is having open air free car parking on the doorstep of businesses for convenience for shoppers. 3. Queries the canopy along the front elevation 	<ol style="list-style-type: none"> 1. The objection in relation to the proposed omission of car parking to the front of Ballybofey shops and replacement with a civic space is noted. This element of the overall proposed development is a critical and integral component of the place-making and regeneration strategy for the towns. It provides an unprecedented opportunity to dramatically adapt the fabric of Ballybofey town centre to work towards an attractive and healthier town centre in which people, talent and investors will choose to spend more time in, to live in, to work in, to invest in and to visit. The redevelopment of the entire car park area at the front of the Ballybofey shopping arcade is an exceptional and transformational intervention that will change human exposure to the place of Ballybofey-Stranorlar. It is designed at the pedestrian level, prioritising experience, embracing identity and the historic built fabric and working to create a highly desirable place for public life. By virtue, it will reinvent Ballybofey-Stranorlar as an attractive destination offering a high quality of life within an urban physical environment which will result in increasing footfall to the town centre and extending dwell time thereby directly supporting a vibrant and thriving business environment. <p>In this context, quality is critical ensuring that the proposed public space will be multi-purpose and as a result will provide a year long asset for the town as the business, community, local authority and cultural sectors in the towns collaborate to animate the space on a regular basis. It will be a space for people to meet, sit and gather in, to host events and to animate as well as a space for businesses to spill out onto. This intervention will have year long benefits for businesses,</p>

Ref	Name	Issues raised	Chief Executive's response
		<p>as shown on drawings as to whether it will hide signage from Main Street, prevent natural light from each premise, inhibit the outward view from each premise.</p> <p>4. Objects to the location of public conveniences and states that the Health Board car park would be a more suitable location.</p> <p>5. States that a small amenity space within the existing car park would enhance the area and the remainder of the car park relined together with insertion of traffic light at the Chestnut Road/Main Street junction.</p> <p>6. States that funding for maintenance of an amenity space is required.</p>	<p>residents and visitors, occurring on a daily basis in a passive and gentle way punctuated with organised key dates on the existing and an expanded festival calendar. It will be a re-imagined space architecturally including the integration of inclusive public conveniences as well as canopy shelters thus responding to the challenges of Covid-19.</p> <p>Taking account of the extent of the wide reaching benefits outlined above and considering the scale of the towns, the existing configuration of the space in question and its relationship with adjacent businesses, it is considered that the development of 2,000sqm of civic space is wholly commensurate with the scale of Ballybofey-Stranorlar which currently has zero existing alternative town centre public realm provision.</p> <p>Notwithstanding the aforementioned far reaching and transformative potential of the redevelopment of the space as a civic square in conjunction with replacement car parking, the existing space has deep deficiencies today as a public car park and therefore a do-nothing scenario would result in continued under-performance and reduction in competitiveness as other towns take proactive steps to transform their town centres. In this regard, the existing space is underperforming as a public car park in the following ways:</p> <ul style="list-style-type: none"> ▪ Consultation with the local community and business community pre-publication of Part VIII plans provided anecdotal evidence that the existing car park at the front of Ballybofey shopping arcade is predominantly occupied by vehicles of workers in the town and therefore a substantial percentage of the existing car parking spaces are occupied by all-day parking. As a result, there is limited release and turnover of car parking spaces to service the needs of customers and visitors to the town centre and the anecdotal evidence indicates that the vast majority of customers to the existing Ballybofey shops and other town centre businesses are not able to secure a car parking space in the car park to the immediate front of the arcade and therefore are already using the alternative car parking infrastructure in the towns. ▪ There is no provision in the existing car park for loading bays, set down or drop off points therefore current accessibility for these purposes is limited to the availability of car parking spaces which are already in high demand as

Ref	Name	Issues raised	Chief Executive's response
			<p>referenced above.</p> <ul style="list-style-type: none"> ▪ The existing car park and its surrounding footpath infrastructure represents a wholly substandard environment as exists for pedestrians and cyclists in relation to the visual appearance of the space; safety; accessibility (including for those with reduced mobility) and; availability of necessary and quality infrastructure such as seating, bike stands, lighting. <p>Given the scale of the foregoing deficiencies evidencing the underperformance of the existing car parking area, there is significant opportunity to invest in it to re-imagine the space, relocating all car parking spaces so as to realise the greater and more widespread potential of it as a high quality multi-functional urban civic space.</p> <p>It is also noted that following consultation with businesses along Ballybofey shopping arcade at pre-publication of the Part VIII, the majority of businesses use the delivery access at the rear of the arcade for loading and deliveries. Where access is essential for maintenance and/or any future construction/ renovation to the shopping arcade, it can be readily facilitated subject to agreement with Donegal County Council subject to a suitable management plan.</p> <p>Finally, the proposed development as regards the redevelopment of the public car park is unambiguously and clearly provided for in the Seven Strategic Towns Local Area Plan 2018-2024 which recognises that a civic space at the location of the existing public car park will be acceptable following the provision of replacement car parking at a suitable alternative location. The proposed two storey car park represents the optimum suitable alternative location, immediately to the rear to the Ballybofey shops with a strong existing pedestrian link along the eastern side of the shops together with a proposed enhanced and sheltered pedestrian link along the western edge between McElhinneys Department Store and the Ballybofey Shops. As a result, the proposed new car park is highly accessible via a 40m link to the proposed civic space and existing businesses which is walkable in 1-2 minutes. In this context, the proposed two storey car park is not remote as asserted in the submission. Furthermore, the proposed development exceeds the requirements of the SSTLAP as it provides not only for</p>

Ref	Name	Issues raised	Chief Executive's response
			<p>replacement of the existing 76 no. car parking spaces but it also provides an additional 54 car parking spaces, sufficient to cater for the additional footfall that the proposed development is expected to give rise to.</p> <ol style="list-style-type: none"> <li data-bbox="1070 363 2092 938">2. Contrary to the assertion in the submission, significant national and international research around adapting our towns to respond to the challenges of Covid-19 is identifying the importance of multi-functional outdoor space, enhanced pedestrian and cycle access, the de-prioritisation of the private car in conjunction with community and business animation of streets and spaces as key interventions to invest in the successful recovery from the Covid-19 crisis. This is also reflected in the terms and principles of recent national funding calls for capital monies including the Governments July Stimulus Package and RRDF. The proposed development responds in precisely this way to the challenges of Covid-19 in Ballybofey-Stranorlar and does so at a transformational scale. It is also noted that replacement and additional car parking forms part of the proposal at a short walking distance of approximately 40 metres (circa 1-2 minute walk) from the proposed civic space via a partially covered pedestrian avenue thus, drivers seeking car parking are not forced to locations outside the town centre as asserted in the submission. It is also noted that the model referred to as regards open air free car parking is not a town centre model but rather is more akin to out-of-centre retail parks and therefore is not relevant in the context of the proposed development at this core town centre location in Ballybofey. <li data-bbox="1070 946 2092 1169">3. The proposed canopy shelter along the front elevation of the Ballybofey shopping arcade will provide a 3 metre wide covered space. It incorporates a fascia for new and upgraded signage that will be clearly visible from Main Street. It will not inhibit the outward view from the existing shops as clearly evidenced on proposed side elevation drawings (Drawing no. BS/SEED/07 refers). Having regard to the north facing aspect of the front elevation of the Ballybofey shopping arcade, it will have no impact on natural light. <li data-bbox="1070 1177 2092 1361">4. The location of public conveniences incorporating a Changing Places facility has been carefully considered so as to identify the most accessible location for all potential users including pedestrians, cyclists, shoppers, tourists, residents, workers, those travelling by bus or by car and those walking to the town centre. As a result, the proposed new civic space represents the future common focal point and key town centre destination and therefore represents a key nodal point

Ref	Name	Issues raised	Chief Executive's response
			<p>that will deliver optimum and equal access to all. In addition, the location of public conveniences within the proposed civic space provides a level of natural supervision and a high level of public visibility of the facility such as to discourage anti-social behaviour and engender civic pride and respect for the services provided. The design concept also integrates the proposed public convenience building as a bespoke piece of architecture, positioned effectively and integrating beneath the proposed canopy shelter. As a result, from an architectural and urban design perspective, the proposed building is an important component of the design concept for the civic space and will contribute positively to the visual and physical setting of the proposed new civic space.</p> <p>5. Sharing of the space to the front of the Ballybofey shops between civic space and car parking is not a viable option and does not represent a best fit solution for either user (pedestrian, cyclist or car user). The contamination of the civic space with any car movements weakens the effectiveness of it and dilutes usability and safety and will therefore reduce the benefits of any investment made.</p> <p>6. Noted. An ongoing maintenance programme and budget will be necessary as is required of any publicly owned public civic space or asset.</p>
17	Mary Harrold, Finn Wheeler Cycling Club (received 04/11/2020)	<p>The submission supports the proposed development as an inclusive project concept that will:</p> <ul style="list-style-type: none"> ▪ Increase vibrancy in the town ▪ Provide a welcome to visitors and residents ▪ Enhance wellbeing and local business ▪ Provide a safe place for cyclists to regroup, mingle and access necessary facilities. 	Noted.
18	Peadar O'Broin, Sean Mac Cumhailis	<p>The submission supports the proposed development stating:</p> <ul style="list-style-type: none"> ▪ The Ritz is an eyesore in the centre and falling into ruin therefore its 	Noted.

Ref	Name	Issues raised	Chief Executive's response
	CLG (LATE SUBMISSION received 04/11/2020)	redevelopment will enhance the town centre and attract much needed employment. <ul style="list-style-type: none"><li data-bbox="517 363 1030 459">▪ The public realm will enhance the town for visitors and locals and therefore benefit residents and businesses.	

4.2 Summary of the issues raised in the submissions from statutory bodies and internal reports together with the Chief Executive's response

1. Donegal County Council Water, Environment and Emergency Services

Issues raised:

Multiple reports received from Water, Environment and Emergency Services (WEES), Donegal County Council indicate that the proposed inclusion of Sustainable Urban Drainage Systems within the project is in keeping with Policy F-P-5 of the CDP 2018-2024 and is to be welcomed. The reports confirm that the project as proposed does not contribute further to flooding risk in Ballybofey and notes that the objective of the ongoing Flood Relief Scheme for Ballybofey and Stranorlar is to address the existing flood risk in the town. The reports outline satisfaction that the operational arrangements of the proposed storage tank are confirmed at detailed design stage.

Response:

The report of WEES is noted in terms of the proposed SUDS providing a satisfactory drainage system to facilitate the proposed development within the broader flooding context of the towns. Operational arrangements of the proposed storage tank shall be confirmed at detailed design stage.

2. Donegal County Council, Conservation Officer

Issues raised:

The report of the Conservation Officer advises repair with like-for-like in relation to all architectural features on the original Ritz building.

Response:

The plans and particulars of the Part VIII recognise the heritage importance of the entrance block of the former Ritz cinema and provide for the retention of this part of the building together with its reinstatement, renovation and refurbishment including repair of heritage features or appropriate replacement where repair is not possible.

3. Donegal County Council, Roads and Transportation

Issues raised and response:

Multiple reports received from Roads and Transportation (Road Design and Area Roads), Donegal County Council raised a number of issues as set out in table 4 together with the response of the Chief Executive.

Table 4: Issues raised by Roads and Transportation and response of Chief Executive

	Roads comments	Response
1	<p>Consideration should be given to the provision of a set down area adjacent to the Public Civil Space to facilitate elderly and mobility impaired customers. Possibly include a parking lay-by along Chestnut Rd across from HB car park. This could be done at detailed design stage in consultation with Rd Design.</p> <p>Specific comment of Executive Engineer, Area Roads received 5th November 2020 regarding the proposition above that it may not be appropriate due to pedestrian safety and the availability of existing disabled car parking spaces within the Health Board car park.</p>	<p>Noted. The proposed development provides for 4 no. disabled car parking spaces within the proposed new car park together with safe pedestrian access from the proposed car park to the town centre via enhanced pedestrian linkages. Taken in conjunction with 3 no. existing car parking spaces (1 no. roadside space along the National Primary Road and 2 no. located within the existing Health Board car park), it is considered that sufficient provision has been made. In addition, the proposed development is noted as improving pedestrian accessibility to existing disabled car parking spaces within the Health Board car park via the insertion of a crossing point at Chestnut Road. As noted in the Roads report, further consideration can be given to the configuration of this provision at detailed design.</p> <p>The potential for a lay-by along Chestnut Road, across from the Health Board car park is not considered a viable proposition at this stage as it may give rise to additional and conflicting traffic movements along Chestnut Road in close proximity to (i) the junction of Chestnut Road and the National Primary Road and (ii) the existing junction at Chestnut Road/Health Board Car Park. Whilst it would provide a drop off point for elderly/mobility impaired customers as indicated in the Roads report, it is considered that such an arrangement would not be orderly development and would impact negatively on pedestrian and traffic safety.</p>
2	<p>Pelican crossings to be considered in lieu of proposed zebra crossing. Road Design to be consulted on the installation of same at detailed design.</p>	<p>Noted. Matter for consideration at detailed design stage.</p>
3	<p>Consideration to be given to removal of right turn lane into car park to allow for safer pedestrian movements.</p>	<p>Noted and agreed. Modified drawing ref BS/SEED/04/2 (Appendix C) shows removal of right hand turning lane from Chestnut Road to proposed car park.</p>
4	<p>Car park ramps access to be given further consideration at detailed design stage. This should allow for easy access of movements. Pillar arrangement may also result in loosing</p>	<p>Noted. Matters for consideration at detailed design stage. Car parking spaces shown on proposed layout are noted at 2.5m x 4.8m therefore marginal adjustment required at detailed design stage in this regard.</p>

	Roads comments	Response
	additional spaces and impaired forward visibility. Consideration should be given to 2.5m x 5m spaces. Conflicting parking spaces to be reviewed at detailed design.	
5	Regarding the attenuation system, this should be discussed with the Environment Section. Consideration needs to be given to maintenance of same and a budget put in place for same. Estimated costs would need to be available as part of the Part 8 to Members. Attenuation tanks are not to be within flood plan level. Details of hydro break level to allow attenuation tank to be emptied to be reviewed.	<p>Noted. Refer to reports received from DCC WEES and outlined Chief Executives response indicating that the proposal as regards SUDS is in keeping with policy F-P-5 of the CDP 2018-2024 and is to be welcomed subject to further consideration of more detailed matters at detailed design stage. The reports of WEES recognize that maintenance of the proposed Sustainable Urban Drainage System will be paramount and that the practical issues in this regard will be considered further at detailed design.</p> <p>As regards ongoing maintenance, it is noted that the town centre of Ballybofey-Stranorlar is clearly a challenging physical environment as regards flood risk and is the subject of the OPW's ongoing works in relation to Flood Relief. The town centre is also a critical area in the context of a successful and fully functioning Strategic Town wherein the economic and social benefits from town centre investment of the scale envisaged in this Part VIII proposed development are substantial and of significant level to warrant the support of an appropriate budget as regards ongoing practical and maintenance requirements in respect of the proposed drainage system. It is recognized that an annual budget will be required in this regard, the scale and detail of which will be clarified as the components of the design are further developed through detailed design stage.</p>
6	Potential flood risk to be discussed with Environment/ OPW.	Noted. Comments as per 5 above.
7	In relation to the delivery area at the rear of the Retail Units, consideration should be given to a one way system entering at Chestnut Rd and exiting at Park Lane (delivery access to McElhinney's) or alternatively onto lane that exits along the West of the proposed carpark to Chestnut Rd.	<p>Comments as regards the 85th percentile speed of Chestnut Road are noted as being recorded as 40kph. The resultant requirement for visibility splays and forward stopping sight distances is 33 metres in accordance with Table 4, Appendix 3 of the CDP 2018-2024.</p> <p>Roads comments as regards the visibility splays and SSD's at the junction of existing delivery access and Chestnut Road shown on drawing ref BS/SEED/04 published as part of the Part VIII proposed development on 22nd September 2020 are noted. In response, modified drawing ref BS/SEED/04/2 (Appendix C) implements DMURS as regards the X distance which states that 'In difficult circumstances this (<i>X distance</i>) may be reduced to</p>

Roads comments	Response
<p>The 85th percentile speed has been recorded as 40kph at the access point to the delivery area to the rear of the Retail Units. Visibility splays and Forward Stopping Sight distances to be in accordance with Table 4 Appendix 3 of the CDP. Consideration to be given to vehicles reversing out of delivery area onto Chestnut Road should a one-way system not be implemented.</p> <p>Following consultation with Roads and Transportation in relation to preliminary report comments above and in relation to modified plan BS/SEED/04/02 (Appendix C of this report), a further report of Road Design received 5th November 2020 outlined satisfaction with the proposed approach outlined in modified plan BS/SEED/04/2 subject to further review of safety concerns at detailed design stage and following a Road Safety Audit and implementation of recommendations arising.</p> <p>Specific comments of Executive Engineer, Area Roads received 5th November 2020 indicating a preference for the preliminary roads proposal for a one-way system.</p>	<p>2.0 metres where vehicle speeds are slow and flows on the minor arm are low'. As a result, modified drawing BS/SEED/04/2 achieves a visibility splay to the right hand side of the delivery access of 29.5metres to road edge measured from a point 2.0 metres back from road edge and furthermore achieves a visibility splay of 36m to the centre line of Chestnut Road. As per previous, there is no change to the existing visibility splay to the left (in a northerly direction).</p> <p>It is proposed that the achievement of visibility splays between 29.5 metres-36metres to the right hand side of the delivery access is considered acceptable for the following reasons:</p> <ul style="list-style-type: none"> (i) The proposed development is located within a core town centre urban environment where DMURS recognizes that difficult circumstances can be apparent in urban areas and that such constraints can be adequately managed in conjunction with other measures. In addition, DMURS confirms that there is no evidence that reduced SSDs are directly associated with increased collision risk, as shown on a variety of street types at a variety of speeds. (ii) The existing delivery access is a minor access road in nature with limited volumes of traffic and likely slow moving speed of vehicles exiting such that, when take in conjunction with the low recorded speed of vehicles using Chestnut Road, results in a limited level of usage. In these circumstances, these constraints can be deemed manageable. (iii) Potential measures to manage the constraints include signage, lining or insertion of a raised table, the detail of which can be further confirmed at detailed design including following a Road Safety Audit. (iv) The existing horizontal alignment of Chestnut Road is such that visibility splays/SSD's of between 29.5metres and 36 metres represent the maximum distances achievable from and to the existing and long established delivery access. As a result, the proposed development is likely to have little to no impact on the existing arrangement. (v) The proposed visibility splays/SSD's of between 29.5metres and 36 metres demonstrate reasonable accordance with the requirements of the CDP 2018-2024 and as such are considered acceptable when taken in the context of the transformational regeneration potential of the proposed development and the expected positive impacts and benefits for the towns. <p>For completeness, the proposition outlined in the Report of Road Design and Area Roads to</p>

	Roads comments	Response
		<p>reconfigure the existing long standing arrangement at this delivery area to a one-way system entering at Chestnut Road and exiting at Park Lane (delivery access at the back of McElhinneys) is not a viable option in the context of urban design and planning as it would (i) result in the intermittent passage of heavy vehicles across the proposed pedestrian avenue from the proposed car park to the town centre and thus impacting negatively upon pedestrian safety and accessibility; (ii) undermine the principles of the proposed development and the Rural Regeneration and Development Fund (to which is it anticipated an application for funding will be submitted) to prioritize pedestrian and cycle accessibility and reserve the town centre urban environment as a place for people and; (iii) it would require further additional third party land acquisition to bring a change to an existing and long-standing arrangement for delivery vehicles.</p> <p>In conclusion, modified drawing BS/SEED/04/2 demonstrates adequate and reasonable visibility splays and forward visibility taking account of (i) the town centre urban core environment; (ii) the recorded 85th percentile speed on Chestnut Road of 40kph and (iii) the prevalent existing traffic and road conditions of the area. In addition, modified drawing BS/SEED/04/2 (Appendix C) demonstrates consistency with DMURS and the CDP 2018-2024. As per the report of Road Design received 5th November 2020, further review of safety concerns will be undertaken at detailed design stage and following a Road Safety Audit and implementation of recommendations arising.</p>
8	Public lighting to be provided on proposed walkway from Main Street to Chestnut Road.	Noted. The proposed pedestrian avenue will be appropriately lit and animated with artistic installations in order to provide a safe, direct and attractive pedestrian link to the town centre. Precise detail of proposed lighting system will be a matter for detailed design.
9	Regarding the back lane it is noted that the proposal will restrict access to this area due to the height of the gangway. Consideration should be provided to maintain access for buses, service and construction vehicles. A height restriction may have to be placed on the lane where the height to the gangway restricts access.	<p>The proposed development incorporates a bridge link from the main body of the proposed enterprise building across the public road to the rear portion of the site (location of current shed building). It is a critical component of the design concept for the building providing a glazed transitional area between the core working enterprise space in the main body of the building to the social and service space proposed to be housed in a new building structure at the location of the existing shed. The underside of the bridge link is 3.75 metres from ground level, sufficient in height to accommodate the passage of emergency vehicles.</p> <p>The existing public road to the eastern edge of the Ritz currently accesses 10 small scale, single storey St Vincent de Paul dwellings together with rear access to a limited number of properties. No change is proposed to this public road as part of the proposed development.</p>

Roads comments	Response
	<p>The proposal is considered to be reasonable having regard to the adequate height of the bridge link to accommodate emergency vehicles and the limited nature of the existing access as regards its current and anticipated future uses.</p> <p>In relation to the STTLAP 2018-2024, the aspirations of the SSSLAP to enhance access at Back Road (to the west of the site) are noted. This aspiration is expressed within the narrative and policy regarding Opportunity Site 5. For clarity, the proposed development is not located within Opportunity Site 5 but rather the boundary of Opportunity Site 5 terminates to the immediate west of the Ritz.</p> <p>The narrative of the SSSLAP in relation to Opportunity site 5 states:</p> <p><i>'These lands are situated in the town centre core on either side of Back Road and are generally comprised of multiple vacant and derelict properties, many of these forming the rear curtilages of commercial properties fronting onto Main Street. The area also contains a small number of commercial and residential properties. Whilst the central parts of this area are generally rundown in appearance, the area is 'book-ended' at either end by quality developments in the form of Jackson's Hotel in the west, and the Villa Rose Hotel and new Butt Hall Centre to the east. The area is accessed by, and bisected by, the narrow Back Road. Access onto Back Road from the west is via Glenfin Street, but access on its eastern side is not possible at present except for a sub-standard narrow and low archway road onto Main Street. The development pattern in the area does not allow for a two-way road system along the entire Back Road area. However, DCC considers that it is a reasonable objective to seek to achieve a two-way road system from the western edge of Back Road as far as the Villa Rose Hotel roundabout, with the possibility of a one-way road from the roundabout for continuing east-bound traffic linking back up to the Main Street. The Council will encourage the land assembly of the site or part of the site, by a private developer, with a view to the preparation of a masterplan for the redevelopment and regeneration of the area. Policy BS-TC-5 refers.'</i></p> <p>Policy BS-TC-5 relates to Opportunity Site 5 and states (extract only in relation to the traffic issues):</p> <p><i>'A comprehensive traffic impact assessment (and appropriate mitigation measures as appropriate) shall also be submitted as part of any proposed development within the Masterplan site. In exceptional circumstances, proposals for minor development may be</i></p>

Roads comments	Response
	<p><i>considered in the absence of a Masterplan where the Planning Authority is satisfied that the overall masterplan approach will not be prejudiced.</i></p> <ol style="list-style-type: none"> <i>1. Proposals shall not prejudice the achievement of the Council's road and pedestrian/cycle access through this area as detailed in Objective BSTC-2 above.</i> <i>2. Development shall incorporate sufficient car parking to serve the proposed development. In this regard, internalised multi- storey car parking will be encouraged in order to make most efficient use of this brownfield site.</i> <i>3. Development shall make provision for the indicative linked walkway along the River Finn frontage and shall incorporate appropriate areas of seating and proposals for hard and soft landscaping.</i> <i>4. Design shall ensure that strong street frontages are provided along either side of Back Road.</i> <i>5. In general, residential development will not be permitted within Flood Zone areas within the lifetime of this Plan unless otherwise varied/superseded'.</i> <p>The aspirational nature of the SSTLAP as regards Back Road leads to the undefined nature and description of the enhancements envisaged both in terms of lack of mapping to identify and reserve a future route and lack of description as to the potential solution for connection of an enhanced Back Lane to Main Street. Given the undeveloped and embryonic nature of this aspiration and the location of the proposed development as outside of Opportunity Site 5 together with the height proposed (3.75m) in respect of the bridge link to ensure the passage of emergency vehicles, it is considered that the proposed development does not contravene any aspect of the STTLAP.</p> <p>Additionally, it is also noted as questionable whether the encouragement and facilitation of large scale, heavy type vehicles such as buses is the most appropriate form of accessibility at this location and therefore whether the aspiration of the SSTLAP as regards Back Road should be reviewed (alongside a future TEN-T amendment to the SSTLAP) having regard to the anticipated implementation of the TEN-T and the development proposed via the current Part VIII which in combination will transform the centre of Ballybofey as a place for people as a priority over vehicular movements. In this context, Back Road may have greater benefit to be enhanced at a pedestrian and cyclist level only subject to minimal vehicular access to serve existing users.</p> <p>It is also noted that irrespective of the proposed bridge link, the narrow nature of the</p>

	Roads comments	Response
		existing public road along the east of the existing and proposed side elevation of the Ritz limits the size and type of construction and maintenance traffic associated with existing and future users in the area. In the context of future and as of yet unidentified construction projects, a Construction Management Plan would be required to address access issues and would be likely to include the need to facilitate the use of smaller scale construction vehicles and accessibility measures.
10	A Road Safety Audit Stage 1&2 in accordance with TII GE-STY-01024, TII GE-STY-01025 & TII GE-STY-01027 should be carried out on the proposed design and a further Stage 3 Road Safety Audit should be carried out once works are substantially complete.	Noted. In accordance with the CDP 2018-2024, Part B, Appendix 3, Development Guidelines and Technical Standards, the proposed development is not a category of development identified as requiring a road safety audit. Notwithstanding, a road safety audit will be carried out at detailed design stage with particlaur reference to the matters referred to in point 7 above.

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

The Planning Department, Donegal County Council has reviewed the details and particulars to the proposed development including the modified plan drawing ref BS/SEED/04/2 (Appendix C).

The Planning Department, has no objection to the proposed development from a planning point of view, subject to the modified scheme and 11 No. conditions as set out in Appendix D.

6. Recommendation & Conclusion

Following review of submissions/observations received and the Planning Report Part 8 PG 20/21, it is recommended that the proposed development proceed in accordance with the submitted Part VIII plans, particulars, details and specifications, subject to the modifications detailed in Proposed Site Layout detailed on Dwg.No. BS/SEED/04/2 (Appendix C) and the No. conditions set out in the Planning Report Part 8 PG 20/21 (Appendix D).



Sinead Mc Cauley,
Executive Planner,
Regeneration & Development Team,
Donegal County Council

APPENDIX A Newspaper Advertisement

20 Tuesday, September 22, 2020

Email: advertising@donegaldemocrat.com Web: www.donegaldemocrat.ie Call: 074 97 40160 or 074 91 28000

www.donegaldemocrat.ie

DONEGAL DEMOCRAT

Post To:
Donegal Democrat
Quay Street, Donegal, Co Donegal

Deadlines:
Classified Display & Lineage
Tuesday, 3pm
Family Announcements & Bereavements
Monday, 3pm
Motors/Property/Jobs
Tuesday, 1pm

A complete version of our Terms & Conditions can be found online at www.donegaldemocrat.ie
Pay by credit/debit card or cash.
All major credit/debit cards accepted

Classifieds

PLANNING NOTICES

DONEGAL COUNTY COUNCIL

13 SWILLY FJORD, GLEBE, LETTERKENNY, CO. DONEGAL

We, Peter & Catherine Dobson, intend to apply to Donegal County Council for planning permission for development at 13 Swilly Fjord, Glebe, Letterkenny, Co. Donegal. The development will consist of the conversion of existing detached Garage into a one bed apartment, for extended family use, with associated new porch, rooflights, and amended arrangement of windows & doors. The planning application may be inspected or purchased at a fee not exceeding the reasonable cost of making a copy, at the offices of the planning authority, Donegal County Council, County House, Lifford, Co. Donegal, during its public opening hours. A submission or observation in relation to the application may be made in writing to the planning authority on payment of the prescribed fee, €20.00, within the period of five weeks beginning on the date of receipt by the authority of the application, and such submissions or observations will be considered by the planning authority in making a decision on the application. The planning authority may grant permission subject to or without conditions or may refuse to grant permission.

PLANNING NOTICES

DONEGAL COUNTY COUNCIL

Upper Kiltull, Falcarraigh

Claran O'Brien intend to apply to Donegal County Council for planning permission to (i) Change the house design from that previously approved under Planning Ref: 1750841 comprising of an attached domestic garage, and (ii) to relocate an existing driveway and all associated site works at Upper Kiltull, Falcarraigh, Letterkenny, Co. Donegal. This application may be inspected, or purchased at a fee not exceeding the reasonable cost of making a copy, at the offices of the planning authority at the Offices of the Planning Authority, Donegal County Council, County House, Lifford, Co. Donegal, during its public opening hours. A submission or observation in relation to the application may be made in writing to the planning authority on payment of the prescribed fee, €20.00, within the period of 5 weeks beginning on the date of receipt by the authority of the application, and such submissions or observations will be considered by the planning authority in making a decision on this application. The Planning Authority may grant permission subject to or without conditions, or may refuse to grant permission.

PLANNING NOTICES

DONEGAL COUNTY COUNCIL

Coolmore, Rossonagh, Co. Donegal, P94 T2CS

Joe McGoldrick is applying to Donegal County Council for Planning Permission to Construct an extension to the rear of his existing dwelling house at Coolmore, Rossonagh, Co. Donegal, P94 T2CS. The application may be inspected or purchased, at a fee not exceeding the reasonable cost of making a copy, at the office of the Planning Authority during its public opening hours. Submissions or observations in relation to this development may be made to the Planning Authority in writing, on payment of the prescribed fee within the period of five weeks beginning on the date of receipt of the application by the Planning Authority and such Submissions or Observations will be considered by the Planning Authority in making a decision on this application. The Planning Authority may grant permission subject to or without conditions, or may refuse to grant the permission.

DONEGAL COUNTY COUNCIL

Finer, Bundoran, Co. Donegal

We, Whitemale Developments Ltd., intend to apply to Donegal County Council for planning permission for development at Bundoran, Co. Donegal in the townland of Finer. The development will consist of changes to a two storey nursing home for 70 persons with 9 no. associated independent living units only, complete with new access roads, services, landscape and external works, lighting and signage on site, sewage treatment system and new footpath all granted planning permission under Planning Permission Reference no. 11/20337 and Extension of Duration Reference Number 17/51349. The changes are:

1. An increase in floor area from 4,492.31sq.m. to 4,023.19sq.m of the two storey nursing home for 70 persons.
2. Elevational changes to the two storey nursing home for 70 persons.
3. Relocation and elevational changes to plant room.
4. Omission of the 9 no. associated independent living units.
5. Omission of the sewage treatment system.
6. An increase in width at new access road at Junction with R267 from 5.5m to 6.0m.
7. Site works associated with points 1 - 5.

The planning application may be inspected or purchased at a fee not exceeding the reasonable cost of making a copy, at the offices of the planning authority during its public opening hours. A submission or observation in relation to the application may be made in writing to the planning authority on payment of the prescribed fee, €20.00, within the period of 5 weeks beginning on the date of receipt by the authority of the application.

PLANNING NOTICES

DONEGAL COUNTY COUNCIL

Further Information & Revised Plans

Planning Reference: 20/50178

Re: Permission for the construction of new dwelling house, domestic shed and septic tank at Parklea, Killycrahan, Co. Donegal for Daniel Callaghan & Adina Hogan. Significant further information and revised plans in relation to the application have been submitted and may be inspected or purchased at a fee not exceeding the reasonable cost of making a copy, at the offices of the planning authority, County House, Lifford during its public opening hours. A submission or observation in relation to the application may be made in writing, on payment of the prescribed fee, not later than two weeks after receipt of the newspaper notice and site notice by the planning authority.

PLANNING NOTICES

DONEGAL COUNTY COUNCIL

Aughinish TD, Ranelagh, Co. Donegal.

J. Matthew Sweeney applying to Donegal County Council for permission for construction of a single storey dwelling house, domestic garage, wastewater treatment system and all associated site development works at this site at Aughinish TD, Ranelagh, Co. Donegal, in the townland of Aughinish. The application may be inspected or purchased at a fee not exceeding the reasonable cost of making a copy, at the offices of the planning authority, Donegal County Council, County House, Lifford during its public opening hours, and that a submission or observation in relation to the application may be made to the Authority in writing, on payment of the prescribed fee within the period of 5 weeks beginning on the date of receipt by the Authority of the application.

DONEGAL COUNTY COUNCIL


Hall Demone, Mouscharles, Co. Donegal

We, Derek and Louise McDowell intend to apply to Donegal County Council for Planning Permission for the construction of a split-level house (part single-storey/part two-storey), provision of a domestic garage, provision of a wastewater treatment system with recollection area and all associated site development works at Hall Demone, Mouscharles, Co. Donegal. The planning application may be inspected or purchased at a fee not exceeding the reasonable cost of making a copy, at the offices of the planning authority during its public opening hours. A submission or observation in relation to the application may be made in writing to the planning authority on payment of the prescribed fee, €20.00, within the period of 5 weeks beginning on the date of receipt by the authority of the application, and such submissions or observations will be considered by the planning authority in making a decision on the application. The planning Authority may grant permission subject to or without conditions, or may refuse to grant permission.

DONEGAL COUNTY COUNCIL

Ballard, Glencolmcille

I Charlyn Powers Applying to Donegal County Council for Planning Permission to Re-locate and Construct an Extension to my Dwelling and to Install a Waste Water Treatment System at Ballard, Glencolmcille, Co. Donegal. This application may be inspected or purchased at a fee not exceeding the reasonable cost of making a copy, at the Offices of the Planning Authority during Public Opening Hours of the Planning Authority, County House, Lifford. Submissions or observations in relation to this development may be made to the Planning Authority in writing on payment of 20 Euro, within 5 weeks beginning on the date of receipt of the application by the authority.



Comhairle Contae Dhúna na nGall
Donegal County Council

PLANNING AND DEVELOPMENT ACT 2000 (AS AMENDED)
PLANNING AND DEVELOPMENT REGULATIONS 2001 (AS AMENDED)
ARTICLE 81
NOTICE PURSUANT TO ARTICLE 81, PART 8 OF THE ABOVE REGULATIONS, RELATING TO A PROPOSED DEVELOPMENT BY DONEGAL COUNTY COUNCIL

TAKE NOTICE that Donegal County Council (Regeneration & Development Team) proposes to carry out development at BALLYBOFEY in the Stranorlar Municipal District as described in the schedule below.

SCHEDULE OF PROPOSED WORK

No.	Title	Townlands	Local Office(s) For Viewing Plans (By prior arrangement only)
1	The SEED Project A regeneration project to Strengthen, Engage, Enable and Deliver transformational change in Ballybofey & Stranorlar	Ballybofey	Donegal County Council, County House, Lifford, Co. Donegal, F93 Y622 The Base Enterprise Centre, Railway Road, Stranorlar, Co. Donegal, F93 AE04

Description and Extents

Donegal County Council proposes to carry out the following works:

- Demolition of the double height auditorium block at the northern end of the former Ritz Cinema together with demolition of existing shed to the rear of same;
- Restoration and refurbishment of the entrance block to the former Ritz Cinema, construction of a new 2 and 3-storey contemporary extension with bridge link and change of use to an Enterprise building;
- Re-development of an existing public car park to provide for a civic space, inclusive of pedestrian infrastructure, road frontage canopy detail, public amenities and changing places facility;
- Construction of façade enhancements to the existing shopping arcade;
- Construction of a new two-storey car park with approx. 130no. spaces, sustainable urban drainage system (SUDS) and enhanced pedestrian linkage to the new civic space;
- All associated ancillary works to include site drainage, connection to public water supply and other services, landscaping, development related signage & public art, connection & discharge to the public sewerage network.

All associated ancillary site works shall be located within the townland of BALLYBOFEY in the STRANORLAR Municipal District.

Note that in accordance with Article 120(1)(b)(i) of the Planning and Development Regulations 2001 (as amended) Donegal County Council has concluded, based on a preliminary examination of the nature, size and location of the development, that an Environmental Impact Assessment (EIA) is not required.

The plans and particulars of this proposed development will be available for inspection online at www.donegalcoco.ie or for inspection and purchase (at a fee not exceeding the reasonable cost of making a copy) by prior arrangement only at:

Location	Address	Telephone/Email	Opening Hours
The Planning Department/ Reception, Donegal County Council	County House, Lifford, Co. Donegal, F93 Y622.	Tel: 07493500 Email: planning@donegalcoco.ie	8:00am - 12:30pm and 1:00pm - 5:00pm from Monday to Thursday and from 9:00am - 12:30pm and 1:00pm - 4:30pm on Fridays.
The Base Enterprise Centre	Railway Road, Stranorlar, Co. Donegal, F93 AE04	Tel: 0749190909 Email: info@thebaseenterprise.ie	9:00am - 5:00pm Monday to Friday

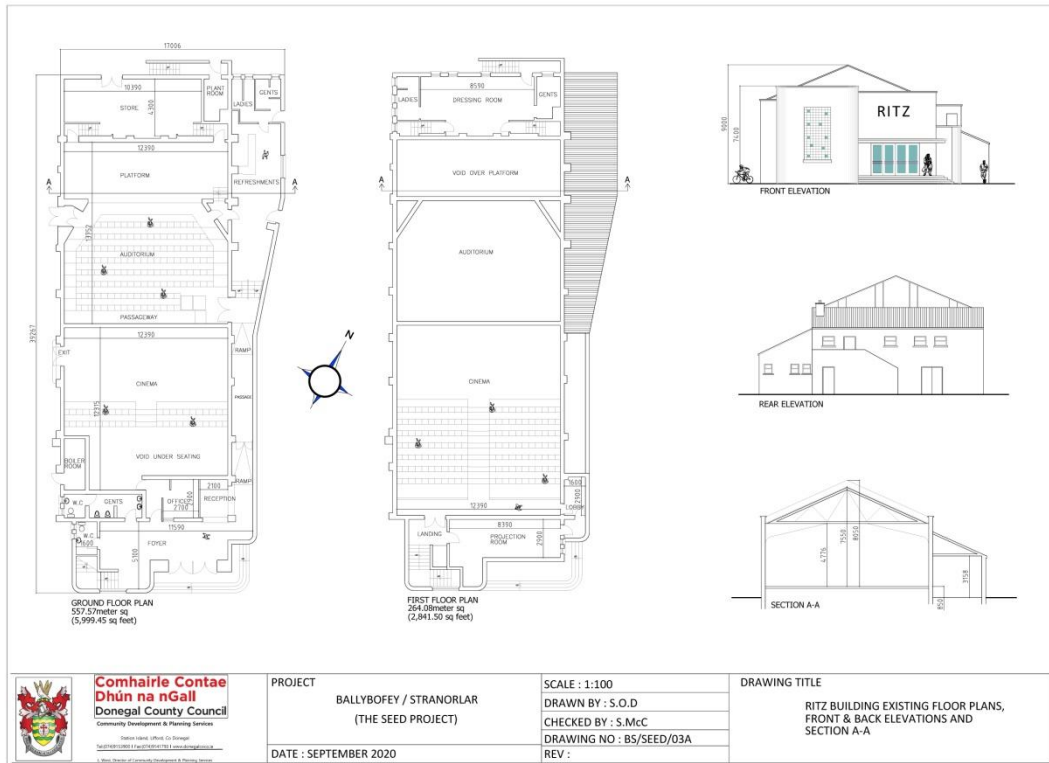
The proposed plans will be available for inspection from Tuesday 22nd September- Tuesday 20th October 2020.

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 may be made in writing to The Co. Secretariat, Donegal County Council, Lifford, County Donegal, before 4.30pm on Wednesday 4th November 2020. Please mark the front of the envelope with the project name as per the above schedule.

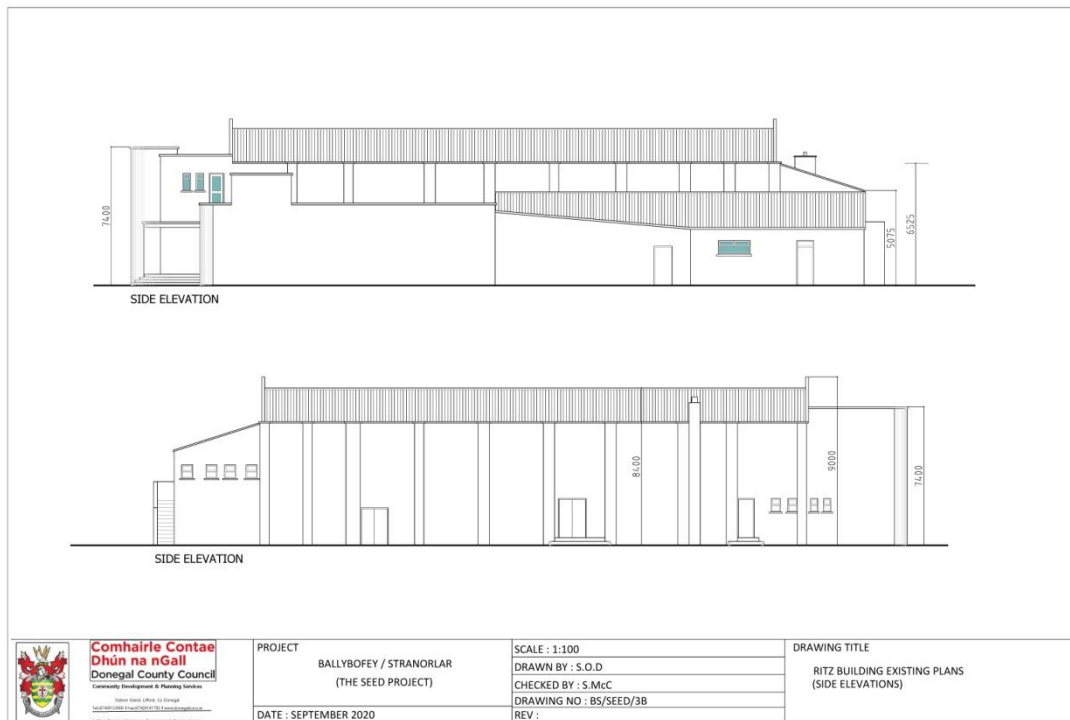
Signed: Liam Ward, Director of Service Community & Planning Services,
Donegal County Council, County House, Lifford.

Date: Tuesday 22nd September 2020

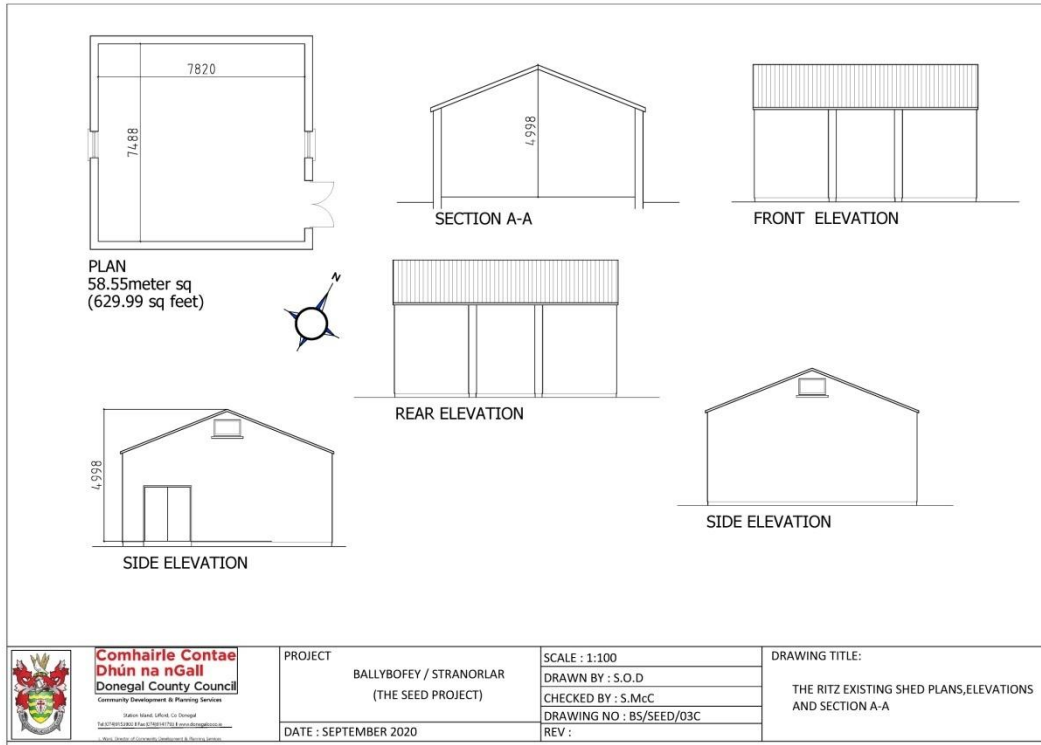
Drawing BS/SEED/03A: Ritz Building existing floorplans, front & back elevations and section A-A



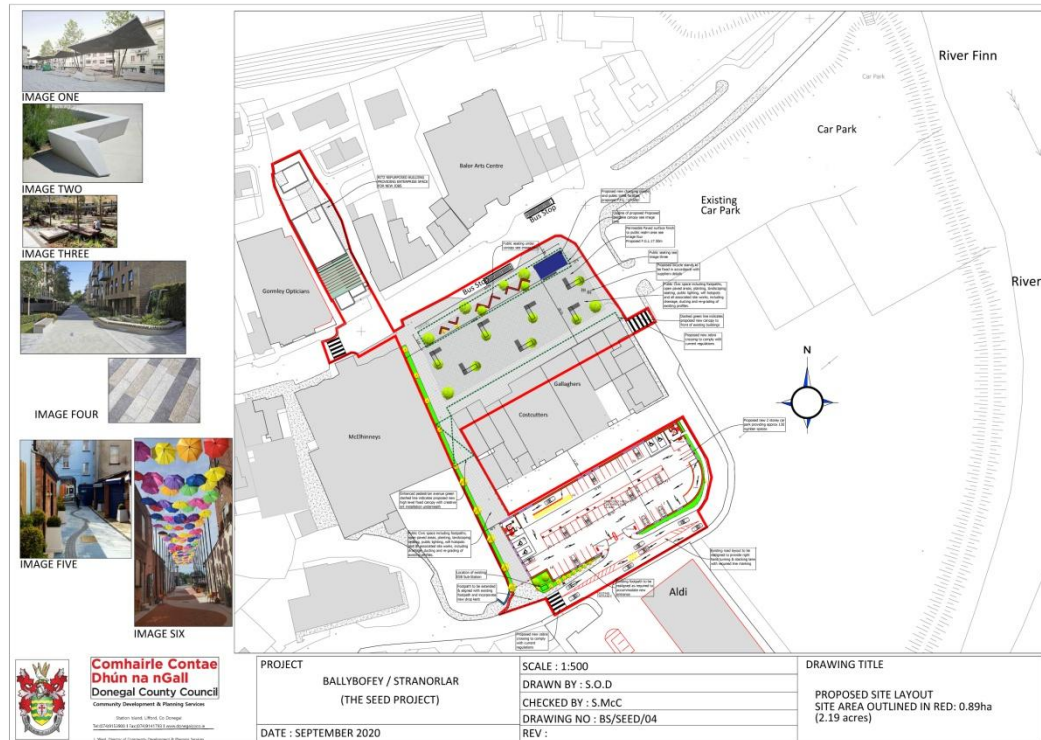
Drawing BS/SEED/03B: Ritz Building existing plans (side elevations)



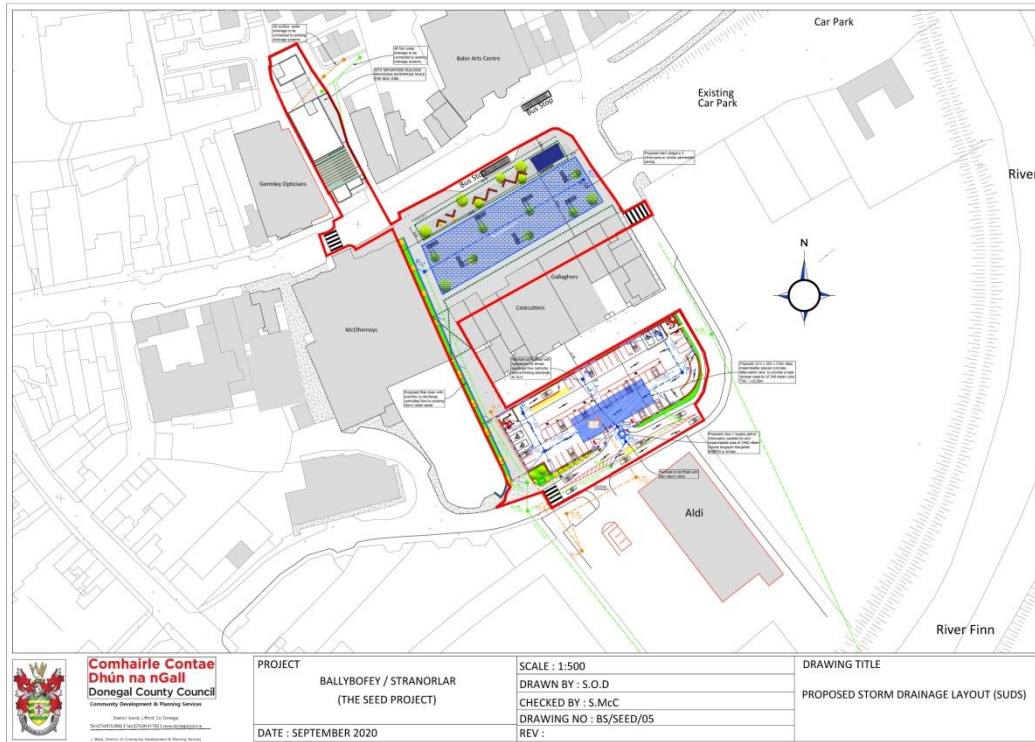
Drawing BS/SEED/03C: Ritz Building existing shed plans, elevations and section A-A



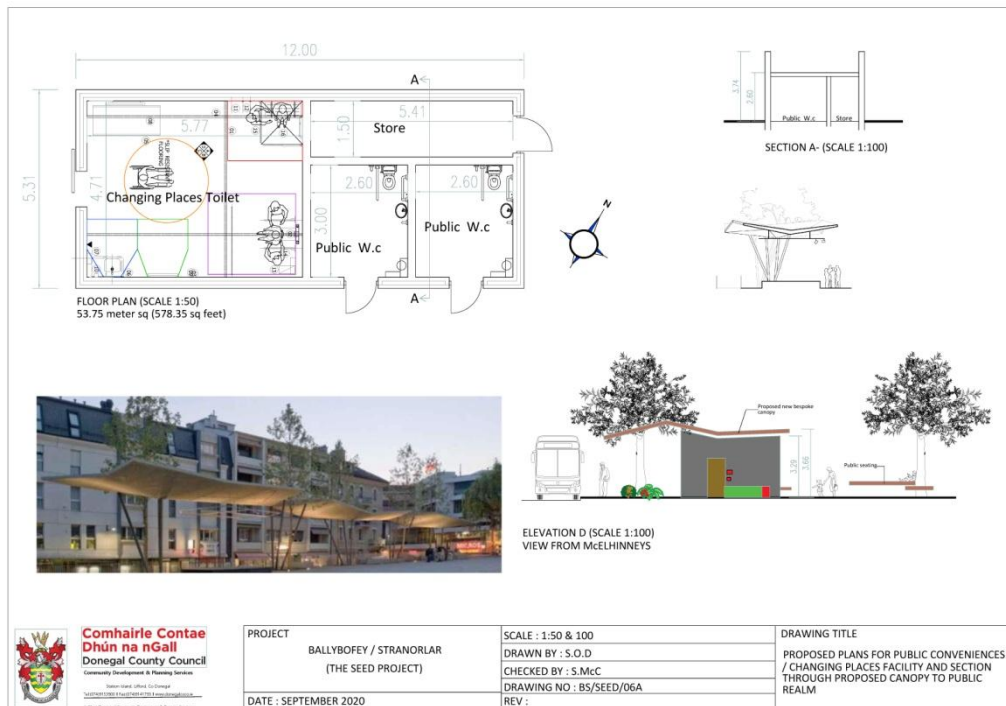
Drawing BS/SEED/04: Proposed site layout



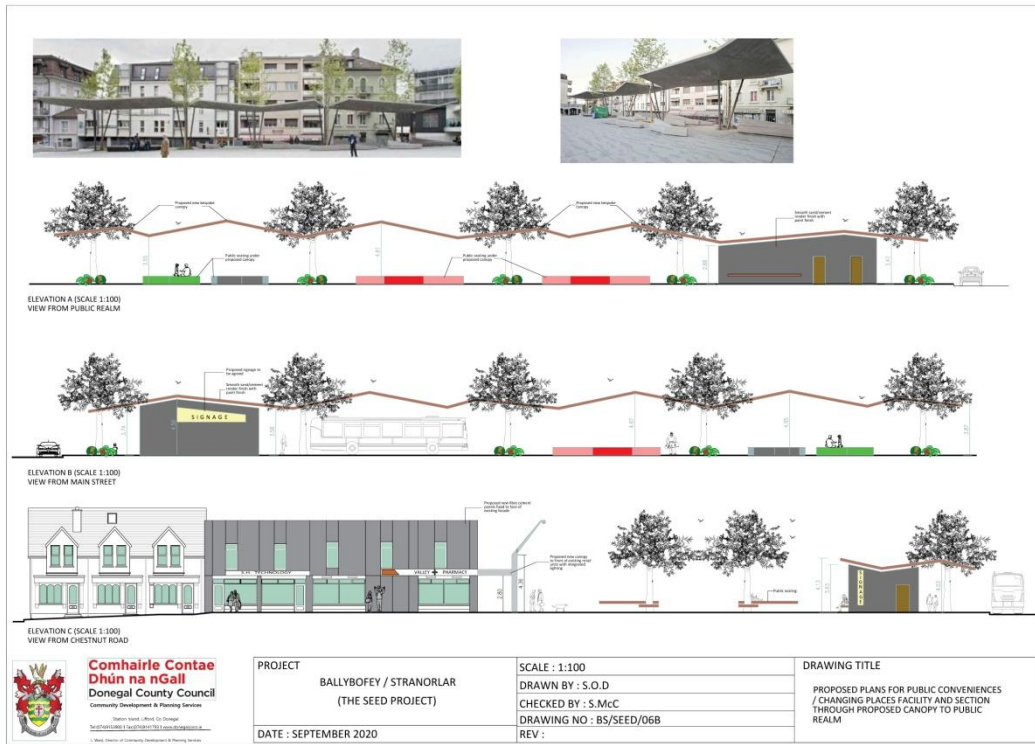
Drawing BS/SEED/05: Proposed storm drainage layout (SUDS)



Drawing BS/SEED/06A: Proposed plans for public conveniences/changing places facility and section through proposed canopy to public realm



Drawing BS/SEED/06B: Proposed plans for public conveniences/changing places facility and section through proposed canopy to public realm



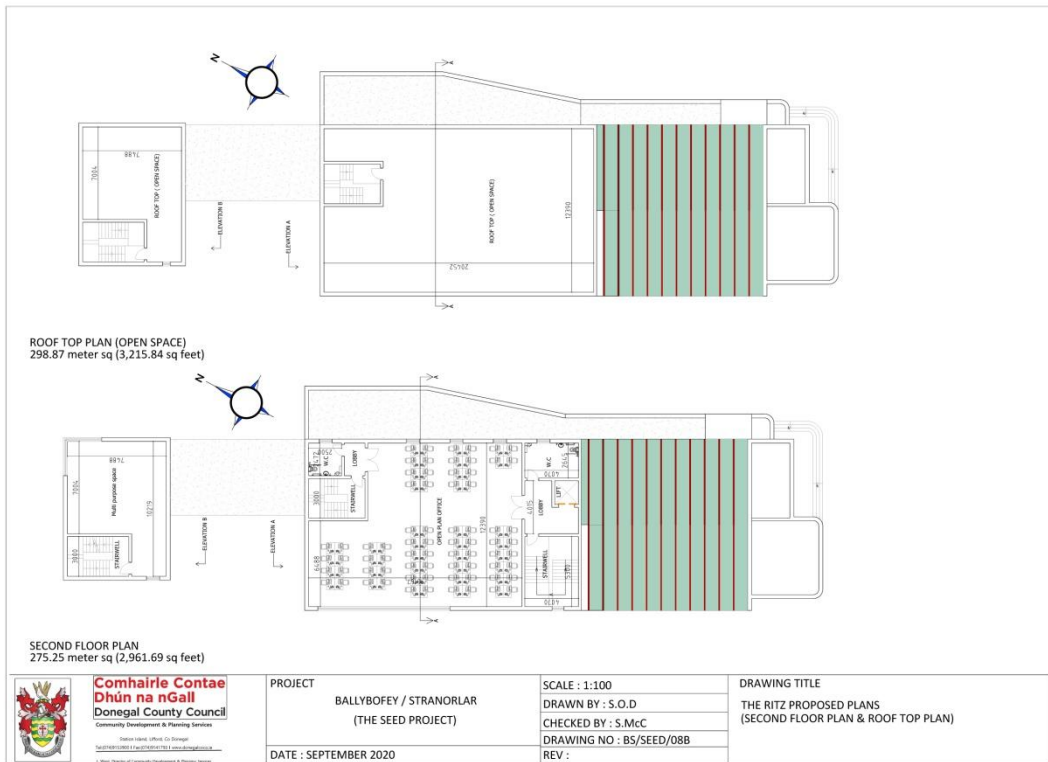
Drawing BS/SEED/07: Ballybofey shopping arcade; existing and proposed elevations



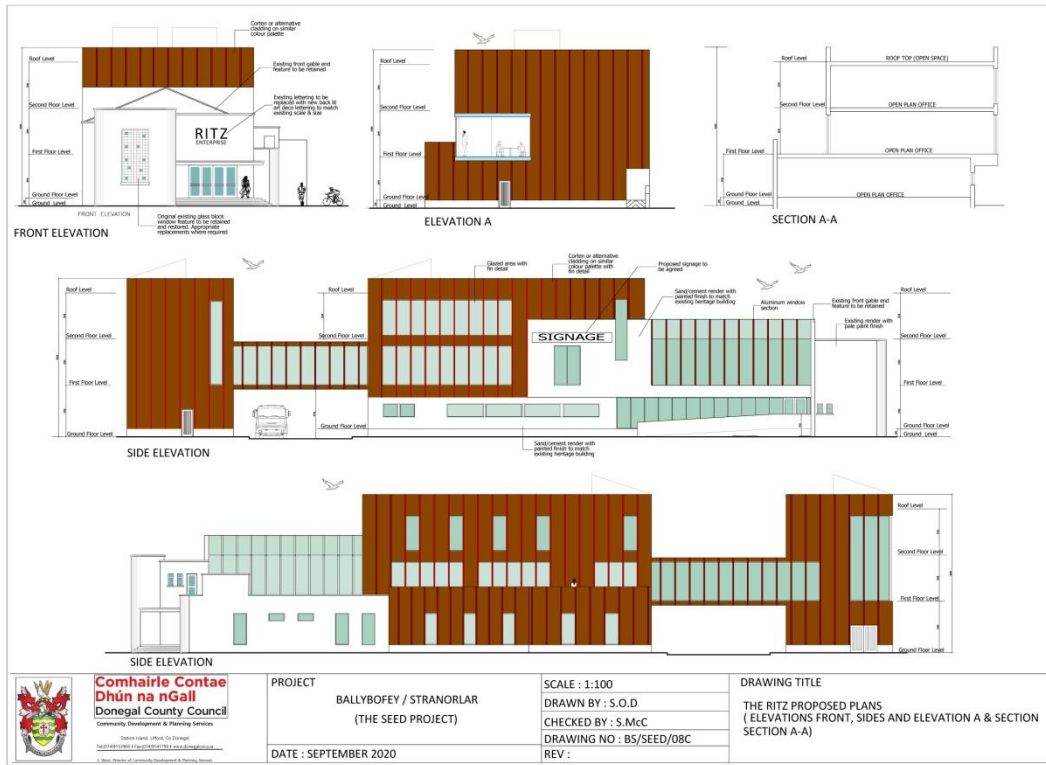
Drawing BS/SEED/08A: The Ritz proposed plans (ground & first floor plans, elevations & rear elevation)



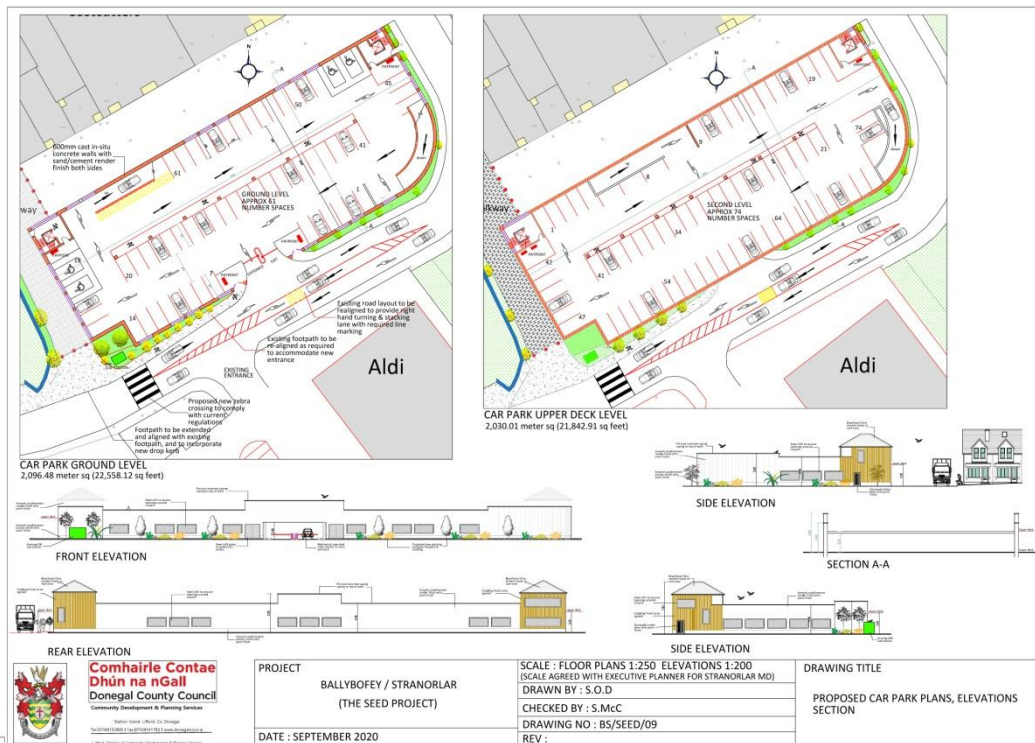
Drawing BS/SEED/08B: The Ritz proposed plans (second floor plan and roof top plan)



Drawing BS/SEED/08: The Ritz proposed plans (elevations front, sides and elevation A & section A-A)

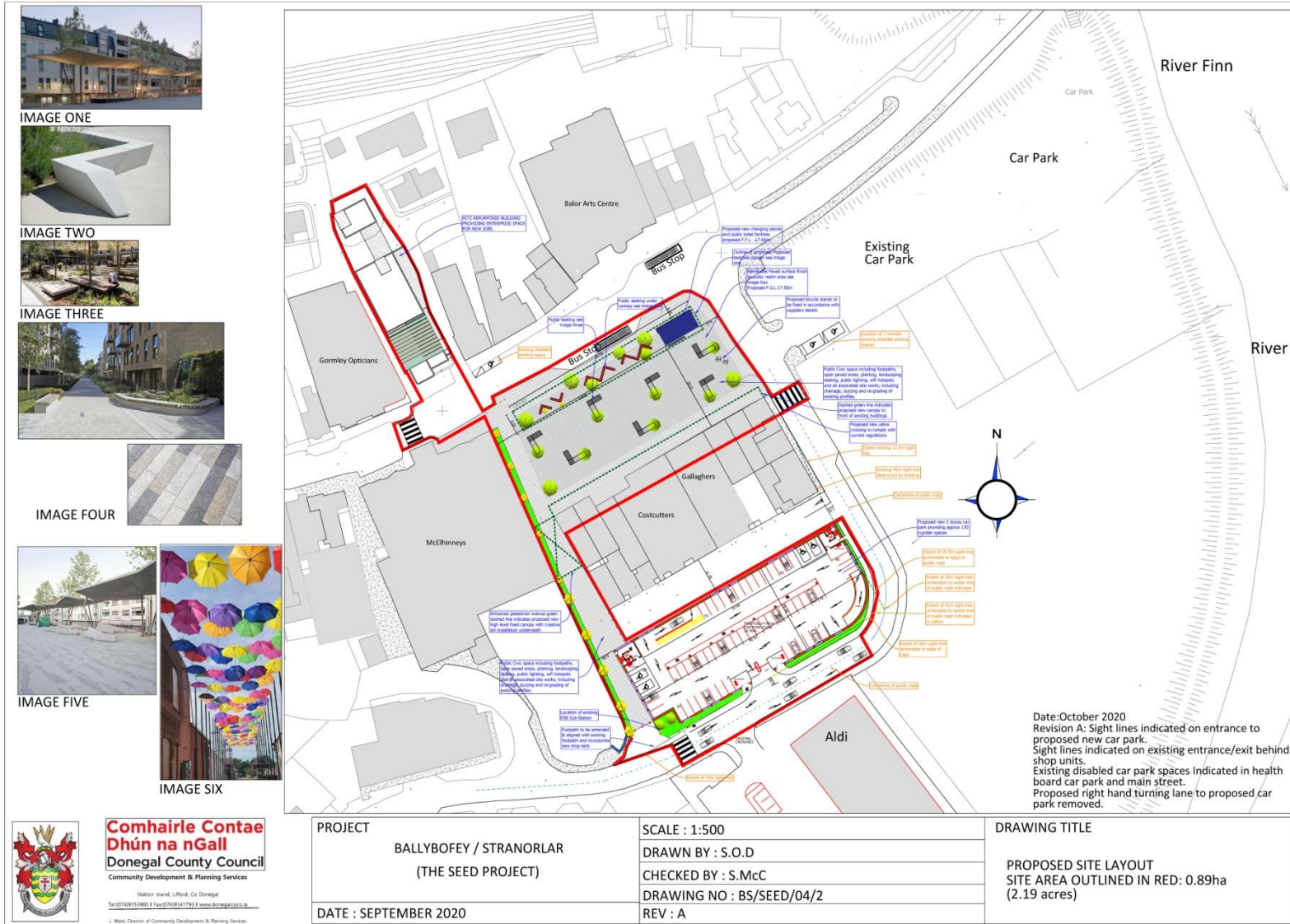


Drawing BS/SEED/09: Proposed car park plans (elevations, section)



APPENDIX C

Modified Proposed Site Layout Plan, Dwg. No BS/SEED/04/2



APPENDIX D

Planning Report Part 8 PG 20/21



Part 8 – PG20/21
9th November, 2020

Sinead McCauley
Regeneration and Development Team
Planning Services
Donegal County Council
Three Rivers Centre
Lifford
Co Donegal

Re: Development to carry out the following works:

- **Demolition of the double height auditorium block at the northern end of the former Ritz Cinema together with demolition of existing shed to the rear of same;**
- **Restoration and refurbishment of the entrance block to the former Ritz Cinema, construction of a new 2 and 3-storey contemporary extension with bridge link and change of use to an Enterprise building;**
- **Re-development of an existing public car park to provide for a civic space, inclusive of pedestrian infrastructure, road frontage canopy detail, public amenities and changing places facility;**
- **Construction of façade enhancements to the existing shopping arcade;**
- **Construction of a new two-storey car park with approx. 130no. spaces, sustainable urban drainage system (SUDS) and enhanced pedestrian linkage to the new civic space;**
- **All associated ancillary works to include site drainage, connection to public water supply and other services, landscaping, development related signage & public art, connection & discharge to the public sewerage network and all associated ancillary site works**

At: Ballybofey

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 11 no. conditions:-

1. Development shall be carried out strictly in accordance with lodged plans and details, particularly the modified plan entitled 'Proposed Site Layout,' Dwg.No. BS/SEED/O4/2.

save as hereinafter otherwise required.

Reason: To define the approved scheme.

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

2. (a) Prior to the commencement of the development, operational arrangements in respect of attenuation storage provision shall be provided at detailed design stage and shall be implemented in full in the construction process.
- (b) Appropriate flood resistant construction measures and proprietary flood protection devices shall be implemented in the detailed design of the Ritz Cinema building and associated renovations/ extensions to same.

Reason: to cater for orderly development.

3. The Office Units within the Enterprise Building shall be used in accordance with the uses defined under Use Class 2 and Use Class 3 of Schedule of 2 of the Planning and Development Regulations, 2001 (as amended).

Reason: To cater for orderly development of the area and to define the terms of the permission.

4. 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.

5. On-site construction works to the Ritz building shall be between the hours of 0800-1800 Monday – Friday inclusive, and 0830 – 1500 hours Saturday, and shall exclude Sundays and all Bank Holidays /Public Holidays.

Reason: To cater for orderly development and in the interests of residential amenity of surrounding dwellings.

6. (a) Prior to the commencement of development a Stage 1 & 2 Road Safety Audit shall be carried out following the detailed design stage. This Road Safety Audit shall include all development accesses, pedestrian crossing facilities and the all other civil engineering works along Chestnut Road.
- (b) All recommendations of the Road Safety Audits shall be implemented in full in the construction process, and shall be completed, prior to the commencement of any other development.

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

7. All waste associated with the development shall 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

8. (a) The car park, internal service road and entrance area shall be appropriately designed in terms of thickness and strength and shall be surfaced in bituminous macadam with minimum thickness 40mm.
- (b) Car parking shall be appropriately marked with thermoplastic road marking materials designating parking bays, distinguishing disabled parking bays, circulation lanes and areas to be kept clear of parking.
- (c) Roadways and paved areas shall be drained by the provision of an adequate number of gullies so arranged to avoid ponding. The gully grating shall be lockable type to B.S. 497 Part 1.

Reason: In the interests of traffic safety and to avoid flooding.

9. 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.

10. (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.

11. (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 (with the exception of the front façade of the Rtiz Premises) 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, to comply with Section 9.7 of Appendix 3 of Part B of the County Donegal Development Plan, 2018-2024 and to preserve the amenities and built fabric of the host environment

Applicants are advised that 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.



for A/Senior Ex. Planner
Planning Services