

Chapter 06

Infrastructure & Services

"It is the aim of this Development Plan to improve infrastructure for the county so that it will be an attractive location for new commercial and residential development."



6.0 Introduction

One of the strategic aims of the Development Plan is to facilitate the development of Co. Monaghan through the provision of essential infrastructure and services, while minimising the adverse impacts of development on the environment. This aim provides the framework for the formulation of the policies and objectives set out in this section.

Improved national, regional, county and local infrastructure and services are essential to improve the economic competitiveness and quality of life within the county. Basic infrastructural development and investment in areas such as roads, water, energy, waste and telecommunications are required to promote balanced and sustainable economic development and to improve the quality of the built and natural environment, throughout the county.

Investment in infrastructure is heavily reliant upon investment at national government level. Since 2000, investment in infrastructure has been channelled through the National Development Plan 2000-2006 and the Economic and Social Infrastructure Operational Programmes (ESIOP), with an overall investment of €26 billion in six infrastructural sectors, national roads, public transport, environmental infrastructure, sustainable energy, housing and health facilities.

Monaghan in common with other border counties has a deficient infrastructure. The road network, which is the only mode of transport in the county, requires upgrading at all levels. With the introduction of a Waste Management Strategy it is anticipated that major reductions in waste levels will be achieved. While the county's drinking water requirements for the medium term have been secured, the development and expansion of each of the five towns in the county is restricted by insufficient wastewater collection and treatment facilities.

It is the aim of this development plan to improve and provide infrastructure for the county so that it will be an attractive location for new commercial and residential development.

Roads

6.1 Roads

The Development Plan aims to integrate transport and land use policies to provide a sustainable framework for economic, social and cultural development of the county and its towns, within the national perspective as set out in the National Development Plan and National Spatial Strategy.

The aims of the Economic and Social Infrastructure Operational Programmes (ESIOP) are:

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|------|---|
| i. | Improve the road transport system by upgrading major inter-urban routes |
| ii. | Improve internal road transport infrastructure between regions and within regions |
| iii. | Facilitate better access to and from the main ports and airports |
| iv. | Facilitate continued economic growth and economic development while ensuring a high level of environmental protection and |
| v. | Achieve the objectives of the Government Strategy for Road Safety |

The National Spatial Strategy identified the N2 (linked to the M1 motorway) as one of nine Strategic Radial Corridors and identified as a strategic priority "enhanced North/South road linkages through the Midlands". The Border Regional Planning Guidelines identified the key of road transport linkages in the region, in particular the corridors to the North (M1 Motorway), North -West (N2 - National Primary) and West (N5 - National Primary), and prioritised the development of all national routes, both primary and secondary.

Monaghan County Council recognises the key economic function that a strong, transportation network plays in providing access to ports, airports and markets and the vital role it plays in the social life of both urban and rural dwellers. County Monaghan relies on its road network as the sole method of transport serving the county. Table 6.1 shows the total length of roads in the four main urban districts in County Monaghan.



Table 6.1. Schedule of Road Distances in each Engineering Area and Town (Km)

	*NP	*NS	Regional	*LP	*LS	*LT	Total
Castleblayney							
County	15.14	3.76	81.44	119.22	149.22	201.96	570.74
Urban	1.59	-	1.9	-	-	-	3.49
TOTAL	16.73	3.76	83.34	119.22	149.22	201.96	574.23
Monaghan							
County	34.91	3.12	45.63	121.47	154.66	280.15	639.94
Urban	3.29	1.87	3.35	-	-	-	8.51
Total	38.2	4.99	48.98	121.47	154.66	280.15	648.45
Clones							
County	-	18.48	82.9	135.88	138.02	237.54	612.82
Urban	-	1.58	3.17	-	-	-	4.75
Total	-	20.06	86.07	135.88	138.02	237.54	617.57
Carrickmacross							
County	19.3	3.2	70.99	147.97	132.41	264.26	638.13
Urban	1.58	-	1.85	-	-	-	3.43
Total	20.88	3.2	72.84	147.97	132.41	264.26	641.56
Overall Total	75.81	32.01	291.23	524.54	574.31	983.91	2481.8

*NP - National Primary *NS - National Secondary *LP - Local Primary *LS - Local Secondary *LT - Local Tertiary

The following National Roads cross the county;

- N2 Dublin-Derry National Primary Road
- N12/N54 Belfast - Galway (Armagh - Monaghan - Clones - Cavan)
- N53 Dundalk to Sligo, East - West (Castleblayney - Dundalk) Route

The National Road and Motorway Network provide the County's towns with fast and efficient access to Dublin and other principle towns, airports, sea ports and Northern Ireland. It has however other severe negative impacts on a number towns, adding greatly to traffic congestion and environmental pollution, as well as limiting pedestrian access, business development opportunities and access in urban centres. The current Capital Road Works Programme to be completed over the life of this plan will address the

negative impact of the National Road Network on Castleblayney and Monaghan towns and the villages of Annayalla, Clontibret and Emyvale. It plays in the social life of both urban and rural dwellers. County Monaghan relies on its road network as the sole method of transport serving the county. Table 6.1 shows the total length of roads in the four main urban districts in County Monaghan.

6.1.1 Car ownership and traffic growth in Monaghan

Traffic growth in Co. Monaghan has increased dramatically over the past decade with a threefold increase in the number of vehicles licensed in County Monaghan between 1993 and 2004. As can be seen from the table 6.2 below in 2003, 18,402 private cars and 5,298 goods vehicles were licensed in the county while 32,806 people from the county held a valid driving licence.

Economic growth has resulted in increases in the growth in private vehicle ownership. This combined with improvements in the road network has resulted in more frequent traffic movements and greater distances travelled between

work and home. The average daily traffic flow on the N2 is projected to rise by 49% by 2019 from the current 7,395 vehicles per day.

Table 6.2 No. of newly taxed vehicles

Year	No of New Vehicles taxed in Co. Monaghan	% Increase	No of New Vehicles taxed Nationally	% Increase
1993	811	-	75,964	-
1995	1,104	+ 36 %	103,479	+ 36 %
1999	2,217	+ 101 %	213,600	+ 106 %
2000	2,938	+ 33 %	274,990	+ 29 %
2001	2,023	- 39 %	207,441	- 25 %
2002	2,107	+ 4 %	193,743	- 7 %
2003	1,920	- 9 %	188,109	- 3 %
2004	2,019	+ 5 %	195,507	+ 4 %
2005	2,381	+18%	219,284	+12%

The increase in car ownership and the mobility it offers has impacted upon the pattern of development in the county. Carrickmacross town and the south of the county have increased in population and demand for one-off housing is greatest in this area. Carrickmacross is located on the edge of the Greater Dublin commuter belt and is now only 1 hours distance from Dublin Airport. The completion of the Dundalk Western Bypass on the M1 motorway and the Carrickmacross by pass has improved access to Dublin from Castleblayney and Monaghan towns.

Car ownership is essential to many living in rural areas of the county. One of the effects of a car-based lifestyle is a significant increase in traffic levels. Whilst 16% of the national population travel more than 5 miles to work, school or college, 30% of Monaghan's population travel more than 5 miles daily. This is reflected in traffic congestion leading into the main towns and a need for increased car parking provision, relief roads, traffic management facilities and safety measures.

Increased congestion adds to business costs and impacts on the quality of life of car drivers, pedestrians and residents. Policies are therefore required to address these negative impacts, improve the quality of access and use of the road network throughout the county and its towns. These policies also seek to complement those outlined in the Settlement Strategy and Land Use Zonings in the Town and Village Plans.



Carrickmacross by-pass

Policies for Transportation

T1.	Promote the integration of land use and transport, by encouraging and consolidating development in the existing network of towns and villages.
T2.	Promote development that reduces dependence on private vehicle transport
T3.	Promote high quality, flexible and responsive local transport services in urban and rural communities.
T4.	Promote and facilitate where possible the use of rail transport
T5.	Promote and support the Department of Transport's Road Safety Strategy Programmes in partnership with the National Roads Authority, National Safety Council and An Garda Siochana
T6.	Secure a safe and efficient road network
T7.	Promote the protection and conservation of the existing environment
T8.	It will be an objective of the council to prepare a Land use Transportation Plan for the County

6.1.2 Public Transport

Public transport plays a key role in sustaining the vitality and viability of rural communities as well as providing essential inter-urban links.

Towns and villages along the N2 National Primary Route are well served by national bus routes operating the Dublin to Letterkenny / Derry route and private operators operating the Monaghan-Dublin route. However east-west routes and

local inter-village routes are not well served by the national bus service providers.

The Rural Transport Initiative is a Department of Transport programme that aims to encourage innovative, community-based initiatives to provide transport services in rural Ireland, with a view to addressing the issue of social inclusion, caused by lack of access to transport. Monaghan County Council supports this initiative and encourages the establishment of new transport routes by public and private operators throughout the county.

Policies for Public Transportation

PT 1.	Promote the creation of new transport routes by public and private operators throughout the county
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6.1.3 National Roads

The National Road Authority (NRA) is the statutory agency responsible for the maintenance and improvement of national routes throughout the country. Four of these routes, amounting to 107 kilometres, traverse the county. These are as follows:

N2 Dublin- Derry National Primary Road

Aclint Bridge to Moybridge 75.81 km

N12 Monaghan - Armagh National Primary Road

Monaghan town to Tamlet, Tyholland 7.09 km

N54 Monaghan- Cavan National Secondary Road

Monaghan town to Drumully, Clones 25.05 km

N53 Castleblayney- Dundalk National Secondary Road

Castleblayney town to Ballinacarry Bridge 6.96 km

Monaghan County Council operates as an agent for the National Road Authority, preparing work programmes and carrying out work schemes as well as providing maintenance works on these routes.

The NRA's National Roads Needs Study, 1998 assessed the adequacy and performance of the national road network. It identified the type of road that would be appropriate for each segment of the national road system in order to cater for projected traffic flows over a 20-year period (2000-2019) and achieve an average inter-urban speed of at least 80kph. The Study also identified the specific road improvements necessary to achieve this objective as well as their timing and costs

The National Roads Needs Study set minimum criteria to determine carriageway (single or dual carriageway) types on the basis of usage (average daily traffic flows).

The National Development Plan 2000 - 2006 Road Investment Programme outlined the level of government investment required for the improvement of the national road network, taking account of the National Roads Needs Study and broader policy issues including regional and industrial development. The objectives of the programme are:

- i. To remove bottlenecks, improve capacity and reduce journey times
- ii. To improve road infrastructure between and within regions
- iii. To facilitate better access to ports and airports
- iv. To achieve the targets of the National Road Safety Strategy and significantly reduce road accident fatalities and injuries.

The National Spatial Strategy identified the need to develop national transport networks to support balanced regional development in Ireland. The N2 Dublin-Derry Route through Co. Monaghan was identified as a strategic radial corridor in the NSS, providing road access between gateways in the North-West and Dublin and providing international access via sea and airports. Monaghan town was identified as a hub centre with a key strategic location at the intersection of two national roads, the N2 and N12/N54.



Castleblayney by-pass

Table 6.3. Strategic National Road Proposals for Co. Monaghan.

Road	Route	Timeframe
N2	Carrickmacross By-Pass (9km)	Completed 2005
N2	Castleblayney-Clontibret By-Pass (2+1 road) (16km)	Commenced 2005
N2	Monaghan Town By-Pass (2.2km)	Completed 2006
N2	Monaghan -Emyvale realignment (11.2km)	At detailed design stage
N2/N54	Monaghan Town- Clones Road Link	At detailed design stage

The following national road projects should be advanced in partnership with the NRA. They represent the remaining un-realigned sections of National roads within the county that

form key routes and linkages with other development centres, sea-ports and airports.

Table 6.4. Remaining Unrealigned Sections of National Roads

Road	Route
N54	Tullygrimes - Magherarney realignment
N54	Smithboro By-pass
N54	Clones Town By-pass
N54	Drumully - Co.Fermanagh realignment
N12	Coolshannagh - Tyholland realignment
N12	Tyholland - Castleshane realignment
N53	Drumcrew - Corragarta realignment

Policies for National Roads

NR1.	Provide for the safe and efficient movement of vehicles and pedestrians within the county.
NR2.	Improve traffic flows on National Roads by achieving an average inter urban journey speed of at least 80 kph
NR3.	Facilitate programmed improvements to the National Road network, as outlined above, in partnership with the National Roads Authority.
NR4.	Maintain all national roads within the county to the highest standards, in partnership with the National Roads Authority.
NR5.	Facilitate the provision of the proposed Dundalk-Sligo East-West Route through Castleblayney, Ballybay and Clones, in partnership with the National Roads Authority.
NR6.	Provide or facilitate the provision of a limited number of service areas along the N2 to provide for the needs of the private and commercial road user subject to normal planning considerations and the undertakings of the National Roads Authority Policy Statement on the provision of Service and Rest Areas
NR7.	Improve junction standards
NR8.	Prohibit the creation of any new access onto any portion of realigned national route where the original national road has been reclassified or downgraded

6.1.4 Regional Roads

Monaghan County Council is responsible for the improvement and upkeep of 289 kilometres of regional roads

throughout the county. Regional roads provide vital links between the five towns and villages within the county, in addition to towns and villages in adjoining counties.



Table 6.5 Schedule of Regional Roads

No.	Description	Kms
R162	Clontibret - Ballybay - Shercock	31
R178	Dundalk - Carrickmacross - Shercock	19
R179	Culloville- Carrickmacross - Kingscourt	21
R180	Carrickmacross - Ballybay	22
R181	Keady - Castleblayney - Shercock	27
R182	Oram - Castleblayney	10
R183	Clones - Ballybay - Castleblayney	38
R185	Glaslough - Monaghan	10
R186	Monaghan - Clogher	19
R187	Monaghan - Roslea	7
R188	Monaghan - Cootehill	23
R189	Monaghan - Newbliss - Cootehill	25
R190	Ballybay - Cootehill	10
R212	Castleshane - Tyholland	5
R212	Clones - Scotshouse - Ballyhaise	10
R927	Carrickmacross south - Carrickmacross north	2

The regional road network provides links from smaller towns and villages. It provides essential links for access to retail, service and employment centres throughout the county and beyond. Over the past ten years, Monaghan County Council, through the Road Restoration Programme and EU Co-financed Investment Programmes, has invested

heavily in improvements to the regional road network throughout the county.

It is an objective of the Council to continue to improve the regional road network, through re-alignment and reconstruction of road surfaces.

Policies for Regional Roads

RR 1.

Facilitate programmed improvements to the Regional Road network.

RR 2.

Maintain all Regional Roads within the county to the highest standards

RR 3.

Improve junction standards

6.1.5 Local Roads

Monaghan County Council is responsible for the improvement and upkeep of 2,082 kilometres of local roads throughout the county. Each of the four urban road author-

ities are responsible for the improvement and upkeep of urban roads within their towns. The local (or county) Roads in County Monaghan make up 84% of the roads network and serve an important role. Local roads are classed as Local Primary, Local Secondary and Local Tertiary depending on levels of traffic and carriageway width.



Local roads are of critical importance to the economic and social activity within the county, given the county's low level of urbanisation, dispersed settlement pattern and high density of local roads.

Local roads provide the links between and within local communities, sustaining agriculture and economic activity

in rural areas. The maintenance and improvement of these roads is financed from local resources and supplemented by state grants.

The Multi Annual Roads Works Programme sets out the order of priority of improvement works, agreed at local area, to be completed by the Council.

Policies for Local Roads

LR 1.	Facilitate programmed improvements to the Local Road network.
LR 2.	Maintain all Local Roads within the county to the highest standards
LR 3.	Facilitate the improvement of non-public accommodation roads under the Local Improvement Scheme Programme funded by state grants and contributions from benefiting landowners.
LR 4.	Carry out improvement works including specific works on bridges, signage, road markings, footpaths, public lighting and traffic management facilities to improve road safety and traffic management.
LR 5.	Improve junction standards

6.1.6 Urban and Development Roads

With significant improvements in the road network and major increases in the numbers of vehicles, traffic congestion at peak hours has become a feature of the main towns, particularly those along the N2. With economic growth, the increases in demands for serviced land for residential commercial and industrial uses in each of the five main towns, places pressures on the existing urban road structures and requires the development of new access and relief roads.

Whilst the national and regional road infrastructure has seen significant improvement over the past ten years, traffic congestion in the main towns has increased. The comple-

tion of the by-passes along the N2 will not relieve the localised congestion in Monaghan, Carrickmacross and Castleblayney. Access to the regional roads serving these towns, from the N2, N53 and N54, are required to provide more direct access to local road users, divert heavy goods vehicles away from town centre streets and to enable transport-reliant commercial activity to develop in suitable locations. The development of relief roads would also facilitate the development of serviceable lands.

A number of strategic new routes have been identified in each town that would facilitate development and relieve town centre congestion. These have been identified on the zoning maps attached to each Urban Development Plan at the rear of this document and are listed in the table below.

Table 6.6.. Roads proposals for 5 main towns in County Monaghan

Town	Proposals
Monaghan	<ul style="list-style-type: none"> • Completion of N2/N54 link road from Clones Road to Coolshannagh • Continuation of Oriel Way to link with Ballybay/Cootehill Road at Beech Grove Lawns. • Development of Link Road from Ballybay Road to N2 Dublin Road Roundabout • Development of Industrial Link Road from N12 Armagh Road at Knockaconny to N2 Dublin Road at O'Neill's Farm Roundabout • Widening of Annahagh Lane to facilitate residential development • Development of Link Road from Roosky Vale to rear of Dublin Street • Extension and up grading of Annahagh Lane (west) from Dummys Lane to Roosky • Road up-grades as required and those shown on map MNDP 1
Carrickmacross	<ul style="list-style-type: none"> • Completion of Industrial Link Road (R-178 to R-180) • Link from Ardee Road to Kingscourt Road (R-179) • Link from Kingscourt Road (R-179) to Shercock Road (R-178) • Link from Shercock Road (R-179) to Ballybay Road (R-180) • Backlands Service Road to West Main Street • Service Road to lands between Castleblayney Road and Bypass (Cloughvally Upper) • Road up-grades as shown on map CKDP 1

Town	Proposals (Cont.)
Castleblayney	<ul style="list-style-type: none"> • Link from Monaghan Road (N2) to Keady Road (R181) • Link from Dundalk Road (N53) directly to Clontibret-Castleblayney by-pass (N2 at roundabout) • Link roads from West Street to Bog Road • Road up-grades as shown on map CYDP 1
Clones	<ul style="list-style-type: none"> • Southern N54 by pass - (from N54 - R212 and R212 - 183) (two phases)) • Link road from Cara Street (N2) to Enniskillen Road (R183) • Link from Monaghan Road (N2) to Roslea Road (LP2110) • Extension of Monaghan Road (N2) - Roslea Road link road (around St Tiernachs Park) • Development of a new urban road from the public car park on 98 Avenue to the new business centre at Barry Mc Guigan Park • Road up-grades as shown on map CDP 1
Ballybay	<ul style="list-style-type: none"> • Link from Monaghan Road (R162) to Clones Road (R183) • Link from Clones Road (R183) to Cootehill Road (R190)

Policies for Urban and Development Roads

UD 1.

Relieve traffic congestion and facilitate the development of new roads, in partnership with benefiting landowners and developers, to improve traffic management and access in and around urban centres.

UD 2.

Maintain and develop the road networks in and adjacent to urban areas in accordance with the proposals indicated on the zoning maps attached to the draft Development Plans for the five major towns, and as required during the life of this plan

UD 3.

Develop, in partnership with benefiting landowners and developers, new, safe access points to serviceable lands.

Water & Waste Water Services

6.2 Water and Waste Water Services

Under the Local Government Act, 2001, the sanitary functions of all Town Councils were transferred to County Councils on 1 January 2004. Monaghan County Council now maintains and operates 9 water supply schemes and 29 waste-water treatment plants and collection systems serving industry and 29,000 domestic users in the five towns and main villages. In addition, fourteen group water supply schemes provide a private water supply to their 18,000 members throughout the county.

6.2.1 Water Services

A strategic environmental objective of government is to bring the quality of all public and group water supplies up to the EU Drinking Water Directive standards, while protecting our natural resources. The classification of water as fit for human consumption is based on the European Communities (Drinking Water) Regulations, 2000, which set standards in relation to the quality of water to be supplied by local authorities and private water suppliers (Group Water Schemes).

The Environmental Protection Agency (EPA) has responsibility to monitor the performance of local authorities and private water suppliers and report to the Minister for the Environment, Heritage and Local Government.

The government's economic objectives include the strengthening of economic infrastructure to facilitate economic growth throughout the regions. The Minister for the Environment, Heritage and Local Government provides funding to local authorities for capital project on water services infrastructure.

In 2000 a strategic review of public and private water services was completed and Monaghan County Council adopted the Monaghan County Strategic Water Plan 2000-2020. The purpose of the Plan was to agree, in partnership with the private water supply sector, a strategy to ensure the delivery of drinking water, in compliance with the 2004 Drinking Water Quality standards, in the most cost-effective manner, to all areas in the county over a twenty-year period. The Strategic Plan, developed the new partnership between the group water supply schemes and the County Council, and sought to maximise the potential of the existing water

supply infrastructure, both public and private, in the county.

Following the collation of data relating to existing water sources, quality, treatment, distribution and demand, deficiencies in the existing water supply services were identified. The most significant and serious failure related to water quality and the need for compliance with the Drinking Water Quality Regulations 2000, especially that supplied by a number of group water schemes and a number of small public schemes. The Strategic Plan also identified inhabited areas of the county that were not served by a piped water supply and urban areas that required major investment.

The Strategic Plan proposed a co-ordinated response to the deficiencies, prioritised the remedial works and capital investment required and provided a template to assist in achieving the overall objective of the Plan.

Thirty-two capital works projects were outlined in the Strategic Plan. A Local Water Monitoring committee comprising Council officials, elected members, group water scheme representatives and members of rural organisations advise and monitor strategy, policy and capital expenditure on rural water issues in the county.

The County Monaghan Water Services (D.B.O.) Pilot Project, which provided new water treatment facilities for nine group water supplies and three public schemes was completed in 2005 under the Rural Water Investment Programme 2002-2006, in partnership with the National Federation of Group Water Schemes and the DoEHLG. This Project addressed most of the deficiencies in drinking water quality throughout the county, identified in the Plan. The Rural Water Investment Programme 2002 - 2006 continues to fund improvements to the rural water distribution network of both group and public water schemes throughout the county.

Every five years Monaghan County Council must adopt and submit an Assessment of Needs Report to the Department of the Environment, Heritage and Local Government, identifying the county's future public water services priorities. The purpose of this assessment is to develop an overall strategy to provide water services to the county of Monaghan for the medium to long term and to set out a programme of works to meet the identified water services needs outlined in this report. The Department of the Environment, Heritage and Local Government prepares its overall investment strategy and schedules water services capital works projects under successive Water Services Capital Investment Programmes on the basis of the Assessment of Needs Report.

The Department of the Environment, Heritage and Local Government has funded new water supply schemes in Monaghan and Clones under successive Water Services Capital Investment Programmes. Works to meet the medium to long-term water supply needs of Monaghan, Clones, Castleblayney and Ballybay towns together with large rural areas of the county have been completed.

The current Water Services Investment Programme, 2004-6, provides for major investment in water supply infrastructure for:

- Carrickmacross Water Supply Improvement Scheme
- Castleblayney Water Supply Scheme - Lough Bawn Lake Interconnection

In addition, the Programme provides an ongoing Water Conservation Programme throughout the county to protect capital investment in water supplies and reduce operational costs.

Monaghan County Council's Assessment of Needs Report 2005 - 2009 included proposals to:

- Upgrade & Rehabilitate Monaghan Town's Water Distribution Network
- Service Drumully, Clones and the East Clones/ Newbliss area.

The Council's Small Schemes Capital programme includes proposals to utilise group scheme water to supply Emyvale, Glaslough and Drum villages.

The DoEHLG's National Water Study 2000 found that up to 47% of all treated water is unaccounted for. Water Conservation works are a major priority. Works on metering all non-domestic connections and recording and mapping the piped network is now complete and investment will focus on rehabilitation of the network to reduce water loss.

Policies for Water Services

WS 1.	Meet the water supply needs of the county through the implementation of the County Monaghan Strategic Water Plan
WS 2.	Complete the proposals outlined in the Water Services Investment Programme and Assessment of Needs Report 2005-2009, subject to funding.
WS 3.	Improve the quality and capacity of water supply throughout the county in partnership with all stakeholders.
WS 4.	Protect the source and raw water quality of all public and private water supply schemes throughout the county
WS 5.	Reduce water wastage and unaccounted for water through water conservation measures and improvements to existing infrastructure, including both the public and private sector
WS 6.	Provide an adequate supply of piped water for fire fighting
WS 7.	Protect existing aquatic habitats in the case of surface waters

The current Water Services Investment Programme in conjunction with the County Monaghan Water Services (D.B.O.) Project and works carried out under the Rural Water Programme will complete the main objectives of the County Monaghan Strategic Plan and provide for the medium to long term needs of the county.

6.2.2 Waste Water Services

It is a strategic objective of government to meet in full the requirements of EU Waste Water Treatment Directive, tackle serious pollution of rivers, reverse and minimise moderately

and slightly polluted rivers and lakes while providing infrastructure to facilitate economic growth and development throughout the regions

The Urban Waste Water Treatment (UWWT) Regulations, 2001, in general, prescribe secondary treatment for all waste-water discharges. While all public waste water treatment plants in Co. Monaghan have secondary treatment facilities, the UWWT Regulations require specific treatment for discharges to waters for population equivalents greater than 15,000 population equivalent (p.e.) and discharges to sensitive water areas for population equivalents greater than 10,000 p.e..

Monaghan and Carrickmacross waste water plants have design capacity in excess of 15,000 p.e. In addition, there are three sensitive water areas located in the county, the River Blackwater, downstream of Monaghan town, Lough Muckno, the discharge point for Castleblayney WWTW and the Proules river, downstream of Carrickmacross. Additional monitoring and emission control together with additional treatment are required for the discharges from the three WWTWs serving Monaghan, Castleblayney and Carrickmacross.

The Minister for the Environment, Heritage and Local Government provides funding to local authorities for capital projects on waste-water infrastructure through the Water Services Capital Investment Programmes and Rural Water Programme. The current Water Services Investment Programme, 2004-6, provides for major investment in water supply infrastructure for:

1. Carrickmacross Sewerage Scheme - Collection System and Upgrading of Treatment Works
2. Monaghan Town Main Drainage Scheme
3. Clones Wastewater Treatment Plant

4. Castleblayney Wastewater Treatment Plant
5. Ballybay Sewerage Scheme

Also included are two Serviced Land Initiatives for Monaghan town to extend the existing wastewater collection systems around the town.

In 2001, Monaghan County Council completed Local Area Plans for 9 villages throughout the county. The Plans identified the wastewater infrastructural needs in each village and the Council's Water Services Section commenced a Programme of Works in 2002, to meet the identified needs. Since then, Monaghan County Council's Assessment of Needs Report 2005 - 2009 has included proposals to upgrade wastewater treatment facilities and increase treatment capacity in the villages of Emyvale, Scotstown, Ballinode, Threemilehouse, Inniskeen, Glaslough, and Magheracloone.

In addition to these planned proposals, Monaghan County Council continues to work in partnership with developers to provide or improve wastewater infrastructure in small rural villages and settlements.

Policies for Water Services

WWT 1.	Meet the waste-water services needs of industry and residential development in urban settlements by the provision and maintenance of wastewater treatment plants to acceptable environmental standards
WWT 2.	Meet the waste-water services needs of Carrickmacross, Castleblayney and Monaghan towns by the provision and maintenance of wastewater treatment plants to the standards prescribed in the EU Urban Waste Water Treatment Directives.
WWT 3.	Facilitate the development of towns and villages throughout the county, directly or in partnership with local development, by improving and extending wastewater infrastructure
WWT 4.	Complete the proposals outlined in the Water Services Investment Programme and Assessment of Needs Report 2005-2009, subject to funding.
WWT 5.	Ensure receiving waters have sufficient flow and capacity for the treatment and dilution of treated waste water
WWT 6.	<p>Development shall not normally be permitted within 100 metres of the boundary of any waste water treatment works, where that development is sensitive to smell nuisance and the amenity of it is likely to be detrimentally impacted on by the operation or expansion of the plant.</p> <p>Where the 100 metre cordon has already been compromised by existing or permitted smell sensitive development, the Planning Authority may look favourably on a new development which is similar to that which exists or is permitted, and where in its opinion, the amenity of the development will not be detrimentally impacted on by the plant.</p> <p>In exceptional circumstances, this figure may be reduced where it is proven to the satisfaction of the Planning Authority, through comprehensive smell nuisance modelling, carried out by a competent professional, that the amenity of the development will not be detrimentally impacted upon either at the time of the application or following expansion of the relevant works.</p>

Table 6.7 Assessment of Waste-water Treatment Works Capacity in Settlements

Town/Village	Existing Design P.E.	Current Loading P.E.	Treatment Type	Proposals
Monaghan	55,000	30,000	Secondary	Extend and enlarge collection network
Carrickmacross	12,500	21,717	Secondary	Construction of new plant with design P.E. of 43,000 to commence 2008
Castleblayney	15,000	4,000	Secondary	Extend and enlarge collection network
Clones	7,500	7,500	Secondary	New plant proposed
Ballybay	7,300	4,400	Secondary	
Ballinode	1,000	370	Secondary	Extended in 2007/08
Scotstown	1,000	330	Secondary	Extended in 2007/08
Emyvale	2,500	820	Secondary	Extended in 2007/08
Tydavnet	350	100	Tertiary	New Plant constructed 2000
Glaslough	1,500	340	Tertiary	New Plant constructed in 2006
Knockatallon	500	200	Secondary	New Plant constructed 2002
Carrickroe	150	80	Secondary	New Plant constructed 2003
Tyolland	150	140	Secondary	Extend works to 1,000 p.e. in 2008/9
Knockaconny	1,500	220	Secondary	Remedial Works in 2006
Clontibret	150	300	Secondary	Extend works to 1,000 p.e. in 2007
Annayalla	600	0	Secondary	New Plant under construction
Oram	150	100	Secondary	New Plant constructed 2003
Inniskeen	1,500	650	Secondary	Extended in 2007/08
Magheracloone	160	160	Secondary	New Plant required
Doohamlet	600	150	Secondary	New Plant constructed 2005
Rockcorry	1,200	550	Secondary	Extension in 2005
Newbliss	1,200	650	Secondary	Extension in 2005
Scotshouse	600	300	Secondary	New Plant constructed 2005
Drum	150	78	Secondary	New Plant constructed 1998
Smithborough	1,000	800	Secondary	Extend works to 1,500 p.e. in 2008
Threemilehouse	200	240	Secondary	Extend works to 1,000 p.e. in 2008

6.2.3 Sludge Management

Monaghan County Council adopted a Sludge Management Plan in 2002. The Plan identified the options available to deal with sludge produced by public water and wastewater facilities throughout the county and recommended that the Council investigate the options for beneficial use of biosolid production in County Monaghan. Monaghan County Council has commissioned a sludge-drying unit at Monaghan Town Sewerage Treatment Works in 2004 to treat all sludge produced in water and waste-water treatment plants

6.2.4 Source Protection Plan

Probably the most critical factor of providing water treatment is the quality of the raw sources (i.e. the abstraction point), whether ground water or surface water. In real terms the poorer the quality of source waters, the more treatment required. Water quality, of both ground water and surface waters, in Ireland has deteriorated in recent years leading to greater costs in providing water treatment on proposed new schemes and requirements to upgrade existing treatment plants. Source Protection Plans are required to assess, maintain and improve current water quality. A Source Protection Plan for all ground water and surface water abstraction points for the public supplies in County Monaghan, has been proposed. It is envisaged that the scheme will take a number of years to complete and it will be structured in a number of phases.

Phase 1 - Catchment mapping and definition of scale

Phase 2 - Catchment monitoring, data collection, monitoring and analysis

Phase 3 - Strategy formulation & implementation of solutions

Flooding

6.3 Flooding

Parts of Monaghan are susceptible to flooding. The council will strive to minimise flood risk by aiming to ensure that no new developments are susceptible to, cause or exacerbate flooding.

The OPW has set up two websites dealing with flood matters. The first of these sites, www.flooding.ie provides information of a practical nature on the dangers of flooding and the measures that can be taken to minimise the damage that can be caused by the hazards of flooding. The second website, www.floodmaps.ie provides information in relation to areas of the country that may be prone to flooding. These websites may be accessed directly or through the OPW website, www.opw.ie.

Policies for Flooding

FL 1.

Carry out a Flood Risk Assessment throughout the County taking account of climate change so that risk is avoided where possible.

FL 2

No proposed developments should be exposed to the direct threat of flooding..

FL 3.

Prohibit development within floodplains where this would exacerbate flooding in areas outside of the site of the proposed development itself

FL 4.

Recognise, secure and promote the natural role of floodplains as a form of flood defence and an important environment and social resource.

FL 5.

Promote an integrated sustainable approach to the management of development and flood risk.

Waste Management

6.4 Waste Management

Over the last five years, 88% of the 2.3 million tonnes of household and commercial waste produced in Ireland has gone to landfill, while only 12% has been recycled. Increased generation of waste and low levels of recovery have led to the implementation, at EU and National level, of a more sustainable approach to waste management that follows a waste hierarchy model. This model emphasises waste prevention, minimisation and re-use/recycling in preference to disposal to landfill, which is the least preferred option.

6.4.1 Waste Management Plan

The Waste Management Act 1996 enables several Local Authorities to come together to adopt a common waste management plan. The four local authorities in the North East Region, (Monaghan, Louth, Cavan and Meath) adopted a waste management plan in 2001. The Plan identified the facilities that are required in the North East Region in order to facilitate the prevention, minimisation and re-use of waste. The waste management plan was reviewed and updated in 2007.

Monaghan County Council's strategic objectives and supporting strategies and actions in the area of waste management that impact on the planning process in the area of waste management, including the implementation of the Waste Management Plan are incorporated into the policies below.

6.4.2 Waste Collection

Municipal waste is collected by the private sector throughout the county and its towns. All municipal waste collection contractors are controlled by a waste permit system operated by the local authorities in the region in accordance with the Waste Management Act. All domestic waste collection contractors operate a pay-per-weight system to households and incorporate a recycling collection option as part of their service.

6.4.3 Commercial Waste

Under the Waste Management (Packaging) Regulations 2003, commercial packaging waste may no longer be disposed of to landfill. Almost 40% of municipal (household and commercial) waste is packaging. The new Regulations require businesses (manufacturers, importers, wholesalers, and retailers) to segregate specified packaging materials arising on their premises, and arrange for their collection for recycling by authorised operators. The specified packaging materials include: glass, paper, fibreboard, steel, aluminium, plastic, sheeting and wood.

Through local programmes and initiatives the Council also proposes to increase waste awareness throughout the county.

6.4.4 Construction and Demolition Waste

Construction and demolition are one of the main sources of waste. The quantity of this waste has increased in the last few years due to more construction and redevelopment in the counties towns and villages. In order to prevent and minimise this type of waste, it is envisaged that development proposals will have to specify measures for reducing waste, mitigating the impact/generation of waste, and, where possible, re-using aggregates on-site or in other construction projects.

6.4.5 Litter Control

Monaghan Local Authorities first adopted a Litter Management Plan in 2000. This plan was reviewed in 2004 and subsequently a new plan titled 'Monaghan Local Authorities Litter Management Plan 2004-2007' was adopted in 2004. The Litter Management Plan 2004-2007 main objectives are as follows:

Objectives of Litter Management Plan 2004 - 2007

1. The principal objective of Monaghan Local Authorities Litter Management Plan is to eliminate litter in Co. Monaghan.
2. Increase public awareness and consciousness of each individual's responsibility in relation to litter
3. Ensure that all organisations, businesses and individuals who have responsibility under the Act, carry out their obligations.
4. Develop Monaghan Local Authorities relationship with statutory and voluntary bodies who share an anti litter agenda
5. Expand and develop the councils litter enforcement service to ensure that those that breach the Litter Pollution Act 1997 or Waste Management Act 1996 are fined or prosecuted.
6. Improve the efficiency and effectiveness of the Council's own litter control and street cleaning services.
7. Appraisals of existing litter prevention and control programme being operated by local authorities.



Bottle Bank

6.4.6 Waste Management Facilities

There are three types of waste management facilities in County Monaghan. These are bring sites, recycling sites (formerly known as civic amenity sites) and landfill sites.

There is presently only one landfill site in operation. This landfill is licensed by the EPA and is located at Scotch Corner. There are no plans to develop any further landfill sites in the county.

6.4.7 Recycling Sites

The Council currently operates one recycling site (civic amenity site) at the Scotch Corner. A second site in the industrial park on the Convent lands in Carrickmacross is currently at the design stage. The option of a third recycling site in Monaghan town is still under active consideration.

6.4.8 Bring Sites

Since 2002 the number of bring sites have increased from 7 to 23. At present the bring sites in operation in Co. Monaghan are located in the following areas;

No.	Town/Village	Location within Town/Village
1	Monaghan	Town Centre Car park
2	Monaghan	Sam's Bridge Shop, Coolshannagh.
3	Monaghan	Glaslough St, Car park
4	Monaghan	Sloan's Shop, Killygoan
5	Castleblayney	Commons Car park
6	Castleblayney.	Top Filling Station, Monaghan Rd.
7	Ballybay.	Town Park, Castleblayney Rd.
8	Ballybay.	Riverdale Hotel Car park
9	Carrickmacross.	Town Council Car park
10	Carrickmacross.	Wards Filling Station
11	Carrickmacross.	Magheross Filling Station, Ardee Rd.
12	Lisdoonan.	Community Centre Car park
13	Clontibret.	Community Centre Car park
14	Glaslough.	Community Centre Car park
15	Inniskeen.	Old Church Car park
16	Latton	Community Centre Car park
17	Aghabog.	Church Car park
18	Tydavnet.	Community Centre Car park
19	Clones	Town Centre Car park, 98 Avenue
20	Scotstown	Car park at Rear of Church, Urbalshanny
21	Emyvale	Community Centre, Main St.
22	Rockcorry	Old Mill Car park
23	Carrickroe	Church Car park

The Waste Management Plan 2007-2013 aims is to provide bring sites with a target density of 1 per 500 households. As there are approximately 16,000 households in County Monaghan, the aim is to provide a minimum of 32 bring sites in the county. Consequently, the target is to provide a minimum of 10 further bring centres at strategic locations

in the county over this 5 year period. Over the period 2007-2013, suitable locations are to be sought in other settlements and villages that have yet to be catered for, and also in the five county towns to ease the pressure on existing sites in the urban areas.

The aim is to provide bring centres in the following areas over the period 2007-2013 (subject to securing suitable locations)

1	Threemilehouse
2	Newbliss
3	Ballinode
4	Drum
5	Scotshouse
6	Knockatallon
7	Corduff
8	Oram
9	Additional banks in the 5 urban areas (Carrickmacross, Castleblayney, Monaghan, Clones, Ballybay)
10	Other locations will be considered if deemed appropriate.



Recycling Plant

Policies on Waste Management

WM 1.	Implement the North East Region Waste Management Plan (NERWMP) for 2007 - 2012.
WM 2.	Develop waste minimisation programmes and recycling and sustainable waste disposal facilities in partnership with neighbouring local authorities and private and voluntary sectors in accordance with WMP
WM 3.	Manage the Councils landfill site, Materials Recovery Facilities and Recycling Facilities so as to achieve value for money in the interest of our customer and in a sustainable manner.
WM 4.	Promote Environmental Awareness within all sectors of the Community
WM 5.	Promote Sustainable Development and Agenda 21.
WM 6.	Require all new developments to provide waste management facilities commensurate with their nature and scale.
WM 7.	Adopt and use the Groundwater Protection Scheme as a planning tool.y
WM 8.	Protect and improve water quality.
WM 9.	Continue to work with the relevant sectors to enable intensive agricultural activities to operate and develop while employing best environmental practices.
WM 10.	Apply the 'Polluter Pays' Principle.
WM 11.	Encourage 'best environmental practices' and the use of bio technologies in industry, businesses and Local Authorities.
WM 12.	Implement and enforce environmental legislation.
WM 13.	Develop and expand councils environmental and enforcement programme.

Telecommunications

6.5 Telecommunications

A key factor in the determination of social and economic progress in the County is the development of the Information and Communication Technology (ICT) network.

This is particularly important to attract investment and jobs and give local people quality access to information, education and entertainment. The Planning Authority will have regard to the 'Telecommunications Antennae and Support Structures- Guidelines for Planning Authorities July 1996', issued by the Department of the Environment, Heritage and Local Government, in considering proposals for the siting of telecommunication masts.

Policies for Telecommunications

TEL 1.	Facilitate the delivery of a high capacity ICT infrastructure throughout the County.
TEL 2.	Balance the benefits of telecommunications masts against associated dis-amenities, having regard to government guidelines and national policy.
TEL 3.	Encourage the sharing of support structures for telecommunication infrastructures.

Major Accidents

6.6 Prevention of Major Accidents

The "Seveso II" Directive 82/96/EC is concerned with the prevention of major accidents and limiting their consequences on people and the environment. The Directive covers the presence of dangerous substances in industrial establishments, including industrial activities and the storage of dangerous chemicals. Article 12 of this Directive relates to land-use planning and under this Article members are obliged to ensure that the objectives of preventing major accidents and limiting the consequences of such acci-

dents are covered by the land-use policies and/or other relevant policies. To achieve these objectives, Article 12 states that controls shall be put on:

- The siting of new establishments
- Modifications to existing developments
- New developments including transport links, locations frequented by the public and residential areas in the vicinity of existing establishments, where the siting of developments are such as to increase the risk or consequences of a major accident.

Policies for Major Accidents Directive

MAD 1.	Facilitate the implementation of the "Seveso II" major accidents directive and in doing so the Council will have regard to major infrastructure projects including any proposed gas pipeline, rail links and major roads.
MAD 2.	Consult the Health and Safety Authority (HSA), where appropriate, when considering proposals for new development.
MAD 3.	The Council will have regard to the provision of the Fire Services Act 1981.

Protective & Emergency Services

6.7 Fire Services

The Monaghan County Council Fire Service is a front line emergency service charged with the task to protect its

people and property from fire and accidents. The Fire Service's key role involved fire prevention and operation of the fire-fighting service.

The fire-fighting service involves 51 part-time staff and three officers, with support staff, based in Monaghan town, operates five fire stations located in each of the main towns. The fire service also manages and administers the fire safety certification service.

Policies for Fire Services	
FS 1	Provide a new Fire Services Headquarters in Monaghan, and new Fire Stations in Clones, Castleblayney and Ballybay, in appropriate locations.

6.8 Civil Defence

Monaghan County Council Civil Defence Service provides back-up to front-line emergency services when required. Civil Defence consists of over fifty volunteers under the

command of the County Civil Defence Officer, who provide a variety of services, including first-aid and ambulance cover, stewarding, search and rescue services (on land and water) and auxiliary Fire Services.

Policies for Civil Defence	
CD 1	Provide support and facilities to operate the various Civil Defence activities in the most appropriate locations throughout the county.



Fire Station at Clones

