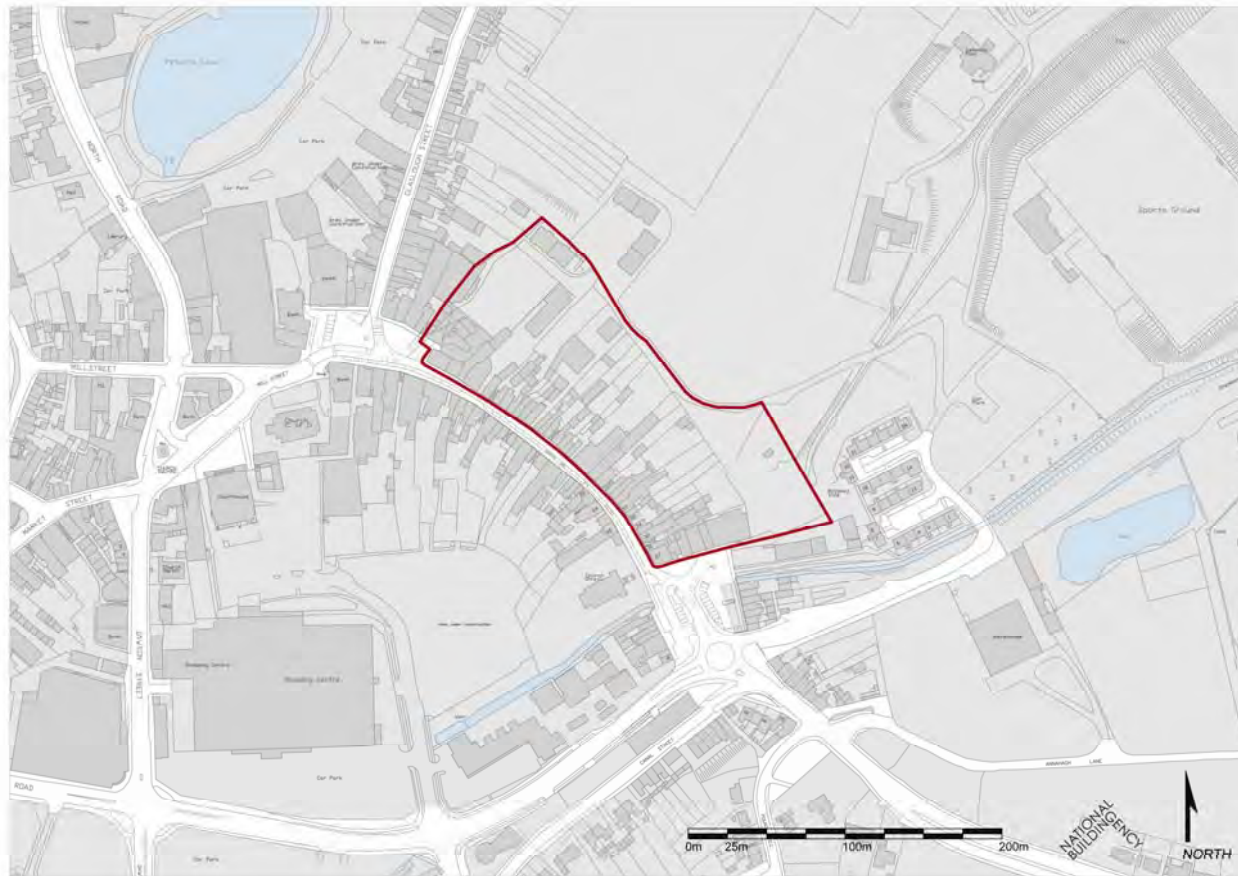


Appendix 19

Local Area Action Plan Lands to North East of Dublin Street, Monaghan March 2011



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1.0 Introduction

1.1 Background

A draft Local Area Action Plan has been prepared in response to a development objective of the Town Development Plan 2007-2013. Policy MN12 requires the preparation and implementation of a local area plan for lands to the north east of Dublin Street. This area of town centre has significant development potential and is likely to remain undeveloped in the absence of the planning authority preparing a comprehensive, detailed plan.

The purpose of this local area action plan is to provide a long term framework for development over the period 2010-2020. It is anticipated that this local area action plan will help to stimulate the organised redevelopment of these back lands.

The long term development of the subject area will assist in creating a new impetus for commercial activity in the town over the next ten years.



Figure 1 Aerial view of LAAP area

The aims of the LAAP are to:

1. Identify the main issues/constraints affecting the development of the area.
2. Present a new vision for the area.
3. Detail a framework for achieving the vision to create consensus from those involved in the future development of the area.
4. Provide planning policy and guidance for future guidance.

This will be achieved through the following objectives:

1. To promote and consolidate development in the town centre.
2. To provide vehicular access to the undeveloped lands to the north east of Dublin Street , that will act as an impetus for development of the lands.
3. To encourage the development of the area in a comprehensive, planned fashion thereby preventing piecemeal development.
4. To encourage comprehensive development opportunities including the creation of additional employment space and opportunities for residential developments.
5. To rejuvenate a series of pedestrian links to encourage pedestrian circulation around the town.
6. To protect the character of the existing built environment and in particular Protected Structures within the Local Area Action Plan area.
7. To provide urban design advice in relation to built form, plot widths, building heights, materials, street lighting and furniture.
8. To provide for an improved public realm through the provision of public space.

1.2 Consultation

This LAAP was prepared in consultation with the Council, landowners and members of the public. A public meeting was held on 21st October 2009 at which there was unanimous support for the proposal to develop a comprehensive land use plan for the development of the lands to the northeast of Dublin Street.



1.3 Appropriate Assessment (AA)

Under Article 6(3) and (4) of the Habitats Directive 92/43/EEC, an Appropriate Assessment is necessary where it is determined that a proposed plan is likely to have significant effects on one or more Natura 2000 sites. Special Areas of Conservation and Special Protection Areas are Natura 2000 sites and consideration has been given to sites in both Northern Ireland and the Republic of Ireland.

A screening exercise was carried out to consider if the proposed local area action plan and the variation to incorporate it into the Monaghan County Development Plan (incorporating the Development Plan for Monaghan Town) 2007 – 2013 required an Appropriate Assessment.

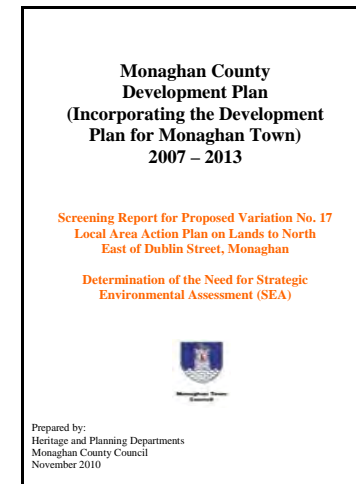
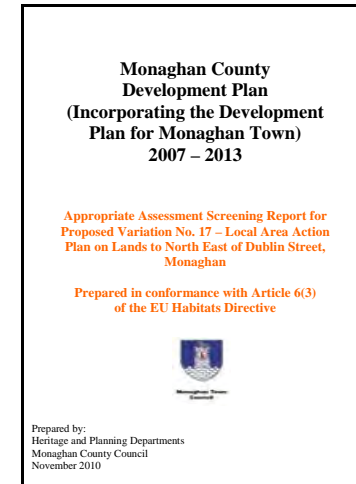
A Screening Report was produced which concluded that given the limited extent of the area and its context within the footprint of an existing urban area, the implementation of the proposed local area action plan and associated variation is not likely to have significant effects on any Natura 2000 site.

1.4 Strategic Environmental Assessment (SEA)

Under Article 13K (1) of the Planning and Development Strategic Environmental Assessment (SEA) Regulations 2004, a Strategic Environmental Assessment is necessary where it is determined that a proposed plan is likely to have significant effects on the environment.

A screening exercise was carried out to consider if the proposed local area action plan and the variation to incorporate it into the Monaghan County Development Plan (incorporating the Development Plan for Monaghan Town) 2007 – 2013 required a Strategic Environmental Assessment.

A Screening Report was produced which concluded that given the limited extent of the area and its context within the footprint of an existing urban area, the implementation of the proposed local area action plan and associated variation is not likely to have significant effects on the environment.



1.5 Planning Policy Context

A range of national, regional and county policy objectives and guidance, both directly and indirectly, relate to the development of the area.

1.5.1 National Spatial Strategy 2002-2020

At national level, the National Spatial Strategy 2002-2020 sets out the planning context of the need to develop ‘critical mass’ in identified urban centres, enabling a range of services and facilities to be supported that would in turn attract higher levels of economic activity and improved quality of life.

1.5.2 Regional Planning Guidelines 2010-2022

The Regional Planning Guidelines 2010-2022 identifies the need for strong urban centres which will be influenced by a number of factors including the provision of physical infrastructure to support development, development of urban brown field sites, access, quality of residential design, amenity, open spaces, pedestrian links, and community facilities.

1.5.3 Monaghan County Development Plan 2007-2013

The Monaghan County Development Plan 2007-2013, which incorporates the Monaghan Town Development Plan, and the retail and housing strategies for the county, recognises the role of the town in its strategic context. The development plan includes a number of policies which have a bearing on the proposed area.

Policy MN12 and Section 9.4.8 of the Monaghan Town Development Plan, zoning objective H, require the preparation and implementation of a Local Area Action Plan for lands to the north east of Dublin Street, identified in map MDP1.

The subject lands identified are zoned for town centre use. To provide for the development and improvement of appropriate town centre uses including retail, residential, cultural and social use, with the overall aim of maintaining and strengthening the vitality and viability of Monaghan town centre.

Dublin Street is an Architectural Conservation Area (ACA) and includes a number of protected structures. Policies for the ACA and protected structures ensure that repair and refurbishment of the existing buildings will be favoured over demolition and new build, and that development in the vicinity of buildings of architectural heritage shall respect the character and integrity of these.

Development control principles require respect for townscape, built form and character with development proposals being assessed against development control standards.



Figure 2 Monaghan Town Centre Zoning Map (MDP1)

1.6 Vision

To create a framework plan to promote the area as a vibrant living and working community, allowing for redevelopment of back lands in a comprehensive fashion, by creating access and linkages for circulation around the town, whilst protecting and preserving the area's distinctive character, heritage and amenity.



2.0 Context

2.1 The LAAP Area

The LAAP subject lands comprise of 2.5 hectares, which contain buildings of primarily mixed uses on the north eastern side of Dublin Street and the vacant lands to the rear of these buildings. Links to surrounding areas have also been taken into account in preparing the plan.

2.2 Character and Historical Development

2.2.1 Character

The Dublin Street area represents the traditional established commercial core of the town, linking on to the Diamond, the key commercial and social focus for the town. Dublin Street is characterised by terraced two, three and four storey buildings with retail and office uses occupying ground floors and the upper floors being used for storage and some residential occupancy. The streetscape is characterised by a series of narrow fronted shops which provides distinctiveness and interest at street level. This is carried through to upper floors where windows relate to original building plot width. The majority of external finishes to buildings in the streetscape is rendered finish over rough textured stone, which is exposed on gables and other facades, and adds to the character of the streetscape. A number of dwellings are also located on the street. Pedestrian access points are interspersed along the street, some under archways, linking the predominantly derelict back lands to the rear. The majority of the access points are infrequently used or are not used. Some accesses are used as service points for traders.

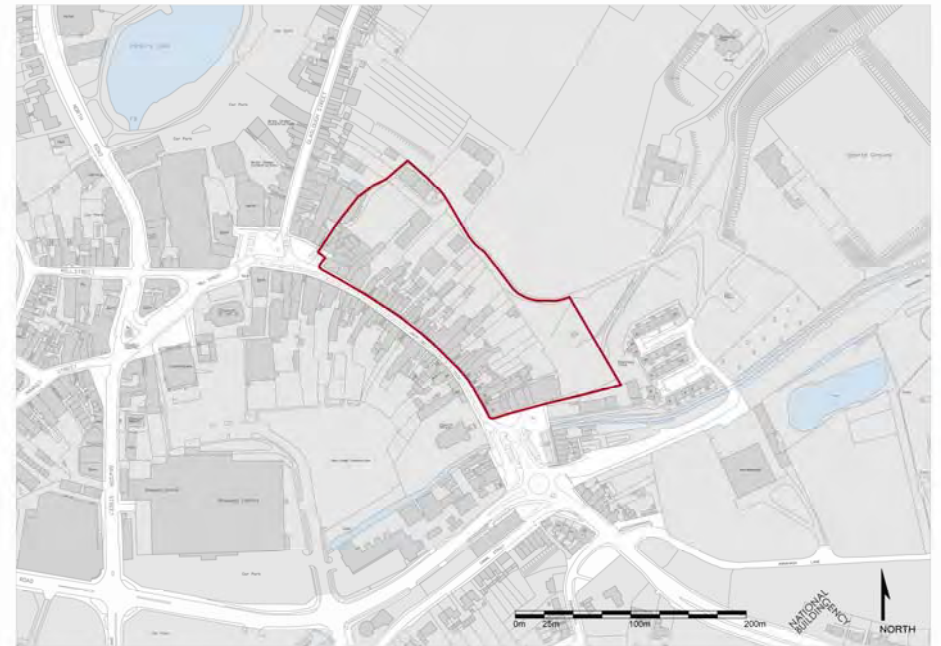


Figure 3 The LAAP area



2.2.2 Historical Development

Historically Dublin Street dates back to the 18th century. Ordnance Survey maps and historical accounts over the years refer to the central role, in conjunction with the Diamond, this street has played in the town. In previous times the series of pedestrian linkages were thriving arteries to communities who lived and worked in the back lands of the town. However, as socio/economic patterns diversified and population shifted towards the outskirts, a period of steady and seemingly irreversible decline manifested itself in these areas. There are a number of listed buildings in the street and a diversity of architectural forms in building design, but the overall image of the street is one of a pleasant tight urban grain.

2.2.3 Built Heritage

The streetscape consists mainly of three storey buildings on narrow plot widths along a traditional street pattern with conforming building line. The built heritage is recognised and protected by the policies of the development plan which relate to the designation of an Architectural Conservation Area within the area and a number of protected structures in the street. There are four terraced three storey houses (occupied by retail uses at ground floor level) along Dublin Street considered to be of Regional Architectural Importance: (No. 54 (ref. no. 41001181), No. 55 (ref. no. 41001180), No. 56 (ref. no. 41001179), No. 57 (ref. no. 41001178).

The area's rich archaeological heritage is identified in the Record of Monuments and Places as a Zone of Archaeological Potential, and is protected under the National Monuments Act, (ref. no. MO009-060). It is likely that within this area there is a possibility of recovering archaeological deposits such as seventeenth century house foundations, refuse pits, industrial areas and workshops.

Within the area is the site of the mid 18th century infirmary which was demolished in c. 1985, with one surviving ashlar gate pier of c. 1810. The Old Infirmary Gate Pier (1800-1820) is given protection of local importance, ref. MO09-3441400934.

2.2.4 Natural Heritage

Monaghan town has a rich natural heritage. The development plan recognises important trees and woodlands for protection. The ash and beech trees at the site of the old infirmary at Old Cross Square are protected by way of a Tree Preservation Order. It is an objective of the development plan to protect these amenities from intrusive development that would detrimentally impact on them or their designation.



Figure 4 Built and Natural Heritage



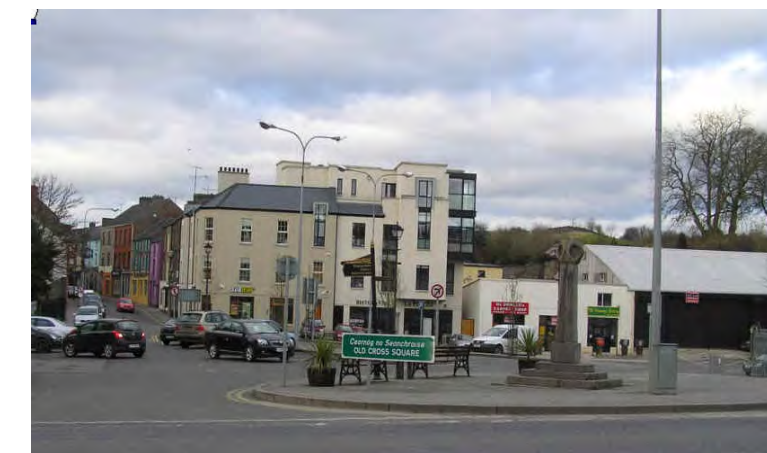
2.3 Urban Analysis

2.3.1 Urban Form and Visual Analysis

The LAAP area is primarily defined by the built form on the northeastern side of Dublin Street, comprising mainly of three storey buildings, producing a vertical emphasis of building mass. Each building has a narrow site width and the vertical rhythm along the street is reinforced by the vertical proportioning of windows and shop fronts. Pedestrian access points are located under archways and these provide linkages to predominantly derelict back lands consisting of narrow plot widths to the rear.

Located to the rear of these plots are vacant green field lands, rising quite steeply in a north easterly direction and adjoining the St. Davnet's Hospital Complex lands to the north / north east and the GAA complex to the east. A single width gravel track provides access to landowners along the rear of Dublin Street accessing on to Roosky Vale. The Shambles River and Ulster Canal run along the southern boundary of the lands. A pedestrian path connects St. Davnet's Hospital Complex lands with Old Cross Square. The Diamond, a focal point in the town, is located to the west, linking the other main shopping and commercial areas of the town.

Roosky local authority housing is located to the east of the plan area accessing from Roosky Vale, and there are a number of private dwellings fronting on to Old Cross Square. Old Cross Square provides a focal point at this end of the town.



2.3.2. Land Use and Activities

Given its location within the town centre, Dublin Street comprises mixed uses, including retail, office, residential, hot food and public house uses, along with some light industrial units to the rear. The unit sizes are generally small to medium. The mix of uses gives a quality of adaptability which will be important in the consideration of future development proposals. Access to the lands to the rear of Dublin Street is restricted by poor vehicular access and this has contributed to these lands remaining mainly undeveloped.

2.3.3. Surrounding Areas

Being a town centre area, the Diamond area, the southern side of Dublin Street and Glaslough Street, contain mixed uses which are generally on a small to medium scale, based on traditional street pattern units. Immediately to the north/northeast of the plan area is a greenfield area with potential for development. Old Cross Square is located to the south which is fronted on to by commercial and residential development. Roosky local authority housing and the G.A.A. grounds are located beyond this to the east

Both The Diamond and Old Cross Square have recently benefitted from environmental improvements that will ensure this part of the town is an attractive area for pedestrians. The proposals set out in this plan will compliment the streetscape improvements at these two focal points.

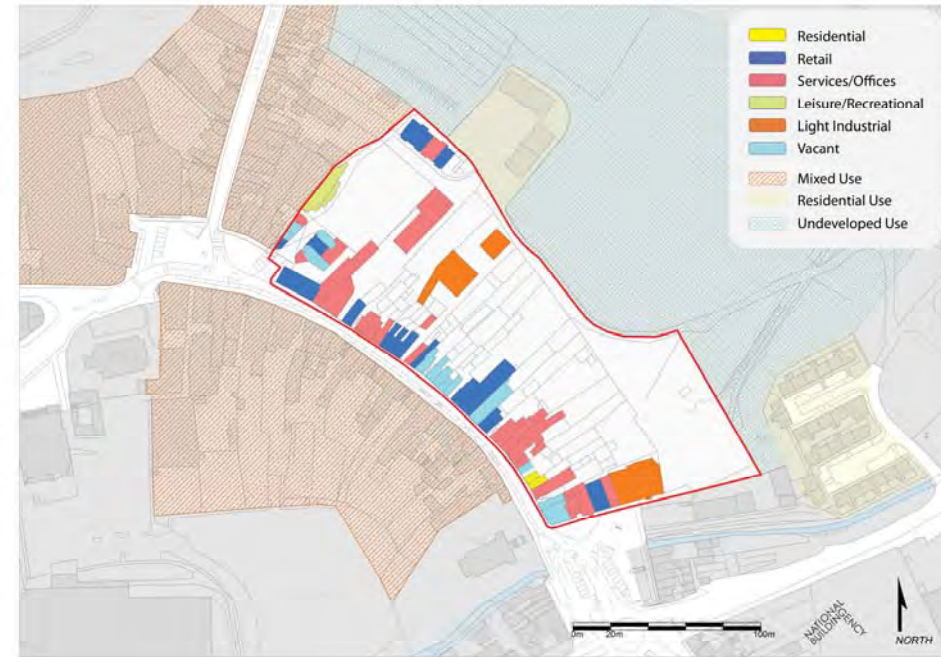
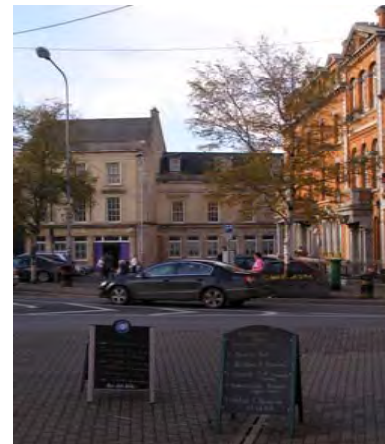


Figure 5 Existing land uses



2.4 Movement and Access

Vehicular movement in the area is principally along Dublin Street, operating on a one-way system leading from the Diamond, which has evolved from the established street pattern. Vehicular access to properties to the north east of Dublin Street is by a restricted single vehicle width gravel track that is only capable of accommodating service vehicles. The current access provisions to the north east of Dublin Street is an impediment to the development of the area.

Archways provide linkage from Dublin Street to the predominantly derelict back lands to the north east of the street. Access via these archways is limited to private access and given their restricted width and limited usability, the majority of these access points are disused or used infrequently as service points for traders.

It is a proposal of the current Monaghan Town Development Plan to develop a link road from Roosky Vale to the lands to the north east of Dublin Street. This would provide significant opportunity for the redevelopment of the area. The opening of the Monaghan Town bypass in recent years has relieved much of the heavy through traffic within the town which passed down Dublin Street, thereby allowing the street to be more attractive to pedestrians.

Existing pedestrian movement is generally between the remainder of the town centre along existing footpaths. Some improvement works have been carried out in recent years to improve pedestrian connectivity through pedestrian alleyways on the southwestern side of Dublin Street. The use of these alleyways has allowed connectivity with the shopping centre and new developments to the southwestern side of Dublin Street.

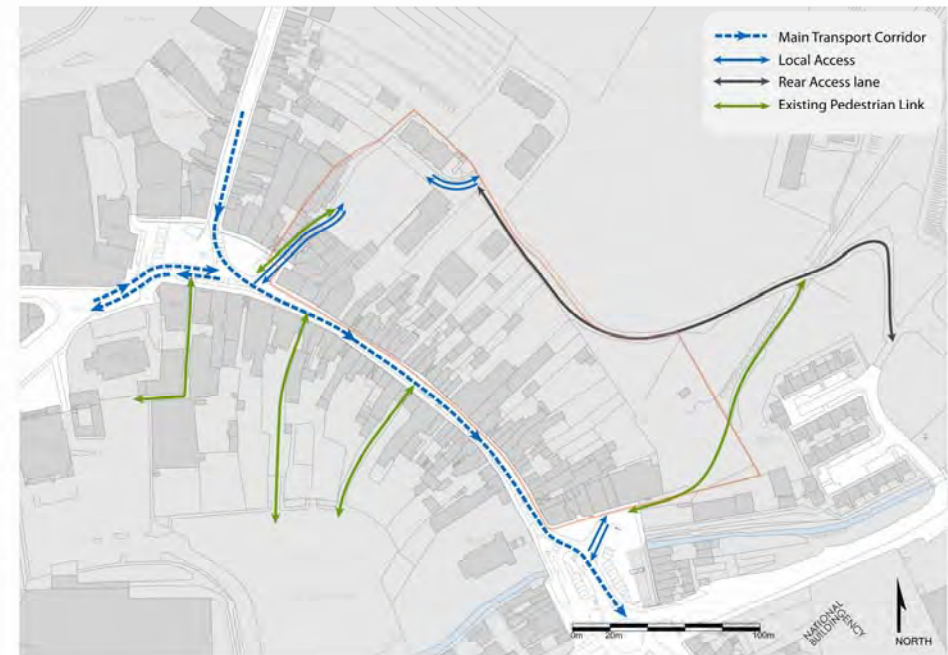


Figure 6 Existing movement routes

3.0 Strategy

3.1 Movement

The development of the area must take account of both existing and consequential traffic and pedestrian flows.

3.1.1 Pedestrian and Cycle Movement

New developments must be designed to prioritise pedestrian movement that will provide for ease of movement between the remainder of the town. Measures to support safe cycling and walking must be integrated within both new development and existing private and public transport facilities. It is important that secure cycle parking is provided as an integral part of any development involving jobs, residential, shopping, leisure and/or services.

3.1.2 Vehicular Movement

It is important to create a permeable and efficient movement network. Providing access to the lands at the rear of Dublin Street from Old Cross Square will allow for development of lands within the subject area. Servicing and loading for businesses along Dublin Street will also be facilitated from this access. Access from the Diamond car park area to these back lands will facilitate additional permeability and movement within this area. A proposed link road from Roosky Vale to the rear of Dublin Street shall allow for further improvements to access in the area.

3.1.3 Parking

The Dublin Street area is currently served by on-street and off-street parking in the vicinity. Additional off-street parking to the rear of Dublin Street will service existing and new developments. It is proposed that Monaghan Town Council will provide an interim area of surface car parking within the plan area. New developments within the subject area will be expected to provide or contribute to parking to serve the respective developments.

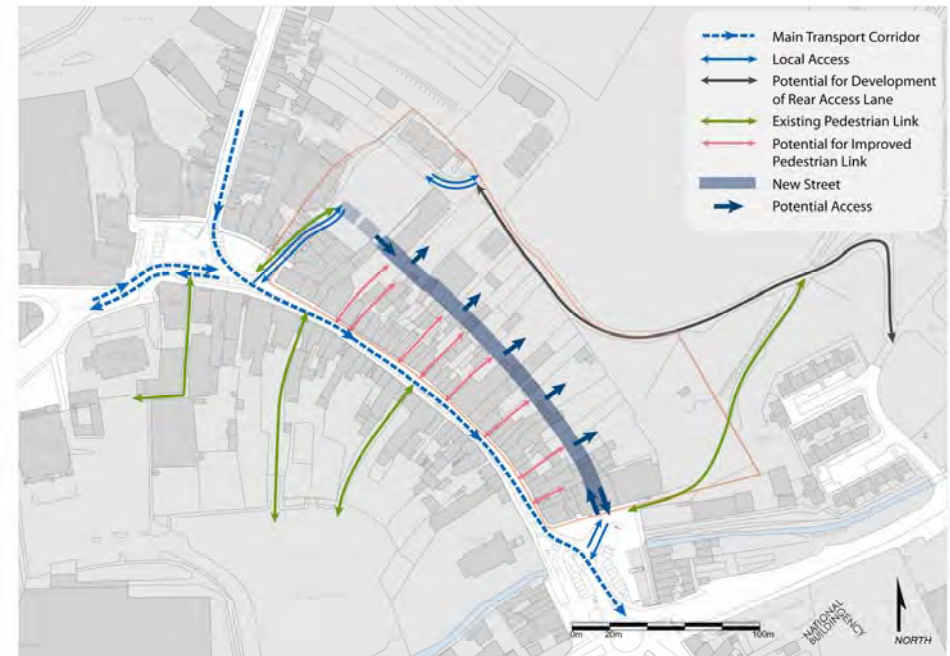


Figure 7 Movement Concept



3.2 Land Use

The area is zoned for Town Centre use which allows for a variety of residential, retail, commercial and social uses. A key factor in creating a vibrant area will be to create a mix of compatible uses, with a presumption of active commercial, retail, cultural or leisure activities at ground level, and a varying mix of residential and commercial uses above. Consideration shall be given to the impact of proposed developments on the amenity of both existing and proposed residential uses.

3.2.1 Residential

Residential development with a range of residential typologies and unit sizes is important in enhancing the vitality of a town centre. The conditions for family living, such as street type and location, unit type and size, and private open space should be achieved through careful development control. Residential units should also be supplied as part of mixed use development. Provision of social and affordable housing will be provided in accordance with Part V of the Planning and Development Act, 2000, as amended.

3.2.2 Commercial

The integration of commercial uses along with retailing and other uses would enhance the vibrancy of the area. A mix of unit sizes would allow for a variety of uses.

3.2.3 Retail

The development area has the potential to serve a range of retail uses, such as a super-market to small and medium units. Small and medium units could include local convenience, specialist retail, restaurants and cafés, and office support services.

3.2.4 Other Uses

The town centre location provides new opportunities for various uses. The area would be an ideal location for cultural and leisure uses and would help boost the evening economy. Small workshops such as craft units would create employment within the area.



Figure 8 Proposed land uses



3.3 Urban Structure

The proposed urban structure will be an extension of the existing area that will link in with the existing streetscape. This will require the creation and definition of a new public street pattern and spaces that reflect and enhance the existing streetscape. A new street frontage should be created to the rear of and running parallel with Dublin Street which will be served by an access road linking Old Cross Square to The Diamond cinema car park. The new street will not only provide access but will provide an opportunity to unlock lands that have not been developed due to a lack of access. Surface car parking shall be provided on an interim basis to serve new developments.

Pedestrian links and archways should be preserved as a townscape feature and to provide access to the backland areas. There are potentially a number of opportunities to improve the permeability of Dublin Street to link on to other parts of the town. The LAAP will seek to ensure that new proposals should have regard to ensuring pedestrian permeability within the area.

3.4 Density and Intensity

The density of development shall be reflective of development in the town and shall have regard to the development plan policies in respect of density.

3.5 Building Height and Massing

New buildings shall respect the existing development of the town centre. Generally, a maximum height of three storeys (plus set-back storey) will be permissible and shall be reflective of adjoining developments. The LAAP will seek to develop a streetscape form based on the development of rear garden plots which will be amenable to the individual ownership patterns.



3.6 Heritage

It is important to conserve the heritage of the area for future generations, to consolidate and reinforce the existing heritage, and to promote development that will complement and build upon the existing character of the area. Consequently significant consideration shall be given to the impact of any new proposals upon Dublin Street Architectural Conservation Area and the Protected Structures within the subject area.

Any new development proposal shall be in accordance with the DEHLG Guidelines for Planning Authorities “Architectural Heritage Protection” (2004) as well as the relevant policies contained within the Monaghan County Development (incorporating the Development Plan for Monaghan Town) 2007-2013.

Given the potential for undiscovered archaeology such as seventeenth century house foundations, refuse pits, industrial areas and workshops within the Zone of Archaeological Potential, development proposals shall be subjected to archaeological investigations as required by the Department of the Environment, Heritage and Local Government.

The natural heritage of the area shall also be protected and shall include for the preservation of protected ash and beech trees at the old infirmary at Old Cross Square.

3.7 Public Space and Recreation

The site of the old infirmary (including protected ash and beech trees) along with the walkway towards St. Davnet’s have potential for enhancement as an amenity space.

3.8 Environmental Sustainability

The LAAP will aim to achieve sustainability through a compact urban form that provides a mix of uses, promotion of environmentally friendly movement, and use of building adaptability. Sustainable Urban Drainage Systems shall be incorporated within any new development proposals.



Figure 9 Public space and recreation



3.9 Framework Plan

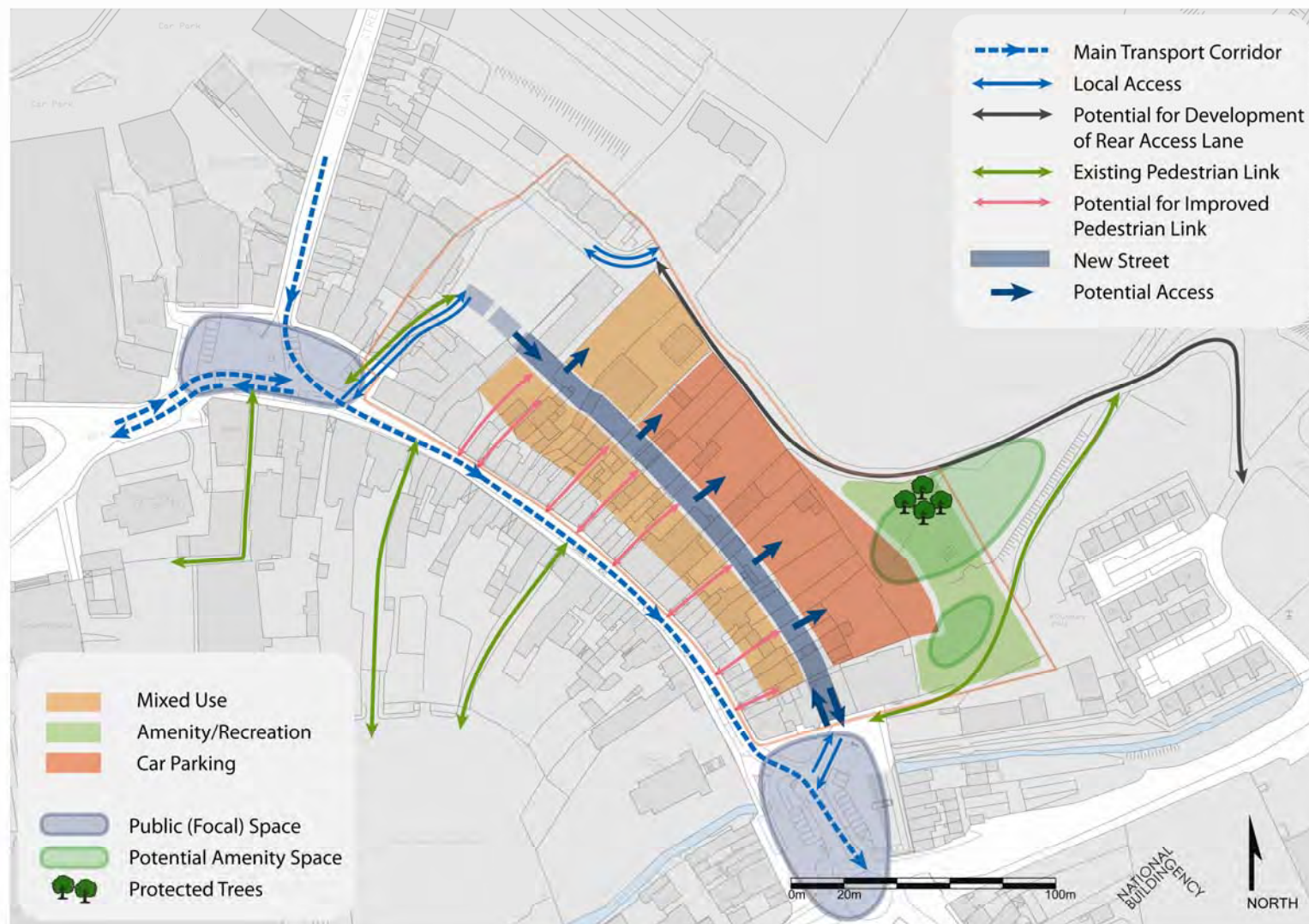


Figure 10 Framework Plan Map

4.0 Guidelines

Any proposed development shall be considered having regard to the provisions of the Monaghan Town Development Plan 2007-2013 and the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DEHLG 2009.

The following guidelines present a set of important urban design considerations and are underpinned by general principles:

- To build on the town's character by promoting a diversity of uses
- To promote the sustainable use of land through the re-use of existing buildings and derelict sites
- To recognise and respect the existing character and heritage of the town

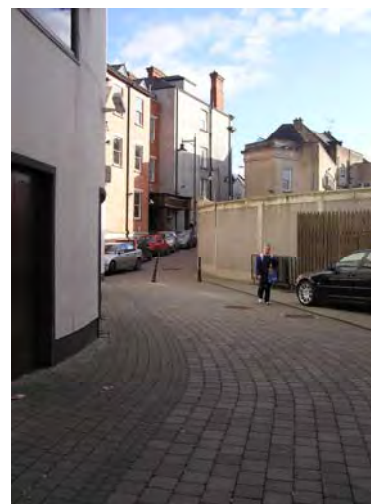
The above guidelines will inform the new urban structure as discussed in the Strategy Chapter. New development will form a streetscape with the building line being established fronting on to the new urban street.

4.1 Streets and Spaces

Streets and spaces are essential to the permeability and connectivity of places. Streets should be considered as public places that are safe, facilitate movement, and incorporate public spaces and activities that provide connectivity of places.

4.2 Building Lines

Building form shall give definition to routes and spaces. The development of a new access route shall also allow for definition of a building line along a new street. Building lines will be expected to conform with the framework plan set out in figure 10.



4.3 Blocks and Plots

Consideration shall be given to the development of a new streetscape, and its relationship with the surrounding street network and pedestrian connectivity routes. The new urban access route and pedestrian linkages will define the new streetscape. Regard shall be had to the existing urban grain of the town centre, which is characterised by smaller individual plot sizes.

The amalgamation of large sites for development by developers shall be discouraged in an effort to avoid a homogenous approach to architectural design and finishes. Rather, a variety of architectural designs, materials and finishes should be implored to ensure that new build reflects smaller discrete parcels for development.

4.4 Building Interface

The development of a new street will facilitate new build fronting onto this new streetscape. It will be essential for new buildings to have active frontages at ground level. Entrances and windows shall front onto the street, and commercial or retail uses shall be encouraged at this level. Entrances should be carefully designed to ensure that private entrances at street level are minimised.

To ensure a sense of vitality, it is important to orientate active uses to the front of the building on to the street with less active uses to private spaces at the rear.

4.5 Architectural Design

The LAAP promotes a high standard of urban design having regard to the town's existing character. Elements of the town's existing character that should be preserved and reflected in new development include rounded corners, archways, stone facades and varied rooflines. New developments should successfully knit into the surrounding urban context of streets and spaces in terms of building design and positive ground floor frontage, in particular by responding appropriately to:

- The scale and character of the buildings, streets and spaces to which the development relates, avoiding over-dominating buildings of a traditional scale.
- The grain of development in the area.



4.6 Shop Fronts and Signage

The traditional style of Monaghan's shop fronts evolved from approaching the design as a totally integrated unit. The display windows were framed by classical style pilasters and a fascia board with classical entablature incorporated advertising. The doorway had a decorative fanlight and there was careful attention to the relationship of the door, pilaster and fascia portions. Ornamentation depended on the skills of the craftsmen, and sign writers lent distinction to simple format.

The development of plate glass has heralded an era of window shopping and display areas are a critical requirement of modern retailing. Modern style design can successfully accommodate this requirement as long as the design respects the existing street-scape context.

Poorly sited or overlarge shop signs and badly designed or over bright fascias can have a seriously detrimental effect on the visual quality of an area. Well designed fascias and shop signs perform a useful function by helping to add vitality and colour to what should be a lively, busy and attractive area.

In assessing planning applications for shop fronts and signage, regard shall be had to the policies for shop fronts and advertisements as set out in policies SF 1–SF 8 and policies A 1–A 11 of the Monaghan County Development Plan (incorporating the Monaghan Town Development Plan) 2007-2013.



4.7 Housing Mix, Size and Private Space

To ensure the achievement of the highest quality of residential development, the Planning Authority, in assessing applications for residential developments, shall have regard to the development plan policies and the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DEHLG, May 2009.



5.0 Next Steps

5.1 Developing the Vision

The purpose of the LAAP is to develop a vision for the area and a framework for achieving the vision. The LAAP should give guidance to developers for future development proposals for the area. The Plan will be adopted as a variation of the Monaghan Town Development Plan 2007-2013.

The adoption of the LAAP will ensure that lands that would have remained undeveloped in the absence of a plan can now be developed in a coordinated, sustainable manner under the aegis of a comprehensive, high quality plan.

5.2 Duration of LAAP and Implementation

As the Local Area Action Plan is being adopted as variation of the Monaghan County Development Plan 2007-2013, the period of application is restricted to the period of County Development Plan. However, it is anticipated that the plan will be incorporated into the Monaghan County Development Plan 2013-2019, thereby ensuring consistency of approach and the provision of a long term, definite framework for the re-development of the subject area.

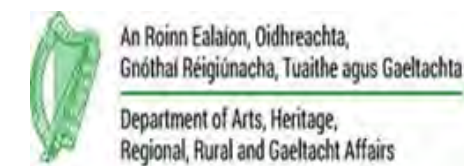


DUBLIN STREET REGENERATION PLAN MONAGHAN



Extract From Bing Maps_Dublin Street Regeneration Plan Area Outlined In Red_Annotated by SW

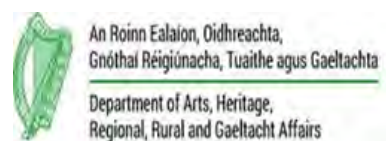
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Dublin Street Regeneration Plan Monaghan

Prepared on behalf of Monaghan County Council, by Sheridan Woods Architects & Urban Planners Ltd, and supported by the The Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs under the Realising our Rural Potential: The Action Plan for Rural Development.

May 2017



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SHERIDAN WOODS Architecture | Urban Design | Planning

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- Planning Policy Context
- Structure of Report

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Introduction

The Dublin Street Regeneration Plan has been prepared on behalf of *Monaghan County Council* by *Sheridan Woods Architects & Urban Planners Ltd.*

Purpose of the Plan

The purpose of the plan is to provide guidance on the regeneration options for the future development of the Dublin Street Regeneration Plan study area, and to provide recommendations on how to:

- Realise the potential for growth and to improve the range and quality of offer in retail and non-retail sectors
- Deliver a more attractive shopping and visitor environment
- Develop the town as a service centre given its strategic location
- Increase the number of people visiting Monaghan for shopping and other purposes.

Guidance is to be provided in relation to a framework plan, concept visualisations of building heights and massing, or other appropriate format, addressing land uses, pedestrian and vehicular movement, car parking and amenity are provided.

Consultation

This plan has been prepared in consultation with Monaghan County Council, identified stakeholders including landowners, and the Monaghan Town Team. Individual consultations with identified stakeholders was held on 6 December 2016, and stakeholders were invited to make submission to inform the plan. A meeting with the town team was also held on 01 February 2017. The consultations and submissions were taken into account at the survey, analysis and plan stages.

Planning Policy Context

The plan has been informed by national, regional and county policy objectives and guidance. Of particular relevance is the Monaghan County Development Plan 2007 – 2013 (currently under review), which incorporates the Monaghan Town Development Plan and the retail and housing strategies for the county. The Development Plan recognises the role of the town in its strategic context. It includes a number of policies which are relevant and have a bearing on the proposed area.

The subject lands identified are zoned for town centre use. To provide for the development and improvement of appropriate town centre uses including retail, residential, cultural and social use, with the overall aim of maintaining and strengthening the vitality and viability of Monaghan town centre.

Dublin Street is an Architectural Conservation Area (ACA and includes a number of protected structures. Policies for the ACA and protected structures promote the repair and refurbishment of the existing buildings, and that development in the vicinity of buildings of architectural heritage shall respect the character and integrity of these and the place.

The lands to the north of Dublin Street benefits from a Local Area Action Plan. The LAAP proposes a new street to the rear, with infill and new mixed use development, and a new interim surface car parking area of 0.5ha, with amenity and recreational area. There are also proposed improved pedestrian links, and local access from the new street to The Diamond and Old Cross Square. The implementation of this plan would complement the regeneration of the Dublin Street Regeneration Plan area.

Structure of Report

The report is structured into the following sections

Section 1 Introduction

Section 2 Context and Regeneration Area Appraisal

Section 3 Regeneration Vision

Section 4 Regeneration Strategy

Section 5 Objectives



Fig 1.1 Extract From MyPlan_Site Outlined In Red_Anotated by SW



Fig 1.2 Dublin Street Local Area Action Plan_Framework Plan Map

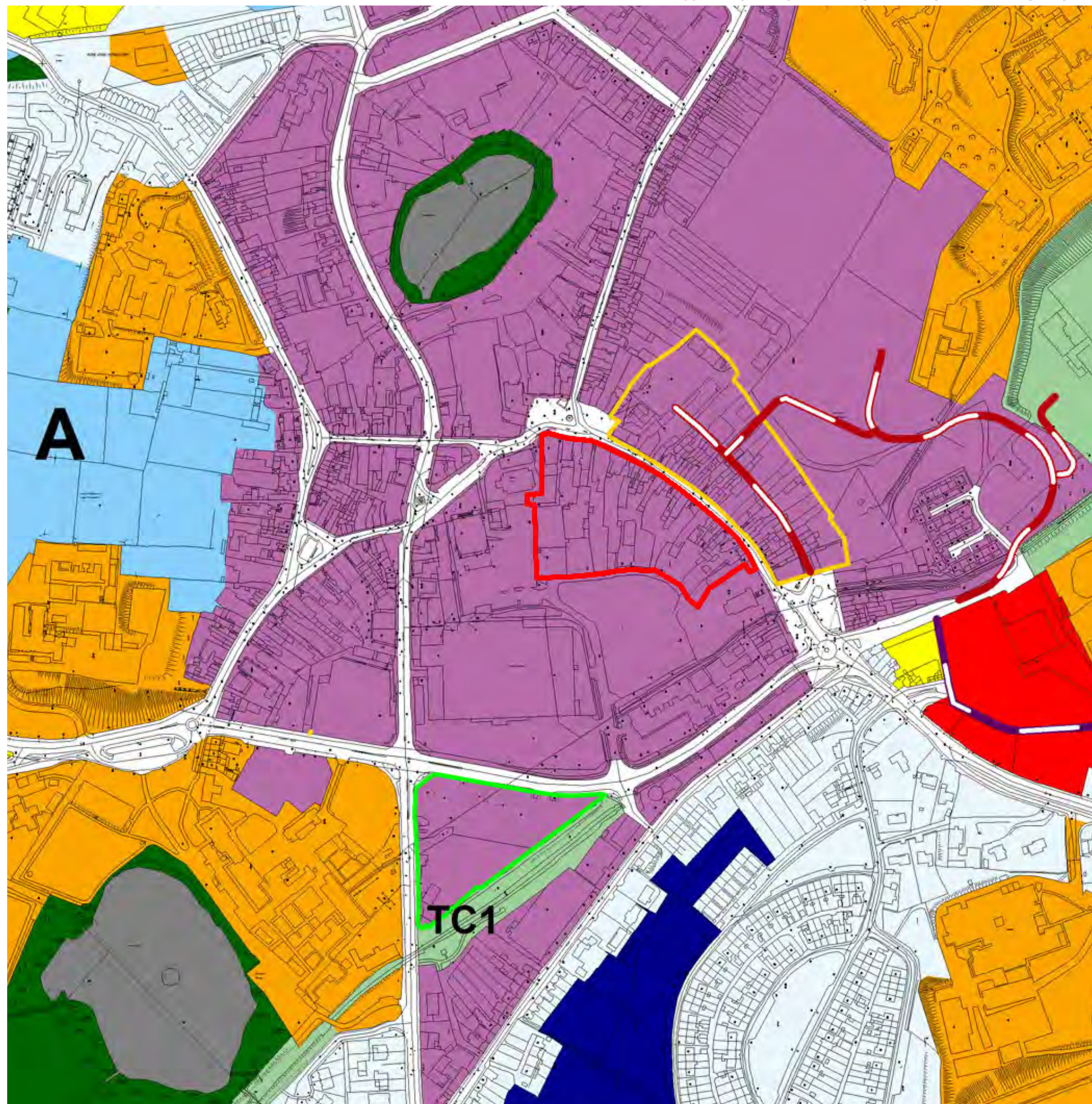


Fig 1.3 Extract From Monaghan Development Plan MDP 2_Site Outlined In Red_Anotated by SW

SECTION 2 - SITE CONTEXT - APPRAISAL

Introduction

Monaghan Town is strategically located at the intersection of the N2 Dublin – Derry/Letterkenny and N54 Belfast - Galway National Routes, linking Dublin to the North-West and Belfast to the Midlands, respectively. The town is also located along the key east-west corridor linking Dundalk and Newry to Sligo. Monaghan was designated as a hub town in the National Spatial Strategy (NSS) 2002-2020. It is located 45km north west of Dundalk, the designated gateway for the North-East Region. As well as serving as a critical hub in terms of transport and linkages with Northern Ireland and the North-West, Monaghan Town performs important employment, retailing and administrative functions servicing the economic needs of a large rural hinterland, which extends into Northern Ireland and adjoining counties.

The town's large rural hinterland and role as county town will continue to strengthen its function as a business and administrative centre. Whilst North County Monaghan is noted for its extensive number of villages and dispersed settlement structure, the increasing urbanisation and population growth will expand residential and commercial development in the town. This will contribute towards the creation of the critical mass which attracts inward investment in employment and enterprise activities.

Historic Evolution

Monaghan is a historical town of notable architectural and civic character. The town derives its name from the anglicisation of “Muineachain”, meaning “hilly place” or “bushy place”. Monaghan Town owes part of its development to the plantation period (early 17th century), although the area was occupied for over 100 years prior to that. The earliest references to Monaghan are from the fourteenth century, when the McMahon family established their primary residence on a crannog on Convent Lake.

Monaghan Town developed many of its characteristics during the Ulster plantation. The central Market Square, or Diamond, with the principal centres of administration, religious buildings and commerce were common in Mid-Ulster towns. Monaghan grew commercially through the development of the road and rail network and flourished in the 18th, 19th and early 20th centuries as a centre for linen and agricultural production.

The historic street pattern is evidenced today in the four historic squares, connected by the main streets, radiating from the central space, the Diamond, including Dublin Street, Glaslough Street and Market Street. Adjoining the Diamond is Church Square with land mark structures, St. Patricks Church and the Courthouse. To the west is Market Square, and the Market House located within the space. At the opposite end of the town is Old Cross Square under which the Ulster Canal runs which is the location of an ancient market cross.

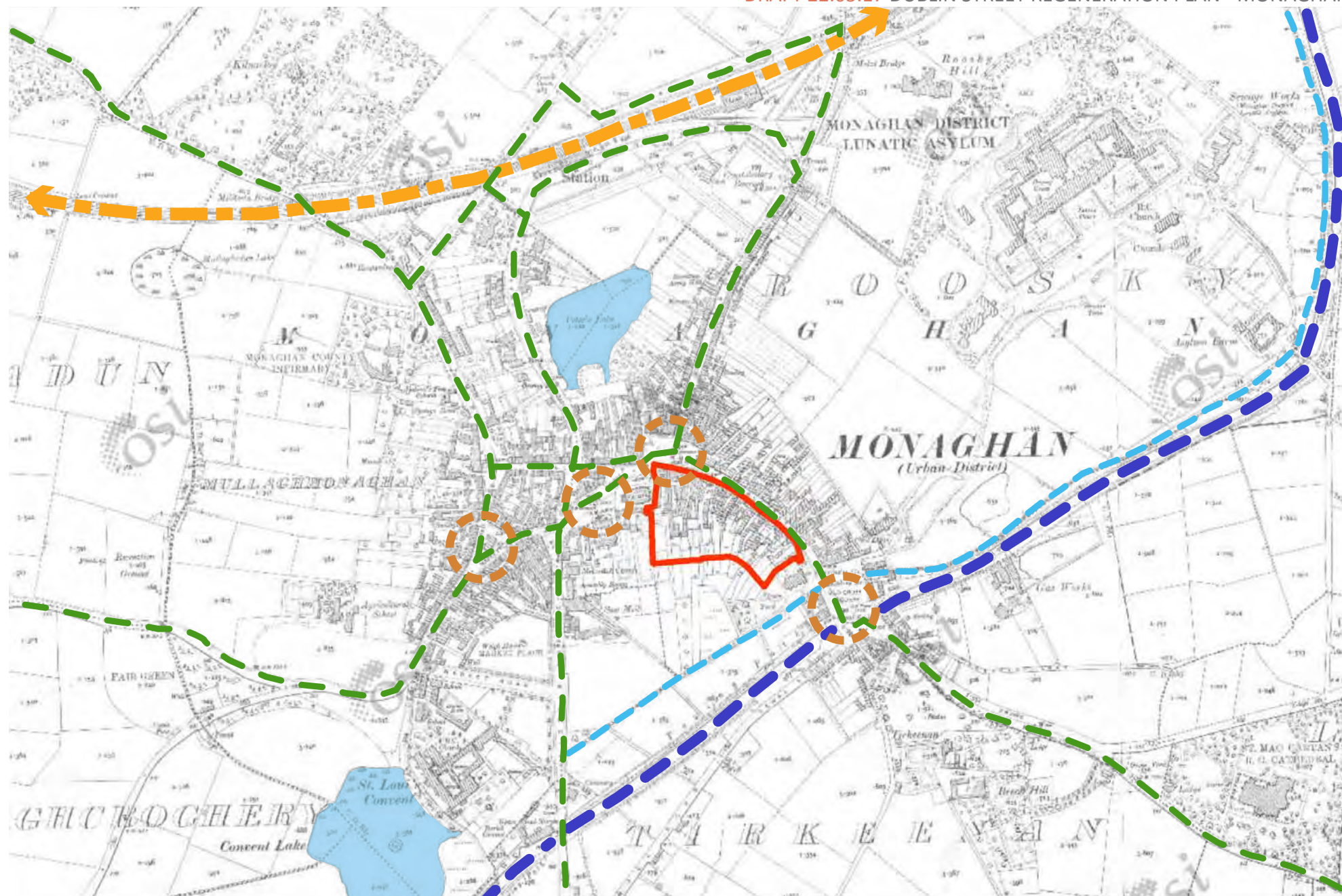


Fig 2.1 Extract From MyPlan_Historic Map_Annotated by SW



Fig 2.2 Extract From MyPlan_Historic Map_Annotated by SW

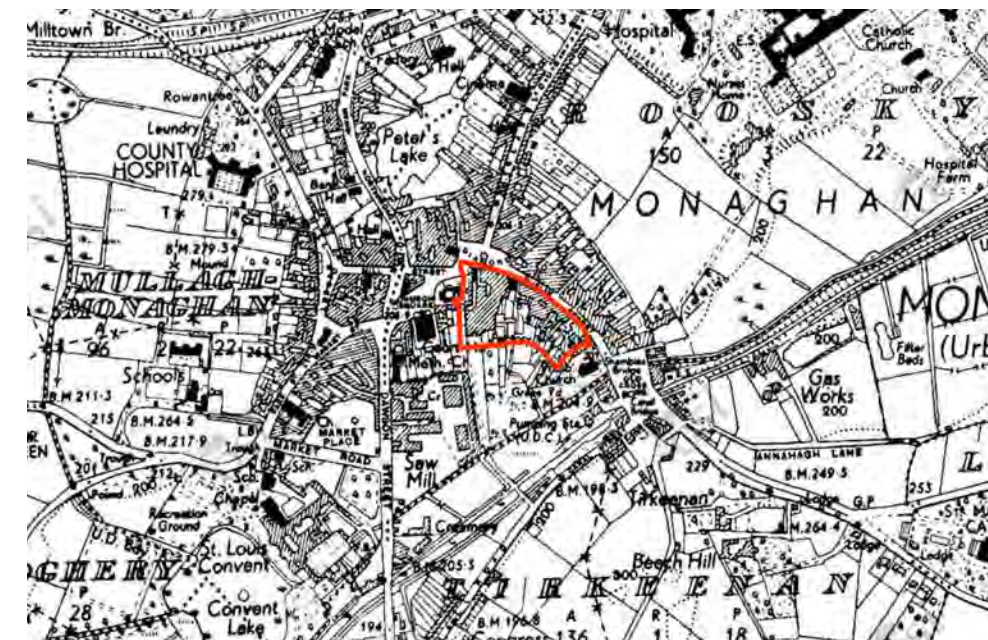


Fig 2.3 Extract From MyPlan_Historic Map_Annotated by SW

Dublin Street Regeneration Plan Study Area

The Dublin Street Regeneration Plan area is located to the southeast of the town core, extending from The Diamond to the northwest, south eastwards along Dublin Street, and is defined to the southeast by the Presbyterian Church to the at at Old Cross Square.

The plan area is defined by the terraces of dwelling to Dublin Street to the north east, and the long rear gardens to the south. Historically the rear gardens extended to the Shambles river. 20th century development resulted in the gardens being reduced to their present-day configuration. The rear gardens now face onto the existing large public surface carparking area to the south.

The terraces facing Dublin Street are interspersed with laneways through archways (4 No) and gaps between terraces (4 No.) to the courtyards, backlands and gardens to the rear. The existing structures facing Dublin Street comprise two and three storey structures, generally of two and three bays in width. Typically, there are long rear annexes extending into the depths of the plots. To the south east the backlands are characterised by small courtyards created by two storey outhouses positioned parallel to the principal structure. The lands slope down from The Diamond to the north, eastwards to Old Cross Square to the south east, and also down from Dublin Street southwards toward the public surface car park to the rear.

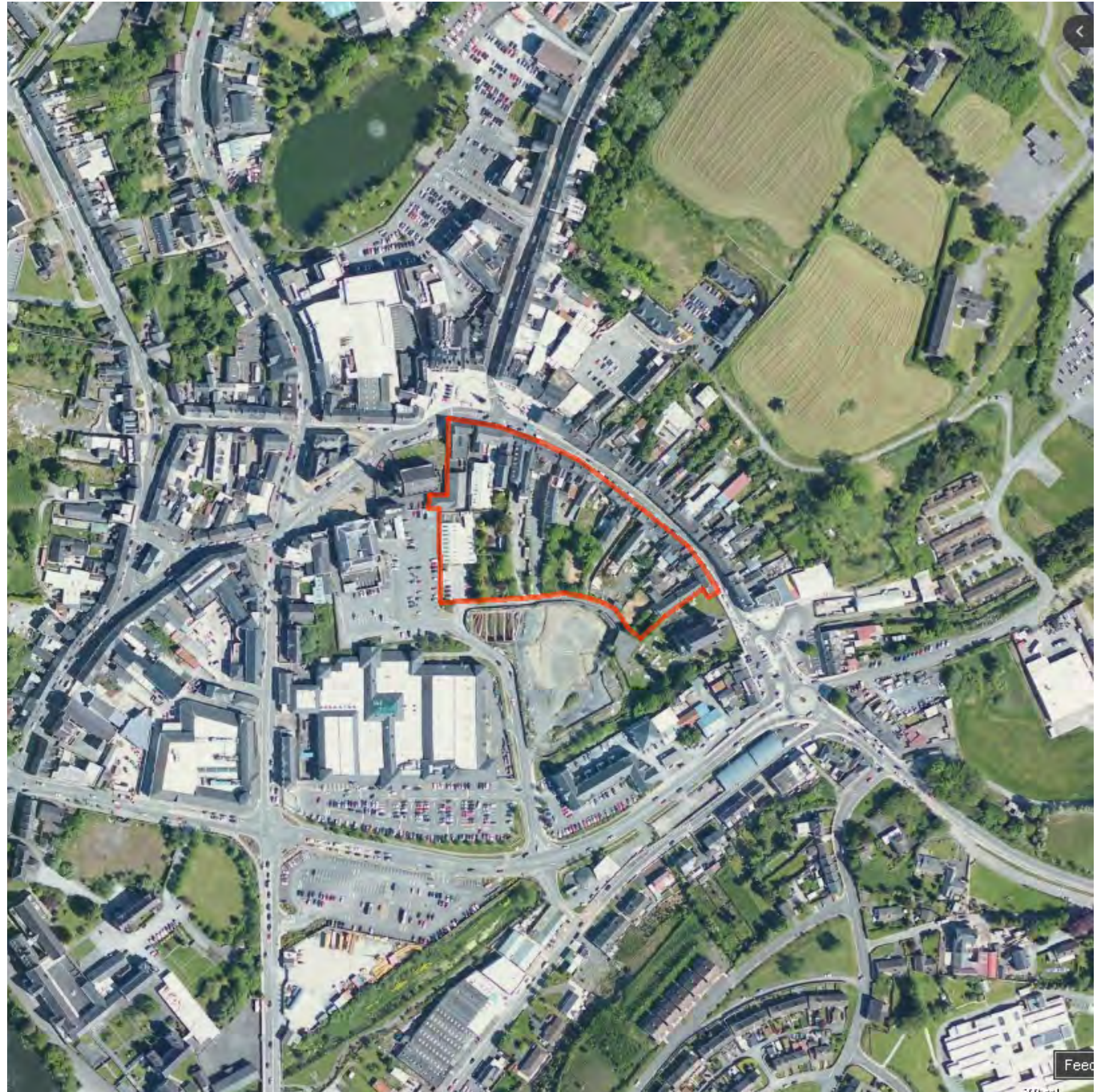


Fig 2.4 Extract From Bing Maps_Dublin Street Regeneration Plan Area Outlined In Red_Annotated by SW



Fig 2.5 The Diamond Dublin Street



Fig 2.6 Vacancy Adjoining Magill's Jewellery Dublin Street

Land Uses – Regeneration Area

Ordnance Survey maps and historical accounts over the years refer to the central role this street has played in the town, in conjunction with the Diamond. In previous times the series of pedestrian linkages were thriving arteries to communities who lived and worked in the back lands of the town. However, as the nature of uses have changed in the town centre, with the development of larger shopping facilities within the town core, including the Monaghan Shopping Centre and Dunnes Stores to the south west of the study area, and Flemings Department store to the north west, pedestrian movement patterns have shifted towards these areas and there is a consequent reduced footfall to Dublin Street. This together with diversification of socio-economic patterns and population shifted towards the outskirts, a period of steady and seemingly irreversible decline manifested itself in Dublin Street and its backland area today.

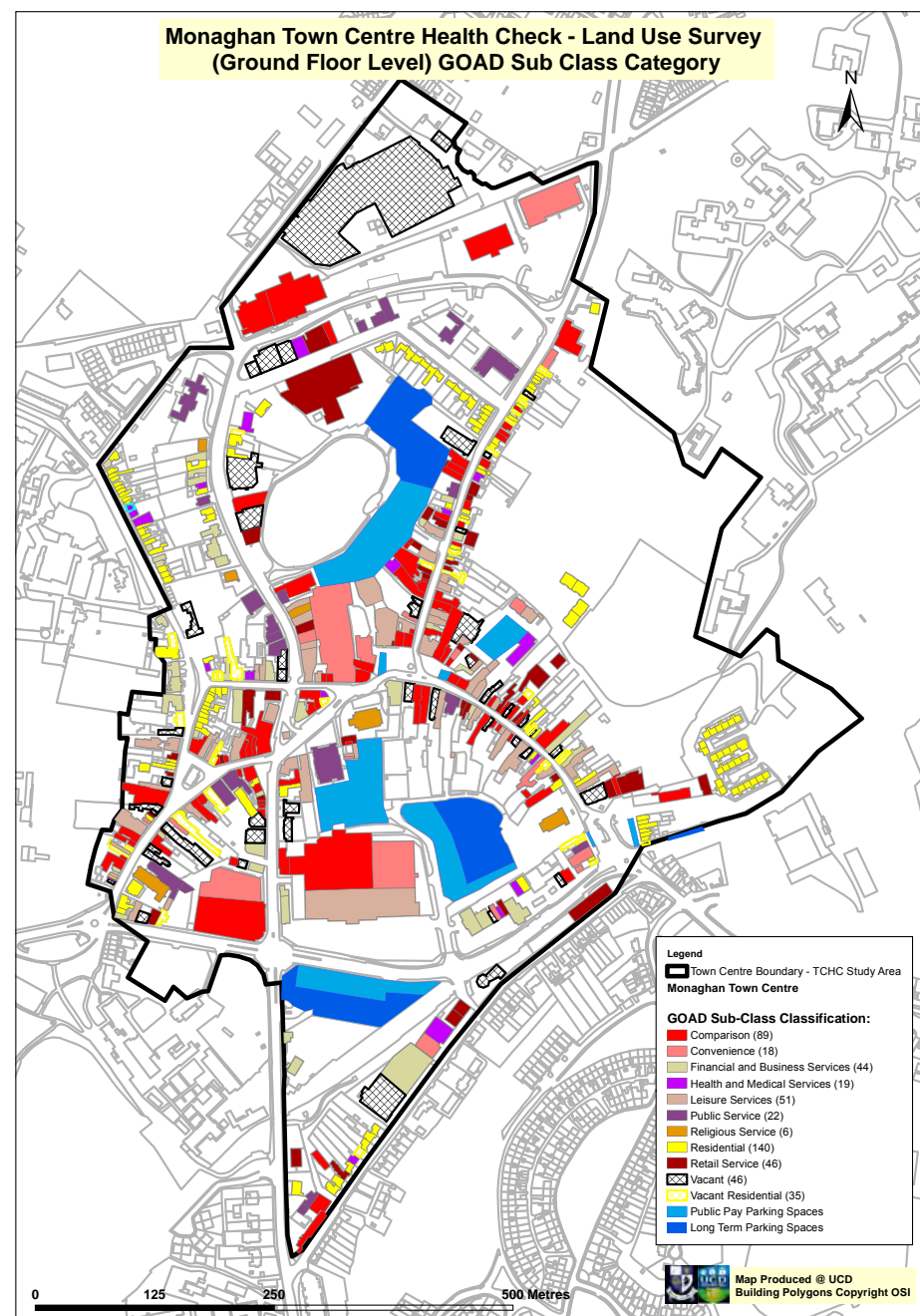


Fig 2.7 Monaghan Town Centre Health Check Land Use Survey Prepared by UCD

The existing land uses within the study area comprise civic use, including the Town Hall at the western end of the street, professional services including banking and solicitors offices, political constituency office, commercial uses including retail units; jewellery, clothing, footwear, convenience, including a butcher, a pharmacy, and wellness salon, a number of restaurants and fast food units. Recent uses that have emerged along the street include a casino, with two further casinos to the rear extending along the backlands. The Northern Standard newspaper office and printing works are located to the rear of McNally's shop and townhouse. A number of the shops extended the retail use to the full width of the property which does not allow separate access to the upper levels and which has led to vacancy at upper levels. There are also a number of vacant shops along the street. The backland areas are substantial, but are underutilised, and represent a poor and unsustainable use of serviced land.

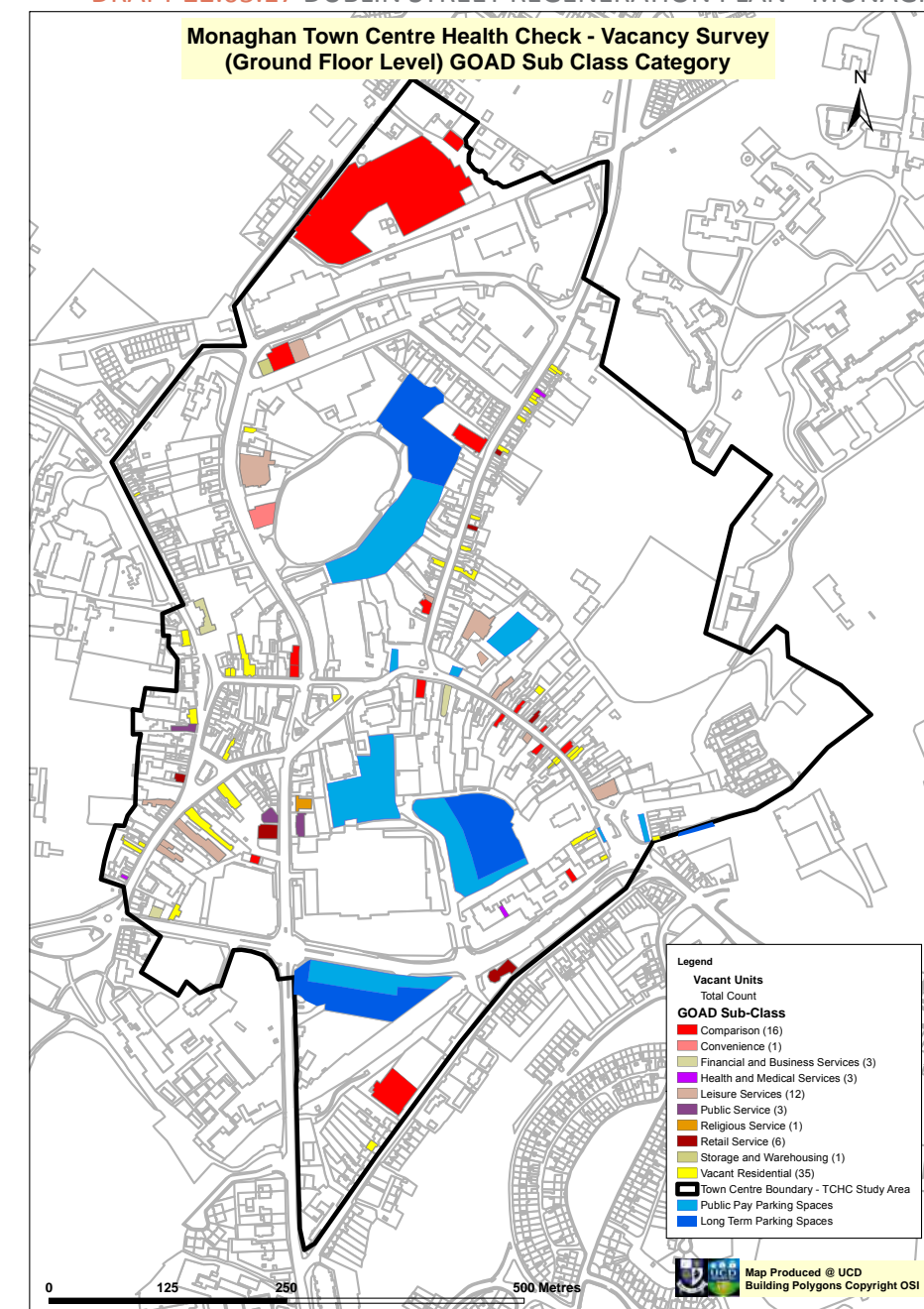


Fig 2.8 Monaghan Town Centre Health Check Vacancy Prepared by UCD

Land Uses - Surrounding Area

The surrounding area is characterised by a mix of uses, comprising a small to medium scale retail uses based on traditional narrow plot street pattern. Immediate to the south east is the Monaghan Shopping Centre and Dunnes Stores to the south west, with Flemings department store to the north west. There is a large expanse of car parking immediately to the south, and east of the regeneration area. There is a modest level of residential use in the town core.

Built Heritage

There are a number of fine buildings both civic and vernacular structures along the street. The Town Hall is a distinctive feature within the streetscape, and creates a minor landmark along the street. There are a number of attractive three storey three bay retail / town-houses. These are located at western end of the street at The Diamond, including ‘CMcNallys’, ‘McGills’ and ‘Lonargans’, and to the southern end ‘Sherrys’. More modest two bay, three storey structures are interspersed along the street, with additional three and one four storey structure. A number of these properties benefit from original and attractive shop fronts, including ‘Paul Boyce Solicitors’, and contemporary interpretation of tradition shop fronts, including a vacant property adjoining ‘Best 4 you’.

Many of the buildings have lost original features, including original sash windows and original shop fronts. Clutter, including signage, excessive wiring, lighting fixture etc has occurred on the facades that detract from the overall visual appearance and character of the buildings. However, these works are all reversible and the streetscape can be improved with careful decluttering, upgrade, and maintenance.

The backlands to the rear of ‘Sherrys’ public house benefit from a cluster of out houses, that create very attractive and intimate courtyard spaces. There are remnants of fine stone piers, and chamfered corner details that are a characteristic of the area. The materials include lime washed stone, and render and brick finishes. Traditional external stairs provide access to first floor levels.

The built heritage is recognised and protected by the policies of the development plan which relate to the designation of an Architectural Conservation Area within the area and a number of structures listed on the Record of Protected Structures (RPS) along the street. There are also a number of structures identified in the National Inventory of Architectural Heritage (NIAH). There are 5 no. structures of regional Importance within the study boundary, and 5 No. of local importance.

Archaeology

The area’s rich archaeological heritage is identified in the Record of Monuments and Places as a Zone of Archaeological Potential, and is protected under the National Monuments Act, (ref. no. MO009-060). ‘A former castle is given protection of local importance Ref MO009-060003 ‘There is a fayre castle buylte at Monahan on the king’s charge wherein Sr. Edward Blanye nowe dwells, who for makinge of it more convenient for himselfe for his owne tyme hath layde out good somes of money of his owne’ (Carew MSS, quoted from UJA 1975, 81). The castle was under construction in 1611 and last visible remains were taken down around 1853 (McMahon and Walsh 1982, 7). It consisted of a central keep with bawn enclosed by stone wall.’ The office of the Northern Standard premises are mentioned as a potential location for a castle.



Fig 2.9 Town Council Offices, Dublin Street

Address	RPS Ref	RPS Rating	NIAH Ref	NIAH Rating
‘Sherry’s No. 24 Dublin Street	41001056	Regional	41303130	Regional
No. 10 Dublin Street Birthplace of Charles Gavin Duffy	41001071	Regional	41303129	Regional
Town Council Offices	41001080	Regional	41303128	Regional
Former Town Hall ? (19 The Diamond)	41001100	Regional	?	Regional
4 The Diamond ‘McNallys’	41001086	Regional	41303126	Regional
No. 3 The Diamond	Local 1	Local		
No. 5 The Diamond	Local 2	Local		
No. 6 The Diamond	Local 3	Local	41303127	Regional
No. 7 The Diamond	Local 4	Local		
No. 9 The Diamond	Local 5	Local		



Fig 2.12 ‘Sherry’s’ Public House



Fig 2.10 Courtyard and Out Buildings To Rear of ‘Sherry’s’ Public House



Fig 2.13 Rear view of ‘Sherry’s’ Public House

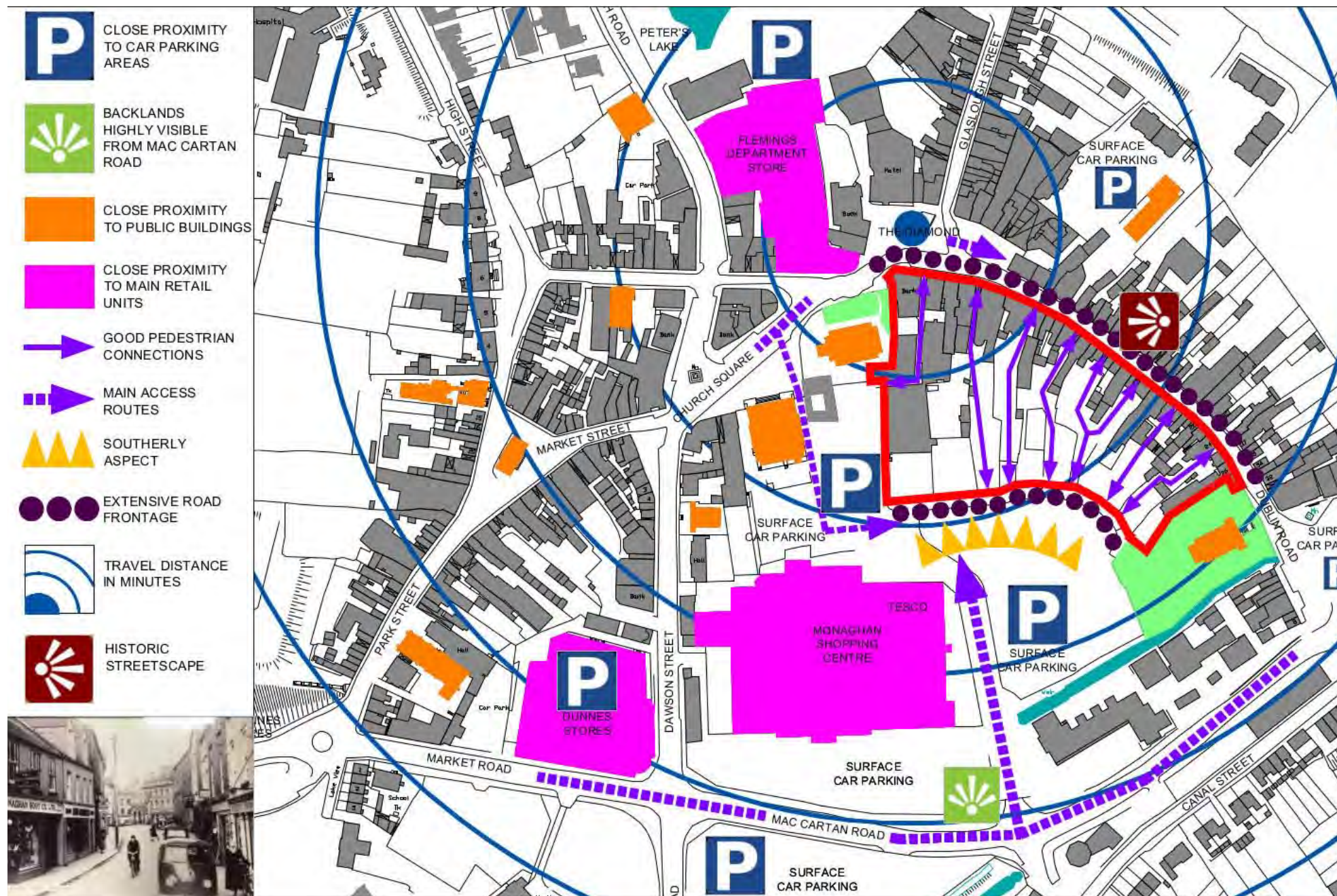


Fig 2.14 Dublin Street Regeneration Plan Area and Environs_Strengths

Urban Structure & Public Realm

The urban structure in the town is well defined, and the structure of the town is clearly legible. The figure of eight street pattern and the interconnection of the streets to the historic four urban spaces creates particular character areas which gives a good sense of orientation within the town. The historic urban spaces have been repaved in Church Square, the Diamond and Old Cross Square, provide a high quality public realm, in particular at Church Square, and the Diamond and distinctive and attractive character areas.

Dublin Street connects The Diamond and Old Cross Square, and benefits from its own distinctive characteristics. The building line is well defined, and with a gentle rising topography, and slightly curving building line creates an attractive and intimate closing effect. The gaps and archways allow glimpses southwards with potential good visual connection to the south west and backland areas.

New linear blocks have developed into the backland areas to the rear of a number of the existing structures. While this form follows the traditional approach in principle, the configuration of the blocks do not readily achieve dual orientation, which lessens the quality of the accommodation. Furthermore, this form of development limits east west permeability, and potential for coordinated development between plots and does not maximise the southerly orientation of the lands.

In general the pedestrian and vehicular access to the backlands are not well supervised, which limits a sense of security. The fall in topography from Dublin Street to the lower car parking area also discourages pedestrian movement between both areas, which further reduces the sense of security. This detracts from the quality of the public realm.



Fig 2.15 Dublin Street Regeneration Plan Area and Environs_Weaknesses

The public surface car park to the rear of Dublin Street also extends to the rear of The Diamond, and Church Square provides ample car parking and ensures ease of access to the more recent shopping areas, including the Monaghan Shopping Centre, Dunnes Stores and Fleming's department store. However, these car parking areas are generally open, exposed, poorly defined, poorly light, and are windswept and unattractive places and represent a poor quality public realm.

Dublin Street is a narrow street with limited car parking, there is no opportunity to comfortably walk and pause on the street. This environment creates a poor public realm and has also contributed to the deterioration and decline of Dublin Street as a shopping destination, a place to do business and a place to live.

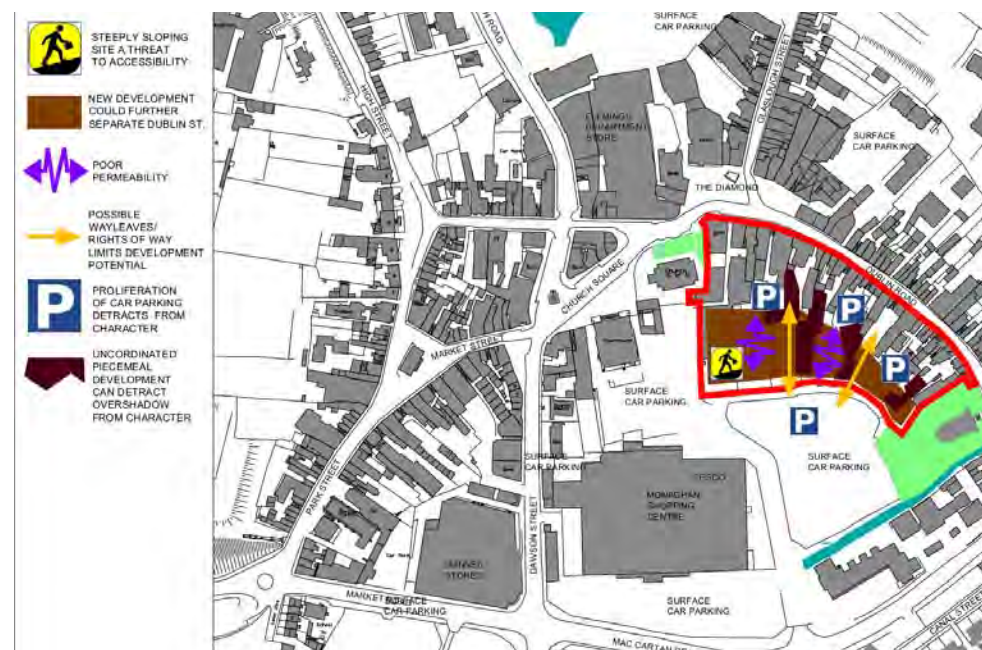


Fig 2.16 Dublin Street Regeneration Plan Area and Environs_Threats Movement and Access

Vehicular movement along Dublin Street to the north east of the study area, operating on a one – way system leading from the Diamond south east to Old Cross Square. As a consequence of this, Dublin Street has become an exit from the town, reversing its former role as a principle entrance to the town core.

The configuration of the road without traffic calming measures, and as a one way system encourages speed. Relative limited parking opportunities along the street results in vehicles less inclined to use the street to short term park and visit local shops. Furthermore, footpaths for pedestrian areas are very narrow. This together with speeding vehicular movement creates a poor physical environment for pedestrians.



Fig 2.17 Dublin Street Regeneration Plan Area and Environs_Opportunities

There is vehicular access from Dublin Street to the backlands, however these are generally narrow, and quite restricted. There is ample vehicular access from the existing road adjoining the car park to the south of the site. There are good pedestrian links from Dublin Street to the backlands. These creates a permeable pedestrian network.

Monaghan Municipal District had a population of 20,500 and a town population of 7,452 in 2011 (8,620 in 2016 preliminary figure) (CSO). Preliminary results from Census 2016 indicate a modest population increase. The town's large rural hinterland and role as county town will continue to strengthen its function as a business and administrative centre which has the potential to contribute to the regeneration of Dublin Street.

Notwithstanding the population growth, an analysis of residential densities within the town core illustrates a reduction in the number of residents in the town core, and an increase in the resident population on the edges of the town. This characteristic also contributes to the decline in the vitality of the inner core. In the context of sustainable urban development it is appropriate that an increase in the resident population in the town core should be encouraged, and should form part of the regeneration plan.

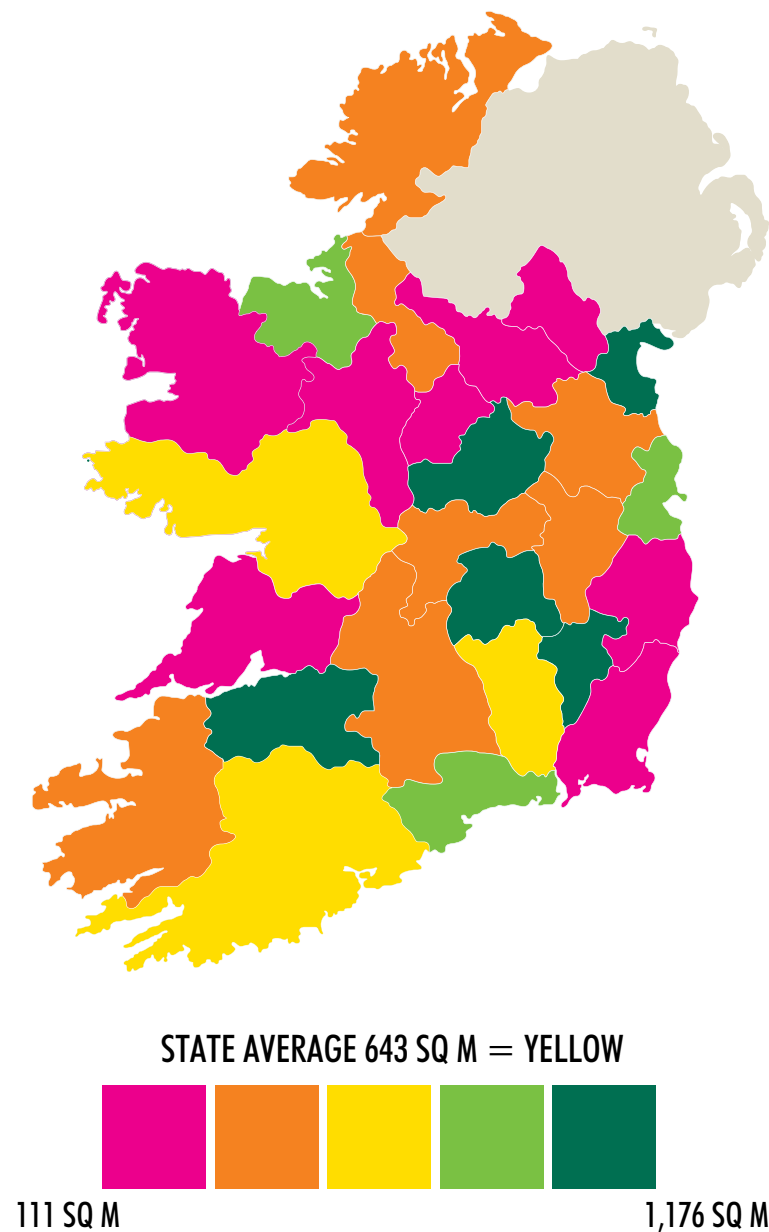
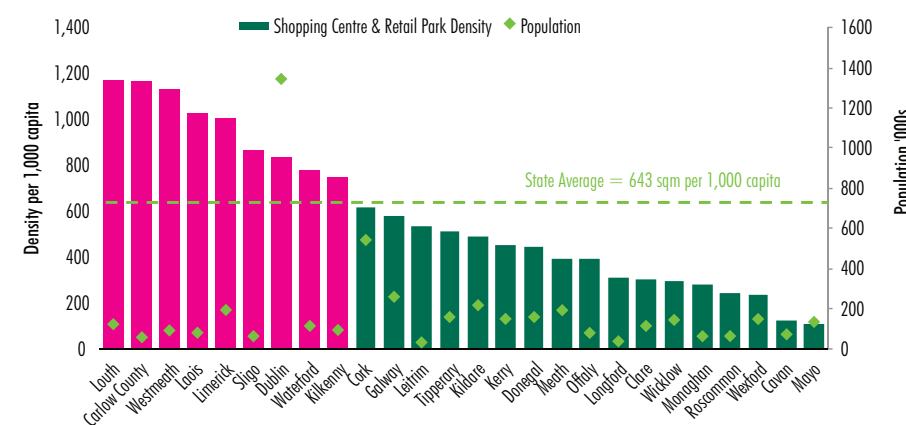


Fig 2.18 Extract From CBRE Ireland Retail Market View Q3 2016 pg 4 (SQM of Retail Density per 1,000 capita)

The County Monaghan Retail Strategy 2016 – 2022 identifies future retail floor space requirements for the overall County and encourages innovation and diversification of the county retail offer, including tourism, agri-tourism and craft related centres where appropriate (Objective 4), and promotes complementary non retail uses in town centres particularly where this can encourage cross - visitation (Objective 9). A review of retail density carried out in 2016 by CBRE Research has found there is an average retail density of 643sqm of shopping centre and retail park accommodation per 1,000 head of population in Ireland. There is however, a divergence of retail density on a national basis. In this regard, Monaghan has a low retail density, comprising 111sqm per 1000 population, which is in contrast to Westmeath, which has an average retail density of 1,176sqm. This would suggest that there is capacity for further retail development in Monaghan county and town. Dublin Street is well placed to provide a range of retail uses to complement existing retail provision in the town core.

A comparison of retail provision in Athlone and Kilkenny is useful as similar county size, and centres where retail use has been concentrated in town core. Athlone benefits from two Shopping Centres in the town core, the recent Athlone Shopping Centre, and the Golden Island Shopping centre. Athlone Shopping Centre provides 1,950sqm of retail floor space, and incorporates Marks & Spencer, who trade alongside TK Maxx, H&M, Zara, River Island, Next, Topshop and Tommy Hilfiger. The shopping centre complements the Golden Island shopping centre, that includes Pennys, Argos, Lifestyle and Tesco. Alongside the centre is a mix of one, two and three bedroom apartments and a four star landmark hotel. The McDonough Junction shopping centre in Kilkenny provides 1,950sqm of retail floor space (45 shops), and includes its anchor Dunnes Stores, as well as TK Maxx, H&M, Jack and Jones, and Next. This complements the Market Cross shopping centre in the town core, which includes Supervalu, Heaton's, and Penneys.



Source: CBRE, Q3 2016

Fig 2.19 Extract From CBRE Ireland Retail Market View Q3 2016 pg 3 (Retail Density by County)

Monaghan benefits from a good range of shopping, in both the Monaghan Shopping Centre, Flemmings, and the Monaghan Retail Park, there is a gap in retail provision however, and consideration could be given to stores such as Pennys and TK Maxx stores or similar comparison goods stores. These uses could be readily accommodated on the sites.

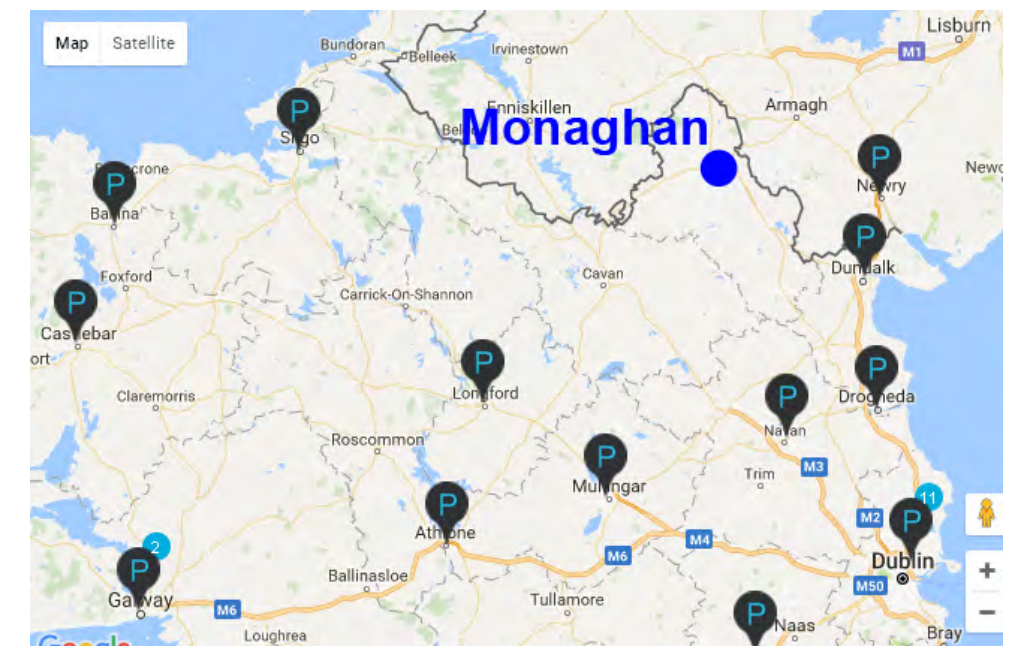


Fig 2.20 Extract From Google Maps Locaiton Of Pennys Stores

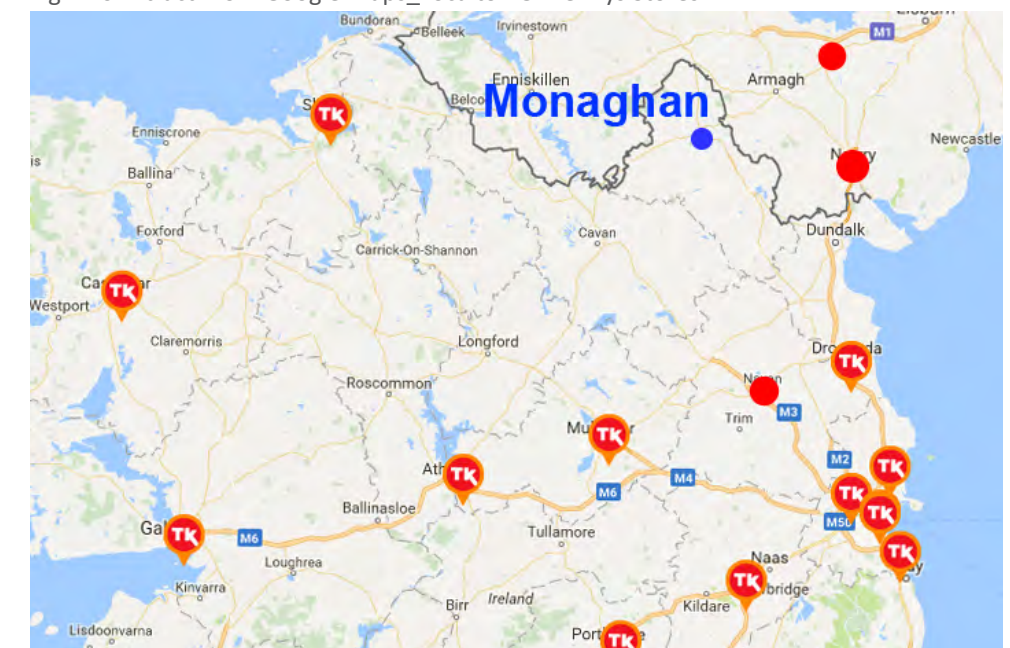


Fig 2.21 Extract From Google Maps Locaiton Of TKMaxx Stores

An assessment of Regional Tourism performance carried out by Failte Ireland in 2016 notes the regions visited overseas holidaymakers, as well as the domestic visitors. Monaghan is poorly represented in both areas.

A review of the *Accommodation Capacity by County 2015* Carried out by Failte Ireland, which outlines a summary of approved tourist accommodation in Ireland in 2015, provides information on accommodation capacity broken down by type and by county. This indicates low provision of bedspaces, which perhaps accounts for the low level of visitors. The total number of bedspaces in Monaghan County is 782, as compared to Cavan which provides 1,595 bedspaces, and Westmeath which provides 2,299 bedspaces. This would also suggest that there is capacity for an increase in the provision of bedspaces in the town and County. Consideration could also be given to tourist accommodation within the regeneration area.

A more detailed review of the types of accommodation provided highlights the low level of 4 star hotel premises. The study identifies 3 no. 4 star premises, while Westmeath provides 14 no. 4 star premises. Consideration could be given to the development of a 4 star hotel premises within the town.

The absence of rail infrastructure in the county and the poor level of bus service has resulted in a high level of car dependency in the county which reflects the dispersed rural population and network of small towns and villages. This increases the demand for car parking within the town. It is noted that any development will need to accommodate the associated car parking demand generated by the use. However, it is also noted that consideration should be given to the potential for multi trip uses. The objective in the plan will be to balance the provision of car parking, with the achievement of a high quality public realm and built environment.

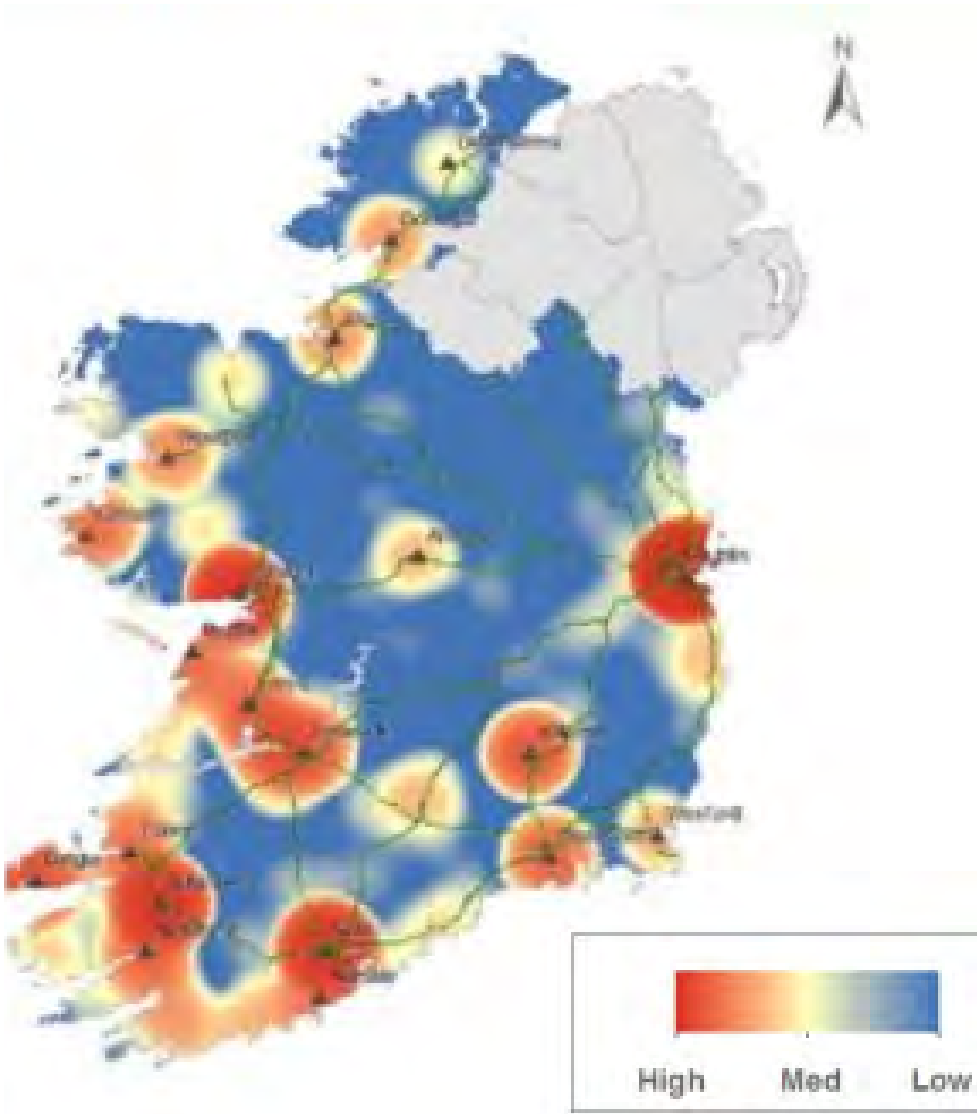


Fig 2.22 Extract From CFilte Ireland - Regional Tourism Performance 2014 - Overseas Visitor Hot Spots

Key Issues - Constraints and Opportunities

- The Dublin Street Regeneration Pan Area benefits from a strong identity, with fine built heritage.
- There is sufficient scale of land to facilitate quantum of development within each land ownership parcel, and as assembled sites.
- Individual land parcel development however, is compromised by the linear nature of the plots, and piece meal development of the land in its current configuration would compromise the development potential of the overall lands.
- The quality of the public realm of Dublin Street is compromised by poor pedestrian provision and dominance of vehicular movement.
- The quality of public realm to the rear is poor, it is dominated by an expanse of car parking that presents a very poor sense of place. Both of these environments detract from the attractiveness of the area as a place to shop, do business and live.
- There is a deficit of a number of land uses within the town core, including a mix of retail use, visitor accommodation, and residential development. The town core, has capacity to accommodate additional service accommodation / office space.
- The Dublin Street Regeneration Plan Area is ideally positioned to meet this demand in terms of location and scale.
- The development of the Dublin Street Regeneration Plan area has the potential to contribute to the enhancement of the quality of the built environment to both Dublin Street and the backlands area.
- It has the potential to create its own identity and to become a destination itself within the context of Monaghan town core.
- Any development however, would need to complement and integrate with the existing context, and the immediate surrounding areas would need to be enhanced to also support the regeneration area. Accordingly, an integrated approach that takes account of the Regeneration Plan Area, and its immediate surrounds is recommended.

Guiding Principles

Government guidance documents informing the proposed regeneration strategy include the following:

- Retail Design Manual, A Companion document to the Retail Planning Guidelines for Planning Authorities, April 2012
- Shaping the future - case studies in adaptation and reuse in historic urban environments

Case studies that are most relevant to the proposed strategy inform principles in relation to New Urban Spaces / New Streets, Mix of Use, COmplimentary Contemporary Expression and High Quality Development and Adaptation and Reuse of Existing Structure.

New Urban Spaces / New Streets

New urban spaces can act as a catalyst for existing business to alter their structure in response to the new urban space, and to complement the new urban space, this is evidenced in Navan, Co. Meath where a new civic, successfully completed by the Local Authority in 2009 following an architectural competition. The new civic plaza was designed to be used for open-air markets and civic events, plus a modicum of surface car parking to facilitate existing traders. Construction of the civic space prompted Dunnes Stores to redevelop its adjoining site as an in-town supermarket, capitalising on the possibility of fronting the new civic space, while also retaining its traditional frontage onto Trimgate Street.

Integrating New Development with existing historic urban fabric

The Athlone Town Centre site comprised an assembly of infill and backland plots, 'brownfield' uses and semi derelict structures covering approximately 3ha. The lands were amalgamated by the local authority. The scheme is both 'stitching and mending' existing streetscapes, and making new connections and spaces.

The site benefited from natural gradients, which allowed all car parking to be concealed, and servicing and delivery facilities on two subterranean levels. This eliminates the need for expanses of car parking, and allowing the range of new buildings to extend towards, and integrate with, existing development on all edges.

A new structure is overlaid on the site, imposing a pattern of streets and lanes, squares and courtyards on backlands that were previously excluded from the fabric of the town. The project accommodates an appropriately diverse mix of uses incorporating retail units, residential units in blocks of apartments and townhouses set around squares, courtyards and playgrounds, restaurants and cafés, a crèche and primary health-care facility, and a 4-star hotel rising to an 11-storey signature tower at its core, heralding the commercial centre of town.

Mix Of Use

The Athlone Town Centre has provided significant opportunities for large multiples to enter Athlone, through provision of four major retail store anchor units, Next, TK Maxx, Sara and M&S, and has acted as a catalyst for further investment in the town. The Golden Island shopping centre accommodates Penny and Tesco, which complements the Athlone Town Centre. The CBRE Market view Q3 2016 also notes that Athlone recorded the biggest decrease in ground floor vacancy rates, and in all locations surveys, a notable improvement has returned to the high street, and footfall levels appear stronger particularly on street that have seen new entrants opening stores.



Fig 2.23 Athlone Town Centre_Photo From DoEHLG Retail Design Manual



Fig 2.24 Athlone Town Centre_Photo From DoEHLG Retail Design Manual

Complimentary Contemporary Expression - High Quality Development

The Athlone town centre development gave appropriate contemporary expression to its core function within the town centre. This complements and acts as an appropriate backdrop to the existing historic structures.

Also the quality of development, from building design, proportioning, use of materials, and treatment of the public realm is essential to achieve a high quality environment.

This sense of quality of building and public space is already evidenced in Monaghan and should be continued in the regeneration plan area.

Adaptation and Reuse of Existing Structures

A key challenge is finding a sustainable use for the existing historic structures facing Dublin Street. Some of the structures continue their original use as ground floor retail with residential to the rear and upper floor associated with the use of the retail unit. However, a number of the commercial properties have assumed the entire ground floor area, and there is limited first floor access. Many of the upper floor are used for storage. This has a particularly negative impact on the street in terms of loss of passive surveillance, and has resulted in poor maintenance of the structure and visual deterioration.

Living over the shop schemes have had limited success. However, with careful planning the upper floor levels have the potential to create attractive accommodation that would activate the street, and provide passive surveillance. In this regard uses such as office, and smaller apartment dwellings may be appropriate. Consideration could be given to adaptation and reuse together with modest extensions in order to achieve appropriate floor plates to provide good quality accommodation.

Coppinger Court Cork provides family homes within the context of the historic urban fabric. It uses the topography of the site to provide own door dwellings from the quay front, and from extensions of exist-

ing paths and laneways that integrate with the existing urban fabric. It avoids the 'lift corridor' and provides a series of a series of public, semi - public and private external spaces. Each dwelling is bespoke respond to the orientation, and configuration on the site. This approach may be appropriate to the rear of the existing dwellings on Dublin Street.

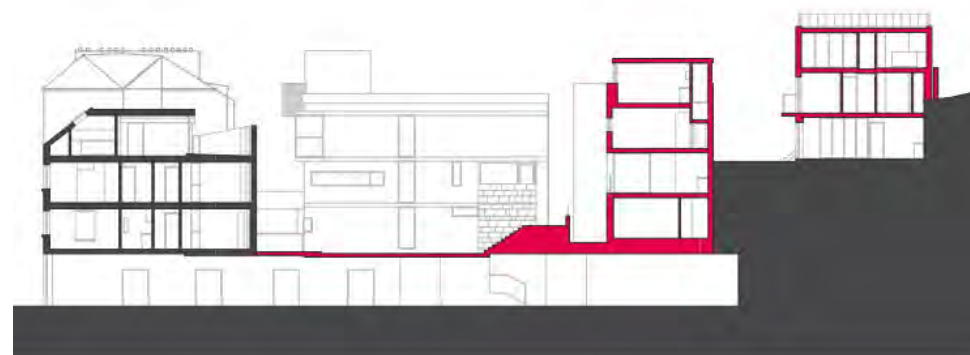


Fig 2.25 ACoppinger Court_Photo From DoEHLG Shaping The Future



Fig 2.26 ACoppinger Court_Photo From DoEHLG Shaping The Future

SECTION 3 - REGENERATION VISION

Introduction

The Regeneration Plan sets out a vision for consolidating the urban structure of the plan area; creating new streets and new public spaces which integrate seamlessly with the existing historic town centre and introduce a new backland quarter. The objective is to enhance the permeability of the area, and to provide an attractive place where people wish to live, work and visit. A clearly defined urban structure is fundamental to the creation of a well-designed urban neighbourhood, and a legible network of connections and spaces for pedestrian and traffic movement.

The vision for the area in the short term is to plan for the upgrading of existing public spaces, streets, spaces and footpaths – and to create new connections with new streets and spaces which enhance the urban structure, and quality of the public realm of the Dublin Street quarter as development sites come on-stream. This new high quality public realm (footpaths, street furniture, wayfinding, signage, landscaping etc) will set the standard for new developments and where existing structures are reused and adapted.

The vision in the long term is to allow the existing urban fabric to regenerate through adaptation, conversion and infill developments, and through the development of new urban blocks. A flexible approach is proposed that whereby the plan will facilitate the development of both large scale and / or incremental development. It is envisaged that the new developments of the backland area would present a new façade that will give identity to the new regenerated Dublin Street Quarter.

It is recommended that the emphasis should be given to the physical and spatial quality of both the streets and spaces, ensuring that the demands of vehicles for movement, access, deliveries and emergencies do not compromise the creation of an urban quarter which encourages people to walk and cycle.

The urban strategy addresses barriers to connectivity and accessibility, it is an objective that the development will open up the area to public permeability and to integrate Dublin Street to the new backland quarter, and visa-versa. The guiding principle is to identify ways to reuse, adapt and where appropriate extend the existing historic fabric, where new development will integrate with the historic streetscape, and where new development will compliment the existing built heritage.

Vision: Dublin Street together with its backlands offers a unique opportunity to create a new and viable town centre quarter, with the potential to accommodate additional shopping, office, cultural, residential and new employment zone. It offers the opportunity to address the weaknesses of the area and to maximise its strengths; to enhance pedestrian and vehicular movement, to enhance the existing built heritage; to integrate with the historic streetscape in a manner that is both contemporary and forward looking while complimenting the built heritage; to create an integrated and commercially robust, viable proposal, and a vibrant and sustainable new urban quarter in Monaghan.



Fig 3.1 Dublin Street Elevation



Fig 3.2 Dublin Street Regeneration Plan_Overall Plan

SECTION - REGENERATION STRATEGY

New Streets and Spaces

A hierarchy of streets and spaces are proposed within the plan area, and minor modifications to the street layout of the adjoining area are proposed in order to complete the overall vision for the Regeneration Plan Area and its immediate environs. Three new streets and spaces proposed:

- A new street and public space is proposed to connect Dublin Street to the backland area (Charles Gavin Duffy Place). The new street is formed by the demolition of existing structures to form a new opening in the street that is sufficiently wide to create a space that accommodates two way vehicular traffic and a pedestrian space. The edges of the street are to be created by infill development and the gables of existing structures. The space will be defined to the north east by the existing structures on Dublin Street. It is proposed that this space will be dedicated to Charles Gavan Duffy and will be called Charles Gavan Duffy Place, with the potential to provide an appropriate location to accommodate a statue or plaque and information stand to commemorate him. The space will benefit from a southerly orientation, and will increase light onto Dublin Street, as well as improving vehicular and pedestrian connections to the backlands.
- A mews lane subdividing the long rear plots is proposed. It will form a new large development site to the south, and mews sites to the rear of Dublin Street. It is proposed that this street is named Church Walk in recognition of the views towards the spires of the Church of St. Patrick. The long term objective here is to facilitate a connection from the proposed Charles Gavan Duffy Place to the rear of the Courthouse (Courthouse Square) and provide ease of access and services to the south of the existing plots of Dublin Street.
- A formal street is proposed to the rear, generally in line with the existing road to the rear, adjoining the existing surface car park. The roadway is realigned to create a promenade along the rear of the site. It is proposed that this street will be called The Mall and it will extend to the entrance area of the Shopping Centre. This is to enhance pedestrian access between the existing shopping centre and Dublin Street. A glass covered walkway is suggested along the southern side of The Mall. This will help to define the street and allow sheltered access to the existing car park.
- A realigned road is proposed from The Broad Road to The Mall. It is proposed that public realm improvements are carried out. A major urban landmark sign and a series of light and signage standards with planning is proposed to define the edges of the road, and can be utilised to advertise special events. This will further enhance the views of the town as viewed from The Broad Road. It is proposed to call the road Farney Road to reflect the GAA history of the town and the historic Farney Barony in the County.

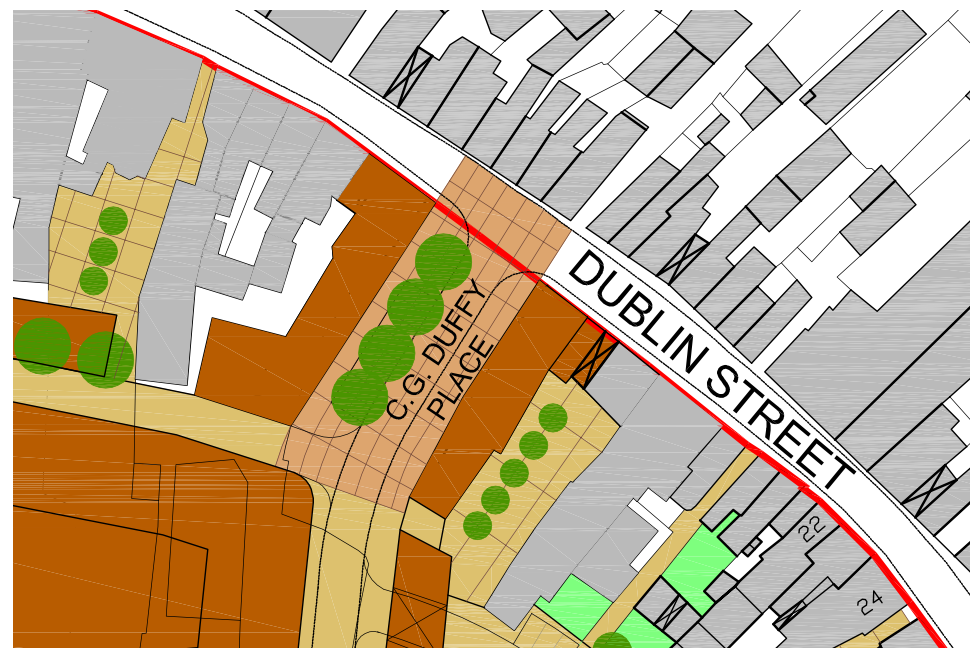


Fig 3.3 Dublin Street Regeneration Plan_New Square_Charles Gavan Duffy Place



Fig 3.4 Dublin Street Regeneration Plan_New Square_Courthouse Square

- It is proposed to redefine the space to the rear and side of the courthouse as a new major public space, and to provide high quality landscaping, with potential covered areas that will accommodate car parking, a farmer's market and possible event space. It is suggested that the space will be flexible to act as a potential outdoor gathering space for special events only, while allowing for day to day parking.
- It is proposed that the Courthouse Square will be defined by the rear / side façade of the courthouse, the boundary to the church, and a new linear building to the east. The proposed walkway along The Mall will define the southern boundary to the Monaghan Shopping Centre.



Fig 3.5 Dublin Street Regeneration Plan_New Square_Charles Gavan Duffy Place

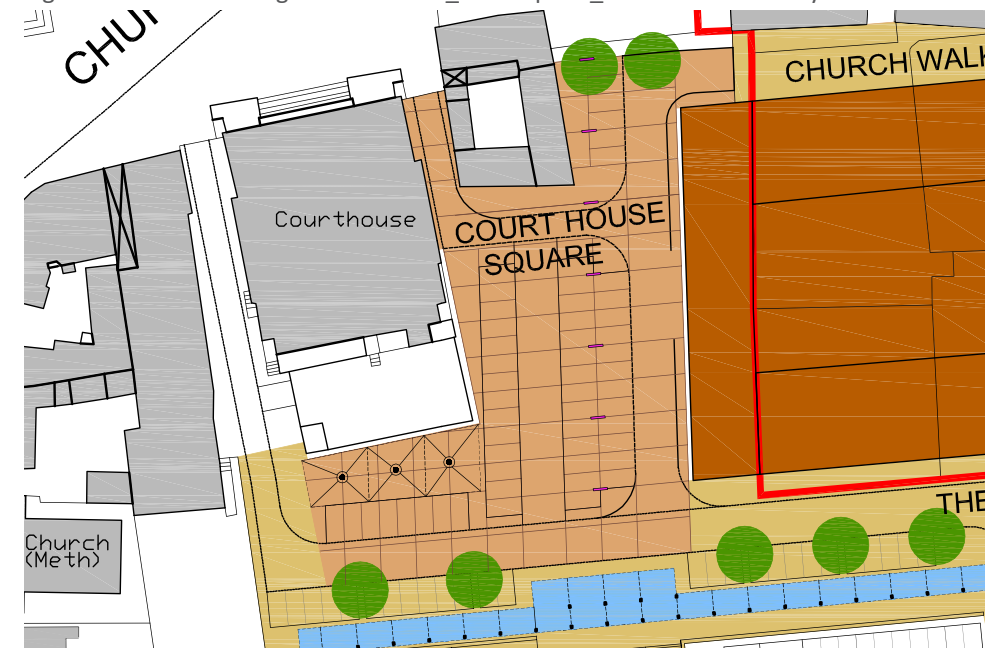


Fig 3.6 Dublin Street Regeneration Plan_New Square_Courthouse Square



Fig 3.7 Dublin Street Regeneration Plan_Public Realm Fearnly Road



Fig 3.8 Dublin Street Regeneration Plan_Regeneration Area



Fig 3.9 Dublin Street Regeneration Plan_new Square_Charles Gavan Duffy Place



Courthouse Square

Fig 3.10 Dublin Street Regeneration Plan_new Square_Courthouse Square

SECTION 4 - REGENERATION STRATEGY

Reuse Adaptation and Infill

Two development blocks will comprise of reuse, adaptation and Infill opportunities.

- The block to the east extends from The Diamond to the proposed Charles Gavan Duffy Place, and is defined by Dublin Street to the north and the proposed Church Walk mews lane to the rear. It is proposed that careful planning of the overall site, taking into account the existing slope on the site, can achieve appropriate floor areas to accommodate either residential or commercial uses at upper floor levels of the existing structures. The rear of the site may be appropriate for new mews dwellings / live / work development at the rear.
- Through routes may be maintained for public use where appropriate, however, consideration may be given to semi private courtyard spaces, that can provide controlled access and open space amenity for potential residents. Also consideration could also be given to potential outdoor spaces associated with cafes / restaurant / shops.
- The block to the south west extends from the proposed Gavan Duffy Place to the grounds of the Presbyterian Church at Old Cross Square, and is defined by Dublin Street to the north east, and the proposed realigned road to the south west; The Mall. This block benefits from a number of extended annexes, such as to the rear of the Shamrock Bar, and courtyards created with an existing dwelling, a very attractive vernacular two storey out buildings positioned perpendicular to the Dublin Street. The former bakery extends along the boundary to the Presbyterian graveyard, it is proposed that this area could develop to include adaptation of the existing structures, and to amalgamate the courtyard spaces to shared spaces where appropriate. There is potential for wider well landscaped courtyard spaces which could contain hostel accommodation and / or short stay rental accommodation. Similarly, the lane and linear space to the side of the Shamrock Bar could be amalgamated to allow the Shamrock Bar external space and an enlarged frontage to help activate the courtyard space.
- The area to the rear facing The Mall could develop independently as a linear building. Access is suggested in the form of a shared surface road extending to the rear of the new block. This could provide access and parking to the existing structures to the front facing Dublin Street, and parking area for the new structure facing The Mall.
- A range of uses are possible. The courtyard space could develop as commercial at ground floor with outdoor courtyard space for cafe / bars, to private garden areas, and to a shared courtyard. The buildings may develop as commercial at upper floors, or apartments, the baker could be adapted as a hostel or sheltered accommodation. The new block facing The Mall be develop with commercial use at ground floor and upper floor apartment / own door town houses, with upper floor private open space.



Fig 3.11 Dublin Street Regeneration Plan Area_Existing Backlands To Dublin Street

- A new street and public space is proposed to connect Dublin Street to the backland area (Charles GavAn Duffy Place). The new street is formed by the demolition of existing structures to form a new opening in the street that is sufficiently wide to create a space that accommodates two way vehicular traffic and a pedestrian space. The edges of the street are to be created by infill development and the gables of existing structures. The space will be defined to the north east by the existing structures on Dublin Street. It is proposed that this space will be dedicated to Charles Gavan Duffy and will be called Charles Gavan Duffy Place, with the potential to provide an appropriate location to accommodate a statue or plaque and information stand to commemorate him. The space will benefit from a southerly orientation, and will increase light onto Dublin Street, as well as improving vehicular and pedestrian connections to the backlands.
- A mews lane subdividing the long rear plots is proposed. It will form a new large development site to the south, and mews sites to the rear of Dublin Street. It is proposed that this street is named Church Walk in recognition of the views towards the spires of the Church of St. Patrick. The long term objective here is to facilitate a connection from the proposed Charles Gavan Duffy Place to the rear of the Courthouse (Courthouse Square) and provide ease of access and services to the south of the existing plots of Dublin Street.

'SHAMROCK BAR'

Amalgamated Courtyard Space
Outdoor Seating Area for Public House / Cafe

Existing Structures Remodeled To Front Onto
Gavan Duffy Place



Fig 2.33 Dublin Street Regeneration Plan_new Square_Charles Gavan Duffy Place



Fig 3.23 Dublin Street Regeneration Plan Area_Proposed Backlands Regeneration To Dublin Street

SECTION 4 - REGENERATION STRATEGY

New Development Areas

There is potential for a new site proposed to be created immediately to the west of the Northern Standard. This could develop as a retail ground floor with commercial uses at upper floor levels. This would present an attractive definition of the Courthouse Square and act as a retail link between the shopping centre and Dublin Street and The Diamond.

A new urban block is also created defined by the proposed mews lane, Church Walk, to the north east, and The Mall to the south, with an extension of Charles Gavan Duffy place / street to the east, and The Courthouse Square to the west. There are two development options for this block;

Incremental Development

This block could potentially develop in piecemeal development forms reflecting the plot ownership lines. The scale of the site are such that frontage could occur facing Church Walk to the north and The Mall to the south. Car parking can be incorporated within the topography of the site, and by way of contribution to the development of the new street at Gavan Duffy Place, and public realm, signage works to the realignment of Farney Road, which will improve the arrangement of car parking in the area. Appropriate uses would include retail at ground, and residential or office use at upper floor levels.

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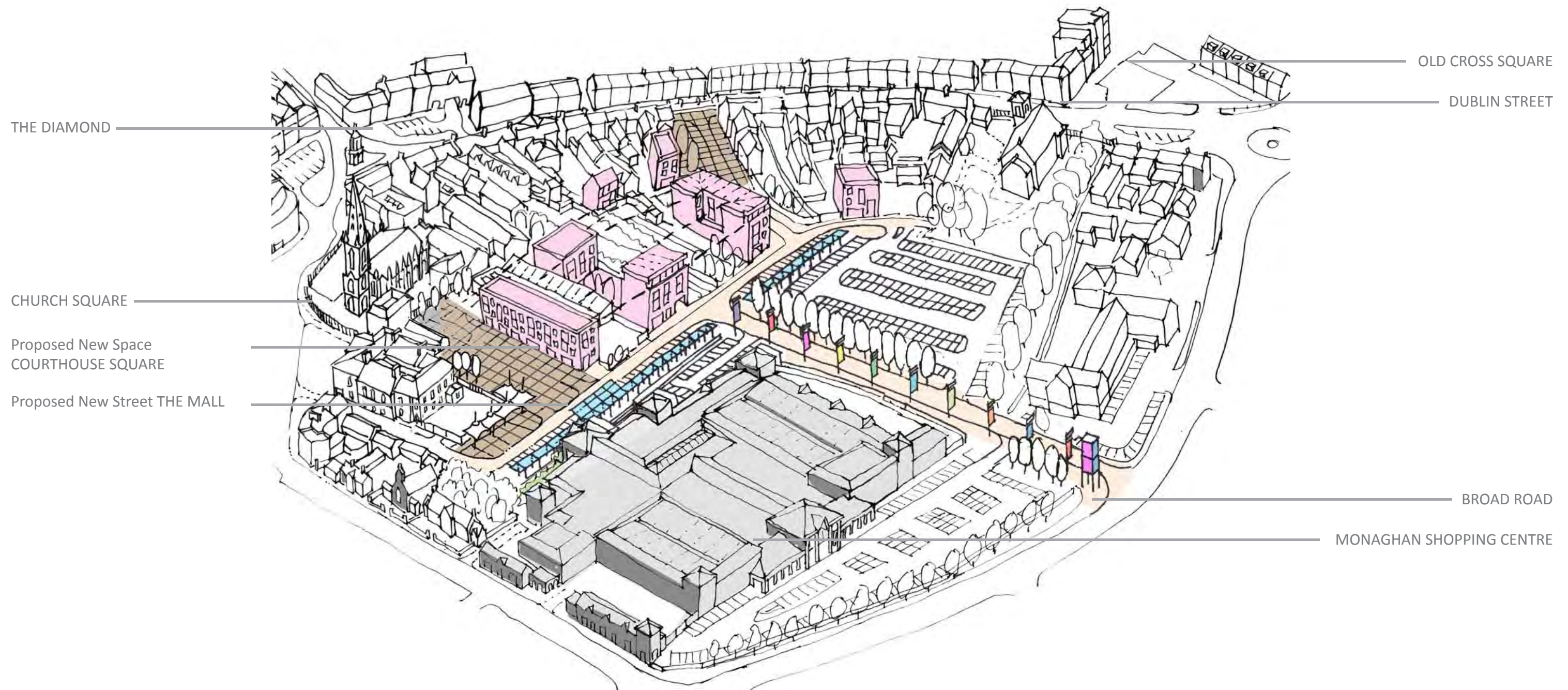


Fig 3.24 Dublin Street Regeneration Plan_Incremental Development

Full Urban Block Development

This block could also develop as a single development site, which has the potential to accommodate a major retail chain and / or office / hotel or mixed use commercial / residential use. The site would have capacity to provide car parking within the site, through the use of the topography of the site, or through the provision of semi basement car parking levels if appropriate.

New development, may be up to three storeys in height, and four storey / roof level / fifth floor to the south facing The Mall site to create a sense of place and definition of the face of the Regeneration Plan area.

A key objective of the Regeneration Plan is that new development responds to context and local distinctiveness. Therefore, the use of quality indigenous materials, and finishes which can contribute positively to the attractiveness, character and appearance of the area, will be encouraged. New development will be expected to be of the highest architectural standard with attention to detail in design, particularly in terms of the articulation of ground floor uses, entrances, facade articulation, roofscape and landmark elements.



Fig 3.25 Dublin Street Regeneration Plan_Overall Development

Potential Development Capacity

There are two potential large development site areas; the block between Courthouse Square and Charles Gavan Duffy Place, and the block between Charles Gavan Duffy Place and the First Presbyterian Church to the east. There is also potential for a new development to define the proposed Courthouse Square.

The large block between Courthouse Square and Charles Gavan Duffy Place has the capacity to provide a gross floor area of c13,300sqm (Subject to design and configuration). This floor area assumes a subdivision over four floors, comprising two large single floor plates of 3,500sqm each suitable for retail use, and two upper floors of 3,150sqm, which is suitable for office / commercial uses. This block would also be suitable for a hotel use.

The smaller block between Charles Gavan Duffy Place and the First Presbyterian Church to the east has the capacity to accommodate 700sqm per floor, or a total of 2100sqm.

The block to the east of Courthouse Square has the capacity to accommodate 200sqm per floor, or 600sqm in total over three floors.

With regard to use and capacity, as noted previously, for comparative purposes Athlone Shopping Centre provides 1,950sqm of retail floor space, and incorporates Marks & Spencer, who trade alongside TK Maxx, H&M, Zara, River Island, Next, Topshop and Tommy Hilfiger. The shopping centre is complements the Golden Island shopping centre, that includes Pennys, Argos, Lifestyle and Tesco. Alongside the centre is a mix of one, two and three bedroom apartments and a four star landmark hotel. The McDonough Junction shopping centre in Kilkenny provides 1,950sqm of retail floor space (45 shops), and includes its anchor Dunnes Stores, as well as TK Maxx, H&M, Jack and Jones, and Next. This complements the Market Cross shopping centre in the town core, which includes Supervalu, Heatons, and Penneys.

Monaghan benefits from a good range of shopping, in both the Monaghan Shopping Centre, Flemmings, and the Monaghan Retail Park, there is a gap in retail provision however, and consideration could be given to stores such as Pennys and TK Maxx stores or similar comparison goods stores. These uses could be readily accommodated on the sites.

A variety of block configurations could be considered, with uses subdivided horizontally or vertically, such as retail at ground and first floor levels, with upper floor offices, or a retail block alongside an office block for example.

Also the site has the capacity to accommodate a hotel use. As noted there are only 4 no. 4 star hotel premises identified in the Failte Ireland study. By comparison Westmeath benefits from 14 No. 4 star hotel premises. Consideration could be given to the development of a 4 star hotel premises at this location. The site can readily accommodate such a use. For comparative purposes, a recently permitted Hotel in an urban context comprises 137 Bedroom , of 6084sqm including 1035sqm basement car parking. As noted the site has the capacity to accommodate a development of 13,300sqm, which could readily accommodate a hotel use of this scale, along side retail / office or residential provision.

The site has the capacity to accommodate its own car parking which will reduce the net development area, however, semi – basement car parking could be considered, and consideration may also be give to alternative car parking provision proximate to the site, to serve both the needs of the development itself and / or the needs of the town, in the form of a multi storey car park.

SECTION 5 - DEVELOPMENT Objectives

Key Urban Design Objectives

- Reinforce identity and sense of place by promoting the development of character areas related to uses, focal points and heritage buildings within the urban structure.
- Promote the creation of the traditional street as the primary circulation network, with provision for traffic calming on street parking, slow traffic speeds and pedestrian priority measures within the Regeneration Area.
- Encourage diversity and variety through a mix of compatible development and uses that work together to create places responsive to local and county needs.
- Provide for a fine urban grain, to optimise permeability and access for pedestrian and vehicular circulation.
- Develop innovative building typologies which have a greater engagement with the street and, in particular, requiring the predominant use of finer grained buildings and spaces and which promote permeability.
- Integrate new development into the existing surrounding network of streets, public spaces, facilities and services.
- Create an urban structure which facilitates convenient pedestrian access to facilities and services.

Key Urban Structure Objectives

- Promote the development of a legible urban structure with a well defined network of routes and spaces for pedestrian, cyclist and vehicular movement.
- Create new routes, for pedestrian, cyclist and vehicular movement, which contribute to ease of movement and connect existing and new spaces; Gavan Duffy Place, Church Walk, The Mall, and Courthouse Square.
- Integrate new development into the existing surrounding network of streets and open space; connection to Dublin Street, The Diamond, Church Square and Broad Road.
- Promote the creation of a traditional street / public spaces as the primary circulation routes, with active ground floor uses, fronting onto Gavan Duffy Place, The Mall and Courthouse Square, and as appropriate facing Church Walk.
- Reinforce identity and sense of place by promoting the development of character areas related to uses, focal points and heritage buildings; courthouse square has the potential to act as a multi functional spaces, including car parking, a temporary event space, farmers market etc; Gavan Duffy Place can provide a space for outdoor seating, benefiting from a southerly orientation; Farney Road, and The Mall can integrate with pedestrian and cycleway through the town centre. The new public spaces should add to the sense of place and cultural identity of the Town.

Public Realm Objectives

- Provide a range of civic spaces to support and animate the area, Gavan Duffy Place, Courthouse Square, The Mall and Farney Road.
- Enhance the existing public realm on Dublin Street, with design for improved pedestrian use, and appropriate accommodation for vehicular access, services and parking.
- Prioritise the design and implementation of a scheme to upgrade the public realm of the backlands area, to include realignment of the routes; proposed Fearnly Road, and The Mall, and walkway along the Shambles river to connect through the existing graveyard to Old Cross Square.
- Ensure that the public realm is characterised by high quality materials such as paving, street furniture, lighting and planting. Opportunities for public art should be created particularly in public squares; Courthouse Square and Gavan Duffy Place.
- Provide positive interaction between spaces and the built form, e.g building frontages, windows and entrances should face onto and overlook the street and public spaces.

Key Urban Form Building Height Objectives

- The urban form should contribute to the consolidation of the fine grain urban structures and the pattern of street blocks and buildings in the area.
- In general up to four floor area suggested facing The Mall; building heights of new developments immediately to the rear of Dublin Street, and facing Church Walk should have regard to the historic structure, and may development from two / three floors as appropriate.
- Where incremental development occurs along The Mall, each development plot should have regard to adjoining developments and a co-ordinate approach should be adopted in relation to building heights, and massing. Planning applications should be accompanied with an overall built form, and demonstrate how their project sits within that overall block in the short term and long term.
- New developments should promote legibility in terms of the articulation of street level and roof top, the distinction of public and private areas, and primary circulation and entrances.
- Ensure that the height and massing of proposed new development does not impact negatively on the sustainable conservation of protected structures and the social and historic heritage of the town.

DRAFT 22.05.17 DUBLIN STREET REGENERATION PLAN - MONAGHAN Key Architectural Design Objectives

- Promote a design led approach to the redevelopment of infill and new development sites.
- Ensure the new developments make a significant contribution to improving the quality of life and physical regeneration within the plan area.
- Ensure that development delivers quality, attractive urban environments and a high level of amenity for commercial and residential developments.
- Ensure that new development positively address exiting historic structures, and protects established levels of amenity.
- Ensure that development provides for the sustainable conservation of the architectural, social and historic heritage of the area, and promotes the adaptation and re-use of protected structures.
- Provide a detailed design statement for all new building proposes i.e. for sites in excess of 500sqm.
- Promote building design that are sympathetic to and enhance the established built heritage and street patterns.
- Provide a new interpretation of the development of Monaghan town centre, while reinforcing its unique qualities and providing it with a ne distinct identity.
- Provide for the use of high quality materials which are durable and require a low level of maintenance, use of local or indigenous materials.
- Promote new design which is clearly modern and embrace recent construction methods.
- Promote buildings design for adaptability and change of use, plan depth and floor to ceiling heights can allow for future conversion to other uses.
- Promote buildings designed for universal access, parents with push-chairs, people with disabilities and the elderly will have complete access and freedom of buildings, open space, streets and amenity.

Key Security Objectives

- Buildings should be positioned so that they front onto and overlook the public domain. Buildings / boundaries should also form a perimeter around areas of communal or private open space.
- Routes and access points should be clearly defined.
- All areas of public and communal open space should be overlooked by development. Visually impermeable barriers such as high walls must be avoided.
- Any shutters or gates used to secure shop fronts car parking and other entrances should be at least 50% see through



Comhairle Contae Mhuineacháin
Monaghan County Council

Noise Action Plan

(2018-2023)

***Relating to Major Roads
Within County Monaghan
Carrying More Than 3,000,000
Vehicle Passages Per Year***

November 2018

Executive Summary

This Noise Action Plan has been prepared by Monaghan County Council for major roads carrying more than three million vehicles per annum, which in County Monaghan comprises the national road; N2 and small sections of Regional roads around the towns of Monaghan (R162 & R937), Castleblayney (R181 & R938) and Carrickmacross (R927). This is the second noise action plan devised for Co. Monaghan; the first one being devised for the period 2013-2018.

The plan was prepared in accordance with the Environmental Noise Regulations (S.I. 140 of 2006). These Regulations give effect to the EU Directive 2002/49/EC relating to the assessment and management of environmental noise (END Directive). The aim of the Directive and the Regulations is to provide for the implementation of an EC common approach to avoid, prevent or reduce on a prioritized basis the harmful effects, including annoyance, due to exposure to environmental noise.

Environmental noise can be defined as unwanted or harmful outdoor sound created by human activities, including noise emitted by means of transport, road traffic, rail traffic, air traffic and noise in agglomerations over a specified size. Types of noise **not** included in these Regulations are noise that is caused by the exposed person, noise from domestic activities, noise created by neighbours, noise at workplaces or noise inside means of transport or due to military activities in military areas.

Noise Mapping Bodies and Action Planning Authorities were assigned responsibility under the Regulations to draw up noise maps and prepare action plans for noise from the following sources:

- Major railways with more than 30,000 trains per annum (not applicable to Monaghan)
- Major airports with more than 50,000 flights per annum (not applicable to Monaghan)
- Major Roads with more than 3 million vehicles per annum (applicable to the N2, R162 & R937 in Monahan town, the R181 & R938 in Castleblayney and the R927 in Carrickmacross) and
- Agglomerations of greater than 100,000 habitants (not applicable to Monaghan)

In 2017 Transport Infrastructure Ireland (TII), as the designated Noise Mapping Body for major national roads, prepared noise maps and population exposure assessments for national roads. Monaghan County Council, as the designated Noise Mapping Body for major non-national roads, engaged in a centralised approach with a number of other Local Authorities to commission TII to prepare noise maps and population exposure assessments for major non-national roads carrying more than 3 million vehicles per annum. In this assessment TII mapped the N2, N53, N54 and roads in the towns of Monaghan, Castleblayney and Carrickmacross. However, the N53 and N54 do not fall within the scope of the Environmental Noise Regulations (S.I. 140 of 2006) or EU Directive 2002/49/EC, as they do not have greater than 3 million vehicles per annum, so they are not considered under this Noise Action Plan.

Noise maps for County Monaghan are presented in terms of two noise indicators; L_{den} and L_{night} . L_{den} is the day-evening-night noise indicator and it represents the noise indicator for overall annoyance. It is based on day (07:00-19:00), evening (19:00-23:00) and night

(23:00-07:00) time periods and it is weighted to account for extra annoyance in the evening and night periods. L_{night} is the night time noise indicator and is used in the assessment of sleep disturbance. It is based on night (23:00-07:00) time period. Both of these indicators are based on year long averages of the day, evening and night time periods and each are plotted separately for the required roads in the County. Each map presents the noise levels in 5dB contour bands. Maps for the N2 and major roads in Monaghan, Castleblayney and Carrickmacross are presented in Appendix 1.

A summary of the population exposure for each of the noise band contours was compiled by reference to geodirectory data by TII for all the roads that they mapped and is provided below:

**Population Exposure Data, (L_{den}) for Major Roads in Co. Monaghan,
(from TII Data covering the N2, N53, N54 and R162, R937, R181, R938, and R927)**

Noise Level Band dB	Approximate No. of People (Round 3 – 2017)
55-59	1,521
60-64	1,232
65-69	1,378
70-74	150
>75	3

**Population Exposure Data, (L_{night}) for Major Roads in Co. Monaghan,
(from TII Data covering the N2, N53, N54 and R162, R937, R181, R938, and R927)**

Noise Level Band dB	Approximate No. of People (Round 3 – 2017)
50-54	1,249
55-59	1,533
60-64	206
65-69	3
>70	0

The figures provided above include the N53 and N54, which are not required to be covered under the regulations, so are not considered under this Noise Action Plan. Therefore the numbers in Table 1 and 2 are higher than the actual number of people exposed under this Noise Action Plan.

The purpose of the Noise Action Plan is to endeavour to manage the existing noise environment on the N2 and major roads within the towns of Monaghan, Castleblayney and Carrickmacross and protect the future noise environment within the action planning area. Management of the existing noise environment will be achieved by prioritising areas for which further assessment and possible noise mitigation, may be required. Protection of the future noise environment will be achieved through the planning process such as land-use planning, development planning, sound insulation measures, traffic planning and control of environmental noise sources.

A pre-screening check on this Noise Action Plan was carried out in line with Strategic Environmental Assessment (SEA) Directive which requires that assessment of the effects

of certain plans and programmes on the environment be carried out. The SEA Screening concluded that the Noise Action Plan would not be likely to result in significant environmental effects. Screening for Appropriate Assessment (AA) will be conducted for any actions required under the Noise Action Plan to determine whether any project required over the 5-year period of the of the Noise Action Plan, alone and in combination with other plans or projects, could have significant effects on a Natura 2000 site in view of the site's conservation objectives.

Assessing and prioritising actions

The proposed onset levels for assessment of noise mitigation measures for noise due to road traffic are:

- 70dB, Lden and
- 57dB, Lnight

The proposed onset levels for assessment of noise level preservation for quiet areas, where the existing noise level is considered good are as follows:

- 55dB, Lden and
- 45dB, Lnight

In order to focus resources on areas in most need of improvement, a decision matrix will be applied where the final matrix score is determined based on three variables:

1. The calculated environmental noise level (from the noise mapping data).
2. The type of location (e.g. town centre, commercial, residential).
3. The noise source (i.e. road, rail, airport, agglomeration)

It is proposed to examine the noise maps to identify any noise sensitive locations situated within the action planning area. Any noise sensitive locations identified will be tested against the Matrix to establish what mitigation measures will be considered to improve the existing noise situation.

The following key actions are proposed subject to the availability of resources;

1. It is proposed to manage the potential noise impact of future development through the Planning and Licensing processes, including existing provision for Environmental Impact Assessment Reports.
2. The potential noise impact from increased traffic on major roads should be adequately addressed by reviewing (and revising, if necessary) the Noise Action Plan every 5 years, or sooner where a material change in environmental noise in the area occurs.
3. Carry out an assessment of Quiet Areas in open countryside for County Monaghan following EPA guidelines and if possible, identify areas for delimiting and submit proposal to EPA and Minister for approval.
4. The accuracy of predicted noise levels will be confirmed and potential noise mitigation measures identified on a priority basis. A cost-benefit analysis on potential actions will be carried out and a list of beneficial, achievable actions for noise mitigation drawn up.
5. A budget will be identified by Monaghan County Council and a programme of works agreed and implemented.

The first Noise Action Plan 2013-2018 included the N2, N53, N54 and relevant roads in Monaghan, Castleblayney and Carrickmacross. In year one of the plan a matrix assessment was undertaken and identified all houses with a matrix score of 17 or greater. In year two of the plan, monitoring was undertaken at selected properties along the major routes to verify the noise model readings and in general a good correlation was found. There were no noise reduction measures undertaken or road upgrade works over the remaining years of the first Noise Action Plan.

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1. Introduction

1.1 Background

There is increasing concern about the health effect of Environmental Noise and noise is ranked at No. 2 priority after air pollution by the EPA. This Noise Action Plan addresses noise from Major Roads carrying more than 3 million vehicle passages per year.

This Noise Action Plan has been prepared for Monaghan County Council to meet the requirements of the statutory Noise Regulations currently in force, namely the;

- Environmental Noise Directive (END) 2002/49/EC and
- Environmental Noise Regulations, S.I. No. 140 of 2006

The Noise Action Plan was undertaken in line with the EPA “Guidance Note for Noise Action Planning”, July 2009, with “Updated Sections June 2018 (Draft)”. For the Noise Action Plan, Transport Infrastructure Ireland (TII) conducted noise mapping for the following roads in Monaghan; N2, N53, N54 and small sections of Regional roads around the towns of Monaghan (R162 & R937), Castleblayney (R181 & R938), Carrickmacross (R927) and a small section of the R162 Kingscourt Shercock Road, located in Co. Monaghan. However, the N53 and N54 and the small section of the R162 Kingscourt-Shercock road in Co. Monaghan do not have greater than 3 million vehicles per year, so they do not fall within the scope of the regulations and are not included in this Noise Action Plan.

The plan informs the public about the relevant traffic noise data and provides an action plan to avoid, prevent or reduce, on a prioritised basis, environmental noise exposure along the N2 and major roads within the towns of Monaghan, Castleblayney and Carrickmacross. This is a 5-year plan, but will be revised if necessary, if noise conditions change within this period.

The first Noise Action Plan 2013-2018 included the N2, N53, N54 and relevant roads in Monaghan, Castleblayney and Carrickmacross. In year one of the plan (2014) a matrix assessment was undertaken and identified all houses with a matrix score of 17 or greater. In year two of the plan (2015), monitoring was undertaken at selected properties along the major routes to verify the noise model readings and in general a good correlation was found. Previous reports relating to the first Noise Action Plan are available from Monaghan County Council on request. There were no noise reduction measures undertaken or road upgrade works over the remaining years of the first Noise Action Plan.

A glossary of acoustic and technical terms used throughout this report is provided in Appendix 2.

1.2 Purpose and Scope of the END Directive

In 2002 the European Union issued Directive 2002/49/EC relating to the assessment and management of environmental noise pollution, which is commonly referred to as the Environmental Noise Directive (END).

The Directive aims to “*define a common approach intended to avoid, prevent or reduce on a prioritised basis the harmful effects, including annoyance, due to exposure to environmental noise.*”

The Directive requires that Member States:

1. Undertake strategic noise mapping to determine exposure to environmental noise.
2. Ensure information on environmental noise and its effects is made available to the public and
3. Adopt action plans, based upon the noise-mapping results, with a view to preventing and reducing environmental noise where necessary and particularly where exposure levels can induce harmful effects on human health and to preserving environmental noise quality where it is good.

1.3 Purpose and Scope of the Regulations

The END was transposed into Irish Law by the Environmental Noise Regulations, S.I. No. 140 of 2006. The Regulations define “environmental noise” as unwanted or harmful outdoor sound created by human activities, including noise emitted by means of transport, road traffic, rail traffic, air traffic and from sites of industrial activity. Types of noise not included within these Regulations are noise that is caused by the exposed person, noise from domestic activities, noise created by neighbours, noise at workplaces or noise inside means of transport or due to military activities in military areas.

The Regulations apply to environmental noise to which people are exposed, in built up areas, in public parks or other quiet areas in an agglomeration, in quiet areas in open country, near schools, near hospitals, and near other noise-sensitive buildings and areas.

The Regulations set a threshold for roads, railways, agglomerations and airports falling under the scope of the Environmental Noise Regulations as follows;

- Major Roads >3 million vehicles/annum
- Major Railways >30,000 trains/annum
- Agglomerations >100,000 inhabitants
- Airports >50,000 movements/annum

Within County Monaghan some sections of road fall within the definition of a major road, as defined in the Regulations; the N2 and regional roads around the towns of Monaghan, Castleblayney and Carrickmacross; R162, R937, R181, R938 & R927. It is these that this Noise Action Plan has been devised for. These thresholds will be used on an on-going basis at 5 yearly intervals, the next being in 2023.

1.4 Roles and Responsibilities of designated bodies

There are three main designated bodies under the Regulations for the purposes of the County Monaghan Noise Action Plan, covering Major Roads.

1) Environmental Protection Agency – Oversee the Regulations

The Regulations designate the Environmental Protection Agency (EPA) as the national authority responsible for overseeing the implementation of the Regulations. The EPA are required to provide advice and guidance on the requirements of the Regulations and to report on Strategic Noise Mapping and Action Planning to the European Commission.

2) Transport Infrastructure Ireland (TII) - Noise Mapping Body

Transport Infrastructure Ireland (TII) is the designated noise mapping body for national roads identified as major roads within the County and Monaghan County Council is the designated noise mapping body for non-National major roads (above 3million vehicles per

year). TII undertook the strategic noise mapping of both National and non-national roads for the purposes of this Noise Action Plan in line with EPA Guidelines for producing strategic noise maps for the County. A strategic noise map is a map designed for the assessment of noise exposure in a given area.

3) Monaghan County Council - Action Planning Authority

The Regulations designate for major roads, the relevant local authority within whose functional area the road is located as the action planning authority. Therefore, Monaghan County Council is the action planning authority for this Noise Action Plan.

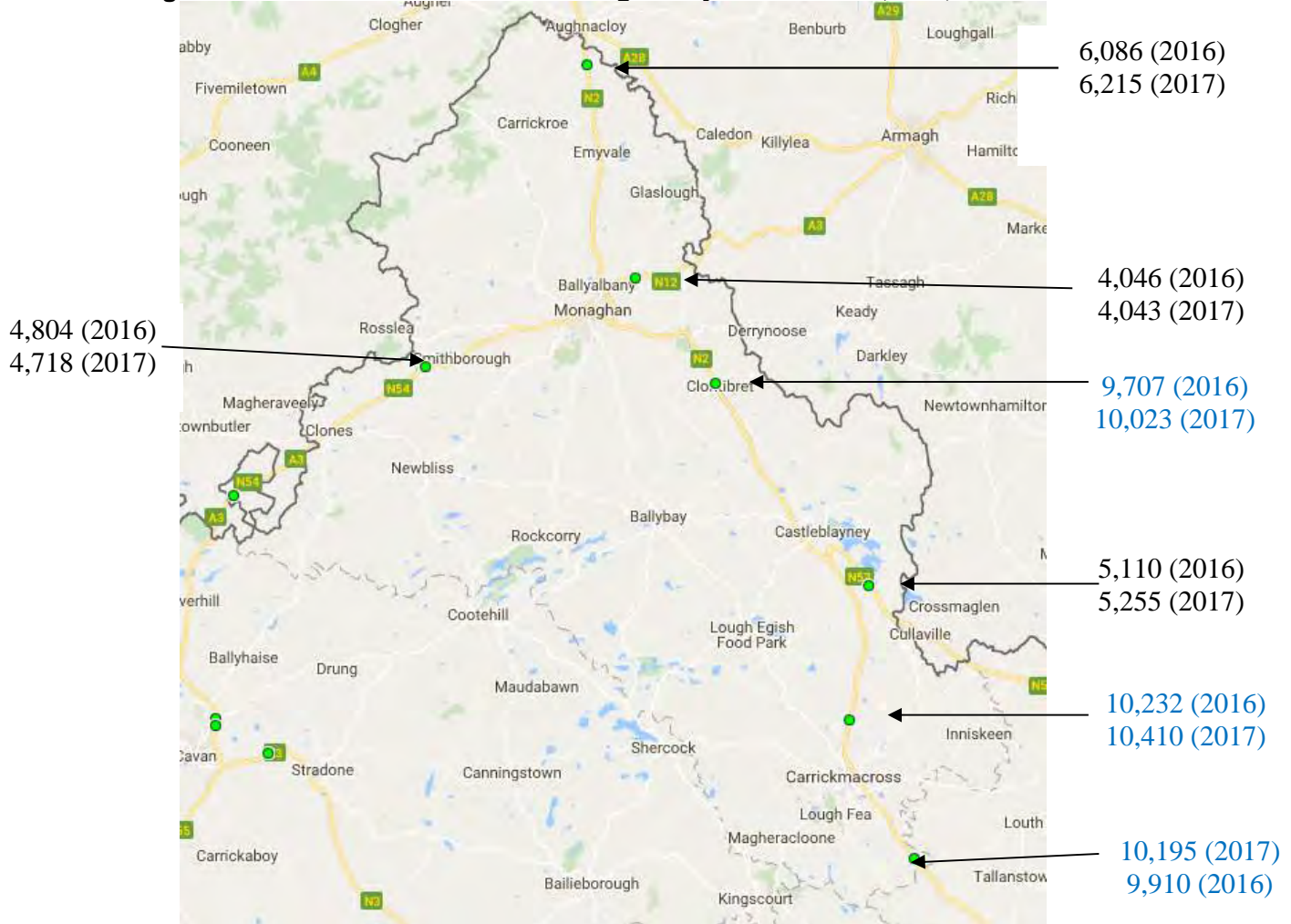
1.5 Key Phases

1.5.1. Identification of areas required to be mapped.

In County Monaghan, strategic noise maps and action plans must be prepared for major roads only with >3 million vehicles per annum. The requirement for major railways, major airports or agglomerations >100,000 people do not apply to Co. Monaghan.

Road traffic volumes were obtained using the Transport Infrastructure Ireland's traffic counting data (Annual Average Daily Traffic – AADT) at the locations shown in Figure 1, which shows four traffic counters on the N2 and one on the N53, N54 and N12. Traffic counts from regional roads were obtained from Monaghan County Council, provided in Table 1.

Figure 1. TII 2016 & 2017 Annual Average Daily Traffic on N2, N53, N54 & N12



AADT figures between 2016 (used in TII noise model) and 2017 were comparable, therefore the assessment year was typical in terms of road traffic for noise modelling purposes.

Table 1. Local Authority Traffic Count Data used by TII for Noise Model

Regional Road Name	Road No.	Length (km)	AADT	Annual Traffic Volume (million)
Main Street, Castleblayney	R181	0.113	11,284	4.1
York Street, Castleblayney	R938	1.034	7,887	2.9
Main Street, Carrickmacross	R927	1.397	9,544	3.5
Glen Road, Carrickmacross	R162	0.928	11,786	4.3
Dublin Road, Monaghan	R937	1.365	13,415	4.9

An AADT figure of 8,220 or greater gives >3million vehicle movements per year. Therefore, for this Noise Action Plan, roads with an AADT less than 8,220 are not required to be considered.

The following routes were identified as falling under the Regulations as they have >3 million vehicle movements per annum.

- National Primary Road, N2 from Louth/Monaghan border to Monaghan/Tyrone border; 75km total. The ADDT figures from Monaghan to Tyrone border did not have >3million vehicles per year, but the entire N2 was considered in this Noise Action Plan.
- Regional Road R937, Dublin Road, Monaghan town, 1.365km total
- Regional road R162, Glen Road, Monaghan Town, 0.928km total.
- Regional Road R181, Main Street Castleblayney, 0.113km total
- Regional Road R938, York Street, Castleblayney, 1.034km total
- Regional Road R927 Main Street, Carrickmacross, 1.397km total

TII included in their Noise Modelling and Noise Maps the N53, N54 and the section of the R162 in Co. Monaghan on the Kingscourt - Shercock Road as sections of these roads were included in other Counties. Therefore, to avoid fragmentation in the noise model they were included for completeness. However, these sections are not required to be considered in this Noise Action Plan, based on their annual traffic volumes.

1.5.2. Preparation of strategic noise maps

Transport Infrastructure Ireland (TII) carried out noise mapping for the County and produced the strategic noise map. This was done following the EPA *Guidance Note for Strategic Noise Mapping for the Environmental Noise Regulations 2006 (Version 2 – August 2011). Revised Section 10: Mapping Methodology for Exposure Assessment - Post Processing and Analysis (October 2017)*.

A strategic noise map is a graphical representation of the predicted noise level in a given area. A noise map has different colour coded bands, which represent the predicted decibels (dB(A)) within a certain range, also detailed on the map.

A noise map is produced using a computer software package. To develop a noise map, a number of variables must be determined in order to correctly represent the amount of noise generated by traffic driving on the road. For road traffic noise, the noise level at the source is primarily influenced by the speed at which traffic is travelling, the overall quantity of vehicles in the traffic flow, the proportion of heavy commercial vehicles (HCVs) in the flow and the type of road surface in the area.

The manner in which the noise level decreases with distance must then be calculated, which involves determining the reduction in noise level as it propagates from the source. Distance, ground cover and the presence of barriers such as walls, noise barriers etc will all influence the level of noise attenuation.

Noise maps for County Monaghan are presented in terms of two noise indicators; L_{den} and L_{night} . L_{den} is the day-evening-night noise indicator and it represents the noise indicator for overall annoyance. It is based on day (07:00-19:00), evening (19:00-23:00) and night (23:00-07:00) time periods and it is weighted to account for extra annoyance in the evening and night periods. L_{night} is the night time noise indicator and is used in the assessment of sleep disturbance. It is based on night (23:00-07:00) time period. Both of these indicators are based on year long averages of the day, evening and night time periods and each are plotted separately for the required roads in the County. Each map presents the noise levels in 5dB contour bands and are shown in Appendix 1.

1.5.3 Development of the noise action plans.

The Local Authorities within whose functional area the roads are located are the designated body for preparing Noise Action Plans. The plan is based on the strategic noise maps produced by TII, which provides the baseline predicted noise levels from major roads within the County. The noise action plan details the current situation regarding road traffic noise on major roads within the County and it forms the basis of developing a long term environmental noise strategy.

1.5.4 Public participation and their role

As required under the Regulations, the Public are invited to participate in the development of the Monaghan County Council Noise Action Plan. This allows the general public and relevant stakeholders an opportunity to review and participate in the formulation of strategic noise policy, with a view to preventing and reducing, where necessary, exposure to environmental noise.

1.5.5 Implementation of the plans

The following proposed timetable has been set by the EPA to enable the Action Plan to be reported to the EC by the mandatory timeframe of January 2019.

- *March 2018:* Draft Noise Action Plans to be submitted to the EPA for review;
- *April to June 2018:* Public consultation (6 – 8 weeks) on Draft Noise Action Plan;
- *18 July 2018:* Draft Action Plans (including comments) are to be "drawn up".
- *September 2018:* Action Plans to be submitted to the EPA for final review – including the short Summary Noise Action Plan;
- *18 January 2019:* Details of noise control programs and measures to be reported to the EC by the EPA for 3rd round – ENDRM DF9; and
- *18 January 2019:* Summary Noise Action Plans to be reported to the EC by the EPA for 3rd round – ENDRM DF10.

Noise action plans are to be implemented within a 5 year timeframe, so this Action Plan covers the period 2018-2023. The plan will be revised sooner, if a material change in the environmental noise occurs.

2. Existing noise management legislation and guidance

2.1 National Legislation or Guidance

A number of guidance documents have guide levels in relation to noise, depending on the type of development e.g. road, quarry, wind turbine etc. There are no guide values for a large number of developments and scenarios and the best-fit guidelines (Irish/UK) are commonly used. Monaghan County Council apply the relevant noise guide levels in planning conditions for the industry type as outlined in the following section.

The following list of national legislation and guidelines refer to environmental noise.

2.1.1 Noise from Motor Vehicles

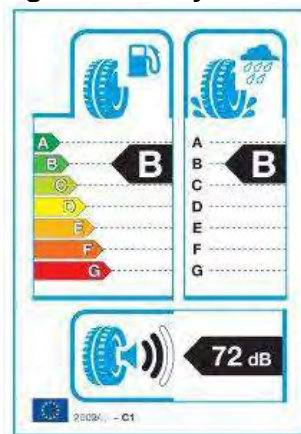
The Road Traffic (Construction, Equipment and Use of Vehicles) Regulations 1963 require vehicles to be fitted with a silencer or other device suitable for reducing to a reasonable level noise caused by the escape of exhaust gases from the engine and they prohibit use of a vehicle that causes any excessive noise in a public place. The National Car Test (NCT) includes an assessment of the effectiveness of the silencer in reducing exhaust-related noise.

The Regulations also provide that a driver may use a horn only to warn other road users of oncoming danger, or to make them aware of the driver's presence for safety reasons when reasonably necessary. A horn may not be used in a built-up area between 11 pm and 7 am unless there is a traffic emergency.

The EU (Labelling of Tyres) (Fuel Efficiency) Regulations 2012, S.I. No. 342 of 2012 enacts EC Regulations 1222/2009. It requires some tyres to have performance labels, with the aim of encouraging people to purchase tyres with superior environmental and safety performance and also encourage tyre manufacturers to produce tyres whose performance exceeds the minimum requirements specified in EU Regulations.

This regulation requires that tyres manufactured from 1st July 2012 for cars, light commercial vehicles and heavy trucks and placed on sale from 1st November 2012, carry a label showing the tyre's wet grip, fuel efficiency and noise performance. The tyre labels are similar to the labelling already in use for household goods such as washing machines and dishwashers. Each tyre will be given a performance rating from A-G.

Figure 2. EU Tyre Label



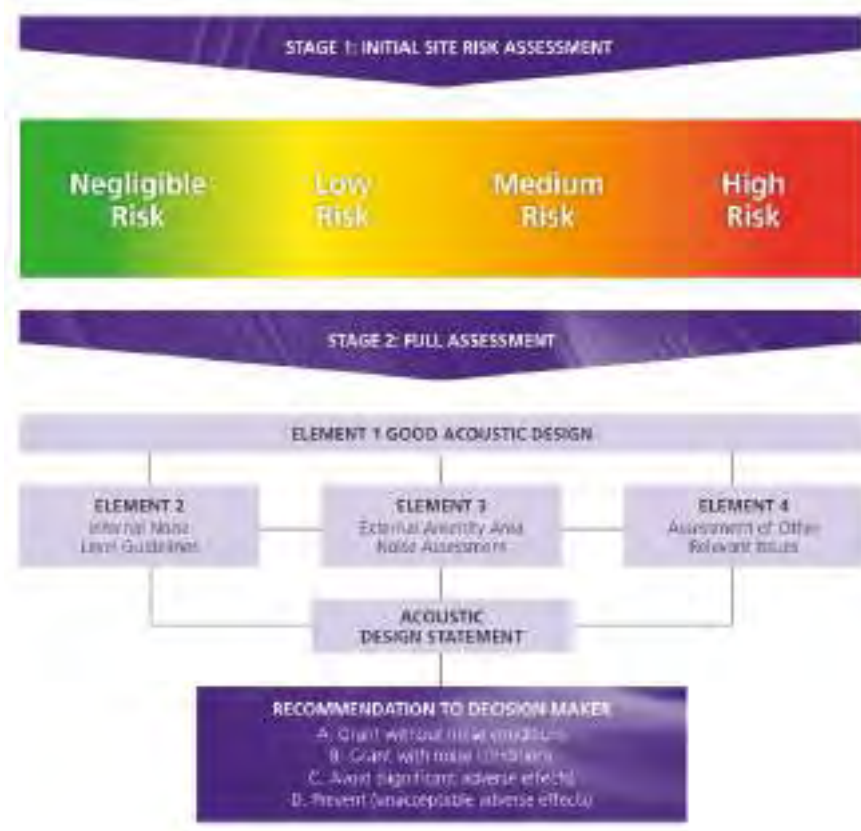
2.1.2 Planning

Local Authorities have it within their powers to set conditions relating to noise as part of a planning permission however, there is currently no national policy or guidance which addresses the issue of noise during planning.

In May 2017, the UK Association of Noise Consultants (ANC), the Institute of Acoustics (IOA) and the Chartered Institute of Environmental Health (CIEH) issued a Professional Practice Guidance on Planning & Noise; *ProPG: Planning & Noise – New Residential Development: Main Guidance; Supplementary Document 1: Planning and noise policy and guidance and Supplementary Document 2: Good Acoustic Design*. This UK Guidance has been produced to provide practitioners with guidance on a recommended approach to the management of noise within the planning system in England, and its useful approach could be used within the Irish Planning system to provide a standardised assessment of noise for future developments. The approach of ProPG is shown in Figure 3.

The Practice Guidelines encourages improved standards of design. The recommended approach provides opportunities to incorporate effective design interventions for noise that will enable residential development to proceed in areas that might otherwise have been considered unsuitable. For those situations where it is not appropriate to build new dwellings, the guidance will assist as it encourages early identification of the risk of refusal and supports early decision making – thereby avoiding unnecessary development and design costs.

Figure 3. Summary of the ProPG Guidance Approach



2.1.3 Building Regulations

The current Irish Building Regulations (1997-2017) require that new dwellings and existing altered dwellings achieve a reasonable level of sound insulation from sound transmission emanating from attached dwellings or differently occupied parts of the same building. The Technical Guidance Document E on Sound relating to the Building Regulations/ 2014 (S.I. No.606 of 2014) outlines sound transmission values for airborne and impact sound. It is mandatory for new attached dwellings and altered dwellings built after 1st July 2015 to be sound tested by competent testers and adhere to the sound insulation values set in TGE.

2.1.4 Project Ireland 2040 - National Planning Framework (February 2018)

This Planning Framework was devised by the Government of Ireland and lists National Policy Objective 65, which will;

Promote the pro-active management of noise where it is likely to have significant adverse impacts on health and quality of life and support the aims of the Environmental Noise Regulations through national planning guidance and Noise Action Plans.

In addressing these issues, the National Planning Framework will support:

Noise Management and Action Planning

Measures to avoid, mitigate, and minimise or promote the pro-active management of noise, where it is likely to have significant adverse impacts on health and quality of life, through strategic noise mapping, noise action plans and suitable planning conditions.

Noise, Amenity and Privacy

This includes but is not limited to, good acoustic design in new developments, in particular residential development, through a variety of measures such as setbacks and separation between noise sources and receptors, good acoustic design of buildings, building orientation, layout, building materials and noise barriers and buffer zones between various uses and thoroughfares.

Quiet Areas

The further enjoyment of natural resources, such as our green spaces, through the preservation of low sound levels or a reduction in undesirably high sound levels, is particularly important for providing respite from high levels of urban noise. As part of noise action plans, an extra value placed on these areas, in terms of environmental quality and the consequential positive impact on quality of life and health, due to low sound levels and the absence of noise, can assist in achieving this.

Transport Initiatives

National and regional transport initiatives that may arise from implementation of the National Planning Framework (NPF) and the Regional Spatial and Economic Strategy (RSES) for the Northern and Western Region have the potential to result in adverse health effects that will need to be mitigated and/or beneficial effects with regard to preserving environmental noise quality. Such issues will be considered during the implementation of the NPF and RSES, including as part of the environmental assessments, where required, for individual transport initiatives.

The National Planning Framework lists noise management as one of its Environment and Sustainability Goals for creating a clean environment for a healthy society.

Noise Management: *Incorporating consistent measures to avoid, mitigate and minimise or promote the pro-active management of noise.*

2.1.5 EPA Act 1992

Environmental Noise Regulations in Ireland have come about on foot of the Environmental Protection Agency Act of 1992. Three Sections of the Act are of direct relevance to noise, as follows.

Section 106 gives the relevant Minister certain powers to regulate noise that may give rise to a nuisance or be harmful to health or property.

Section 107 gives powers to local authorities and the EPA to serve notice to take steps to control noise.

Section 108 sets out a process whereby noise issues may be taken to the District Court, which may make an order requiring that the person or body responsible for the noise takes steps to eliminate or ameliorate the noise in question.

The powers set out within the EPA act largely relate to the control of noise nuisance which may include neighbourhood nuisance, music, industry or other activities. The Monaghan County Development Plan 2013-2019 Policy NCP1 for Noise Control states that *The planning authority will seek to protect the amenity of individuals, dwellings, businesses, community facilities and other existing development, when assessing proposals for development that are likely to generate significant levels of noise.* The Draft Monaghan County Development Plan 2019-2025 Noise Control Policy NP1 is *To promote the implementation of the Noise Directive 2002/49/EC and associated Environmental Noise Regulations 2006.*

2.1.6 TII Guidance

Transport Infrastructure Ireland (TII) has published the *Guidelines for the Treatment of Noise and Vibration in National Road Schemes*, October 2004. These guidelines are based on TII's phased approach to road scheme planning and development. They cover the Constraints, Route Corridor Selection and Environmental Impact Assessment stages. The Guidelines also set out a "design goal" for noise to ensure that the current roads programme proceeds on a path of sustainable development. The current design goal is that all new national road schemes should be designed, where feasible, to meet a day-evening-night sound level of 60 dB L_{den} (free-field residential façade criterion), to be met both in the year of opening and in the design year, typically 15 years after projected year of opening. TII accepts that it may not always be sustainable to provide adequate mitigation in order to achieve the design goal. Therefore, a structured approach should be taken in order to ameliorate, as far as is practicable within the particular circumstances of a given scheme, road traffic noise through the consideration of measures such as horizontal and vertical alignment, barriers, low noise road surfaces, etc. The *Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes*, March 2014 expands and supplements the advice already provided in the 2004 Guidelines.

In 2017 TII commenced work to produce the following additional two 'Standards Documents' relating to noise, which are scheduled to be published in early 2019.

- A Standards Document regulating the noise impact assessment of 'Proposed National Roads'; and
- A Standards Document regulating the management of noise and vibration during the construction stage.

2.1.7 IED/PPC/ Waste Licensing

Certain activities that fall under the requirements for an Industrial Emissions Licence, Integrated Pollution Prevention Control (IPPC) Licence or Waste Licence from the EPA may be subject to noise conditions. The EPA *Guidance Note for Noise: Licence Applications, Surveys and Assessments in Relation to Scheduled Activities (NG4)* (Jan 2016) sets out the requirements for noise assessments and sets the typical limit values for noise from licensed sites as;

- Daytime (07:00 to 19:00hrs) – 55dB $L_{Ar,T}$;
- Evening (19:00 to 23:00hrs) – 50dB $L_{Ar,T}$;
- Night-time (23:00 to 07:00hrs) – 45dB $L_{Aeq,T}$.

Noise limits are generally set at nearby noise sensitive locations to the development and an annual noise survey is typically required by the licence holder.

2.1.8 Wind Energy Planning Guidelines

The 2006 Wind Energy Development Guidelines are currently under review and due to be published in 2018. The reviewed guidelines are expected to have a more stringent noise limit, in tandem with a new robust noise monitoring regime, to ensure compliance with noise standards.

The proposed new robust noise restriction limits are consistent with World Health Organisation standards, proposing a relative rated noise limit of 5dB(A) above existing background noise within the range of 35 to 43dB(A) for both day and night, with 43dB(A) being the maximum noise limit permitted. The rated limit will take account of certain noise characteristics specific to wind turbines (e.g. tonal, low frequency and amplitude modulation) and where identified, the noise limit permitted will be further reduced to mitigate for these noise characteristics. These limits will be conditioned as part of the planning permission process.

The new noise limits are being proposed in tandem with the introduction of a new noise monitoring regime in relation to wind farms. Local authorities will enforce the noise limits as conditioned in the planning permission, in conjunction with the Environmental Protection Agency who will provide independent noise monitoring of wind farms. It is proposed that where there is evidence of non-compliance with noise limits, wind turbines will be required to be turned off until compliance with the noise limits is proven.

The EPA have *Guidance Note on Noise Assessment of Wind Turbine Operations at EPA Licensed Sites (NG3)* (2011), which proposes the following Cumulative Site and Turbine Noise Limits

- Daytime 55 dB $L_{Ar,T}$
- Night-time 45 dB L_{Aeq}
- Wind turbine noise not to exceed 45 dB L_{Aeq} at any time, or to contain any significant tonal components

2.1.9 Quarry and Ancillary Activities

The Department of the Environment, Heritage and Local Government have published *Guidelines for Planning Authorities on Quarries and Ancillary Activities* (2004). This publication contains a discussion of the primary sources of noise associated with quarrying and offers guidance in relation to the correct approach to be followed in respect of assessment and mitigation.

Suggested noise limit values are 55dB L_{Aeq} , 1hr and 45dB L_{Aeq} 15min for daytime and night time respectively, although more onerous values may be appropriate in areas with low levels of pre-existing background noise.

2.2 Regional and Local Legislation or Guidance

2.2.1 Regional Spatial and Economic Strategy

In October 2017, the Minister for Housing, Planning and Local Government directed that the three Regional Assemblies commence the preparation of the Regional Spatial and Economic Strategies for their individual regions, as a replacement to the Regional Planning Guidelines (RPGs) 2010 -2022. The Northern and Western Regional Assembly Regional Spatial and Economic Strategy is currently in preparation and when finalised, will be considered by Monaghan County Council for future Noise Action Planning.

2.2.2 County Development Plan

The Draft Monaghan County Development Plan 2019-2025 has noise conservation listed in a number of areas.

Chapter 4, on Economic Development, Section 4.8 on the Extractive Industry states that;
Mineral extraction, such as working with stone, sand and gravel, can generate environmental capacity problems for the surrounding areas. As such, applications for mineral extraction must account for issues relating to noise, dust, vibration, visual intrusion, water pollution, traffic generation, etc.

Chapter 8 on Environment, Energy & Climate, Section 8.39 on Noise states;
The impact of noise pollution is an important consideration in assessing all new development proposals as it can impact on people's quality of life and health. The Environmental Noise Regulations 2006 give effect to EU Directive 2002/49/EC relating to the assessment and management of noise pollution. A Noise Action Plan is in place by the Council for major roads within County Monaghan carrying more than 3,000,000 vehicle passages per year.

Using the provisions of the development management process, the planning authority will aim to take account of and mitigate noise and/or vibration at site boundaries or adjacent to noise sensitive locations, in particular residential properties with reference to layout, design and/or noise attenuation measures.

Policy NP1 *To promote the implementation of the Noise Directive 2002/49/EC and associated Environmental Noise Regulations 2006.*

Section 8.40 on Air Quality list the following policy objective;

Policy AQP2 *To contribute toward compliance with air quality legislation; greenhouse gas emission targets; management of noise levels; and reductions in energy usage.*

Chapter 15 on Development Management Standards, Section 15.14 Industrial & Commercial Developments states the following policy objective;

Policy ICP1 *Proposals for industrial and commercial developments will be permitted subject to the following criteria:*

d) The provision of a buffer zone up to 15m in width, or as otherwise determined by the Planning Authority according to the proposed operations, where industrial and other

sensitive land uses adjoin, to ensure amenities of adjacent properties are not adversely affected and that there is no significant amenity loss by way of noise, smell or other nuisance to immediate neighbours or the area in general as a result of the proposed development, lighting and the amount of traffic generated or the servicing arrangements.

Section 15.15 Agricultural Development states the following policy objective;

Policy AGP1 *To permit development on an active and established agricultural or forestry holding where it is demonstrated that:*

e) The proposal will not result in a detrimental impact on the amenity of residential dwellings outside of the holding including potential for issues arising from noise, smell and pollution. Where a development is proposed within 100m of any residential property not located on the holding within the rural area (i.e. outside of a designated settlement) written consent, witnessed by a solicitor or a peace commissioner, from the adjoining property owner stating there is no objection to the proposal must be provided.

Section 15.20 Renewable Energy states that;

The most common form of renewable energy developments in County Monaghan are wind farms. However other forms of development can include biomass, solar, geothermal and hydro power. In assessing planning applications for these types of development, particular regard will be shown to the following:

- Level of noise disturbance and where applicable shadow flicker.

Section 15.30 Construction & Environmental Management Plan states that;

Large scale planning applications will be required to be accompanied by a Construction and Environmental Management Plan (CEMP) that shall incorporate relevant mitigation measures indicated in any lower tier Environmental Impact Assessment or Appropriate Assessment. CEMPs typically provide details of intended construction practice for the proposed development. The following information and issues should be included:

i) Details of appropriate mitigation measures for noise, dust and vibration, and monitoring of such levels.

Section 15.31 Public Assets & Infrastructure has the following policy objective;

Policy DM2: *To assess proposals for development in terms of, inter alia, potential impact on existing adjacent developments, existing land uses and/or the surrounding landscape. Where proposed developments would be likely to have a significant adverse effect on the amenities of the area through pollution by noise, fumes, odours, dust, grit or vibration, or cause pollution of air, water and/or soil, mitigation measures shall be implemented in order to eliminate adverse environmental impacts or reduce them to an acceptable operating level.*

The Draft Strategic Environmental Assessment (Environmental Report) of the Draft Development Plan (Feb 2018) states in Section 4.7 Air and Climatic Factors that;

The Plan facilitates improvements in sustainable mobility, thereby facilitating reductions in and limiting increases of greenhouse gas emissions. Such emissions would occur otherwise with higher levels of motorised transport and associated traffic. This is particularly relevant through the accommodation of new development, including consolidation, within each of the settlements that are provided with land use zoning by the Plan. Land-use planning contributes to what number and what extent of journeys occur. By addressing journey time through land use planning and providing more sustainable modes and levels of mobility, noise and other emissions to air and energy use can be

minimised. Furthermore, by concentrating populations, greenfield development – and its associated impacts – can be minimised and the cost of service provision can be reduced.

3. Description of the Action Planning Area

3.1 Extent of the area

In County Monaghan, the only noise source to be considered by the Action Planning Authority relates to major roads carrying >3 million vehicles per year, as defined in the Regulations. There are 2,500km of public road in Co. Monaghan of which 107 km is national road, comprising four national routes. One of these national roads, the N2 is included in this Noise Action Plan and some sections of non-National road were also designated a major road and included in the study. The total road area considered in this Noise Action Plan is approximately 80km.

Noise maps have been produced for;

- N2, from the Louth/Monaghan border at Aclint Bridge, on the River Fane to the Monaghan/Tyrone border at Moy Bridge, on the River Blackwater. This road bypasses the major towns of Carrickmacross, Castleblayney and Monaghan and runs through the village of Emyvale, with a total distance of approximately 75km.
- The following Regional Roads in Monaghan, Castleblayney and Carrickmacross towns, a distance of approximately 4.8km in total;
 - o R937, Dublin Road, Monaghan town
 - o R162, Glen Road, Monaghan Town
 - o R181, Main Street Castleblayney
 - o R938, York Street, Castleblayney
 - o R927 Main Street, Carrickmacross

Maps of the areas included in the Noise Action Plan are provided in Appendix 1.

Once all required areas to be included in the strategic noise map was determined, TII noise model looked at receivers in the region of a major road, within approximately 1km each side of the centreline of the road. The Regulations require the Action Plan covers places near major roads affected by noise from the major sources. Noise from major sources is regarded as affecting an area if it causes either an L_{den} value of 55dB(A) or greater or an L_{night} value of 50dB(A) or greater anywhere within the area. For noise modelling purposes, TII took this to be within about 1km of the centreline of the major road as beyond this road traffic noise will not be a significant contributor in the background noise of an area. In practice, from examination of the noise maps produced in Appendix 1, the $L_{den} \geq 55dBA$ zone and the $L_{night} \geq 50dBA$ zone extends approximately 500m from the centre line of the major road. Therefore, for the purposes of noise action planning, all lands within 500m of the centreline of the major road are considered 'near' a major road. Properties within this band will be seen as eligible for inclusion in the assessment stage of noise action planning.

This definition of proximity will not hold for sections of major road passing through developed areas as factors such as reduced vehicle speed and more complex sound propagation will influence the results in these areas. This can reduce the noise exposure distance significantly. Therefore, it is proposed that, within a built-up area only properties in the immediate vicinity of the road be designated as being 'near' the source.

3.2 Description of the topography/ geographical location.

Monaghan is one of the country's landlocked counties, characterised by rolling drumlin hills and wetlands. It contains 129,093 acres of land or 1.9% of the total area of the Republic of Ireland. Of this total, 69% of the area is dedicated to agriculture (mainly grassland), 4% to forestry and 1.7% covered by lakes. County Monaghan is one of three Ulster Counties bordering with Northern Ireland. The county shares 108 miles of border with Northern Ireland, giving the county the longest share of border between Northern Ireland and the Republic of all southern counties. There are six counties in total that border Monaghan; Fermanagh, Tyrone and Armagh in Northern Ireland and Louth, Meath and Cavan in Southern Ireland. Two of these counties are significant in terms of this noise action plan as the N2 adjoin them; Louth and Tyrone.

3.3 Description of the general population

County Monaghan has a population of 61,386 (2016 census). It is a predominantly rural county with approximately 68% of its population living in population centres of less than 1,000 people. There are five major towns in the county: Monaghan (7,678), Carrickmacross (5,032), Castleblayney (3,607), Clones (1,608) and Ballybay (1,241).

The housing units in the county are predominantly single dwelling with multi-unit development generally confined to larger towns and some villages. Within the Noise Action Plan area, single unit dwellings predominate, comprising once off rural housing. There are some areas of ribbon development adjacent to sections of national and non-national roads near built up areas and a number of rural houses adjacent to the road, which are continually exposed to environmental noise from road traffic. In general, the houses closest to the road are older dwellings which likely existed before the road existed or was upgraded, which brought increased traffic volumes past them on a daily basis. The newest section of roadway in Monaghan, the N2 bypass of Carrickmacross and Castleblayney had noise mitigation measures (noise barriers) included within the design process.

3.4 Location of noise sensitive groups

A noise sensitive location as any dwelling house, hotel or hostel, health building, educational establishment, place of worship or entertainment, or any other facility or other area of high amenity which for its proper enjoyment requires the absence of noise at nuisance levels. For the purposes of this Noise Action Plan, the following locations are considered noise sensitive within the action plan area detailed in Section 3.1.

- All residential properties within 500m of the centreline of the N2.
- In a built-up area, only residential properties in the immediate vicinity of the major road.
- Schools located along the N2, and the sections of the R937, R162, R181, R938 & R927 also designated as major routes.

3.5 Description of the main infrastructure/services.

Monaghan provides an important transport link between the north and south and the N2 which travels through the county has been recognised as an important strategic link servicing Derry and the North West.

4. The Responsible Authority for Action Planning

4.1 Name and contact details for the Responsible Authority

In County Monaghan, the only noise source to be considered by the Action Planning Authorities relates to major roads in excess of 3 million vehicles per year, as required under the Regulations. Monaghan County Council is considered responsible planning authority in developing the Noise Action Plan.

The contact details are;

Noise Action Plan
Road Design Office
Monaghan County Council
MTEK II
Knockaconny
Armagh Road
Monaghan
Co. Monaghan
Tel: 047 30596
Email: roads@monaghancoco.ie

4.2 Description of other bodies of relevance

The Environmental Protection Agency (EPA) is the designated national authority responsible for overseeing the implementation of the Regulations. The EPA is required to provide advice and guidance to the relevant noise mapping bodies and action planning authorities and is responsible for reporting information to the European Commission. Further details can be found at <http://www.epa.ie/downloads/advice/noisemapping/>.

Transport Infrastructure Ireland (TII) is the designated noise mapping body for national roads identified as major roads within the County and Monaghan County Council is the designated noise mapping body for non-national major roads. For the purposes of this Noise Action Plan, TII prepared the noise maps for all major national and non-national roads with >3million passenger vehicles for County Monaghan. Further details can be found at <http://www.tii.ie/tii-library/environment/>.

Transport Infrastructure Ireland has overall responsibility for the national road network and provides funding to the Council for the maintenance and improvement of the national roads within the county. Monaghan County Council Roads Department is responsible for the planning, design, improvement and upkeep of the road network within the county. Non-national roads are funded through the Department of Transport, Tourism and Sport and from the Council's own resources.

4.3 Description of any noise-reduction measures already in force within the action planning area, or projects in preparation

Three sections of bypass were constructed in the along the N2 in between 2005-2007. These diverted traffic (hence noise) away from towns and concentrate it in less built up areas. Noise barriers formed part of the Carrickmacross and Castleblayney bypass schemes on sections of road near houses.

N2 Carrickmacross bypass: The N2 Carrickmacross to Aclint Road Realignment involved the construction of 8.5 km of single carriageway roadway to improve the existing road alignment and provide a bypass for the N2 National Primary route of Carrickmacross town. This road was opened to traffic on 21st January 2005.

N2 Monaghan bypass: The reconstruction and realignment of 2.3 km of the N2 from the townland of Corlat south of Monaghan Town to the existing N2/N12 junction in the townland of Coolshannagh to the north was opened on 25th September 2006 and reduces the volume of traffic for the Town.

N2 Castleblayney bypass: Realignment of the existing N2 National Primary route from the townland of Tullybuck north of Clontibret to the townland of Drumcrew south of Castleblayney was officially opened to traffic on 5 November 2007. This road scheme was 15.8km in length.

N2 Monaghan to Emyvale Road Widening Scheme: This scheme ran from the Townland of Coolkill East to the Townland of Corracrin, a distance of 8.3km. A full noise assessment was undertaken for this work at planning application stage, in line with TII guidelines.

N2 Clontibret to A5 Northern Ireland Road Scheme: A preferred route corridor (400m) wide has been selected to upgrade the N2 between Clontibret and Northern Ireland, a distance of 28km. The preliminary design stage for this road scheme is due to commence in early 2020. The requirements of the Noise Action Plan, in compliance with the Regulations will be taken into account for this road scheme.

N2 Ardee to Castleblayney: There are future plans in place by Monaghan County Council to upgrade the N2 between Ardee and Castleblayney, to provide online/offline realignment between these towns.

No other noise-reduction measures are planned or in preparation in the action planning area.

5. Summary of the results of the noise mapping

5.1 Overview of the preparation of the noise map

A noise map is a graphical representation of the various noise levels in a particular area with different colours representing different noise levels in dB(A). TII produced the noise maps for all major roads. In County Monaghan roads with >3million vehicle passages per year were identified for noise mapping under the Regulations. For noise modelling and noise mapping purposes, TII included the N2, N53, N54 and the R937, R162, R181, R938 & R927, even though the N53 and N54 in Co. Monaghan did not reach the threshold of 3million vehicles per year. The N2 and short sections of the R937, R162, R181, R938 & R927 are included in this Noise Action Plan.

A noise map is produced using computer software and TII used B&K *Predictor Version 11.2 Noise Model*. To conduct noise modelling using the software and to produce the noise map, a number of variables are determined in order to correctly represent the amount of noise generated at the source, in the case of roads, by traffic driving on the roads. Information on the topography of the area, buildings and barriers were also input into the model.

5.2 Presentation of results

Two noise maps were produced by TII in 2017 for the County's major roads; one showing the L_{den} (dB) and one showing the L_{night} (dB) noise contour bands, with additional details of area, buildings and population exposed. Note the overall map provided by TII for Monaghan roads included the N53 and N54 which fall under the 3million vehicle per year threshold and are not included in this Action Plan.

The noise maps for the N2 and minor roads around Monaghan, Castleblayney and Carrickmacross are provided in Appendix 1, with different colour coded bands showing the noise level in 5dB bands from the road centreline. The L_{den} map shows the loudest noise is the road itself, while moving out from the road, the noise level reduces. The lowest noise band shown is 55-59dB (orange) and beyond this the noise level from the road (L_{den}) is not reported under the Regulations i.e. <55dB.

The L_{night} map similarly shows noise contours in 5dB bands. The highest noise on the road itself at night is in the 65-69dB range, with no L_{night} noise >70dB for any of the major roads. Moving out from the road, the noise level decreases with distance with the lowest noise band shown as 45-49dB (yellow) and beyond this the noise level from the road (L_{night}) is not reported under the Regulations i.e. <45dB.

As detailed in Section 3.1, noise from major sources is regarded as affecting an area if it causes either an L_{den} value of 55dB(A) or greater or an L_{night} value of 50dB(A) or greater anywhere within the area. Therefore, the extent of the orange band (55-59dB) in the L_{den} map and the pale yellow band (50-54dB) in the L_{night} map is the extent of the area eligible for inclusion in the assessment stage of this Noise Action Plan. This area extends approximately 500m from the centre line of the main road. On some stretches of road, the extent is much less and some areas, it may be slightly greater.

Based on data supplied from TII regarding the noise modelling, the following tables show the exposure statistics over an average 24hour period for major roads (includes the N2,

N53, N54 and regional roads in town). Data for the current Round 3 noise modelling (2017) is provided, along with comparable data for Round 2 noise modelling (2012).

Table 2. L_{den} – Population Exposure Statistics for Major Roads in Co. Monaghan (from TII Data covering the N2, N53, N54 and R162, R937, R181, R938, and R927)

Noise Level Band dB	Approximate No. of People (Round 3 – 2017)	Approximate No. of People (Round 2 – 2012)
55-59	1,521	2,094
60-64	1,232	1,279
65-69	1,378	1,399
70-74	150	513
>75	3	33

Table 3. L_{den} - Area, Houses and Population Exposure Statistics for Major Roads (from TII Data covering the N2, N53, N54 and R162, R937, R181, R938, and R927)

Noise Level Band dB	Approximate Area km ²		Approximate No. of Dwellings		Approximate No. of People Exposed	
	R3 2017	R2 2012	R3 2017	R2 2012	R3 2017	R2 2012
>55	32	46	1,890	2,451	4,284	5,317
>65	7	10	799	1,019	1,531	1,945
>75	0	1.5	1	18	3	33

Table 4 Population Exposure Data, (L_{night}) for Major Roads in Co. Monaghan, (from TII Data covering the N2, N53, N54 and R162, R937, R181, R938, and R927)

Noise Level Band dB	Approximate No. of People (Round 3 – 2017)	Approximate No. of People (Round 2 – 2012)
50-54	1,249	1,366
55-59	1,533	1,459
60-64	206	660
65-69	3	67
>70	0	0

Table 5. L_{night} - Area, Houses and Population Exposure Statistics for Major Roads (from TII Data covering the N2, N53, N54 and R162, R937, R181, R938, and R927)

Noise Level Band dB	Approximate Area km ²		Approximate No. of Dwellings		Approximate No. of People Exposed	
	R3 2017	R2 2012	R3 2017	R2 2012	R3 2017	R2 2012
>55	17	28	1,380	1,682	2,991	3,552
>65	3	5	123	411	209	727
>75	0	0	0	0	0	0

The Round 3 noise mapping population exposure statistics' show that the population exposed has decreased since the Round 2 noise mapping exercise. No significant changes to the road network occurred between 2012 and 2017. TII have confirmed that exposure statistics could have reduced due to improvements in noise modelling between the years' modelled.

5.3 Limitations of the maps/results

The figures provided in Tables 2-5 include the N53 and N54, which are not required to be covered under the regulations, so are not considered under this Noise Action Plan. Therefore, the figures provided are higher than the actual area, number of dwellings and number of people exposed under this Noise Action Plan.

The strategic noise maps produced for this Noise Action Plan provide a best estimate, rather than a complete and wholly accurate account of noise in a given area. There are no actual noise measurements included in this model to verify results. Therefore, it will be necessary to confirm that the noise levels indicated by the strategic noise maps are being experienced by the population within a certain area, prior to the review of potential noise mitigation measures and any subsequent commitment of budget.

Under the Regulations it is required to delimit quiet areas in the open countryside. This is an area that is "undisturbed by noise from traffic, industry or recreational activities." The strategic noise mapping undertaken did not delimit quiet areas in open countryside. This is due to the nature of the assessed noise source i.e. traffic noise and due to the area of coverage of the strategic noise mapping, which is near to major sources and therefore not at locations which will be undisturbed by them.

The EPA guidelines on Noise Action Plans requires that the onset level for assessment of noise mitigation i.e. the level at which noise mitigation should be considered by the Local Authority is L_{den} 70dBA and L_{night} 57dBA. The strategic noise maps produced do delimit the $L_{night} > 57$ dB noise band.

6. Identification of areas to be subjected to noise management activities

6.1 Description of the criteria/ decision matrix to be used for the identification of areas qualifying for action

The results of the strategic noise maps provide an indication of the extent of noise exposure near major roads. For assessment purposes, the EPA Guidelines propose onset levels for assessment of noise mitigation measures and onset levels for assessment of noise level preservation where they are good, as detailed in Table 6. The noise levels in Table 7 represent an annual average 24-hour period.

Table 6. Onset Levels for Assessment of Noise

Onset Level for	L _{den} dB	L _{night} dB
Assessment of Noise Mitigation Measures	70	57
Assessment of Noise Level Preservation where they are good	55	45

From examination of the Noise Maps there are a number of people and dwellings that are affected by an L_{den} noise >70dB and a greater number affected by L_{night} noise >57dB, as this limit is lower so extends out a greater distance from the road. To assess these locations, the EPA Guidelines recommend a decision support matrix, the objective of which is to provide a consistent approach to establish locations where noise mitigation is required to be assessed.

A decision support matrix is a table which takes into account factors such as noise exposure level, type of noise receptor and type of noise source, to facilitate the assessment of the relative importance of each. Table 7 shows the matrix used for this Noise Action Plan. This matrix is conducted for each noise sensitive location or group of noise sensitive locations within an area. It contains a score rating under three different categories, based on the information specific to each location. The total score is calculated and a score of 17 or above indicates locations that should be shortlisted for further assessment.

From examination of the matrix in Table 7, the only "type of noise source" in Monaghan relevant to this Noise Action Plan is road noise. The "type of location" along the major roads in Monaghan is primarily one-off houses i.e. residential. Around towns the location is classified as commercial and other areas e.g. schools are classified as Noise Sensitive Locations. As schools are not functional at night, they are not considered noise sensitive locations during this period. Therefore, L_{night} readings are not applicable in the decision support matrix for schools.

Table 7. Decision Support Matrix to Identify and Prioritise Noisy Areas

Location:				
Decision Selection Criteria		Score Range	Score Range	Subtotal
		L _{den}	L _{night}	
Noise Band	<45	5	6	
	45-49	4	5	
	50-54	3	4	
	55-59	2	2	
	60-64	1	3	
	65-69	2	4	
	70-74	3	5	
	75-79	4	6	
	≥80	5	7	
Type of Location	City Centre	1	1	
	Commercial	1	2	
	Residential	2	3	
	Noise Sensitive Location	3	3	
	Quiet Area	3	3	
	Recreational Open Space	2	2	
Type of Noise Source	Air	3	4	
	Industry	2	3	
	Rail	2	3	
	Road	3	4	
Total Score				

6.2 Quiet Areas

A Quiet Area is an area where environmental noise levels are deemed to be good. As detailed in Table 6, the onset level for noise preservation where they are good is L_{den} 55dBA and L_{night} 45dBA.

Under the Regulations there is a requirement to delimit Quiet Areas within agglomerations. However, as there are no agglomerations (population >100,000) within County Monaghan, this is not relevant. The Regulations also require to delimit quiet areas in the open country. The requirement for such an area is that it is “undisturbed by noise from traffic, industry or recreational activities”. The strategic noise mapping undertaken by TII for this Noise Action Plan is not suitable to delimit quiet areas in open countryside as it did not take into account industrial noise or noise from recreational activities and it was undertaken near major noise sources (major roads) and not at locations which will be undisturbed by them.

The EPA *Guidance Note for Noise: Licence Applications, Surveys and Assessments in Relation to Scheduled Activities (NG4)* outline how to undertake Quiet Area Screening of a Development Location, according to the Agency publication *Environmental Quality Objectives - Noise in Quiet Areas*. This Guidance Note only applies to Scheduled Activities that require a licence with the EPA and not to other potential noise sources which could impact upon a currently quiet area in open countryside. However, it can be used as a guideline for this purpose, in the absence of other Guidelines on this issue.

Quiet Area Screening involves determining of the following criteria are satisfied:

- At least 3km from urban areas with a population >1,000 people;
- At least 10km from any urban areas with a population >5,000 people;
- At least 15km from any urban areas with a population >10,000 people;
- At least 3km from any local industry;
- At least 10km from any major industry centre;
- At least 5km from any National Primary Route, and
- At least 7.5km from any Motorway or Dual Carriageway.

If the site does not meet these criteria it is not considered to be a quiet area as per the Agency definition.

Based in the current TII noise maps, there is not sufficient information on the acoustic environment to show quiet areas in open country, to enable specific areas to be delimited for approval. The EPA Quiet Area Screening Method could be used by Monaghan County Council Planning Department for future developments. Any proposals to designate Quiet Areas would be discussed with the EPA for approval.

6.3 Application of the criteria/matrix.

Table 6 provides the threshold noise levels for onset of assessment for noise mitigation and onset levels for preservation of noise levels where they are good.

Table 7 provides the County Monaghan decision support matrix, which can be used to provide a rating scheme which would initially help to identify locations beyond the assessment thresholds, but also provide the process of ranking the locations to help develop an initial prioritisation for further investigation.

The decision support matrix will be used to draw up a short-list of potential areas for consideration for further action for noise mitigation, which takes into account any area with a score of approximately 17 or above. Further action for noise mitigation is subject to availability of funding over the lifetime of the plan.

6.4 Results of the analysis

An assessment of all noise sensitive locations along the N2 and other major routes in Monaghan, Castleblayney and Carrickmacross, above the onset level of $L_{den} > 70\text{dBA}$ and $L_{night} > 57\text{dBA}$ was examined as part of this Noise Action Plan. The preliminary assessment shows that there are approximately 18 houses with a matrix score of 17 or greater. These are one-off houses that lie very close to the N2 at different locations along the route. There are no specific clusters on the N2 which could be considered “hot spots”, rather there are one-off houses interspersed along the route. Houses in towns of Emyvale, Monaghan, Castleblayney and Carrickmacross are in a commercial location, which results in a lower score in the decision support matrix, therefore none of these dwellings exceed the matrix score of 17.

An assessment of all schools near the N2 and other major roads was examined to determine if any fell within the above bands. As schools do not operate at night (23:00-07:00), the L_{night} levels were not taken into account as the building ceases to be a noise sensitive location at night. None of the schools along the N2 major route fell into the $L_{den} > 70\text{dBA}$ category.

7. Mitigation and protection measures

7.1 Processing Areas above Onset of Assessment Criteria

Any areas identified as being priority for further action will be further assessed to confirm that the noise levels stipulated in the strategic noise mapping are experienced by the properties and population within the areas being addressed.

This will be done by reviewing and refining the strategic noise model and by undertaking field survey work to measure noise levels. Once the extent of the noise impact has been confirmed for the locations under review, the potential noise mitigation measures will be investigated and a cost benefit analysis undertaken for each, with the aim of developing a selection matrix which leads towards a recommendation for action.

7.2 Preservation of Areas Below & Between Protection Threshold

The current Planning and Licensing system will manage potential development within the Monaghan area, where noise impact of developments is required to be assessed before planning is granted.

Any potential noise impacts from increased traffic on the N2 can be addressed by reviewing and revising this Noise Action Plan every 5 years or sooner, where a material change in environmental noise occurs in an area.

7.3 Future Developments and Noise Impacts

Two proposed projects on the N2 will alter the noise environment for residents along this route; the N2 Clontibret to A5 Northern Ireland Road Scheme, for which the preliminary design stage is due to commence in early 2020 and the N2 Ardee to Castleblayney online/offline realignment upgrade works, which are also proposed. The road developments will be undertaken in line with TII guidelines. In addition, the siting of residential properties in close proximity to the N2 will be undertaken giving careful consideration of the noise action plan and noise results obtained from TII Noise Mapping exercise.

7.4 Confirming the Extent of Noise Impact

The extent of the noise impact from major roads will be confirmed by reviewing and refining the noise models if appropriate and by undertaking field survey work to measure noise levels. The field survey work will also ascertain whether the property being assessed has noise sensitive rooms on the most exposed facades or whether noise mitigation measures were already present which may not have been taken into account by the noise mapping model.

7.5 Review of Possible Mitigation Measures

The decision support matrix analysis identifies locations for which noise mitigation measures are considered appropriate. Following on from this, a review of available measures will be undertaken. For this process, a balanced approach will be used to help sustainably manage the interests of the residents, the aims of the Noise Action Plan, the Development Plan, the feasibility of the measures and available funding.

In general, the properties that warrant further investigation from TII noise mapping exercise undertaken as part of this Noise Action Plan are within approximately 5m of the N2, which makes mitigation measures difficult. The N2 is the major traffic route North-

South within the county so reducing traffic volumes is not an option currently. Providing barriers is prohibited by the fact that the houses are too close to the road to construct a wall in front of them and the barrier would have to be long and high to achieve significant sound reduction, as the source and receiver are so close together, which would be a major visual intrusion on the properties close to the N2.

Some examples for general mitigation of road traffic noise at national/regional level and at local level which can be examined under this Noise Action Plan include:

- **At EU level**, vehicle noise emissions and tyre noise regulations would be set.
- **At National level**, national planning guidance or noise regulations would be set, similar to those in the UK such as the UK ProPG: Planning & Noise, Professional Practice Guidance on Planning and Noise for New Residential Developments.
- **At Regional level** transport policy objectives may be set such as;
 - Improved public transport;
 - Getting people out of cars; and
 - Increasing bus, train, bicycle journeys.
- **At Local Authority level** there are powers to
 - Replace diesel vehicles with compressed natural gas / electric;
 - Designate truck routes;
 - Restrict night time delivery or limits;
 - Control noise emitting and noise sensitive development;
 - Set speed limits;
 - Introduce road closures / traffic routing;
 - Resurface roads
 - Smooth broken surfaces;
 - Use low noise road surfaces on higher speed routes;
 - Define planning zones;
 - Locate noise sources and population with consideration to potential for noise impact;
 - Require façade insulation:
 - Require secondary or triple glazing as a mitigation measure;
 - Specify building construction details for new developments exposed to environmental noise;
 - Specify noise barriers;
 - Liaise with the public groups; and
 - Set long term targets
- Monaghan County Council has the option to consider or undertake the following:
 - Traffic management – routes and HGVs;
 - New road construction (bypass);
 - Re-surfacing of roads;
 - Vehicle speed management;
 - Noise screening measures; and
 - Façade insulation measures.

From the above list it is apparent that the Monaghan County Council only have powers to act within a number of the possible mitigation scenarios.

Research has been undertaken within EC funded projects looking into the design of noise mitigation measures and estimates of the extent of costs and benefits. The conclusion is

often that there is no single measure which provides the optimal solution, rather a range of measures, each of which may provide an incremental improvement in the situation.

These actions against noise will be considered during the assessment of possible noise mitigation for sites identified through the decision support matrix. The Noise Action Plan will be considered within local and regional development plans, road maintenance proposals and the planning process.

7.6 Assessing Effectiveness of Potential Measures

Once the list of areas for potential mitigation are drawn up and prioritised, the potential measures to reduce noise will be examined on a case by case basis. This will then be subject to a cost benefit analysis, in order to develop a prioritised list of actions to be undertaken. The cost benefit analysis will be done by Monaghan County Council and reviewed by TII.

7.7 Budget and Cost Benefit Analysis

The cost-benefit analysis will address lifetime construction and maintenance costs against noise reduction benefit i.e. reduction in sound level achieved and the number of people it benefits. The cost benefit analysis will be done by Monaghan County Council and reviewed by TII. The availability of funding will then be assessed when the cost benefit analysis is complete.

7.8 Outcome

Areas with predicted noise levels above the onset of assessment criteria will be prioritised using a standardised decision support matrix. This will follow a review to confirm that the predicted noise levels are accurate. Mitigation measures outlined in Section 7.5 will be assessed for each area and following a cost-benefit analysis, a list of achievable actions for noise mitigation will be compiled and agreed with TII, where required.

8. Public Participation

The Regulations require that Action Planning Authorities consult with the public when drawing up and revising Action Plans. Therefore, submissions or observations on the Draft Plan were invited from the public.

The Draft Noise Action Plan was put on public display for 6 weeks, beginning on 7th June 2018, with a further 2 weeks for submissions, ending at 5pm on 2nd August 2018. During this time, written invitations were invited. A notice was placed in the local paper, the Northern Standard in advance advising the public of the locations where and when the plan was on display.

- Monaghan County Council Offices, Glen Road, Monaghan
- Monaghan County Council Offices, M-TEK Building 1, Armagh Road, Monaghan
- Monaghan County Council, Castleblayney/Carrickmacross Civic Offices, Riverside Road, Carrickmacross
- Monaghan County Council, Ballybay/Clones Municipal District Office, Monaghan Rd, Clones

A copy of the Draft Noise Action Plan was available to download on the Monaghan County Council website www.monaghancoco.ie

Comments, observations or suggestions in relation to the plan were to be made in writing to the following address:

Draft Noise Action Plan
Road Design Office
Monaghan County Council
MTEK II
Knockaconny
Armagh Road
Monaghan
Co. Monaghan

In addition to seeking submissions from the general public, the following stakeholders were asked to comment on this Noise Action Plan.

- Environmental Protection Agency
- National Roads Authority
- Louth County Council
- Newry & Mourne District Council
- Dungannon & South Tyrone Borough Council
- Fermanagh District Council
- The Department for Regional Development (DRD) (Northern Ireland)
- Department of Environment, Heritage and Local Government (DEHLG)
- Department of Transport
- An Taisce
- Public Participation Networks

Two submissions were made in relation to the Draft Noise Action Plan; one from a member of the public/Local Councillor and one from TII. Details on Public Consultations are provided in Appendix 6.

9. Implementation Plan

This Noise Action Plan covers the period 2018 – 2023. It will be made available to the public within one month of the date that it is finalised, online on the County Council's website and is also from the County Council offices.

A pre-screening check on this Noise Action Plan was carried out in line with Strategic Environmental Assessment (SEA) Directive, implemented in Ireland under *SI 435 of 2004 (as amended by SI 200 of 2011)* for sectoral plans. This Noise Action Plan is a form of "Transport" sectoral plan. The SEA Directive requires that assessment of the effects of certain plans and programmes on the environment be carried out. The purpose of the SEA process is to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development.

As part of the screening process submissions on the SEA were sought from the following authorities;

- Environmental Protection Agency
- Department of Housing, Planning & Local Government
- Department of Agriculture, Food & the Marine
- Department of Communications, Climate Action and Environment
- Department of Culture, Heritage and the Gaelteacht

One submission was received from the EPA and was considered in this final report.

The SEA Screening concluded that the Noise Action Plan would not be likely to result in significant environmental effects.

Screening for Appropriate Assessment (AA) will be conducted for any actions required under the Noise Action Plan to determine, on the basis of a preliminary assessment and objective criteria, whether any project required over the 5-year period of the Noise Action Plan, alone and in combination with other plans or projects, could have significant effects on a Natura 2000 site in view of the site's conservation objectives.

9.1 Roles and Responsibilities.

Monaghan County Council is the designated Action Planning Authority for this Noise Action Plan and will endeavour to review and where necessary revise this Noise Action Plan.

The implementation of the Planning and licensing regulations is a matter for the appropriate statutory body including Monaghan County Council, EPA and An Bord Pleanála.

TII is the key external stakeholder during the implementation of this Action Plan. Review of the strategic noise maps will be carried out in consultation with TII and the EPA. TII also allocates and administers funding for the construction, maintenance and improvement of national roads. Non-national roads are solely the responsibility of the local authority and TII is not responsible for their upkeep.

9.2 Targets and Objectives

This 5-year Noise Action Plan is intended to manage noise issues from major roads, avoiding, preventing or reducing on a prioritised basis the harmful effects of environmental noise based on a communal approach within the European Community.

9.3 Programme of Works

All measures identified in the programme of works are subject to funding and resources and cost benefit analysis.

Year 1

- Devise a list of areas from the strategic noise maps for which further assessment may be warranted (i.e. monitoring). Prioritise these areas.
- Ensure that accurate traffic data is being collected from major roads for future requirements.
- Identify the budget for external noise consultants and begin verification process on the areas of most of concern regarding noise exposure. This will entail re-checking the noise model and verification of the model by on-site noise measurements.
- Consult with the EPA on the process of delimiting Quiet Areas in line with their guidelines.
- Conduct a feasibility study to identify possible mitigation measures.
- Conduct cost-benefit analysis for noise mitigation and identify funding sources and the potential budget available for these works, including a timetable for implementation.
- Identify areas for noise mitigation, apply for statutory approval where applicable and apply for funding.
- Commence the implementation of relevant noise management actions where budgets permit.

Years 2-4

- Continue with the implementation of relevant noise management actions where budgets permit.
- Evaluate the effectiveness of works, through re-measurement.

Year 5

- Review the success of the action plan
- Incorporate action planning measures and best practice environmental noise policy into new Development Plan and Local Area Plans.

The first Noise Action Plan 2013-2018 included the N2, N53, N54 and relevant roads in Monaghan, Castleblayney and Carrickmacross. In year one of the plan a matrix assessment was undertaken and identified all houses with a matrix score of 17 or greater. In year two of the plan, monitoring was undertaken at selected properties along the major routes to verify the noise model readings and in general a good correlation was found. There were no noise reduction measures undertaken or road upgrade works over the remaining years of the first Noise Action Plan.

9.4 Evaluation, Review and Corrective Action Programmes

A review of this Noise Action Plan will be carried out by Monaghan County Council to assess progress against the programme of works. An interim summary report will be prepared annually. This report will highlight progress in implementation of action plan

measures and will also identify areas where corrective action is required or where the proposed measures must be modified for reasons unforeseen at present.

There are a number of risk factors associated with the delivery of this Noise Action Plan, particularly financial risks. Some critical elements of the Action Plan are outside the control of Monaghan County Council and will require the approval of other statutory bodies. Also, the financial resources required to deliver the programme has yet to be determined and the delivery of the noise action plan will be contingent on adequate funding being available. In view of these uncertainties, it is important that the programme is subject to an ongoing review so as to alert all relevant parties to any change in circumstances.

In 2023 the Council will carry out a review of the program of works implemented under this action plan. Progress and results will be evaluated using information gathered through local assessment of environmental noise exposure. This will include “before and after” evaluations of any noise mitigation measures. A review of new noise maps will also be carried out, giving an indication of the change in environmental noise levels and the numbers of people exposed.

10. Summary and Conclusions

The Environmental Noise Regulations 2006, which gives effect to the EU Environmental Noise Directive, requires that Noise Action Planning Authorities prepare Noise Action Plans for their functional areas in respect of specified environmental noise sources. Noise Action Plans must be based upon the results of strategic noise mapping carried out by the designated noise mapping body, TII.

In County Monaghan only traffic noise on major roads in excess of 3 million vehicles per year applies to this Noise Action Plan. This includes the N2 and short sections of the R937, R162, R181, and R938 in the towns of Monaghan, Castleblayney and Carrickmacross. Strategic noise mapping in respect of those roads, was carried out by the National Roads Authority in 2017.

This Noise Action Plan, which is based on the results of these noise maps, was prepared by Monaghan County Council. The Noise Action Plan describes the action planning area and the responsible authorities. It discusses existing noise management legislation and guidance. A summary of the results of the strategic noise mapping is included and the areas that are to be subject to noise management activities are identified. Mitigation and protection strategies are set out for these areas and an implementation plan has been drawn up.

The Noise Action Plan covers a five-year period beginning in 2018 and must be reviewed and revised if necessary, at least every 5 years. The views of the public were taken into account by conducting an 8-week public consultation process on the Draft Plan. The results of the public consultation were taken into account when preparing this document. Other bodies including the National Roads Authority, adjacent Local Authorities and other relevant organisations were consulted on the draft document. Guidance and advice was obtained from the designated national authority, the EPA, at all stages of the process.

The results of the strategic noise mapping indicate that, in the County as a whole, an estimated 18 dwellings along the N2 have predicted noise levels above the onset levels for assessment of noise mitigation measures and no schools with elevated noise levels were identified.

The Noise Action Plan has been drawn up with the twin aims of:

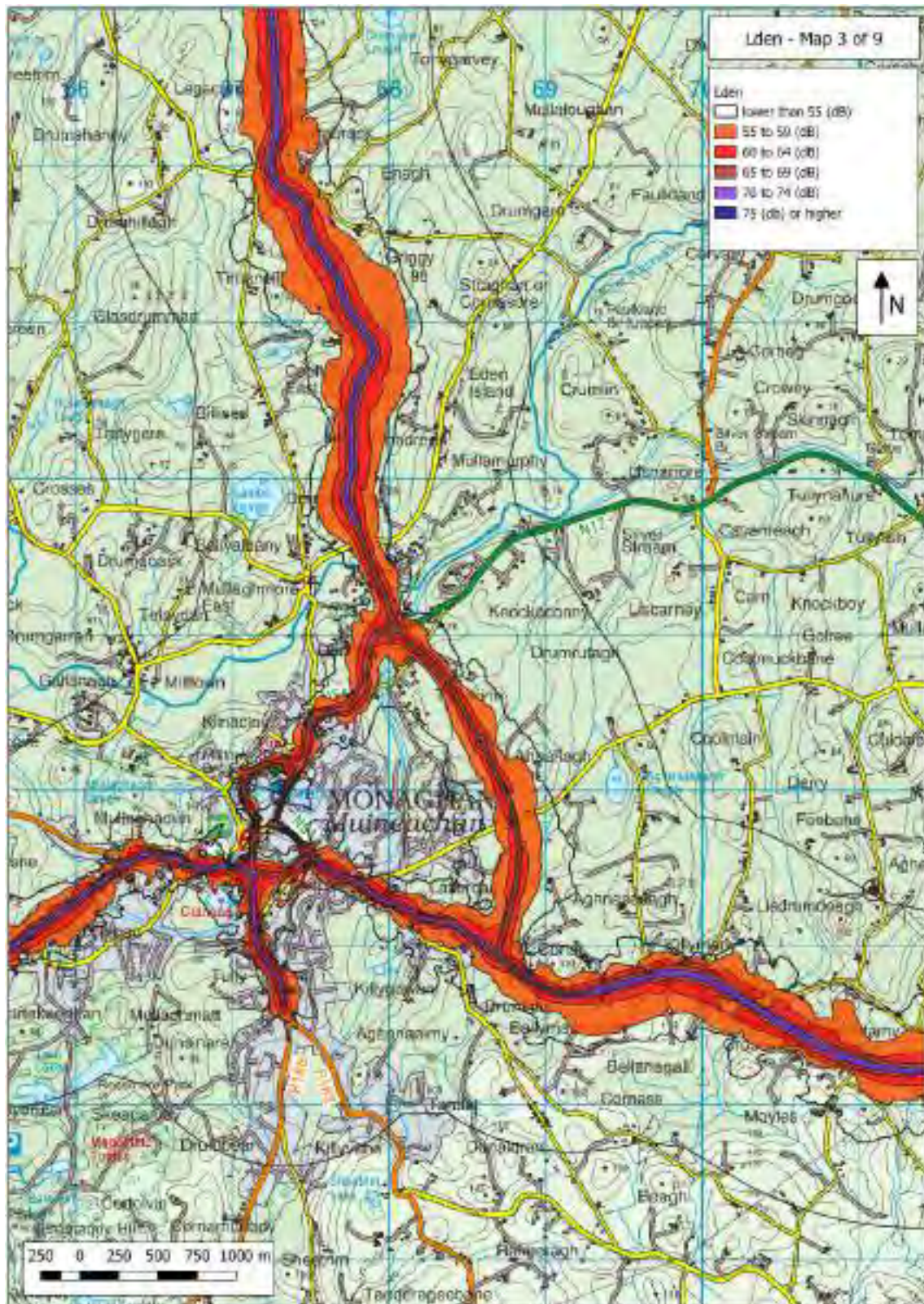
- Protecting the future noise climate
- Improving the existing noise climate where necessary

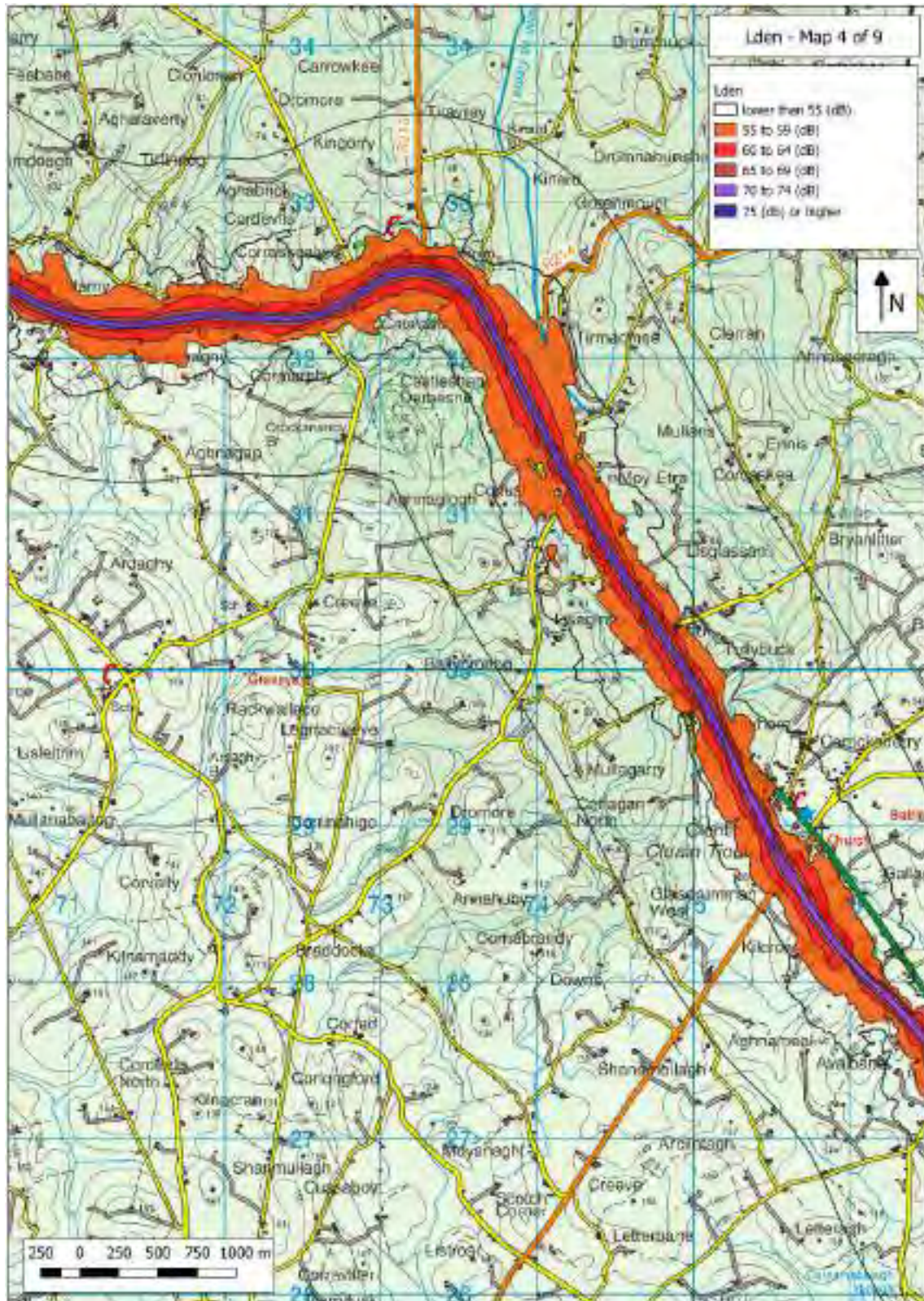
With this in mind the following key actions are proposed, subject to the availability of resources;

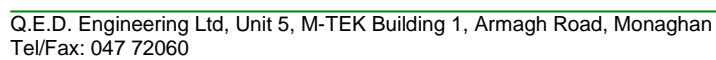
1. The potential noise impact of future development will be managed through the Planning and Licensing processes, including existing provision for Environmental Impact Assessments. The potential noise impact from increased traffic on major roads will be adequately addressed by reviewing (and revising, if necessary) the Noise Action Plan every 5 years, or sooner where a material change in environmental noise in the area occurs.
2. Carry out an assessment of Quiet Areas in open countryside for County Monaghan following EPA guidelines and if possible, identify areas for delimiting and submit proposal to EPA and Minister for approval.
3. The accuracy of predicted noise levels will be confirmed and potential noise mitigation measures identified on a priority basis. A cost-benefit analysis on potential actions will be carried out and a list of beneficial, achievable actions for noise mitigation drawn up.
4. A budget will be identified with each relevant authority and a programme of works agreed and implemented.

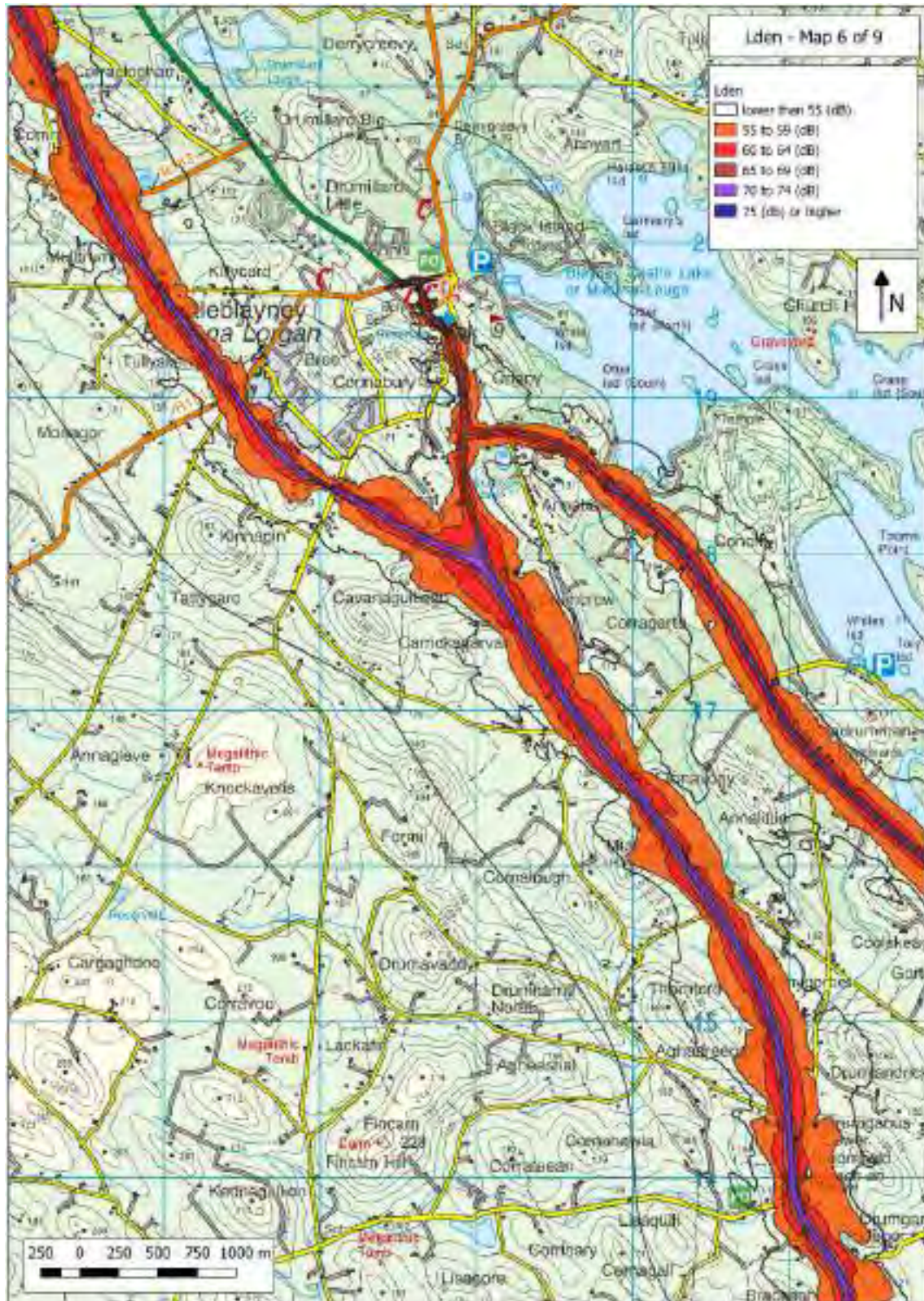
All proposals for development/works under the Action Plan will be required to demonstrate compliance with the requirements of environmental and planning legislation and planning and licensing processes, including existing provisions of relevant land use plan(s) and policy documents such as the National Planning Framework and the Regional Spatial, the Economic Strategy for the Northern and Western Region and Monaghan County Development Plan 2019-2025.

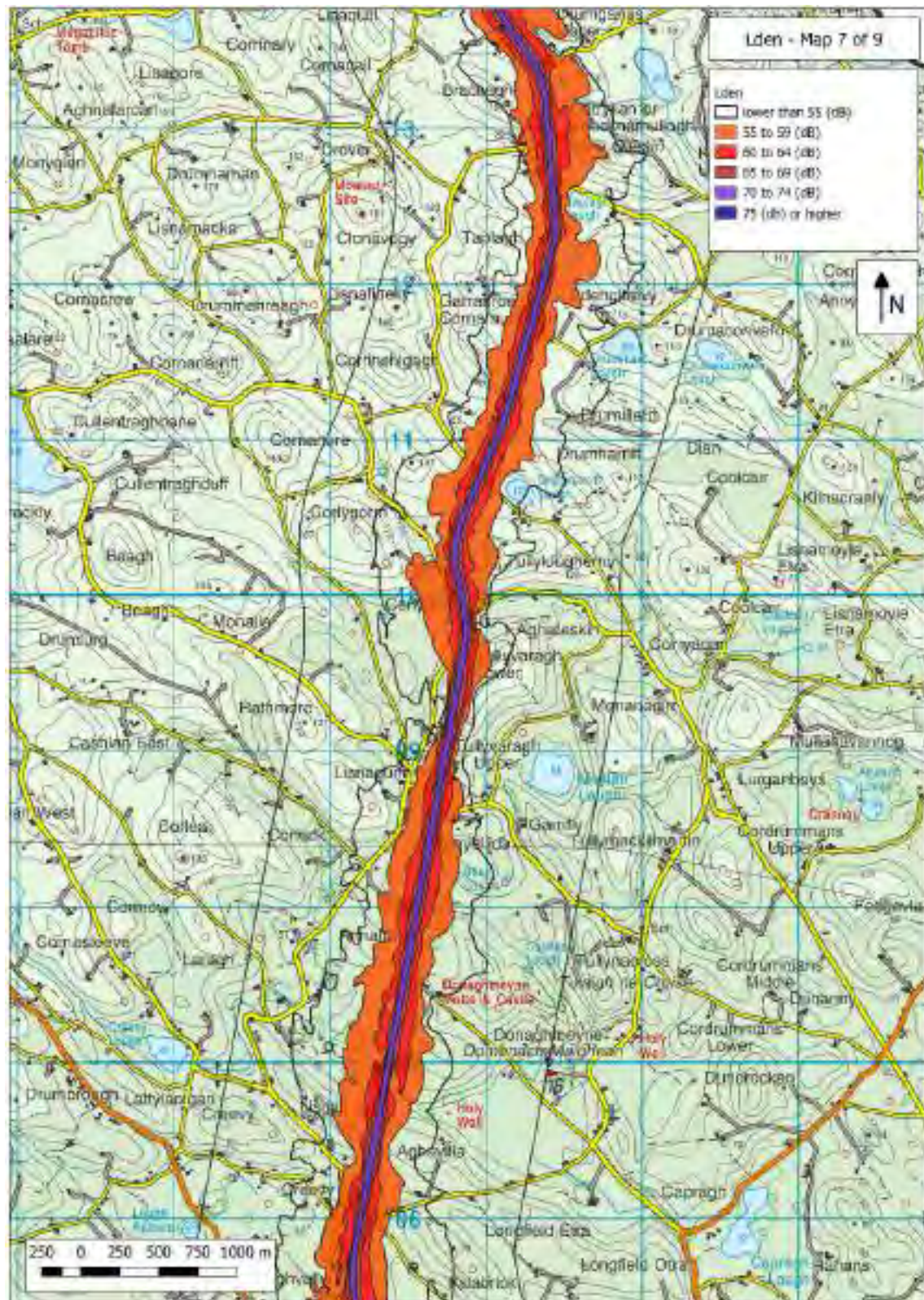


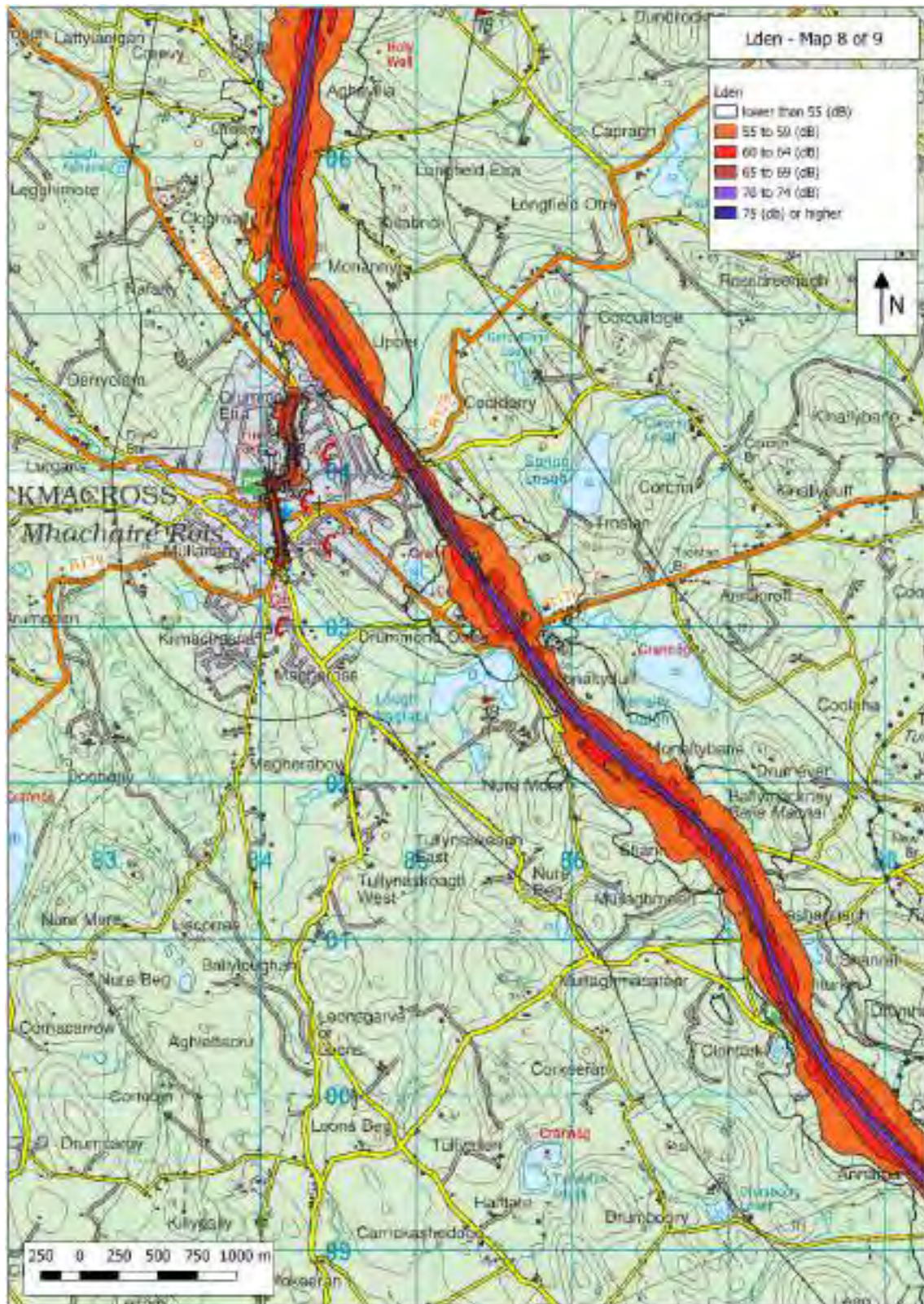


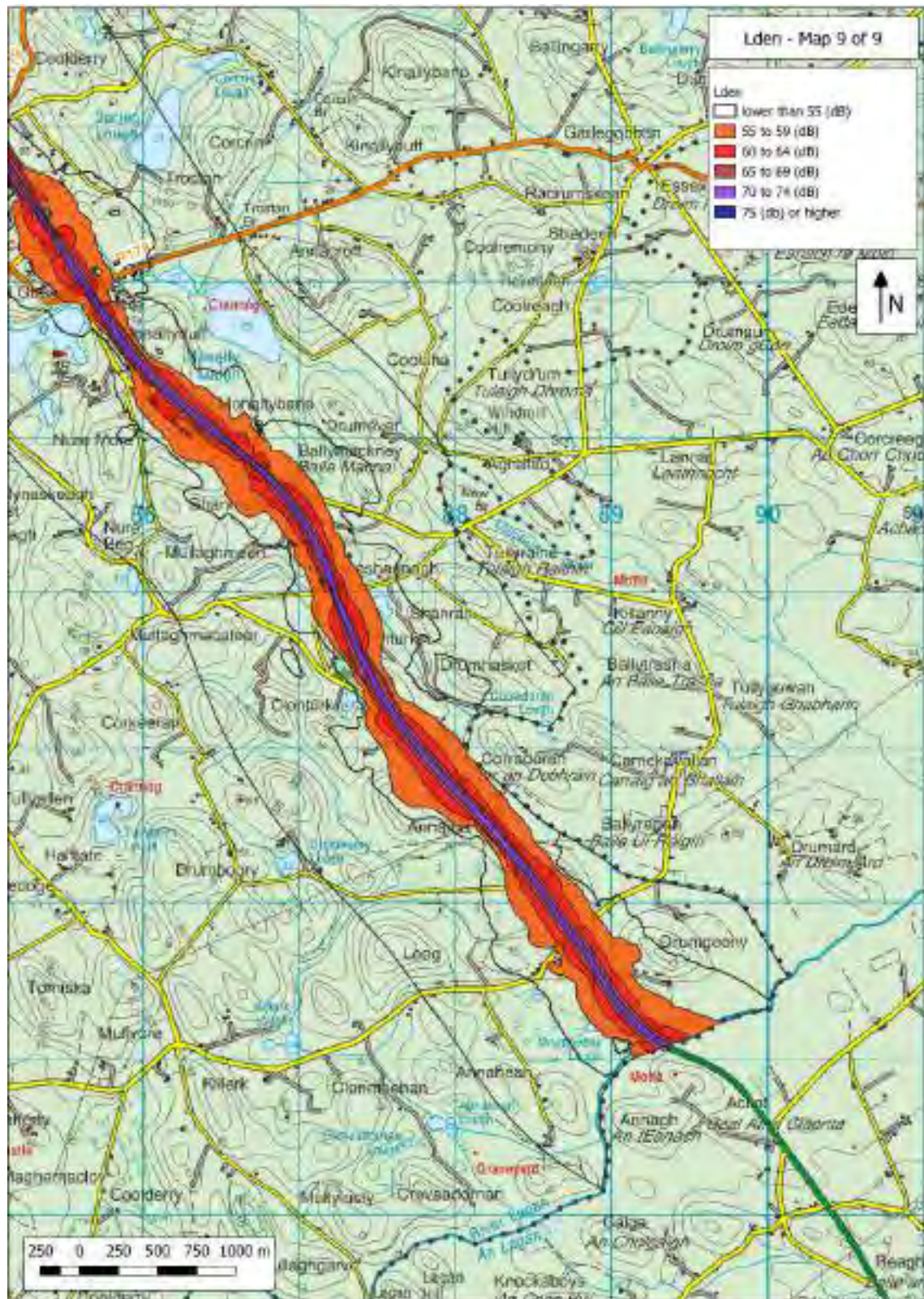










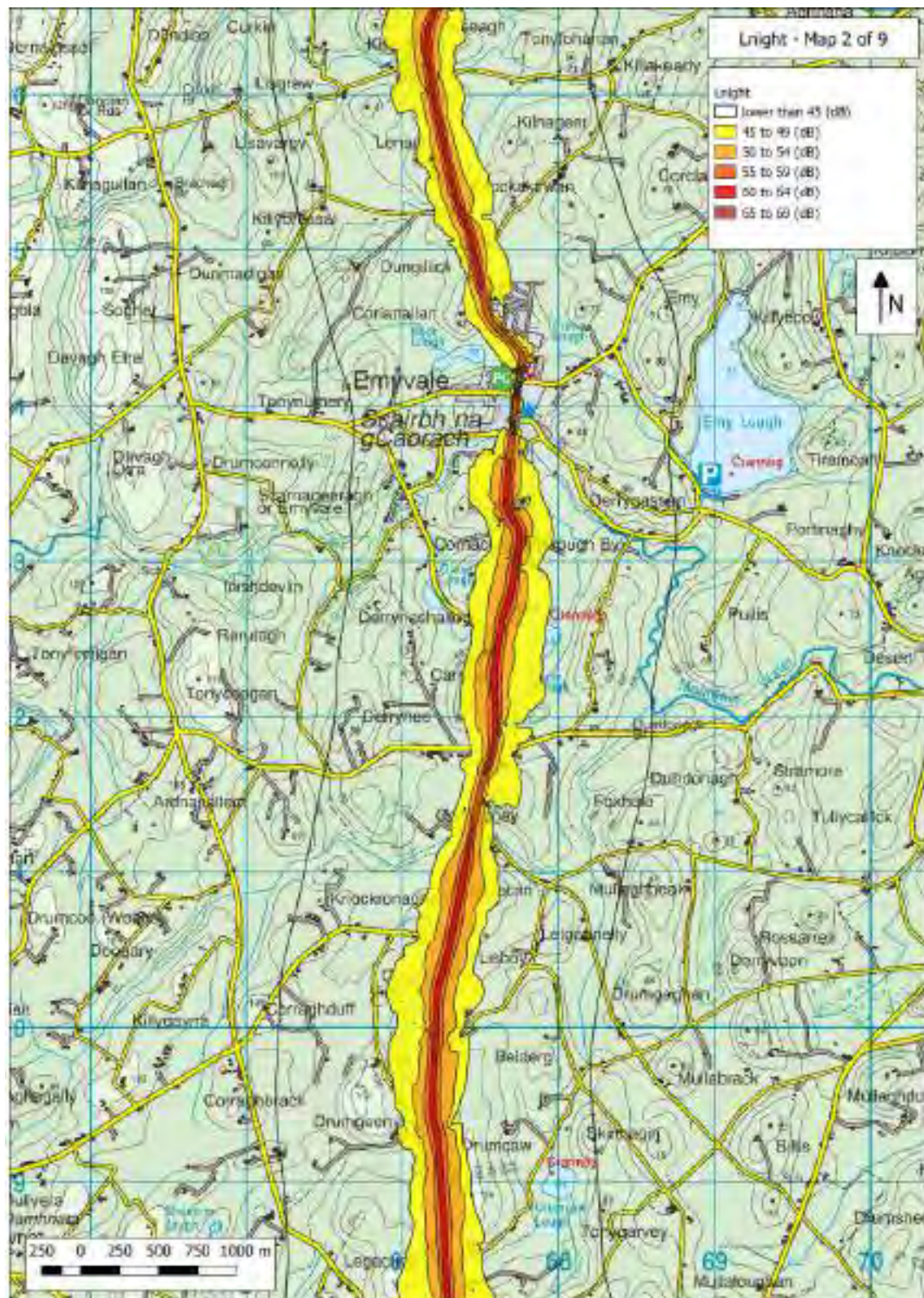


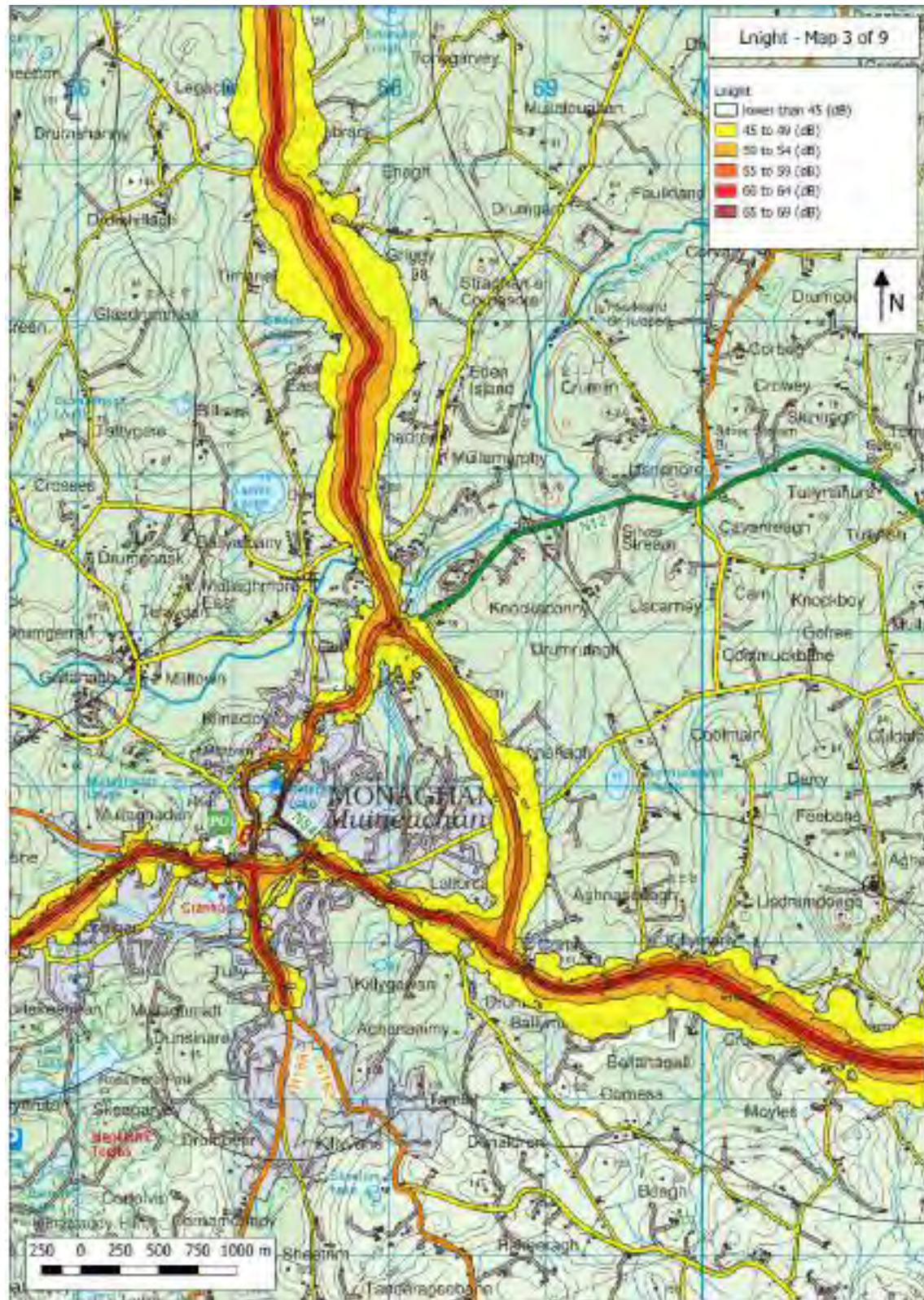
Map 1 of 9

Legend:

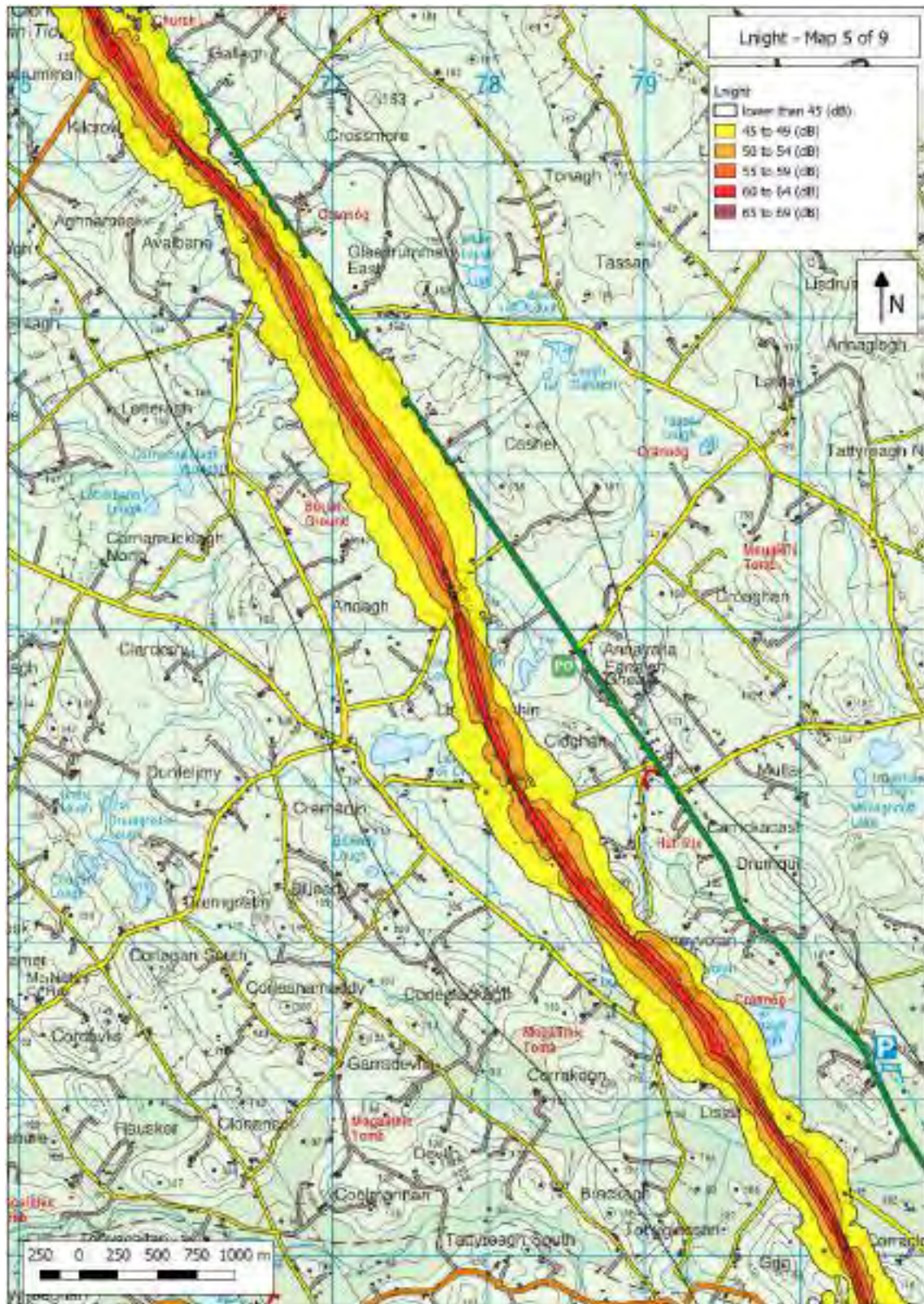
- Lower than 45 (dB)
- 45 to 49 (dB)
- 50 to 54 (dB)
- 55 to 59 (dB)
- 60 to 64 (dB)
- 65 to 69 (dB)

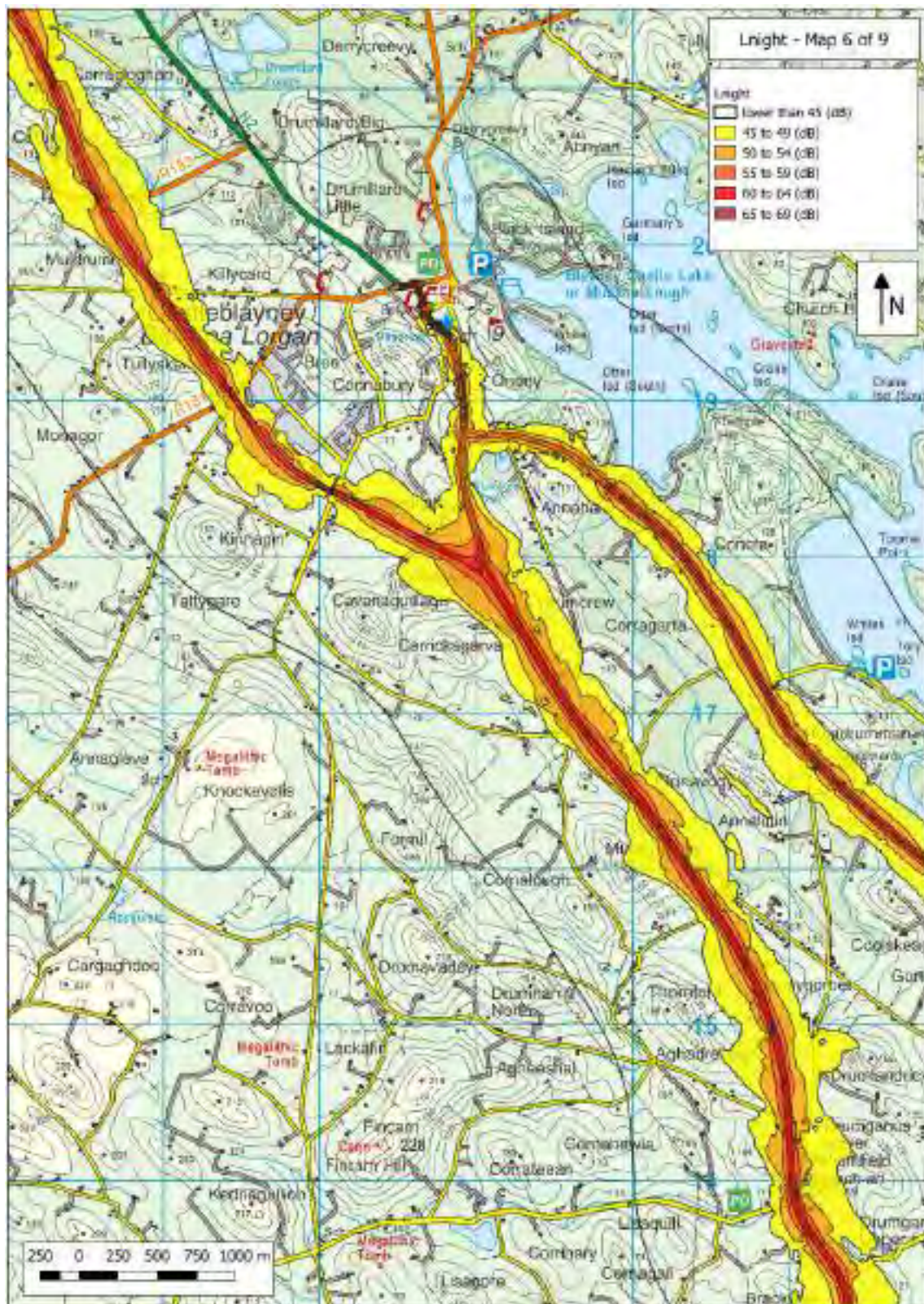
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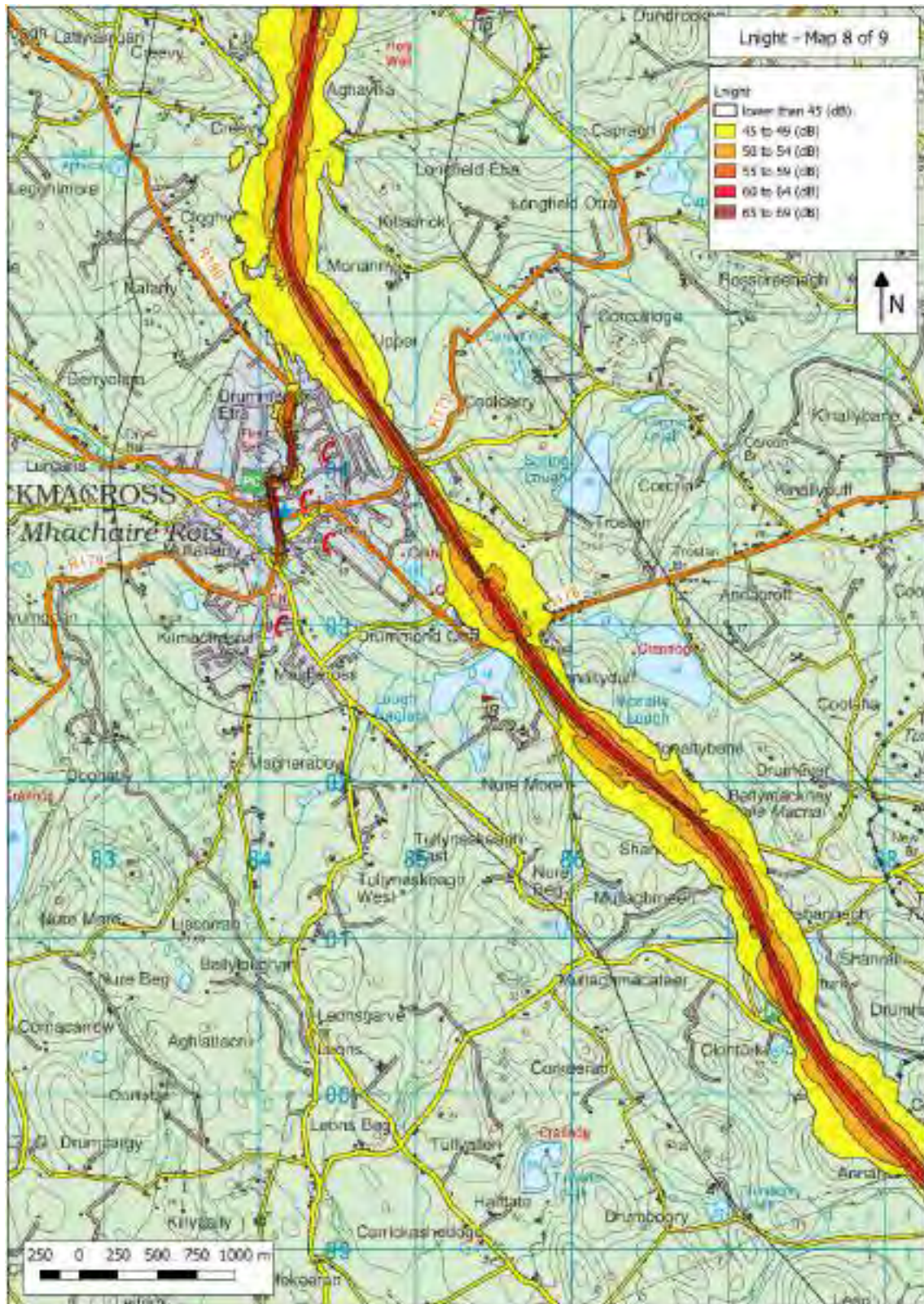














Appendix 2 - Glossary of Acoustic and Technical Terms

Agglomeration	Major continuous urban area as set out within the Regulations
Acoustical planning	Controlling future noise by planned measures, such as land-use planning, systems engineering for traffic, traffic planning, abatement by sound-insulation measures and control of noise sources
ADDT	Average Annual Daily Traffic
EPA	Environmental Protection Agency established under Section 19 of the Environmental Protection Agency Act 1992 (No. 7 of 1992);
CRTN	Calculation of Road Traffic Noise 1988. The Road traffic prediction methodology published by the UK Department of Transport
dB	Decibels
EC	European Commission
END	Environmental Noise Directive (2002/49/EC)
Environmental Noise	Unwanted or harmful outdoor sound created by human activities, including noise emitted by means of transport, road traffic, rail traffic, air traffic, and from sites of industrial activity including those defined in Annex I to Council Directive 96/61/EC of 24 September 1996 concerning integrated pollution prevent and control (2)
HCV	Heavy Commercial Vehicle
IPPC	Integrated Pollution Prevention Control Licence
L _{day} (L _d)	Noise indicator for annoyance during the day period L _{Aeq,12hr} (07:00 to 19:00)
L _{evening} (L _e)	Noise indicator for annoyance during the evening period L _{Aeq,4hr} (19:00 to 23:00)
L _{night} (L _n)	Noise indicator for sleep disturbance L _{Aeq,8hr} (23:00 to 07:00)
L _{den}	Day-evening-night noise indicator, which is the noise indicator for overall annoyance
Major airport	A civil airport which has more than 50,000 movements per year, excluding those movements purely for training purposes on light aircraft; in this context, "a movement" means a single take-off or landing of an aircraft;

Major railway	A railway line which has more than 30,000 train passages per year
Major road	A national, regional or international road which has more than three million vehicle passages per year
TII	Transport Infrastructure Ireland, is a state agency in Ireland, responsible for national road and public transport infrastructure. The body was established in 2015 by merging the former National Roads Authority (NRA) and Railway Procurement Agency (RPA).
Noise Action Plan	A plan designed for the purpose of managing noise issues and their effects, including noise reduction if necessary
Noise Model	All the input data collated and held within a computer program to enable noise levels to be calculated.
Onset level (<i>for noise mitigation</i>)	The noise level at which noise mitigation should be considered by the Local Authority
OSI	Ordnance Survey of Ireland
Scheduled Activity	Activity normally subject to an Integrated Pollution Control Licence under the EPA Acts

Appendix 3: Bibliography and References

EU Directive 2002/49/EC relating to the assessment and management of environmental noise (END Directive).

Environmental Noise Regulations, S.I. No. 140 of 2006

Environmental Protection Agency Act 1992

The Building Regulations (1997-2017)

The Technical Guidance Document E on Sound relating to the Building Regulations/ 2014 (S.I. No.606 of 2014)

Environmental Protection Agency “Guidance Note for Noise Action Planning”, July 2009.

Environmental Protection Agency “Guidance Note for Noise Action Planning”, July 2009 and Updated Sections, June 2018 (Draft)

EPA Guidance Note for Strategic Noise Mapping for the Environmental Noise Regulations 2006 (Version 2 – August 2011). Revised Section 10: Mapping Methodology for Exposure Assessment - Post Processing and Analysis (October 2017).

EPA Guidance Note for Noise: Licence Applications, Surveys and Assessments in Relation to Scheduled Activities (NG4) (Jan 2016)

The Environmental Protection Agency *Guidance Note on Noise Assessment of Wind Turbine Operations at EPA Licensed Sites (NG3) (2011).*

The Environmental Protection Agency *Environmental Quality Objectives - Noise in Quiet Areas.*

The National Roads Authority “*Guidelines for the Treatment of Noise and Vibration in National Road Schemes*” (2004),

Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes, March 2014

The Department of the Environment, Heritage and Local Government, *Planning Guidelines for Wind Energy Developments* (2006)

The Department of Environment, Community and Local Government, Proposed Revisions to Wind Energy Development Guidelines 2006; Targeted Review in relation to Noise, Proximity and Shadow Flicker – December 11th 2013

The Department of the Environment, Heritage and Local Government, *guidelines for Planning Authorities on Quarries and Ancillary Activities* (2004).

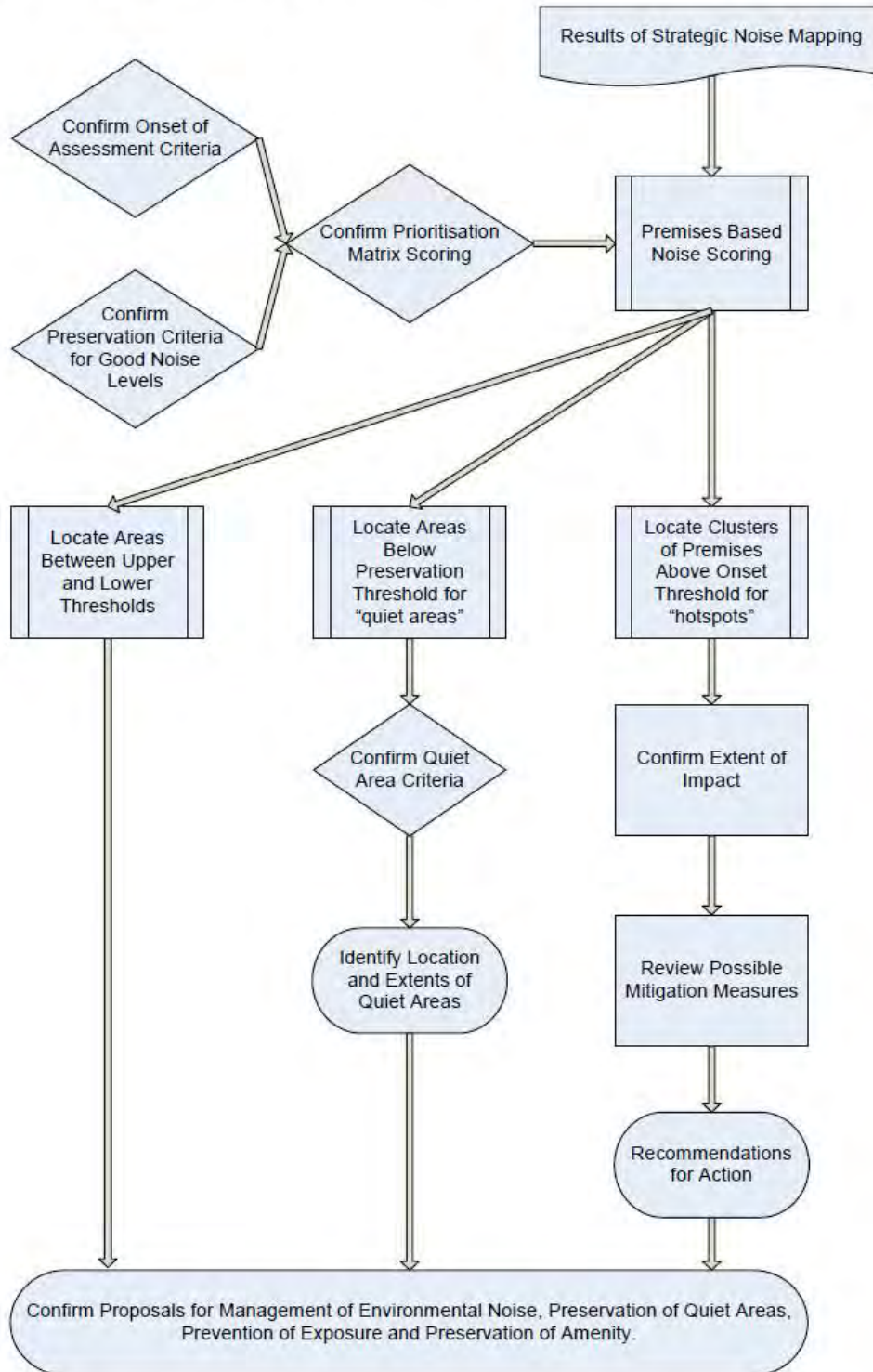
The Government of Ireland - Project Ireland 2040 - National Planning Framework (February 2018)

The County Monaghan Draft Development Plan 2019-2025

The Draft Strategic Environmental Assessment (Environmental Report) of the Draft Development Plan (Feb 2018)

The County Monaghan Landscape Character Assessment (LCA), August 2008

Appendix 4 Overview / flow diagram of process for action planning decision making



Appendix 5: Final/Completed Decision/Selection Matrix

A decision support matrix is a chart which enables identification, analysis and rating of the strength of relationships between various sets of information. It enables a number of different factors to be examined and facilitates the assessment of the relative importance of each.

Table 5.1 presents the prioritisation decision support matrix to be used to support the action planning decision making process.

Table 5.1. Decision Support Matrix to Identify and Prioritise Noisy Areas

Location:				
Decision Selection Criteria		Score Range L_{den}	Score Range L_{night}	Subtotal
Noise Band	<45	5	6	
	45-49	4	5	
	50-54	3	4	
	55-59	2	2	
	60-64	1	3	
	65-69	2	4	
	70-74	3	5	
	75-79	4	6	
	≥80	5	7	
Type of Location	City Centre	1	1	
	Commercial	1	2	
	Residential	2	3	
	Noise Sensitive Location	3	3	
	Quiet Area	3	3	
	Recreational Open Space	2	2	
Type of Noise Source	Air	3	4	
	Industry	2	3	
	Rail	2	3	
	Road	3	4	
Total Score				

Each noise sensitive premises is allocated to one of the “Type of Location” categories, and the noise level at the most exposed façade scored as per the “Noise Band” and the source scored as per the “Type of Noise Source”.

An example of the use of the matrix for a residential property exposed to road traffic noise levels of 73 dB L_{den} and 60 dB L_{night} is shown in Table 5.2.

Table 5.2. Decision Support Matrix to Identify and Prioritise Noisy Areas

Location:				
Decision Selection Criteria		Score Range L_{den}	Score Range L_{night}	Subtotal
Noise Band	<45	5	6	
	45-49	4	5	
	50-54	3	4	
	55-59	2	2	
	60-64	1	3	3
	65-69	2	4	
	70-74	3	5	3
	75-79	4	6	
	≥80	5	7	
Type of Location	City Centre	1	1	
	Commercial	1	2	
	Residential	2	3	5
	Noise Sensitive Location	3	3	
	Quiet Area	3	3	
	Recreational Open Space	2	2	
Type of Noise Source	Air	3	4	
	Industry	2	3	
	Rail	2	3	
	Road	3	4	7
Total Score				18

A score of approximately 17 or above indicates that the threshold levels have been exceeded and the location should be included in the shortlist for further assessment.

Similarly a location with low noise levels may also score above 17, which then indicates that it should be short listed for consideration as a location where environmental noise levels are currently considered good.

Appendix 6: Public Consultation

Following the Public Consultation period between 7th June – 2nd August 2018 there were two submissions; one from TII – Transport Infrastructure Ireland made on 24th July 2018 and one from a resident/Local Councillor on the N2 between Carrickmacross North and the Louth Border made on 2nd August 2018.

TII – Transport Infrastructure Ireland

The main points of TII's submission were;

- The 2004 & 2014 NRA/TII Guidelines will be supplemented with TII standard documents relating to noise and vibration in the context of planning and construction of proposed national roads in early 2019.
- TII state that the arrangement of funding for the implementation of the measures detailed within the Draft Noise Action Plan is not the responsibility of TII.
- They also state that the cost benefit analysis should be undertaken by Monaghan County Council alone for review by TII.

All issues outlined in TII's submission of 24th July 2018 were amended in this final Noise Action Plan.

Resident/Local Councillor on N2

A resident/Local Councillor on the N2 made a submission relating to two distinct items;

1. Traffic noise on the N2 alongside their home
2. Noise from an industrial facility nearby their home.

This Noise Action Plan deals with noise from major roads only. Noise from industrial facilities is outside the scope of this report. Therefore, only the part of the submission that deals with road noise is included in this section.

The main points of the submission of the N2 resident/Local Councillor are that traffic volumes and hence noise has substantially increased on the N2 in recent years, particularly since the N2 Carrickmacross to Aclint road realignment works were completed in 2005. The resident/local councillor claims that along with increased traffic volumes, traffic speeds have increased and tyre roar is audible for a long time before and after traffic passes, all of which seriously impact the enjoyment of their house and garden. The submission suggests measures for noise reduction at their residence, including a fence/barrier, road resurfacing and reduction of the speed limit in this area.

The noise maps prepared for this Noise Action Plan were consulted to obtain the modelled predicted noise levels at this property. The property (house and gardens) lies in the L_{den} 60-65dBA noise band and the L_{night} 50-55dBA noise band. These levels are lower than the onset level of $L_{den} > 70dBA$ and $L_{night} > 57dBA$, which is required for consideration in this Noise Action Plan. Notwithstanding this, the noise level at this property will be included for measurement to verify noise levels against noise model results as part of this Noise Action Plan. If it is found to meet the onset level for assessment of noise of L_{den} 70dBA and L_{night} 57dBA, it will be prioritised for further assessment, as detailed in section 9.3 of this plan.

Monaghan County Council are subject to the provisions of the Freedom of Information Act 2014 and the Data Protection Act 2018 regarding submissions made under this plan.

Appendix 23

List of Consultees for Material Amendments to Draft Monaghan County Monaghan County Development Plan 2019-2025

Elected Members

Cllr. Colm Carthy
Cllr Noel Keelan
Cllr Aidan Campbell
Cllr PJ O'Hanlon
Cllr Pdraig McNally
Cllr Jackie Crowe
Cllr Seamus Coyle
Cllr Cathy Bennett
Cllr Sean Gililand
Cllr. Hugh McElvaney
Cllr. Pat Treanor
Cllr Brian McKenna
Cllr Seamus Treanor
Cllr Raymond Aughey
Cllr David Maxwell
Cllr Sean Conlon
Cllr Paudge Connolly
Cllr. Richard Truell

TDs

Heather Humphries
Caoimhghin O'Caolain
Brendan Smith
Niamh Smyth

Senators

Robbie Gallagher

MEPs

Matt Carthy

Statutory Bodies

An Bord Pleanala
An Comhairle Ealaíon
An Taisce
Cavan County Council
Dublin Airport Authority
Eastern & Midland Regional Assembly
Eirgrid
Environmental Protection Agency
Failte Ireland
Health & Safety Authority
Health Service Executive
Heritage Council
Irish Water

Louth County Council
Department for Agriculture, Food & the Marine
Department for Arts, Heritage, Regional, Rural & Gaeltacht Affairs
Department of Children and Youth Affairs
Department for Communications, Climate Action & Environment
Department for Defence
Department for Education & Skills
Department of Foreign Affairs and Trade
Department of Housing, Planning, Community and Local Government
Department of Health
Department of Jobs, Enterprise and Innovation
Department for Transport, Tourism & Sport
National Parks & Wildlife Services
NIRSA
Northern & Western Regional Assembly
Office of Public Works
The Minister of Housing, Planning, Community & Local Government
Transport Infrastructure Ireland
ESB Networks Ltd
ESB Regional Office
Local Authorities Water and Communities Office
Inland Fisheries Ireland
Meath County Council
National Transport Authority
Department for Infrastructure (Planning)
Transport Northern Ireland
Mid Ulster Council Offices
Newry, Mourne & Down Local Planning Office
Armagh City, Banbridge & Craigavon
Fermanagh & Omagh Planning Department
Department of Agriculture, Environment and Rural Affairs
ICLRD

Service Providers

ESB Head Office
An Garda Siochana
Bord Gais
BT Communications
Bus Eireann
Cavan Monaghan Education & Training Board
Citizens Information Board
Construction Industry Federation
Digi Web
Educate Together
Eircom
Enterprise Ireland
Iarnrod Eireann
IDA
Irish Congress of Trade Unions
Irish Defence Forces Headquarters

Meteor Head Office
Northern Sound
Three.ie
The Irish Farmers Association
The Northern Standard
The Samaritans
Virgin Media
Vincent de Paul
Cavan Monaghan Transport Co-Ordination unit

National Schools

Drumcorrin N S
S N Cholmcille
Scoil Naomh Deagha
St. Louis Girls National School
Deravoy National School
Monaghan Model School
Drumacruttin N S
Clontibret N S
Knockconnon N S
Corcaghan N S
Latnamard N S
Urbleshanny N S
Scoil Mhichil
St Marys Bns
Corr A Chrainn National School
Scoil Bhrighde
Scoil Mhuire
St Louis Infant School
Scoil Naomh Mhuire
Scoil Phadraig
Threemilehouse N S
St Patricks N S
St Dympnas Ns
Gaelscoil Ultain
St Josephs N S
The Billis National School
Edenmore N.S.

Secondary Schools

Our Ladys Secondary School, Castleblayney
Castleblayney College, Castleblayney
Inver College, Carrickmacross
St Louis Secondary School, Carrickmacross
Patrician High School, Carrickmacross
Beech Hill College, Monaghan
St Louis Secondary School, Monaghan Town
St Macartans College, Monaghan
Collegiate School, Corlat
Colaiste Oiriall, Monaghan Town
Ballybay Community College, Ballybay

Largy College, Clones