Prepared on behalf of

Monaghan County Council

Prepared by

Sheridan Woods Architects + Urban Planners

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Monaghan County Council

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Roosky Master Plan—DRAFT
Monaghan

Prepared on behalf of Monaghan County Council, by Sheridan Woods Architects & Urban Planners Ltd

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SECTION 1

Introduction

This Master 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 development options for the future development of the Master 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
- Create the synergies / linkages between the Master Plan area and the proposed Dublin Street North Regeneration Plan area. Also, to create synergies to the new PEACE Campus at Plantation Road, and education and health services.
- Realise the potential for growth in residential development within the study area, with enhanced quality of life and sustainable town centre living.
- Realise the potential for growth in employment opportunities, to create sustainable live/work environment in the town centre.
- Increase the number of people visiting Monaghan for shopping and other purposes.

- Contribute to the overall economic and social enhancement of the town.
- Incorporate potential land uses compatible with the County Council Corporate Headquarters.

Guidance is provided in relation to land uses compatible with County Council Corporate Headquarters, detail on indicative building block layouts, access solutions, parking layout, amenities and pedestrian and vehicular linkages with the town centre / wider town area.

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 in March 2020 and August 2020. The consultations and contributions from stakeholders were taken into account at the survey, analysis and plan stages.

The plan was informed by the Collaborative Town Centre Health Check Land Use Surveys carried out by University College Dublin, School of Architecture, Planning and Environmental Policy under the Heritage Council 'pilot' Town Centre Health Check.

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Planning Policy Context

The plan has been informed by national, regional and county policy objectives and guidance.

Key Government policy documents that informs sustainable compact urban development include the ***National Planning Framework – Ireland 2040***. The NPF proposes ten key National Strategic outcomes which informs the design approach:

1. **Compact Growth** managing growth in cities, towns, and villages to create places that are attractive for people to live and work, with access to all amenities and services, the plan will provide a plan led planning framework creating opportunities for mixed use development, new urban spaces, creating an attractive location for people to live, work and visit;
2. **Enhanced Regional Accessibility** enhance accessibility between key urban centres of population within the region, the plan will result in economies of scale impacts of increased town centre population and employment potential, thereby resulting in greater viability for public transport options between other regional towns and cities;
3. **Strengthened Rural Economies and Communities** ensure our countryside remains and strengthens as a living and working community, the plan will increase the potential for job opportunities for rural communities and will result in increased support services to the rural economy. Combined with other government funding for renewal in terms of economic, social and community initiatives, it will generate a virtuous cycle of progressive planning for investment in and economic diversification of rural economies, repurposing them to meet the challenges of the future.
4. **Environmentally Sustainable Public Transport** reduce environmental impact of transport through transition to more sustainable travel modes, the plan will increase opportunities to live and work nearby, thereby reducing the need for travel, its proximity to the Ulster Canal greenway will generate increased potential for walking and cycling trips, both locally and regionally, inclusion of electric vehicle charging points, provision for car sharing and safe cycle parking will enhance adoption of more sustainable travel modes.
5. **Enterprise, Skills and Innovation Capacity** create places that can foster enterprise and innovation and attract investment and talent, the plan will include smart towns infrastructure, ensuring the convergence of digital infrastructure with physical development, making the town centre a more attractive location for hi-tech and commerce.
6. **High Quality International Connectivity** ensure high quality international connectivity and address opportunities and challenges from Brexit, the plan will combine enhanced broadband connectivity and the opportunity for tailored and appropriate accommodation to allow for increased employment, trade and investment on an international scale
7. **Enhanced Amenities and Heritage** ensure that our cities, towns and villages are attractive and can offer a good quality of life, the plan will provide infrastructure and opportunities for development sites, it will help to ensure the future integrity of the historic townscape / street spaces where the plan connects with adjoining areas. New civic spaces will generate more on street activity and linkages to the greenway will promote a healthy town. Opportunities for community engagement and collaboration supported by the Council's Cultural Team will allow for creativity and cultural expression, contributing to the quality of a wider social and cultural environment.
8. **Transition to a Low Carbon and Climate Resilient Society** objective to achieve transition to a competitive low carbon, climate resilient and environmentally sustainable economy by 2050, the plan will promote reuse and adaptation, sustainable technologies in public realm and new construction, as well as provision of electric vehicle charging, Smart Town technology, connection to greenway, and inclusion of biodiversity/green infrastructure/public space.
9. **Sustainable management of Water, Waste and other Environmental Resources** conserve and enhance the quality of natural resources, the infrastructure will be provided in accordance with the requirement for Sustainable Urban Drainage Systems, and sustainable use of resourced.
10. **Access to Quality Childcare, Education and Health Services**, enable the enhanced and effective provision of a range of accessible services, the plan provides opportunities to deliver enhanced services in the town, access to life long learning, healthcare, and the proposed PEACE campus, Health Service Executive's complex adjacent, and opportunities for synergies and new services including creche and day care facilities that can serve to reduce skills gaps and increase social inclusion.

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The Plan is also informed by the **Regional Spatial and Economic Strategy 2020-2032 (RSES)** which provides the roadmap for effective regional development—which combines design and innovation; how we do business, deliver homes, build communities and value land-use—creating healthy places and promoting sustainable communities. The RSES introduces the concept of a Growth Framework to achieve this integration because regional growth cannot be achieved in linear steps.

The **Northern & Western Regional Spatial and Economic Strategy (NWRSES)** provides a high-level development framework for the Northern and Western Region and supports the implementation of the National Planning Framework (NPF) and the relevant economic policies and objectives of Government, particularly with the overarching principles of placemaking which are *'connectivity, concentration to build centres of scale and promote difference.'*

The plan will play a strategic role in urban design and protection of historic townscape and character, form and function – protecting its sense of place, whilst providing a strong focus on a vibrant diversified economy, providing opportunities for people.

The plan supports the 'Five Growth Ambitions' of the RSES, based on the principles of 'People and Place':

- Vibrant (Economy and Employment / Sustainable Growth)
- Natural (Low Carbon / Climate resilient)
- Connected (Supportive Infrastructure / Catalyst for wider regional development)
- Inclusive (Great Place to Live)
- Infrastructure (Key to Delivering Compact Growth)

Placemaking—Realising

The Plan supports key business elements of Placemaking in the NWRSES, in particular the development of compact urban centres with critical mass in population, encouraging the revitalisation of urban areas and re-inhabitation of urban cores and the development of quality of life factors and sense of place. experience of communities is a key objective.

This Plan will support and promote Monaghan as an urban centre of scale and support its ability to be a business choice location, reflecting the recommendation of the NWRA document: A Region in Transition. The Way Forward, November 2019. This document highlights the economic benefits that arise from working in larger and denser areas, 'agglomeration economies.' Economic benefits arise from the spatial concentration of workers, firms and capital, due to economies of scale in terms of transport costs, supply chains, supply of labour as well as knowledge spill overs.

The Tradeable sector, which are firms who trade/ could trade with international markets and provide high valued employment, tend to gravitate to urban centres of critical mass as they tend to offer all of the above benefits, as well as infrastructure connectivity, third level education, and a diverse quality of life for workers.

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Natural Region: (Low Carbon / Climate resilient)
Roosky Master Plan is a framework for growth management, economic and infrastructural strategy that is efficient, sustainable and inclusive.
The plan supports the participation in cultural events, with the inclusion of public squares and amenity which will link with the new PEACE Campus building (incorporating library, museum, youth facility and cultural hub). (RPO 5.11)

The plan invests in, protects and secures our built, social and cultural heritage, supports the adaptation and re-use of heritage buildings and places. (RPO 5.17)

The plan will support the development of the Greenway network, linking with the existing Ulster Canal Greenway and enhancing the sustainable mobility linkages between the town centre and the wider enhancements to the Greenway network, promoting additional activity tourism and a healthier society through increased physical activity. (RPO 5.18)

Connected Region (Supportive Infrastructure / Catalyst for wider regional development)
The increased density of development and town centre growth will sustain and generate more feasible public transport options, for example, the popular 'Local Link' rural transport programme, with the wider hinterlands. (RPO 6.21) The plan also supports the Ulster Canal Greenway cross-border sustainable transport objective (RPO 6.24), along with the priority to provide walking and cycling facilities across the Region. (RPO 6.23) The development will result in an attractive, vibrant and safe, places to work, live, shop and engage in community life. (RPO 6.29)

The development will be digitally proofed to ensure the enablement of broadband infrastructure for a smart future, (RPO 6.37) along with the technologies to improve energy and resource sustainability. (RPO 6.43)

Inclusive Region (Great Place to Live)
The project fully complies to the three horizontal principles/aims to integrate 'economic growth' – **'People, Place and Resilience.'**
Dublin Street Regeneration will deliver high quality, accessible and suitably proportioned areas of public open spaces and promote linkage with social, cultural and heritage sites and buildings, while incorporating and increasing prioritisation for walking and cycling. (Healthy Places RPO 7.9)

The proposal which will improve the physical connectivity between public service providers will also support the objective to encourage and provide opportunities for multi-agency approaches for delivering the health, social care, education and community services needed by growing, diverse or isolated communities. (Childcare, Education and Lifelong Learning RPO 7.15)
The Roosky Master Plan area will create a supply of homes for growing communities. The scheme will allow for increased population within the town centre, through reductions in vacancy, reuse of existing buildings, infill development, area or site-based regeneration, service site provision and increased building heights together with infrastructure provision. (Housing: Supplying Homes for Growing Communities RPO 7.20)

Infrastructure (Key to Delivering Compact Growth)
The enabling infrastructure requirement of the Roosky Master Plan represents prudent use of resources to deliver a connected, vibrant, inclusive, resilient and smart town that will have a wider regional impact. The project will allow for managed development growth, with access to what are essential requirements for modern living standards and success in business activity and growth – electric power, clean water, modern telecommunications, and safe and reliable transportation.

The Roosky Master Plan, together with the Dublin Street Regeneration Plans will ensure the efficient use of the necessary infrastructure while minimising environmental impacts.

This project which will enhance and promote Monaghan as an urban centre of scale and support its ability to be a business choice location, reflecting the recommendations of the NWRA document: **A Region in Transition. The Way Forward, November 2019**. This document highlights the economic benefits that arise from working in larger and denser areas, 'agglomeration economies'. Economic benefits arise from the spatial concentration of workers, firms and capital, due to economies of scale in terms of transport costs, supply chains, supply of labour as well as knowledge spill overs.

The Tradeable sector, which are firms who trade / could trade with international markets and provide high valued employment, tend to gravitate to urban centres with critical mass as they tend to offer all the above benefits, as well as infrastructure connectivity, third level education, and a diverse quality of life for workers.

Moreover, the OECD notes that companies and workers tend to be extremely productive within urban centres of scale relative to the more disperse geographical areas due to the above reasons.

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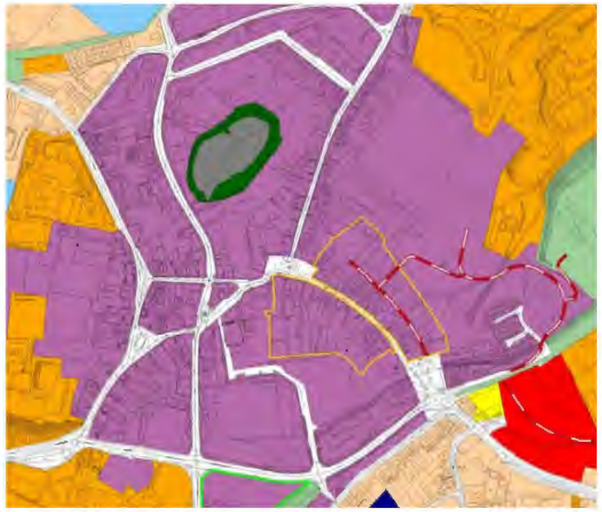
The plan will promote the town centre as an attractive location for investment through its contribution to placemaking and regeneration, creating opportunities for businesses to locate, by increasing the viability of support services, through critical mass and economies of scale.

The potential of the Roosky Master Plan will enhance Monaghan's scale and 'Key Town' position in the region, allowing for development of enhanced human capital and R&D capabilities, enhancing regional infrastructure that enables growth, supporting SMEs in rural communities, maintaining cost competitiveness, developing current industrial clusters and encouraging the concept of remote working.

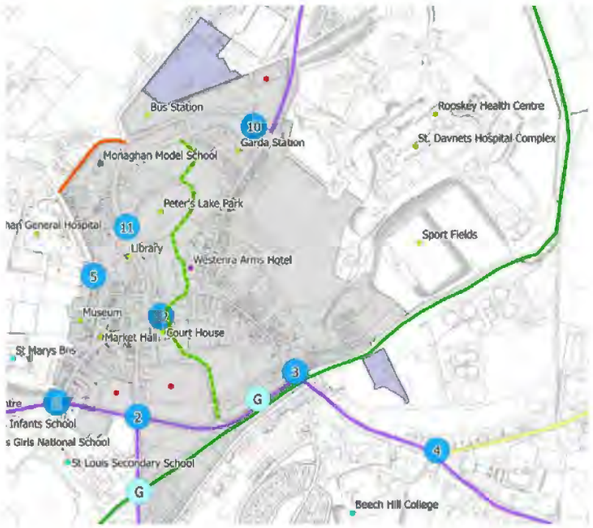
The **Monaghan County Development Plan 2019 – 2025**, which incorporates the Monaghan Town Development Plan and the retail and housing strategies for the county recognises the role of the town in its strategic context.

The vision for the Roosky lands is grounded on fulfilling the primary strategic objective of the Settlement Plan for Monaghan Town, MTSO 1 (Monaghan County Development Plan 2019-2025): '*To facilitate the development of Monaghan to maintain its position as the principal town in the County at the top of the settlement hierarchy and to ensure that its expansion takes place in an orderly and sustainable fashion that will not detract from the vitality and viability of the town centre.'*



Monaghan Town Development Plan—Land Use Zoning

Local Area Action Plan 2011 (LAAP)



Monaghan Walking and Cycling Strategy: Version 1.1 November 30th 2012

Dublin Street Regeneration Plan 2017

The proposal aims to rebuild this area of the town centre to a strong and vibrant core while protecting its heritage and character so that the town will be attractive to live, work and invest in and ensuring the retention and growth of population.

It also 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'*.

The lands adjoin St. Davnet's Campus to the north and east, zoned *Community Service Facilities*, part of the site adjoins *Recreation Amenity* zoned lands, comprising the GAA Lands. The lands to the south comprise the *Dublin Street Local Area Action Plan* (2011) (LAAP), which is currently subject to the prep-

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aration of a Regeneration Plan; Dublin Street North Regeneration Plan 2021. The LAAP 2011 proposes a new street to the rear of Dublin Street, 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 lands further south of Dublin Street benefit from a Regeneration Plan, The *Dublin Street Regeneration Plan* (2017). The Plans are designed to complement each other.

Dublin Street, The Diamond and Glaslough Street are Architectural Conservation Areas (ACA). These streets and St. Davnet's Campus include 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 Development Plan identifies an Indicative new road proposed in the Plan Area from Roosky Vale and provides access to the lands and to the Dublin Street North Regeneration Plan land area.

The **Monaghan Walking and Cycling Strategy (2012**) includes walking and cycling proposals that adjoin the

lands. The proposed Master Plan will integrate with these strategies.

Monaghan Town Project 2040

The regeneration of Monaghan Town conforms with the development of the Monaghan Town of the Future 2040 discussion document which aims to create an innovative vision for Monaghan Town in the future as an open, smart and sustainable town where all people are drawn to live, visit and invest.

Government Guidelines

Government guidelines that will inform the detailed design stages will include the Urban Design Manual, A Best Practice Guide (DEHLG, 2009), Sustainable Residential Development in Urban Areas and Urban Design Manual Best Practice Guide (DEHLG, 2009) - Sustainable Urban Housing – Design Standards for New Apartments (DHPLG2018), Building Height Guidelines (DHPLG 2018). These have informed the overall strategy at high level.

The **Design Manual for Urban Roads and Streets** (updated 2019) also informs the design. This replaces existing national design standards that will be used throughout all urban areas in Ireland when designing/ upgrading roads and streets. The use of DMURS is mandatory for all road authorities (Circular RW 6/2013) and (PL 17/2013) applies to all Roads and Streets in Urban Areas.

There is a growing appreciation that streets should not just be corridors for traffic, but rather should be places in which people want to live and spend time. Streets also need to facilitate more sustainable forms of transportation such as walking, cycling and public transport so the need for car-borne trips is minimized in order to reduce greenhouse gas emissions and promote healthier lifestyles and healthier environment.

In recognition of these objectives, the Department of Transport, Tourism and Sport, together with the Department of the Environment, Community and Local Government commissioned the preparation of the Design Manual for Urban Roads and Streets

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(DMURS). DMURS seeks to put well-designed streets at the heart of sustainable communities and supports broader government policies on the environment, planning and transportation. DMURS provides the practical measures to achieve the following:

- Highly connected streets which allow people to walk and cycle to key destinations in a direct and easy-to find manner.
- A safe and comfortable street environment for pedestrians and cyclists of all ages.
- Streets that contribute to the creation of attractive and lively communities.
- Streets that calm traffic via a range of design measures that make drivers more aware of their environment.

Town Centre Living Initiative

Findings and actions identified in *The Town Centre Living Initiative—Six pilot towns: Synthesis Report* prepared by Space Engagers on behalf of the Department of Rural and Community Development (May 2020) also inform the proposals.

10 Minute Monaghan

Recent developments in planning policy, led by the National Planning Framework (NPF) and the Regional Spatial and Economic Strategies (RSES) and including the Design Manual for Urban Roads and Streets, have

15 Minute Paris Diagram Illustrates a sustainable mixed use neighbourhood that includes the mix of uses that people can access from their home that will meet most of their daily needs.

sought to address the issues associated with the development pattern of over dependence on the car and the negative impact that the car has on the quality of life in town centres.

There has been much more focus on core policy objectives for compact growth and sustainable mobility and for support of improved permeability and the quality of the environment for pedestrians and cyclists in newer developments. However, there remains a challenge to retrofit our existing towns and villages to provide a coherent transport network focused on sustainable mobility, in particular facilitating convenient access to community facilities by walking and cycling.

The emphasis on compact growth in the NPF and RSES for the delivery of new housing, employment, and community facilities will result in shorter distance trips. These will naturally promote access on foot or by bike, as they are more convenient for these modes compared to the longer distance trips that are generated by less dense suburban areas.

Creating spaces and enhancing both their liveability and sustainability of urban cores is now accepted across the world, including the Paris's 15 minute city concept. This concept has also been adopted by the Southern Regional Assembly as the 10 Minute Town concept to form part of the Regional Action Plan for Interreg Europe MATCH-UP project.

The concept focuses on community planning, the local economy and the liveability of an urban area. The principle is to design walkable communities in which people can live and access most of their daily needs within 10 minutes of active transport, i.e. walking or cycling or accessible by public transport services connecting people to larger scaled settlements. These places should have diverse housing options and access to safe walking routes, cycle routes, local health facilities, parks, shops and other local infrastructure.

In the context of Monaghan and the walking distances in the town centre, the 10 Minute Town is readily achievable. The central location of the Roosky Master Plan area lends itself to contributing to the achievement of a more sustainable town core.

The theory of the 10 Minute Town is simple but challenging: over the last decades we've created urban life around the car. This is very much evidenced in Monaghan which is dominated by car use in the town core. In this regard, it is acknowledged that Monaghan Town has an important role in serving the large rural hinterland, and inadequate public transport option and accordingly, the town core needs to accommodate car travel to the town. Accommodating the car in the town centre needs to be balanced with creating a quality town centre environment where people will choose to live, work, and visit.

In order to make a more sustainable town centre, in accordance with Government Policy, it is appropriate that the design approach for the Roosky Master Plan

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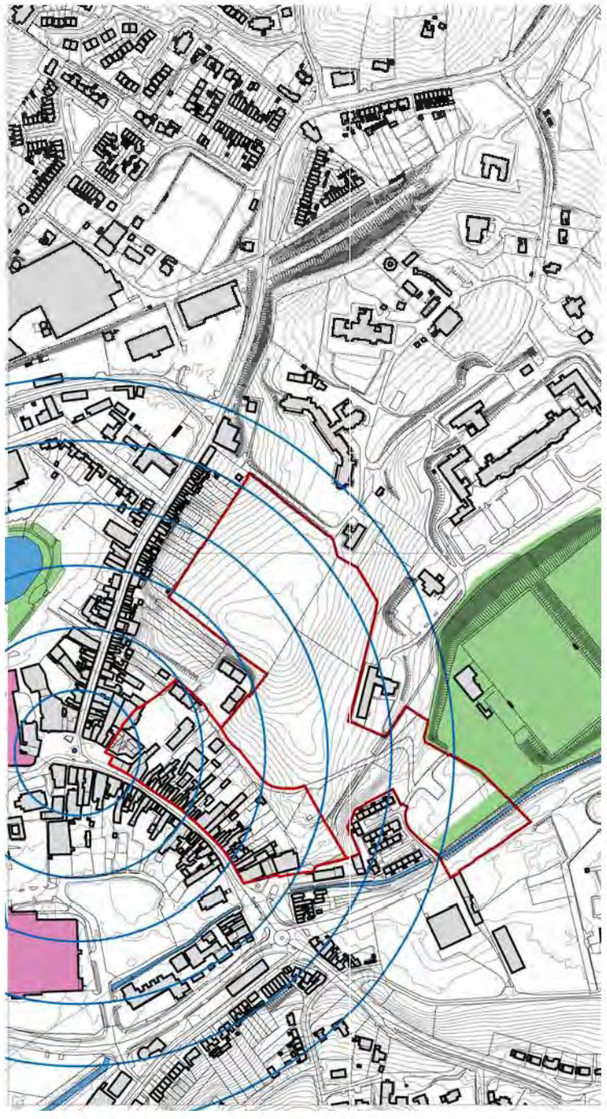
is designed on a human scale, by foot or pedal. Work, home, shops, entertainment, education, healthcare and green spaces should all be available within 10 minutes walkable or cyclable.

This proposal of a post-car town has gained momentum during the COVID 19 health crisis because of the need to reclaim streets to allow for people to move around without crowding. The 15-minute city emerged originally as a response to climate change and motor vehicle pollution, which is also closely related to the spread of the coronavirus in cities.

This theory is also a new approach to making town life more local, pleasant and slow-paced. In this regard, better quality of urban life inevitably means fewer cars on the streets. Accordingly, the design approach for the Regeneration Plan area is to provide a mix of uses, creating a place to live, work and recreate, and to reducing the number of car movements, and car parking demand in the town centre.

The Roosky Master Plan area has the potential to form a key part of a future 10 minute Monaghan Strategy. The Roosky Master Plan area is centrally located and the town core is within a 5 minute walking distance from the Roosky Plan area. Within that area there are schools, shops, community and cultural facilities, access to the Ulster Greenway the GAA grounds. However, the resident population in the town centre is low, and people are required to access the existing facilitates in the town centre by car or public transport, which increases reliance on the car.



1 minute walking intervals in Monaghan Town Centre. The Roosky master Plan area is located within a 5 minute walking distance from the Diamond

5 and 10 Minute Monaghan

The Roosky Master Plan area and the town centre has significant capacity to facilitate an increase in resident population in the town centre. This would facilitate more people accessing the existing services and reduced car parking demand, and car movements to the town and in the town centre. An increase in resident population will also have the added benefit of increasing footfall creating demand for local businesses, and supporting existing local businesses on the main streets.

Also, the Roosky Master Plan can increase the permeability of the town core and linkages to St. Davnet's, so that St. Davnet's integrates with the town core. An overall increase in the permeability of the area will provide pedestrian and vehicular access to backlands, thereby enhancing their development potential, which in turn will support the 10 minute town centre concept.

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SECTION 2

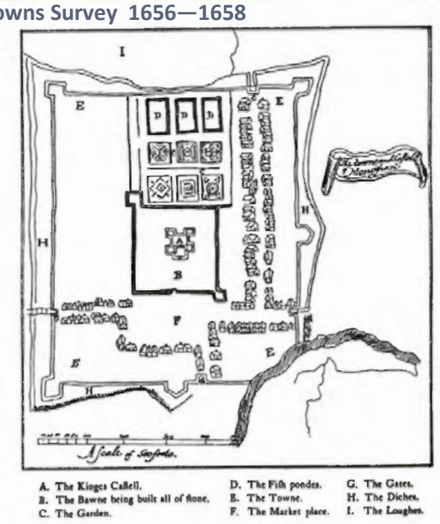
Introduction

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 is located in the North Western Regional Assembly Sub Region, and within the Cavan Monaghan sub regional catchment. It is identified as a Key Town in the Regional Spatial And Economic Strategy for the Northern and Western Regional Assembly.

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.

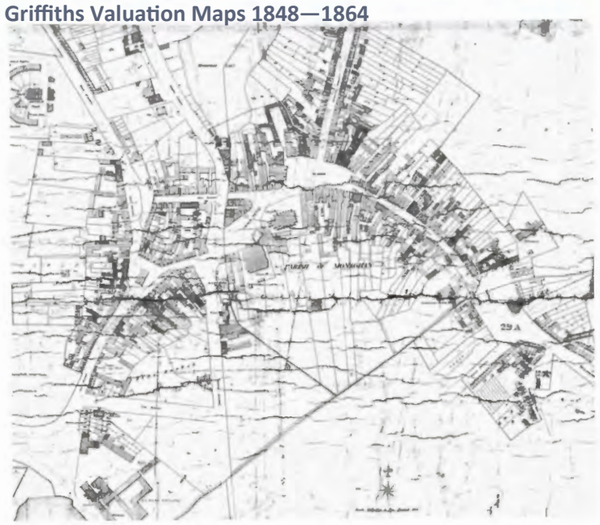
The town's large rural hinterland and role as county town will continue to strengthen its function as a business and administrative centre. Whilst North County Monaghan is noted for its extensive number of villages and dispersed settlement structure, the increasing urbanisation and population growth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

Downs Survey 1656—1658



17c Map from Shirley's History of the County Monaghan

Griffiths Valuation Maps 1848—1864



Griffiths Valuation Town Maps1848—1864

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 centre 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.

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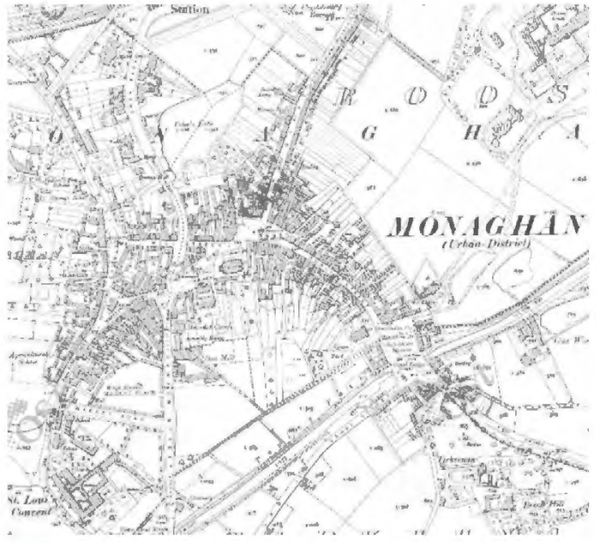
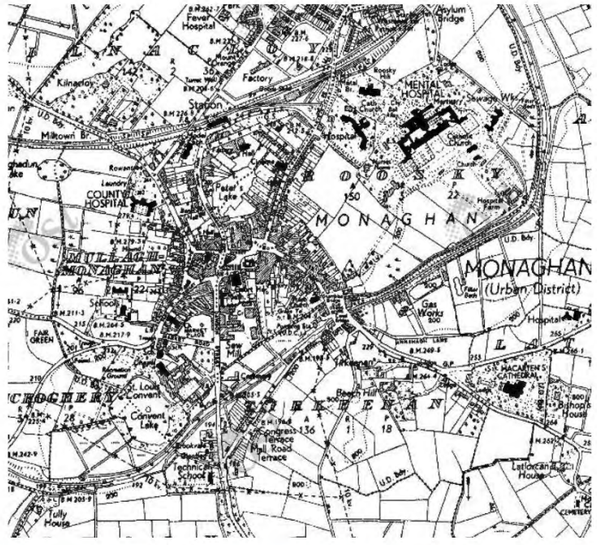
The historic street pattern is evidenced today in the four historic squares, connected by the main streets, radiating from the central space, the Diamond, including Dublin Street, Glaslough Street and Market Street. Adjoining the Diamond is Church Square with land mark structures, St. Patrick's Church 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.

St. Davnet's Psychiatric Hospital Monaghan located to the north of the site was established in 1869 under the 1820 Lunacy (Ireland Act), then known as Monaghan District Lunatic Asylum. It was developed to serve the mental health requirements of counties Monaghan and Cavan. St. Davnet's evolved from the District Asylum in 1869, to a psychiatric hospital and now to its present role as a modern community mental health services campus. It retains a rich architectural heritage and unique landscape setting, that creates a strong sense of place and identify. The grounds are open to the public for recreational use, and include a S*li na Slaite* route providing an important amenity for people of Monaghan Town.



25in Map—OS



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The Bone Hospital St. Davnet's Campus

Master Plan - Study Area

The Master Plan site area is located to the north east of the town core, located to the south of St. Davnet's Campus, to the west of Glaslough Street, north of Dublin Street, and south west of St. Davnet's / GAA grounds, north west of the former Ulster Canal, and Roosky Vale residential development.

The plan area is characterised by fields and various boundaries comprising historic walls, and trees and hedges. The topography is a key feature and a characteristic of Monaghan Town, comprising a drumlin that slopes up from both Dublin Street, Glaslough Street and Roosky Vale respectively. The upper part of the lands a level that is proximate to St. Davnet's upper level campus route, the lower sections are consistent in level with Dublin Street, Glaslough Street and Roosky Vale. There are commanding views from the upper part of the site over Monaghan Town, and the wider environs. There are close views to the backlands of Dublin Street from the site.

The central location of the lands presents a significant strength, and opportunity to create a more compact and sustainable town core. The commanding views from and towards the site is an opportunity to visually connect the development to the town. The

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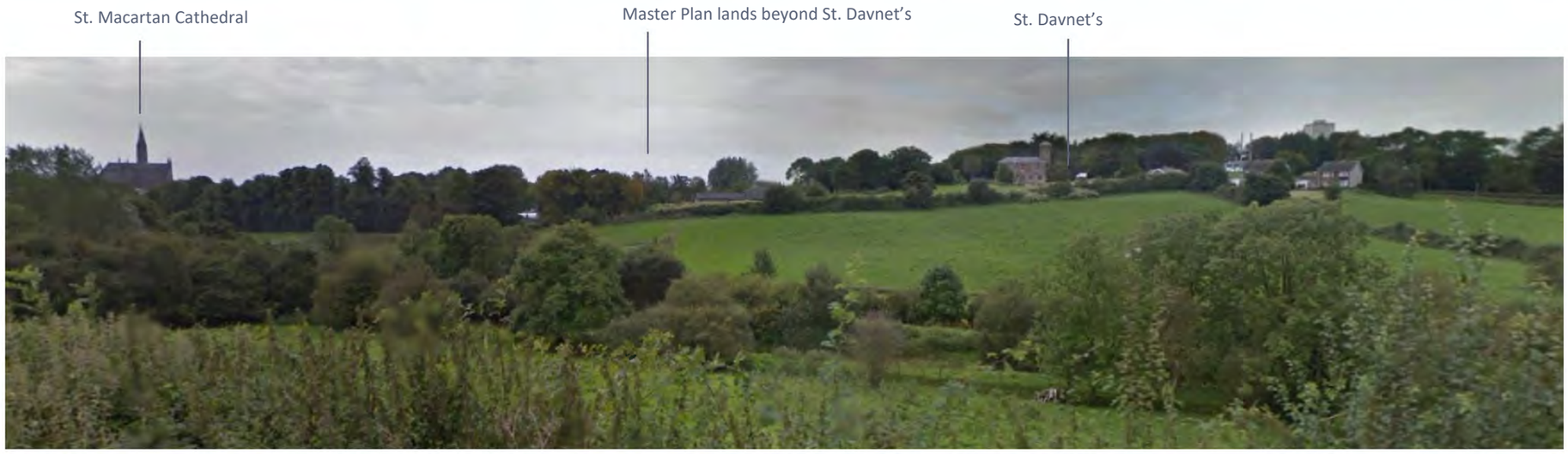
rich architectural heritage of the adjoining streets at Glaslough Street, and Dublin Street as well as the architectural and landscape setting of St. Davnet's create a strong sense of place and setting for the lands. The change in level within the plan area presents a significant challenge, together with limited access to the site, and difficulties navigating the changes in level within the site. Also, the views towards the rear of properties on Dublin Street and Glaslough Street present a poor visual appearance. The enhancement of these views will be dependent on the redevelopment the backlands to these properties. These strengths, weaknesses, opportunities and threats are addressed in the Master Plan Strategy.

View from the Master Plan upper plateau looking south towards St. Macartan Cathedral and Dublin Street

Land Uses – Master Plan Area

The lands once formed part of the St. Davnet's campus, and comprise of open grassland. Historic maps show a route through the lands connecting the former infirmary adjoining Old Cross Square to the main campus. The maps also indicate the St. Davnet's farm, and from this we assume that the lands subject of this study comprised farmland. These historic routes are evident today in the form of walking routes from Old Cross Square to the current St. Davnet's Campus. This is an important recreational route today. These routes and desire lines inform movement strategies and the spatial location of amenity areas within the proposed plan area.



View from north east towards St. Davnet's Campus, with master plan lands beyond

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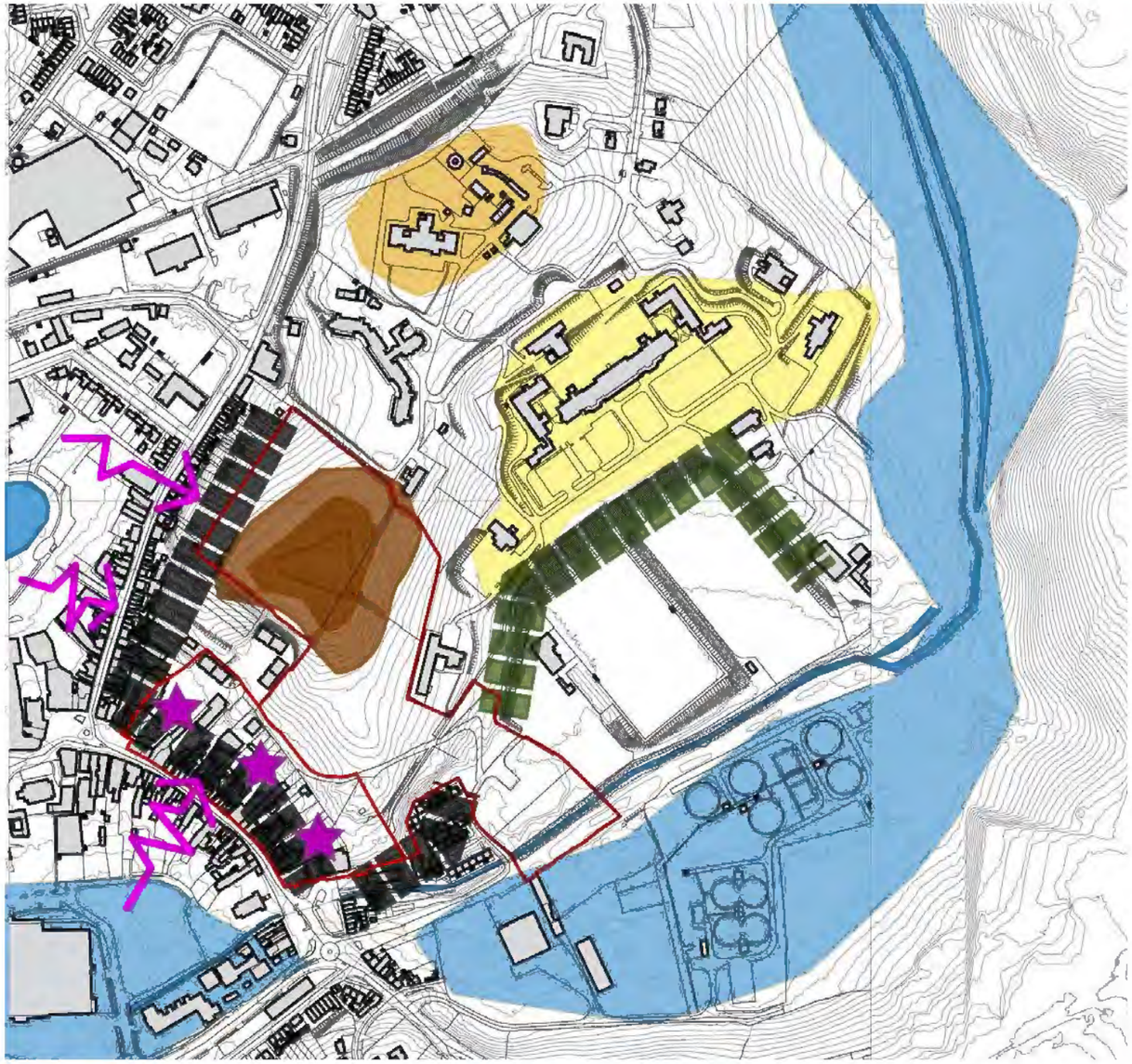
Land Uses - Surrounding Area

The surrounding area is characterised by a mix of uses, comprising residential and a mix of small to medium scale retail uses based on traditional narrow plot street pattern on Glaslough Street and Dublin Street. The GAA grounds to the east comprise a car park and the GAA grounds, and Roosky Vale, a single storey residential development for the elderly. The master plan is sensitive to the adjoining land uses, and aims to integrate compatible uses with the existing, providing passive surveillance, activation of streets, and maintaining separation distances to ensure protection of the amenity of the existing adjoining uses.

Built Heritage

There are no buildings on the site. As noted, there are a number of fine institutional structures at St. Davnet's, and protected structures on Glaslough Street and Dublin Street, as well as traditional vernacular structures that contribute to the identity and architectural heritage of the area.

The built heritage is recognised and protected by the policies of the development plan which relate to the designation of an Architectural Conservation Area adjoining the site, and a number of structures listed on the Record of Protected Structures (RPS) along Dublin Street, Glaslough Street and St Davnet's, and also structures identified in the National Inventory of Architectural Heritage (NIAH).



Weaknesses and Threats

The close proximity of the plan area to the built heritage will enhance the opportunity to integrate the master plan area with the existing, establishing a sense of place, and will inform the scale and architectural design approach for the master plan area in the future.

Archaeology

Part of the site is located within the Zone of Archaeological potential. There are no 'Sites of importance' identified on the site. The Market Cross adjoining the Master Plan boundary is identified as a record of Monument and Places (Ref No. M0009-060006).

Urban Structure & Public Realm Context

The urban structure in the town is well defined and 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 network of streets interconnect, allowing for good permeability between the existing streets. This structure sets the context for the site.

In contrast St. Davnet's developed as self-contained enclave, originally surrounded and separated from the town by a wall. Development occurred as pavilions within a terraced landscaped setting. The routes

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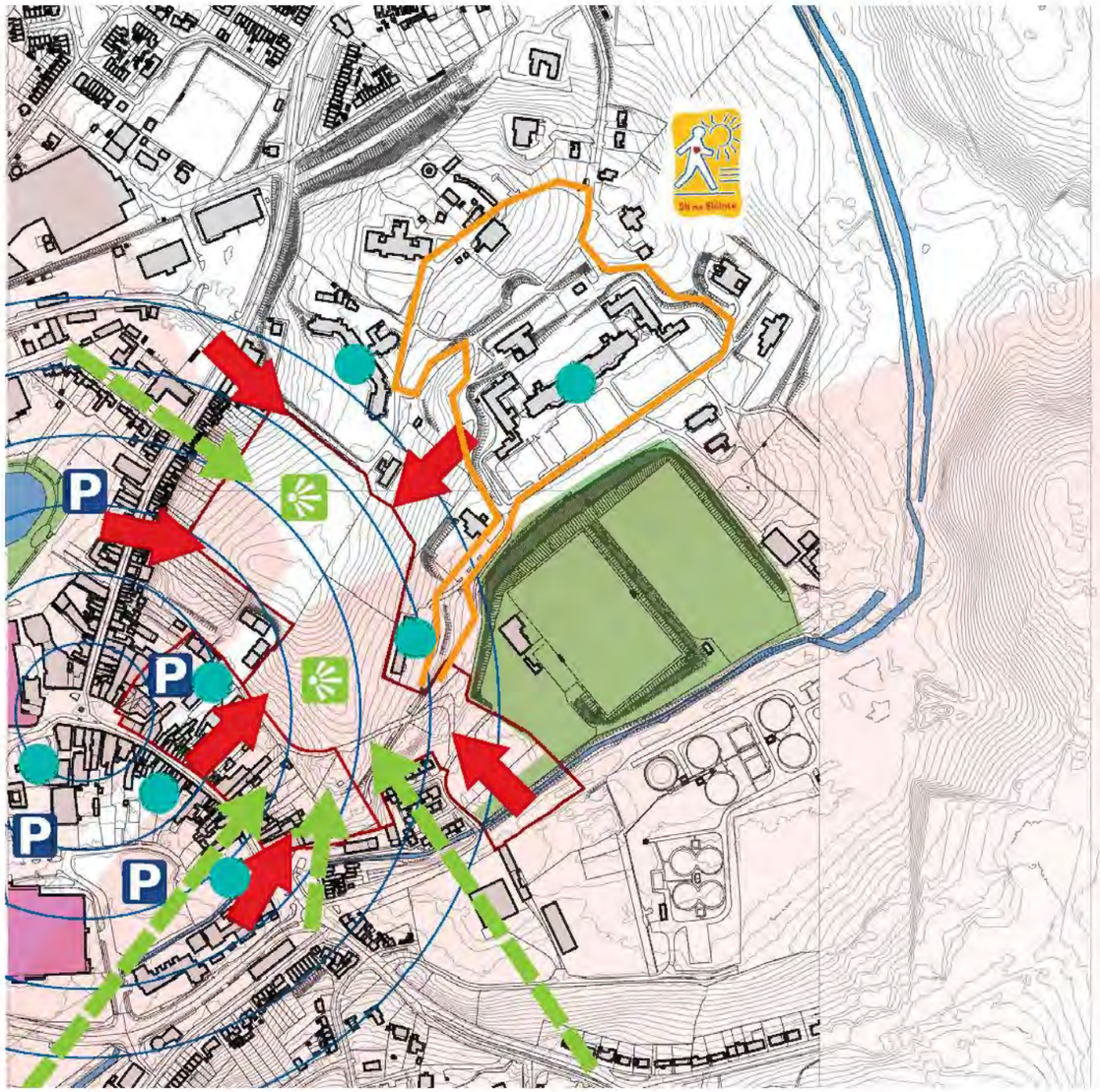
and paths through St. Davnet's campus are aligned with the contours and buildings, and also create a series of interconnected routes. The buildings are positioned parallel to the routes, and creates identifiable and distinctive places within the Campus itself. The overall buildings and landscaping create a very distinctive character and sense of place.

The Master Plan lands are greenfield, and do not present an urban structure or public realm. The field pattern however is loosely relevant, the boundary wall at the upper part of the site generally reflects the upper plateau.

The existing urban structure adjoining the master plan site provides cues for new street alignments, and offers opportunities to make visual connections between the existing and new master plan area. Taking cues from the adjoining will ensure that the new development area will integrate with the existing adjoining context.

Movement and Access

There are a number of existing and potential access points to the Master Plan area, pedestrian access from Old Cross Square, proposed new link route to the south from Roosky Vale, and pedestrian routes connecting the lands to St. Davnet's Campus. A pedestrian access laneway runs parallel to the northern boundary with St Davnet's connecting the lands to Glaslough Street, and the proposed Peace Campus on Glaslough Street and North Plantation Road. There are potential access locations from Old Cross Square, and Glaslough Street subject to discussions with adjoining land owners.



Strengths and Opportunities

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 of the master plan 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. Also consideration should be given to the reduced car parking demand arising from the increased population and workforce living and working in the town core as the master plan is incrementally developed.

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. It is also envisaged that development and car parking will be phased as the plan progresses.

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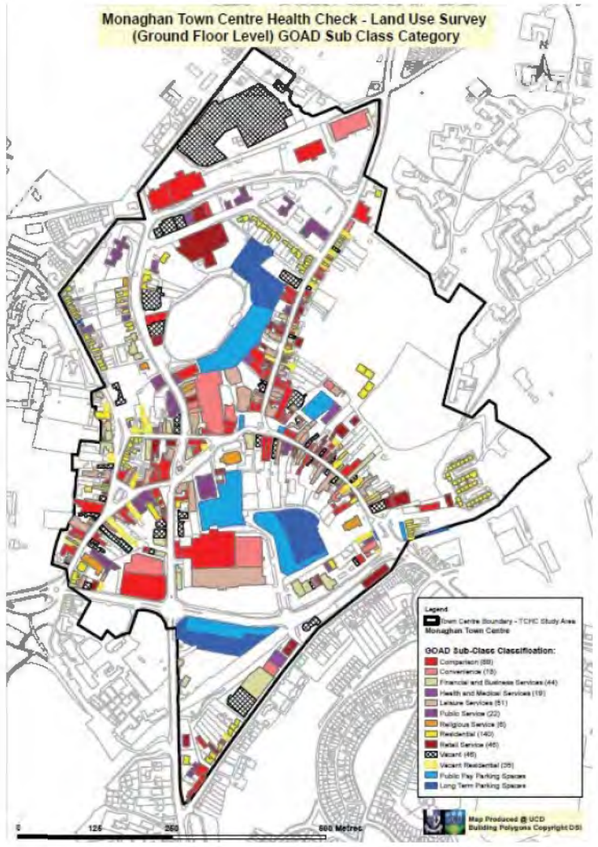
In this regard, it is noted that the Development Plan recognises reduced car parking demand where there is a more sustainable mix of residential and employment generating uses.

Car Parking Policy CP 5 states that it is the policy of the County Council:
'*To provide for a reduction of up to 50% of the standards as required in Table 15.9 of the Monaghan County Development Plan 2019-2025 for developments or redevelopment of infill/brownfield/derelict sites located within the designated town centres, where appropriate.'* (MCDP 2019-2025 Para 15.28 Car Parking Standards)
The Local Authority has to make up the shortfall of car parking provision of the 50% waiver.

Socio – Economic Context

Monaghan County Council have proposed to provide Civic Offices on the site. A Civic Office use in the Master Plan area will generate a significant employment and potential for co-location of supporting services. The proximity of the master plan area to St. Davnet's also presents an opportunity for co-located health services. Monaghan County Council have also identified a need to provide a potential community facility. These uses present further opportunities to attract co located offices, and supporting retail uses as well as opportunities for additional civic and tourism related uses, including civic spaces, community uses, hotel accommodation, cafes and restaurants.



Collaborative Town Centre Health Check—Land Use Map

The Monaghan Collaborative Town Centre Health Check findings are also relevant in this regard
The Dublin Street South Regeneration Plan identified a deficit in retail and hotel accommodation provision. The Master Plan area has the capacity to meet this demand. Census 2016 results show that County Monaghan's population has grown modestly since Census 2011, increasing by 891 persons to 61,386 persons. This represents an increase of 1.5% over the intercensal period, an annual increase of 0.3% against a state average of 0.74%. Census 2016 results show that significant growth has occurred in the rural area, particularly to the north of Monaghan town and the rural area surrounding Carrickmacross in the south of the County. Monaghan remains a predominantly rural county, with only 37% of the County's population living within an urban area.

Monaghan County Development Plan indicates an 14% increase in the population of Monaghan towns from 2006 to 2016 (from 6720 in 2006 to 7,325 in 201 (9% increase) and further increase to a population of 7678 in 2016 (4% increase from 2011).

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.

The Core Strategy in the Development Plan projects that the population of Monaghan town will grow to 9,415 over this Plan period and a housing land requirement of 44 hectares is being provided within the settlement boundaries in order to accommodate this projected growth.

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 a key part of the master plan area. It is an objective of the master plan to provide for opportunities for multi generational homes and a mix of residential dwelling types to meet existing and new residential demand.

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SECTION 3

MASTER PLAN VISION

The Roosky Master Plan area offers a unique opportunity to make sustainable use of Monaghan town centre. The vision for the Master Plan is to adopt a placemaking approach that makes sustainable use of this town centre area to create a desirable and convenient place to live, work and thrive through the provision of attractive, affordable urban housing, with businesses and services that will create new employment opportunities. This will be achieved with a high quality and accessible public realm with its own identity and sense of place, that promotes pedestrian and cycle movement, that integrates with the historic street network and built form to complement and enrich the architectural character of the area, creating a connected sustainable community in Monaghan Town centre and place where people choose to live, work and invest.

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SECTION 3

Master Plan Vision in Context

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MASTER PLAN STRATEGY

The Vision translates into a concept Master Plan which comprises new streets and spaces that connect new urban spaces defined by a mix of uses, and building forms and heights that create a strong sense of place and identity. The plan area integrates with the site topography, existing street network the distinctive character areas of Dublin Street, Old Cross Square, Roosky Vale and St. Davnet'sand the Dublin Street North and Dublin Street South Regeneration Plans. The plan incorporates the Monaghan Civic Offices as a central part of the plan to act as a catalyst for the development of the overall Master Plan area.

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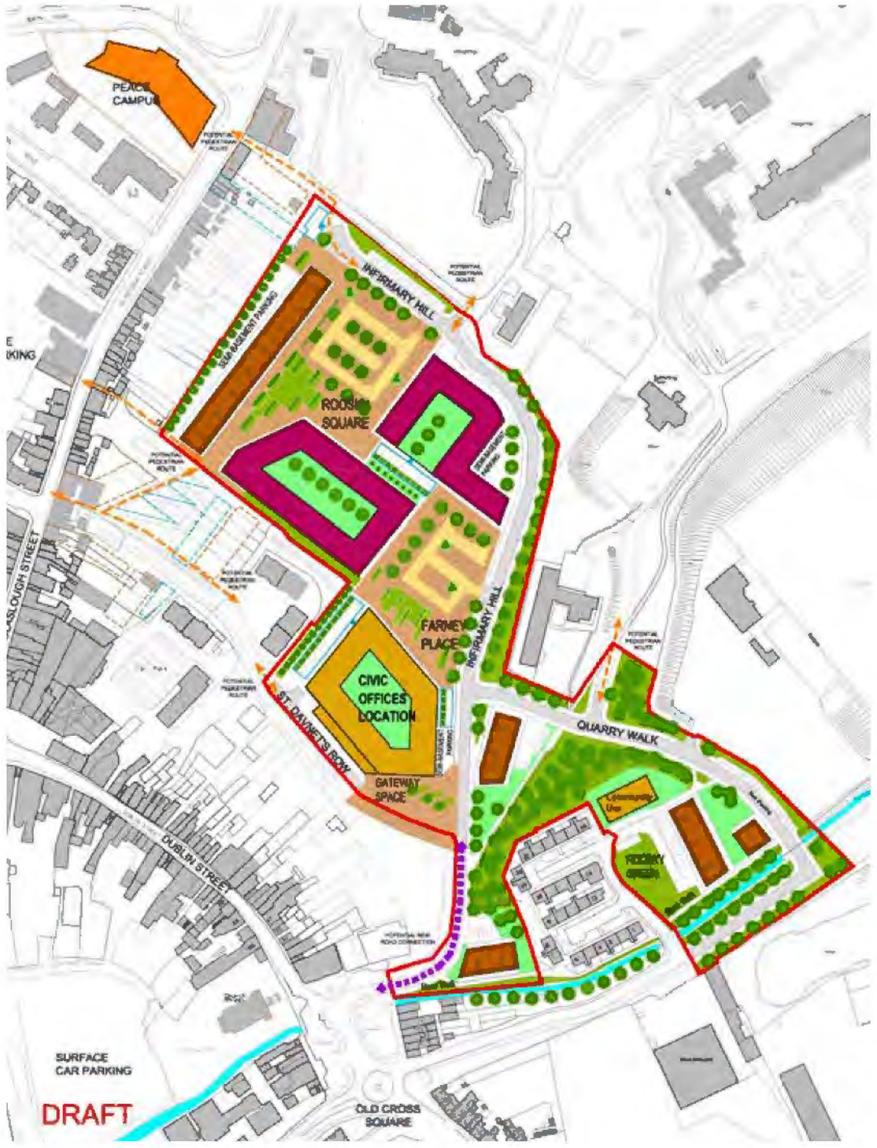
Master Plan Strategy

The Master Plan Strategy creates plateau and terraces to address the sloping topography. The terraces/plateaus form new urban spaces of varying hierarchy and use. The urban spaces are connected with pedestrian, cycle and vehicular access routes . The urban spaces and access routes define the potential development areas. The development areas are linked with access projects and routes from the Dublin Street North Regeneration Plan area, with potential future links to Glaslough Street, Old Cross Square and St. Davnet's Campus.



Master Plan Strategy

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Alternative layouts were reviewed and it was considered that the optimum location for the Civic Office was at the lower level of the site.

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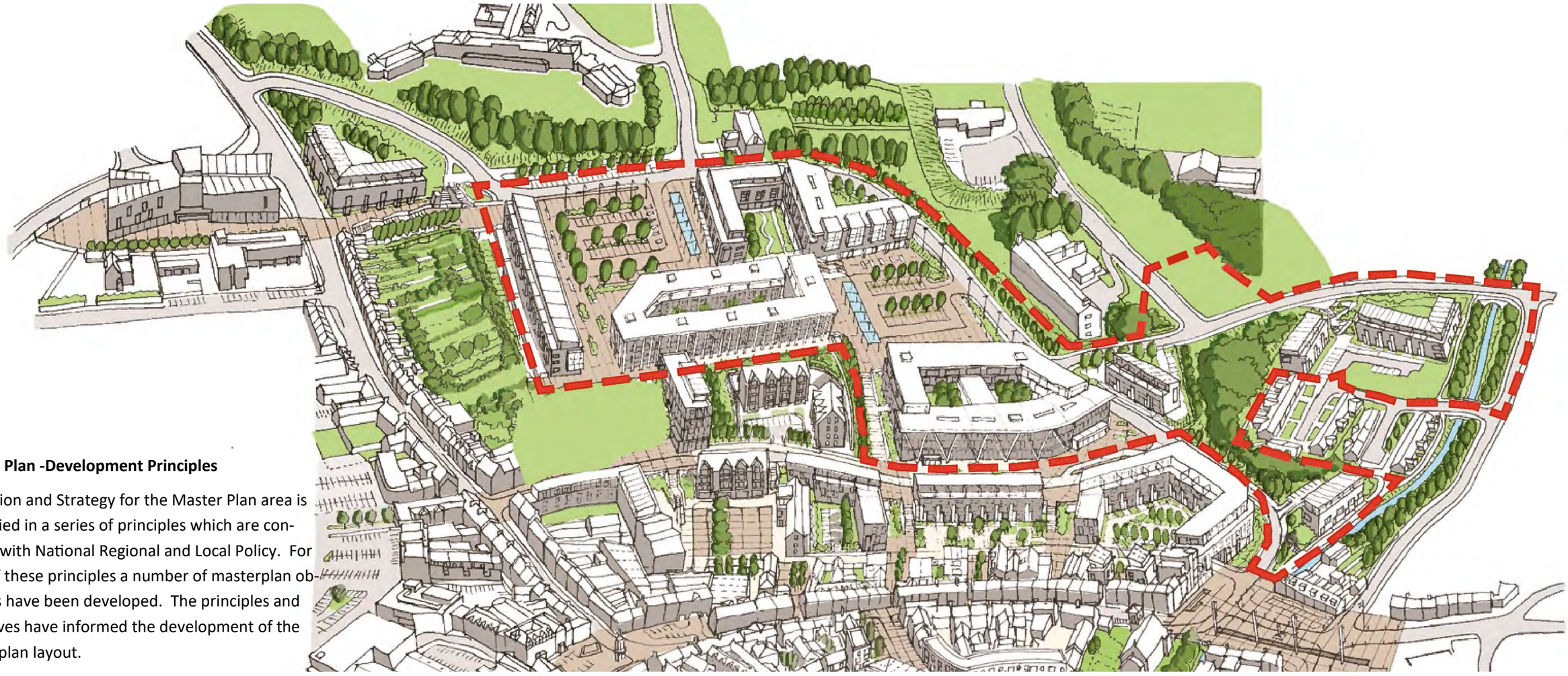

Master Plan -Development Principles

The Vision and Strategy for the Master Plan area is embodied in a series of principles which are consistent with National Regional and Local Policy. For each of these principles a number of masterplan objectives have been developed. The principles and objectives have informed the development of the masterplan layout.

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Principle 1: To adopt a placemaking approach that strengthens the role of the Master Plan Area as a new civic quarter, and a place to live, work, shop and do business

Objective 1 To locate the Monaghan Civic Offices in the Master Plan area as an anchor and catalyst for new civic quarter, and place to live, work, shop and do business.

Objective 2 To ensure that the development of the master plan provides an appropriate extension of the adjoining character areas of Dublin Street, Old Cross Square, Roosky Vale, and St. Davnet's Campus. Each character area is distinctive and the master plan responds to each context.

Objective 3: To support the development of a mix of uses complementary and supporting the Civic Office use, including residential, retail, offices, and supporting community services and to enhance living and employment opportunities in the plan area and the creation of a sustainable community.

Objective 4 To integrate the master plan uses and activities with the existing adjoining uses, to ensure that the proposed civic quarter contributes to the economy and vibrancy of the immediate adjoining streets, Dublin Street north and Dublin street south, Old Cross Square and Roosky Vale as well as the overall town centre.

Principle 2: To develop a mix of uses to create a vibrant urban quarter that complements and supports the town centre

Objective 5 Provide a mix of uses distributed on the site to create a mixed use neighbourhood with amenities, quality public realm, social and urban diversity.

Objective 6 Provide a balanced mix of employment generating uses, including the proposed Civic Office, co locating and supporting offices, new offices, retail and business hubs.

Objective 7 Provide for the provision of new community services that complement the health services provided at St. Davnet's.

Objective 8 Provide Residential uses to complement the civic commercial and retail uses and to provide alternative uses outside shopping and office hours, to increase levels of 'passive surveillance' and create a stronger sense of community and ownership of the surrounding streets and spaces. (See Principle 6—Residential Development

Objective 9 Support the development of cultural uses as appropriate that would promote the area as a potential destination to add to the tourism experience in Monaghan town.

Objective 10 To provide car parking to meet the car parking demand generated by the proposed development.

To consider the use of car sharing clubs is to be incorporated in meeting car parking requirements in order to reduce the extent of on street parking in the Master Plan area.

New developments are to integrate car parking within the building where possible through the use of the topography and changes in levels. Surface parking must incorporate high quality landscaping and pedestrian routes to ensure pedestrian priority.

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Principle 3: To create an attractive desirable place for people with a sense of place and identity

Objective 11 To create new spaces within the plan area to create a sense of place and identity and character areas as they relate to the position on the site and the proposed land use. Three urban spaces are proposed

- **Infirmary Place**—the entrance space from Old Cross Square and coincides with a proposed new road defining the north boundary of the Dublin Street North Regeneration Plan, St. Davnet's Row. This will provide a lower level entrance to the proposed Civic Offices. This is the closest location of the proposed civic office to the town centre
- **Farney Place**—this space marks the entrance to the master plan when approached from Roosky Vale. This will form the civic entrance to the proposed Civic Offices, and will integrate pedestrian and parking aeras. It is defined by the Civic Offices, and a mixed use development. Pedestrian access routes are also provided from this space to the lower level St. Davnet's Row to the south west, and to the higher level Roosky Square to the north west.
- **Roosky Square** This space is the highest level, and is generally consistent with the upper level of St. Davnet's Campus. This space provides the potential pedestrian connection to St. Davnet's. It is a formal space, defined on three sides, and complements the arrangement of buildings in the St. Davnet's campus, providing an appropriate transition from the landscape setting of St. Davnet's to a more urban consolidated form of the Roosky Master Plan area.
- **Roosky Green** This space is located at the existing access road to Roosky Vale residential development. It is proposed to create a new green space at this location that will be defined by potential community/social facility and residential developments. The new developments will be accessed from the new space. The space will incorporate open space and surface parking. This new developments and defined green space will enhance the level of passive surveillance and safety of the area. It also separates the existing dwellings from the potential increased levels of traffic arising from the new entrance to the proposed Roosky Master Plan area. It will also provide a diverse mix of family and accessible dwellings to ensure that there is a balanced mix of homes for the elderly and families in this location.

Objective 12 To create coherent, well defined new streets within the plan area that connect the new urban spaces. This will further enhance the creation of a new urban quarter, with a well defined sense of place and identity. The new streets are as follows:

- **Quarry Walk** This street will connect Roosky Vale to Infirmary Hill, and Farney Place. It is proposed that this street will be defined by new residential development to the south west, the potential community/social facility and the junction with Infirmary Hill is further defined with residential development.
- **Infirmary Hill** This street will connect Old Cross Square to the Roosky Master Plan. It is proposed that this street will be defined by new residential development where it has the potential to connect with Old Cross Square, with the potential for small scale commercial uses, such as a café or local shop. There are a number of nodes, Infirmary Place at the junction with St. Davnet's Row to the rear of Dublin Street North Regeneration Plan area, at the junction with Quarry Walk, and finishes at Roosky Square, where the Roosky Master Plan adjoins St. Davnet's Campus. New developments will define the road edge, to create well defined new streets within the plan area.

Objective 13 The Urban Spaces and New Streets will provide a mix of uses that activate each space and street in order to create a vibrant place that is active while also creating well supervised and safe environments.

Objective 14 To activate new streets to ensure that there are active uses on the ground floor, integrating own door dwellings, entrances to offices, small scale commercial uses, as well as passive surveillance to include overlooking of streets from commercial and residential uses, ensuring all day surveillance of the new streets.

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Principle 4: To integrate the master plan area with the existing street network of Dublin Street, Old Cross Square, Roosky Vale, St. Davnet's Campus, and Glaslough Street.

Objective 15 To facilitate connections from Old Cross Square, Roosky Vale, and the Dublin Street Regeneration Plan Area at St. Davnet's Row to the rear of Dublin Street. This plan will define the street connecting Roosky Vale to Old Cross Square with new residential development and will provide passive surveillance along the street. The new residential development will transition the building height from Old Cross Square to the new entrance to the Master Plan area from Roosky Vale to Quarry Walk.

Objective 16 To facilitate access from St. Davnet's Row to Glaslough Street as a long term future objective subject to further consultation and detail design.

Objective 17 To facilitate access from Roosky Square to The Peace Campus, subject to further consultation and detailed design.

Principle 5 To create a permeable and accessible master plan area.

Objective 18 To ensure that the overall Master Plan develops as a permeable urban quarter, requiring new developments to integrate new routes between the proposed street network, connecting the new urban spaces, utilising innovative design approaches to address the changes in level including consideration of the use of escalators, steps, elevators, lifts and ramps. Also, access projects can be required to be incorporated within the development blocks, allowing lifts and stairs to be accessible to the public. Consideration may also be given to the use of a funicular, which has the potential to provide a tourist attraction and destination for visitors to the town.

Objective 19 To create a safe neighbourhood through ensuring that new development creates passive surveillance of new streets, requiring new development to overlook and activate the new streets and spaces, ideally comprising a mix of use so that the area benefits from passive surveillance throughout the day and evening.

Objective 20 To provide for a pedestrian priority zone within the Master Plan area through the use of shared surface, designated pedestrian zones coinciding with access points.

Principle 6 To adopt a people first approach in street design.

Objective 21 To facilitate active travel, walking and cycling in the plan area, to include street design that prioritises the pedestrian and cyclist, including shared surfaces, wider footpaths, cycleways, reduced carriageway widths, with particular reference to the recommendations and design standards set out in the *Design Manual for Urban Roads and Streets* and people first approach to street design.

Principle 7 To provide multi generational housing to create sustainable residential communities

Objective 22 Provide residential development in each development area; Roosky Square, Infirmary Hill/ Infirmary Place, Infirmary Hill/Old Cross Square and Roosky Vale/Quarry Walk.

- **Roosky Square** Residential development will define the north western edge of Roosky Square. There is potential for larger town house / duplex dwellings, with own door entrances to each of the dwellings from Roosky Square. Semi basement car parking would address the fall in level from Roosky Square to Glaslough Street.
- **Infirmary Hill** Residential development on Infirmary Hill will define the north eastern edge of Infirmary Hill. There is potential for own door duplex dwellings accessed from Infirmary Hill in order to activate this street. Car parking can be provided at a lower level accessed from Quarry Walk, and integrated in the fall on the site. This block is separated from the existing and new development at Roosky Vale by extensive planting,

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- **Roosky Vale / Old Cross Square** Residential development is proposed to define the entrance to the Master Plan area when approached from Old Cross Square. There is potential for own door duplex dwellings accessed from Roosky Vale in order to activate the street, and to provide passive surveillance. This development can incorporate level access homes for the elderly and starter homes / homes for families at the upper level. Car Parking is proposed to the rear.
- **Roosky Green/Quarry Walk** Residential development is proposed to define a new green space adjoining the existing dwellings at Roosky Vale, and also to define the entrance to the Master Plan area from Roosky Vale. This space will also be defined with the proposed community/social facility. There is potential for residential development to comprise own door duplex dwellings accessed from Roosky Vale Green. This development can incorporate level access homes for the elderly at ground floor and starter homes/ homes for families at the upper level. Car Parking is proposed within the new space.

Objective 23 Provide a mix of residential dwelling type and tenure in each of the new residential areas, to include for multigenerational housing, including starting homes, homes for families and homes for the elderly.

Principle 8 Architectural Design Standards

Objective 24 All development are to be designed to the highest design standard to ensure that development conforms with Government Policy on Architecture and is consistent with the quality of civic and vernacular architecture that is a character of Monaghan Town and County. In order to ensure the highest architectural design standards is achieved, it is preferred that developments are designed and delivered by registered architect led design teams.

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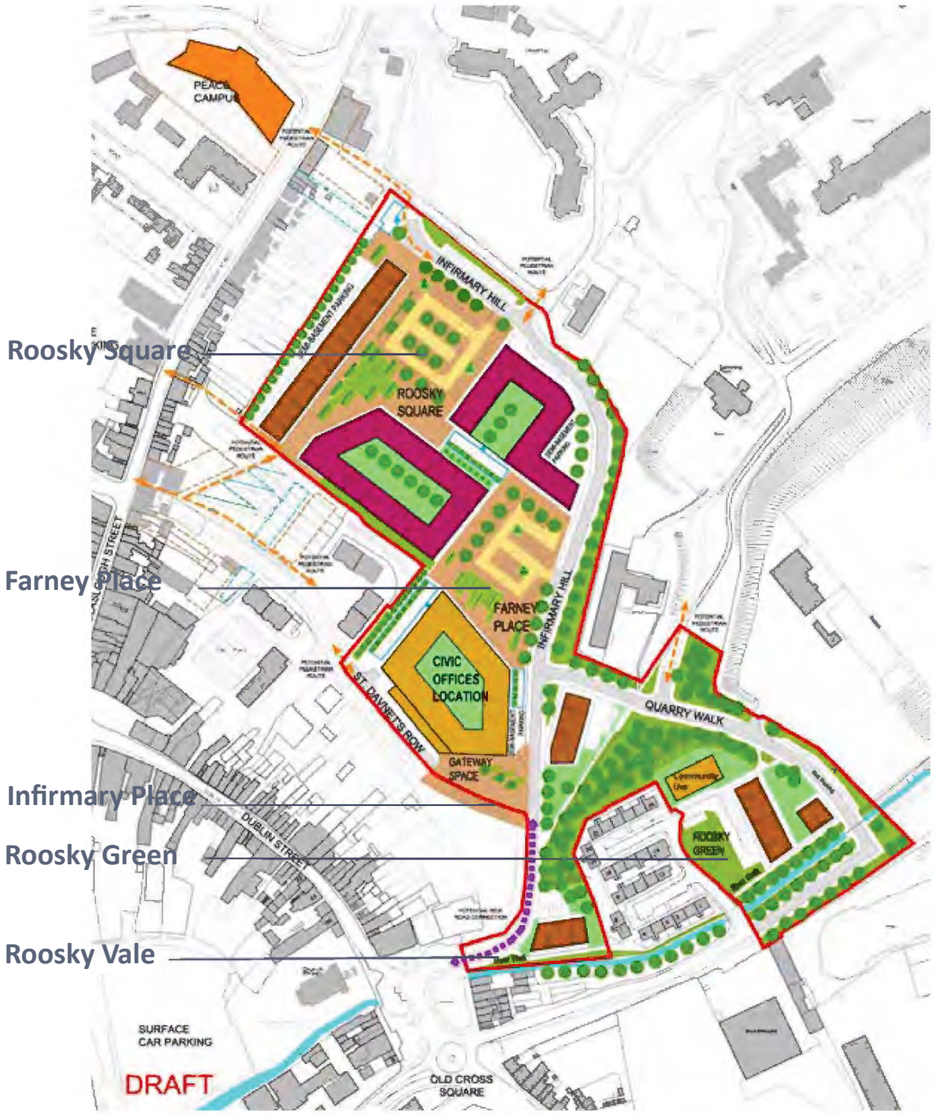
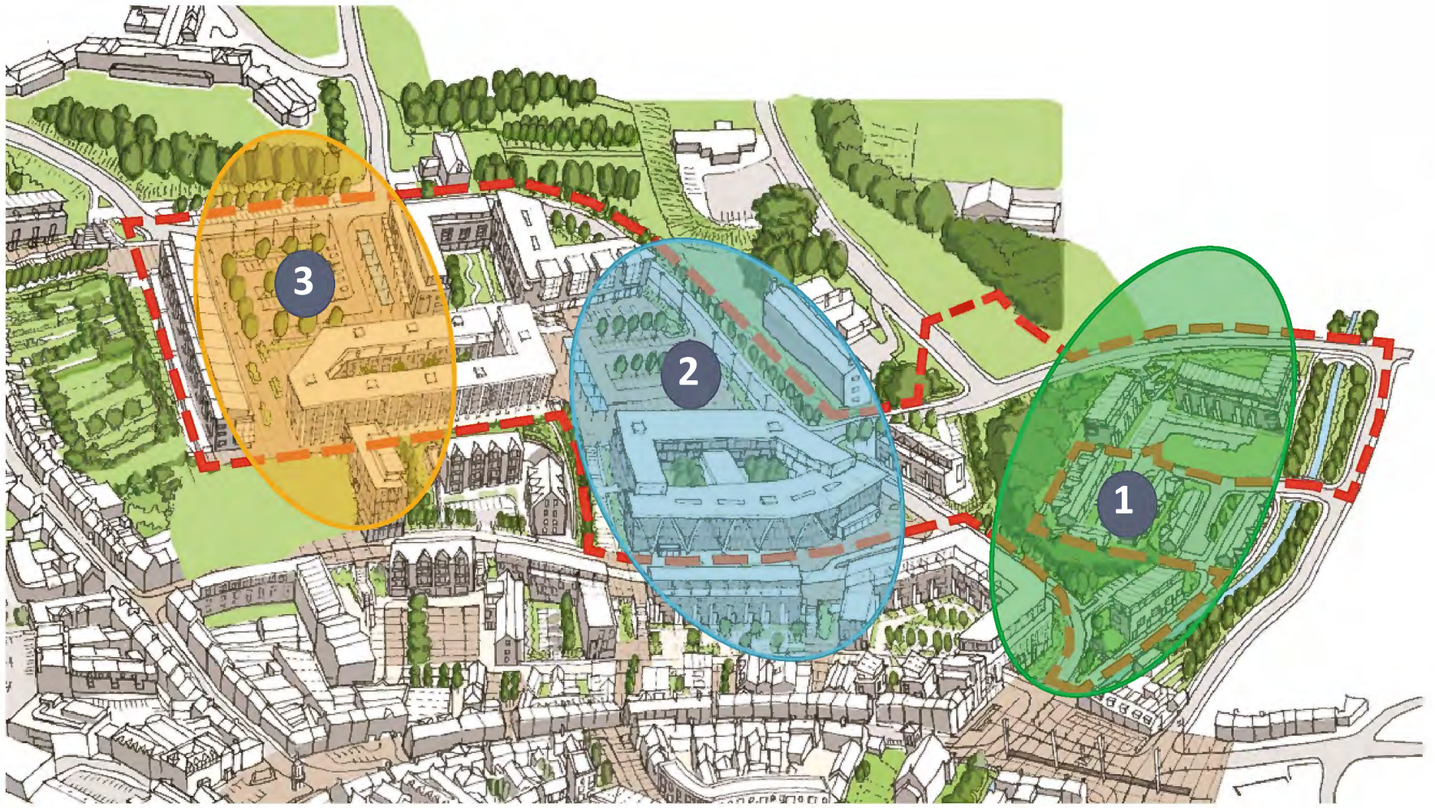


The Master Plan comprises three development areas, which generally coincide with the development plateaus:

- **Area 1** Roosky Vale/Roosky Green
- **Area 2** Infirmary Place and Farney Place
- **Area 3** Roosky Square



Master Plan—Development Areas

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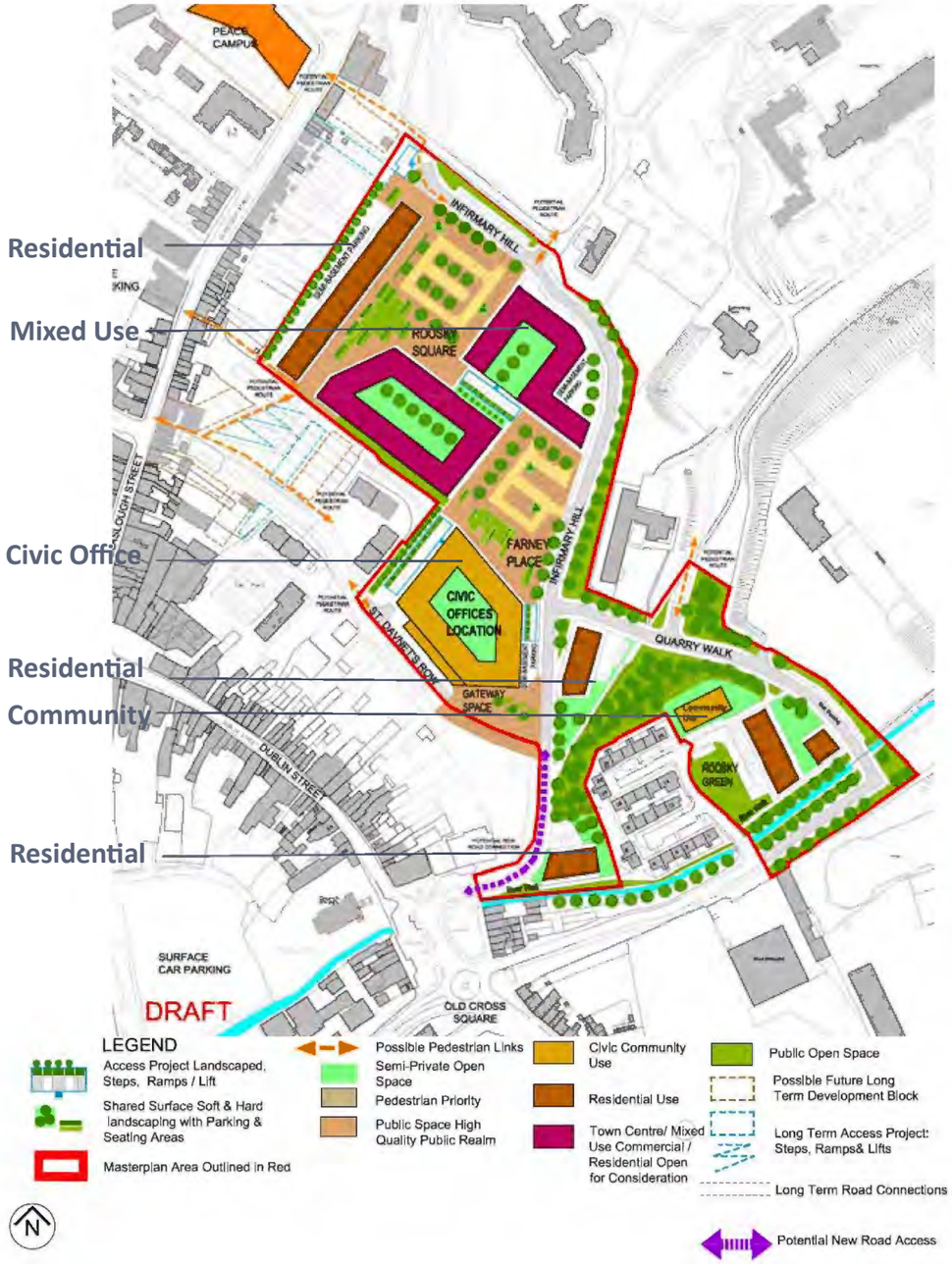
Mix of Use

Master Plan—Proposed Mix of Use



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A mix of development uses are proposed.

- Civic Offices
- Residential
- Community facility
- Mixed Use Development

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SECTION 4

Mix of Use

Civic Offices

The proposed **Civic Offices** are positioned at the lower level to the rear of Dublin Street North and the junction of the proposed new access road to the north of Roosky Vale. This location marks the entrance to the new civic quarter. The new Civic Office defines two new spaces; a lower level Gateway Space to the rear of Dublin Street North that is easily accessible by foot from Old Cross Square, and an upper level Civic Space. The main entrance to the Civic Office is from the Civic Space, and is visible as the site is approached from the new access road to the south east.

The Civic offices are to be designed to the highest design standard to ensure that development conforms with Government Policy on Architecture and is consistent with the quality of civic and vernacular architecture that is a character of Monaghan Town and County. In order to ensure the highest architectural design standards is achieved, it is appropriate that developments are designed and delivered by architect led design teams.

Mixed Use Development

Two **mixed use** development areas are proposed to the north west and north east of the proposed civic space. These blocks also mediate changes in level, and will comprise lower and upper level accommodation. It is envisaged that these uses may also comprise office, commercial, including the potential for hotel accommodation. They also have the potential to integrate commercial and residential uses. These blocks define the Civic Space at the Civic Office location and at New Square at the upper level.

Residential

Four new residential areas are proposed:

- Infirmary Hill/Old Cross Square
- Infirmary Hill/Quarry Walk
- Roosky Square
- Roosky Green/Quarry Walk

Residential uses are proposed at **Infirmary Hill/Old Cross Square**. These dwellings will create a strong building line has the potential to provide own door access, and passive surveillance of Roosky Vale. This significantly enhances the safety and vibrancy of the route to the existing residential development, and the new access route to Roosky Master Plan area from Roosky Vale.

Residential Uses are proposed at the junction of **Infirmary Hill/Quarry Walk**. These dwelling will create a strong building line and defines the new street Infirmary Hill/Quarry Walk and a continuation of the building line created by the existing Nurses home at St. Davnet's. This development has the potential to provide own door access, and passive surveillance of Infirmary Hill. This will create a vibrant and safe route. It will mediate a significant change in level. The embankment and vegetation separate this development from Roosky Green to the south east.

Residential uses are proposed at **Roosky Square**. These dwellings will create a strong building line, defining the north western side of the new square. These dwellings are positioned parallel to the rear of Glaslough Street. Separation distances and the elevated nature of the site ensure that the privacy of the dwelling at Glaslough Street are protected. The form of residential development has potential to comprise own door dwellings / duplex over semi basement car parking. This will contribute to the creation of a vibrant and sustainable community with the adjoining mixed use developments at Roosky Square.

Residential uses are proposed at **Roosky Green/ Quarry Walk.** These dwellings will define the new green at the entrance to the existing residential development and will define the entrance to the Roosky Master Plan area at the junction with Quarry Walk. There is potential to provide own door dwellings that will overlook the new green and Quarry Walk, creating a well supervised space and street, and a safe environment for residents and visitors.

The Residential developments are to be innovative and designed to the highest design standard to ensure that the development provides a high quality living environment that conforms with Government Policy on Architecture and that is consistent with quality of architecture that is a character of Monaghan Town and County. In order to ensure the highest architectural design standards are achieved, it is appropriate that developments are designed and delivered by architect led design teams.

Community Uses

A **Community Use** is proposed at Roosky Green. It will define the north western edge of the proposed green, and will provide passive surveillance of the new green.

The Community Use is to be designed to the highest design standard to ensure that the development provides a high quality environment, and that the architecture that conforms with Government Policy on Architecture and is consistent with quality of architecture that characterises Monaghan Town and St. Davnet's. In order to ensure the highest architectural design standards are achieved, it is preferred that developments are designed and delivered by architect led design teams.

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SECTION 4

Streets, Routes and Links

Potential future connections

New Streets—Infirmary Hill/Quarry Walk

Pedestrian Access Routes

Note all street names are indicative only and for identification purposes

Master Plan—Streets Routes and Links

New Streets, routes and links are proposed in the Plan area:

- Quarry Walk
- Infirmary Hill
- St Davnet's Row/Farney Place Access Route
- Farney Place/Roosky Square Access Route

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SECTION 4

Streets, Routes and Links

The Master Plan proposed new streets, routes and links as follows:

- Quarry Walk
- Infirmary Hill
- St Davnet's Row/Farney Place Access route
- Farney Place/Roosky Square Access route

Quarry Walk

Quarry Walk provides the new entrance to the Roosky Master Plan from the River Walk. The street rises to meet the new Infirmary Hill street and Farney Place. The street is defined by a new development at Roosky Vale, and at the junction with Infirmary Hill. The route terminates at the new civic space, Farney Place. Farney Place provides the Civic entrance to the proposed Civic Offices.

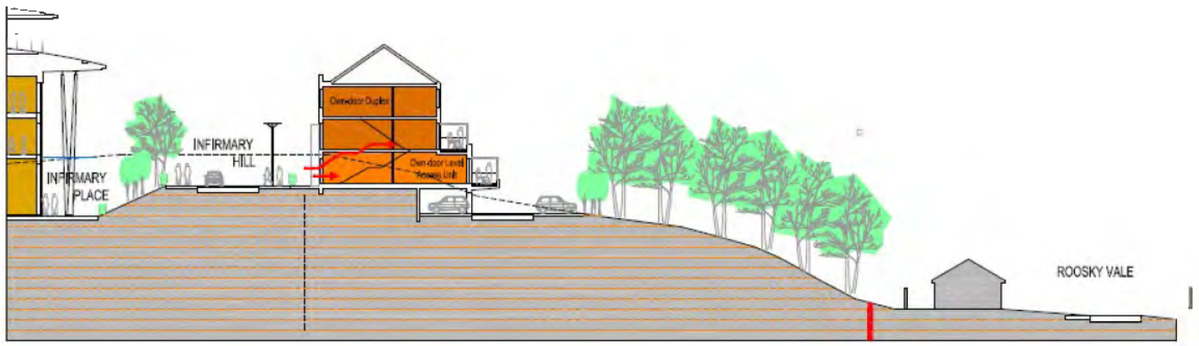
Infirmary Hill

Infirmary Hill connects Quarry Walk with St. Davnet's Row/Infirmary Place, and a potential link to Old Cross Square. It also connects with Roosky Square adjoining St. Davnet's Campus, with potential long term objective to connect to Glaslough Street.

The street is defined by new residential development at the entrance to the potential new route from Old Cross Square, and by the Civic Offices and residential development at the junction with Quarry Walk, the existing Nursing accommodation block in St. Davnet's, and the new mixed use development as the street progresses to Roosky Square.

These new streets are to be designed in accordance with DMURS design standards as required. Wide footpaths, and 6m carriageways provide the principal access to the master plan area. The street is to incorporate pedestrian and cyclist priority, with access being provided to set down areas and parking areas.

The road provides access to pedestrian priority zones within the plan area; Infirmary Place, Farney Place and Roosky Square, with table top crossings at junctions.



Section through Infirmary Hill Illustrating Relationship between the proposed Civic Office/New Residential Development and Roosky Vale

The road also provides access to car parking areas, surface parking at Farney Place, Roosky Square and semi basement/undercroft car spaces.

Pedestrian Access Routes

Pedestrian access routes are proposed to connect the new streets and space to address the change in levels between the new plateau levels.

The **St. Davnet's Row/Farney Place Access Route** will provide an important connection between the proposed Dublin Street Regeneration Plan Area to the new civic space at Farney Place. This will provide links to Roosky Square, and thence to the Sli Na Slainte Route at St. Davnet's. This access may comprise a ramped, stair, escalator, lift or funicular access subject to detailed design.
This route may be an integral part of the design brief for the Civic Office and developed with the Civic Office.

The **Farney Place/Roosky Square Access Route** will provide an important connection between the proposed Farney Place and the proposed Roosky Square. There are potential pedestrian links connecting Roosky Place with St. Davnet's Row and Glaslough Street. This access may comprise a ramped, stair, escalator, lift or funicular access subject to detailed design. This route may provide access to Roosky Square in advance of the development of the proposed mixed use development.

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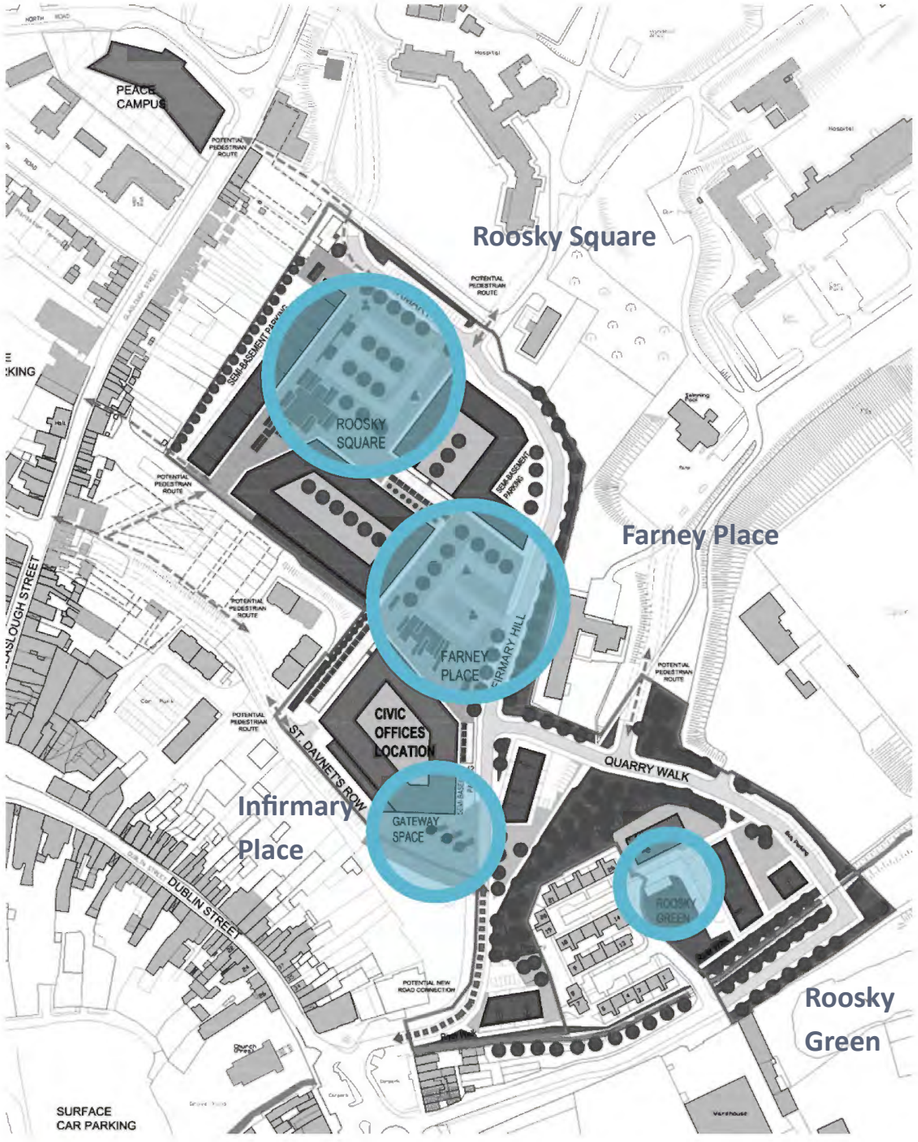
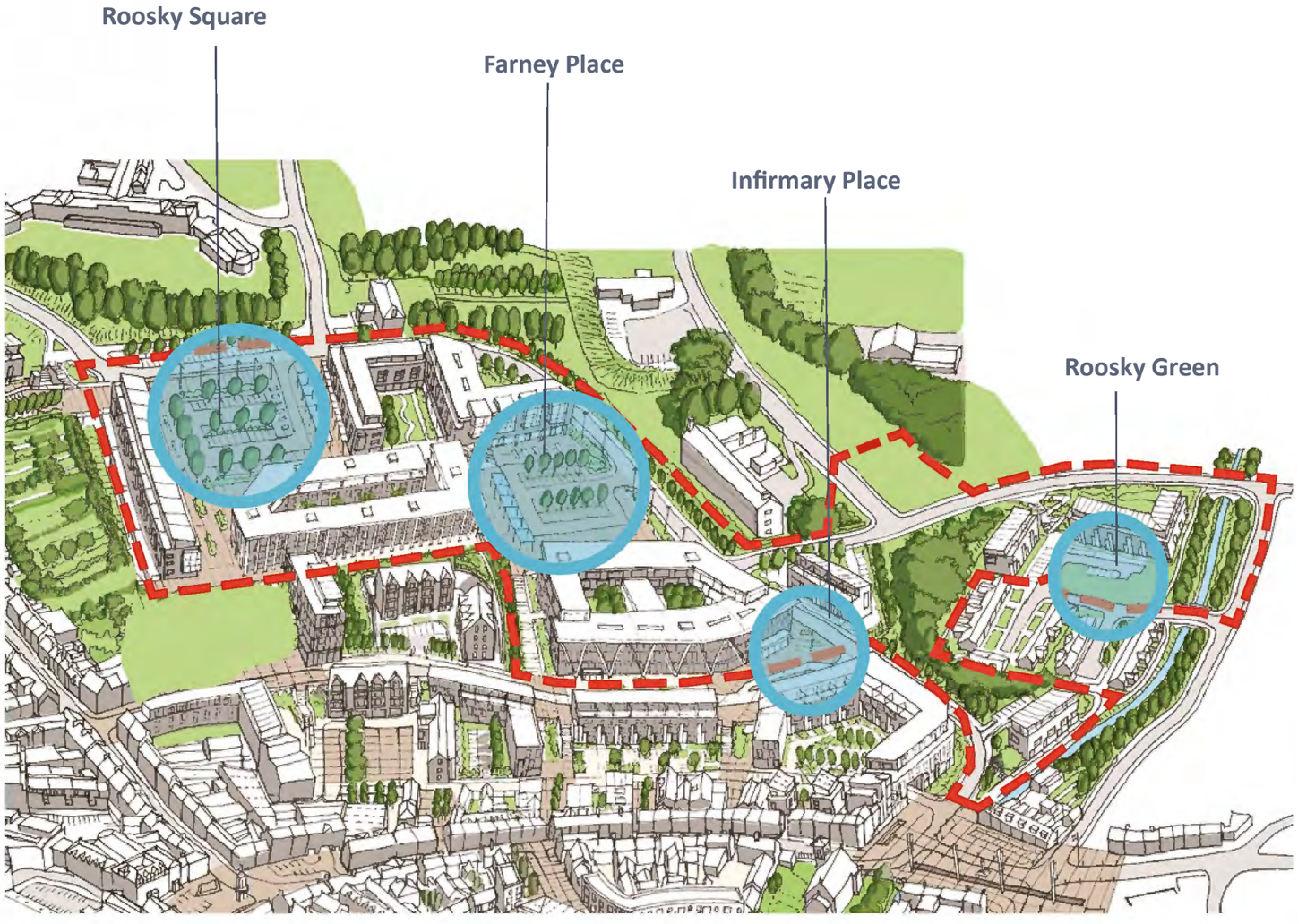
SECTION 4

New Spaces





Master Plan—Proposed New Spaces

New Spaces

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A series of new urban spaces are proposed:

- Roosky Green
- Infirmary Place
- Farney Place
- Roosky Square

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SECTION 4

New Spaces

Roosky Green

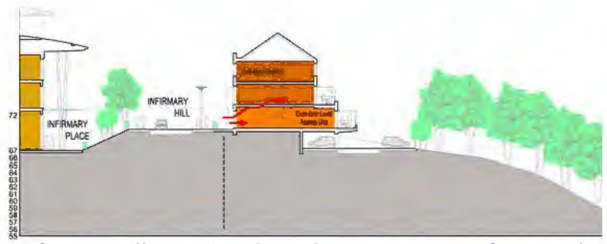
Roosky Green is proposed to redefine the entrance to Roosky Vale residential development. The new space is defined by proposed new residential development to the north east of the space, and a proposed community use to the north west of the space.

The new green will provide open space for the existing and new residential development. It will also provide a shared car parking area. It is proposed that the space will have a pedestrian priority to enhance the safety of the existing elderly residents at Roosky Vale. The space will benefit from southerly aspect. Residential development has the potential to accommodate multi generational housing, including homes for the elderly, starter homes and homes for families.

Infirmary Place

Infirmary Place is proposed as a secondary entrance to the proposed Civic Offices. This space will mark the entrance to the Roosky Master Plan Area when approached from the south/Old Cross Square. It is defined by the proposed Civic Office to the north, the Dublin Street North Regeneration Plan to the south, by Infirmary Hill to the east, and St Davnet's Row to the west.

This space is envisaged as a shared surface space with pedestrian priority, and table top to St. Davnet's Row. It is envisaged that this space will be activated by uses associated with the Civic Office that open onto the space and potential uses associated with the proposed Dublin Street North Regeneration Plan to the south. This space will benefit from an easterly, southerly, and westerly aspect, benefiting from sun throughout the day.



Infirmary Hill—Section through new street at Infirmary Pl

Roosky Green– Aerial View

Roosky Green– Plan

Infirmary Place – Aerial View

Infirmary Place – Plan

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SECTION 4

New Spaces

Farney Place—Civic Space

Farney Place is proposed as the civic entrance space to the proposed Civic Offices. This space will mark the entrance to the Roosky Master Plan area when approach from the south east, along Quarry Walk. It is defined by the proposed Civic Offices to the south, by the proposed mixed use developments to the north west, and north east, and the proposed accesses road, and existing St. Davnet's Nurses accommodation to the south east.

Pedestrian access routes are proposed connecting this space to St. Davnet's and the Dublin Street North Regeneration Plan are to the south west, and Roosky Square to the north west.

This space is envisaged as a multifunctional space. It is envisaged it will be activated by the proposed Civic Office and the mixed uses of the adjoining new developments. There is potential for commercial uses at ground floor to ensure the space is activated. The space will incorporate a pedestrian area adjoining the civic offices, and a shared surface car parking area, that can also be used as multi functional space for civic events. This space will benefit from a south easterly orientation.

Farney Place – Aerial View

Farney Place – Plan

Section Through Farney Place

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SECTION 4

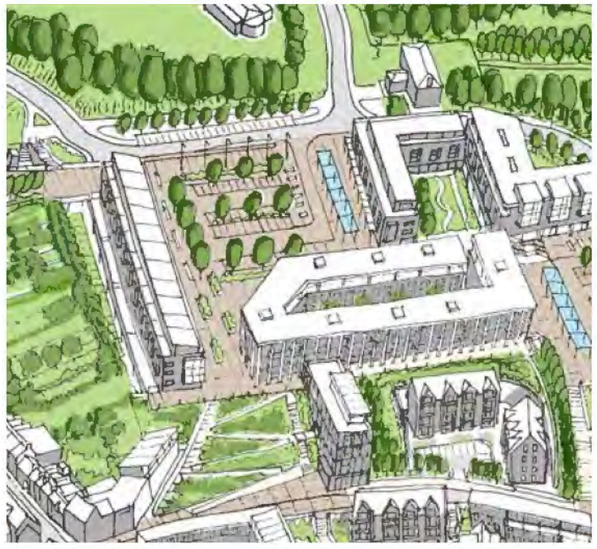
New Spaces

Roosky Square

Roosky Square is proposed as a formal space at the highest point in the Master Plan area. It creates an urban setting that complements the landscape setting of St. Davnet's adjoining.

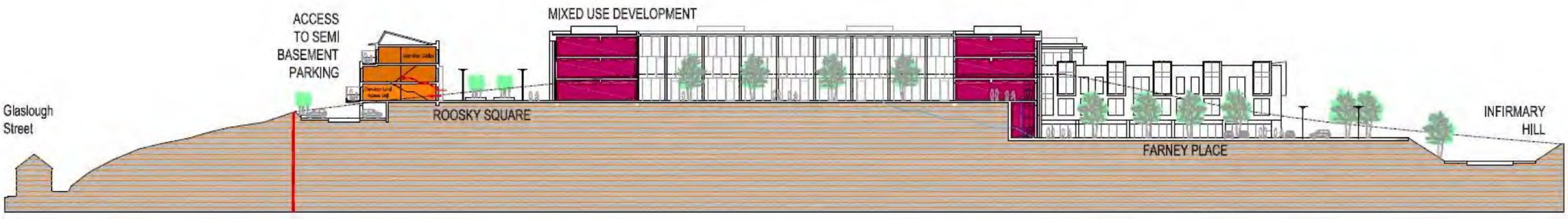
Pedestrian access routes are suggested, to connect with the existing Sli na Slainte route in the grounds of St. Davnet's, and to connect to the proposed Peace Campus to the north west. A potential pedestrian route is also suggested to connect to Glaslough Street to the south west, and an access route is also proposed between Roosky Square and Farney Place. It is envisaged that this space would complement and add to the sequence of spaces and routes along the Sli na Slainte, connecting Roosky Square, to Farney Place, and to the Dublin Street North Regeneration Plan Area and Old Cross Square and Dublin Street.

It is envisaged that the space will be defined by residential uses to the north west, the proposed access road, and landscaping adjoining St. Davnet's Campus to the north east, mixed use developments to the south east, and south west. This space is envisaged as a multifunctional space. It is envisaged it will be activated by the mixed uses that open onto the space, and own door dwellings. The space will provide pedestrian zone and a shared surface space that can also be used as a multi functional space for civic events. This space will benefit from easterly, southerly and westerly orientation.



Roosky Square – Aerial View

Roosky Square – Plan



Section Through Roosky Square and Farney Place

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APPENDIX A

APPENDIX A—ROOSKY MASTER PLAN

Master Plan

Sections

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PEACE CAMPUS

POTENTIAL PEDESTRIAN ROUTE

Mortuary

Hospital

Hospital

Swimming Pool

INFIRMARY HILL

POTENTIAL PEDESTRIAN ROUTE

SEMI-BASEMENT PARKING

ROOSKY SQUARE

SEMI-BASEMENT PARKING

POTENTIAL PEDESTRIAN ROUTE

POTENTIAL PEDESTRIAN ROUTE

POTENTIAL PEDESTRIAN ROUTE

GLASLOUGH STREET

FARNEY PLACE

INFIRMARY HILL

POTENTIAL PEDESTRIAN ROUTE

CIVIC OFFICES LOCATION

ST. DAVNET'S ROW

SEMI-BASEMENT PARKING

QUARRY WALK

GATEWAY SPACE

Community Use

Bus Parking

ROOSKY GREEN

River Walk

DUBLIN STREET

POTENTIAL NEW ROAD CONNECTION

River Walk

Church (Pres)

Warehouse

SURFACE CAR PARKING

OLD CROSS SQUARE

DRAFT

LEGEND

- Access Project Landscaped, Steps, Ramps / Lift
- Shared Surface Soft & Hard landscaping with Parking & Seating Areas
- Masterplan Area Outlined in Red
- Possible Pedestrian Links
- Semi-Private Open Space
- Pedestrian Priority
- Public Space High Quality Public Realm
- Commercial Use at Ground Floor
- Civic Community Use
- Residential Use
- Town Centre/ Mixed Use Commercial / Residential Open for Consideration
- Public Open Space
- Possible Future Long Term Development Block
- Long Term Access Project: Steps, Ramps& Lifts
- Long Term Road Connections
- Potential New Road Access

0 10 20 30 40 50 SCALE 100M.

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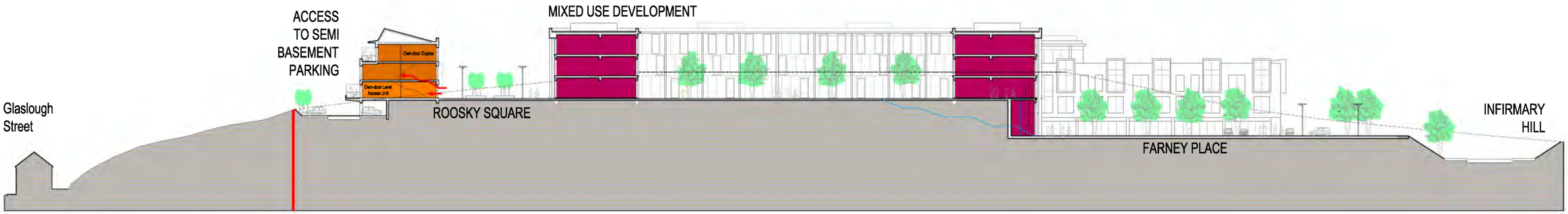
14 BAGGOT ST. LOWER, DUBLIN 2 TEL: 01 6764025 EMAIL: info@sheridanwoods.ie WEB: www.sheridanwoods.ie

CLIENT:	MONAGHAN COUNTY COUNCIL
PROJECT:	ROOSKY MASTER PLAN
TITLE:	DRAFT ROOSKY MASTERPLAN

JOB NO.:	DRAWING No.:	REV.:	DRAWN BY:	DATE:	SHEET:	
19014	DMP002	C	SW	SEPT 2021	A2	1:1250

SECTION A-A THROUGH DUBLIN STREET , DIAMOND APARTMENTS ROOSKY MASTEPLAN SITE TO HSE LANDS



SECTION B-B THROUGH GLASLOUGH STREET , ROOSKY SQUARE, ROOSKY MASTERPLAN SITE,FARNEY PLACE

SECTION C-C INFIRMARY PLACE / ST DAVNET'S ROW, ROOSKY MASTERPLAN SITE, CIVIC OFFICES, FARNEY PLACE TO HSE LANDS

SECTION D-D INFIRMARY HILL, ROOSKY MASTERPLAN SITE TO ROOSKY VALE

NOTE: GROUND LEVELS SHOWN ARE INDICATIVE ONLY AND SUBJECT TO FURTHER DETAILED DESIGN

DRAFT

SHERIDAN WOODS ARCHITECTS + URBAN PLANNERS
14 BAGGOT ST. LOWER, DUBLIN 2 TEL: 01 6764025 EMAIL: info@sheridanwoods.ie WEB: www.sheridanwoods.ie

CLIENT:	MONAGHAN COUNTY COUNCIL					
PROJECT:	ROOSKY MASTER PLAN					
TITLE:	DRAFT SITE SECTIONS					
JOB NO.: 19014	DRAWING No.: DP201	REV.: B	DRAWN BY: SW	DATE: Mar 2021	SHEET: A3	1:550

APPENDIX B

APPENDIX B—Development Capacity

Development Capacity

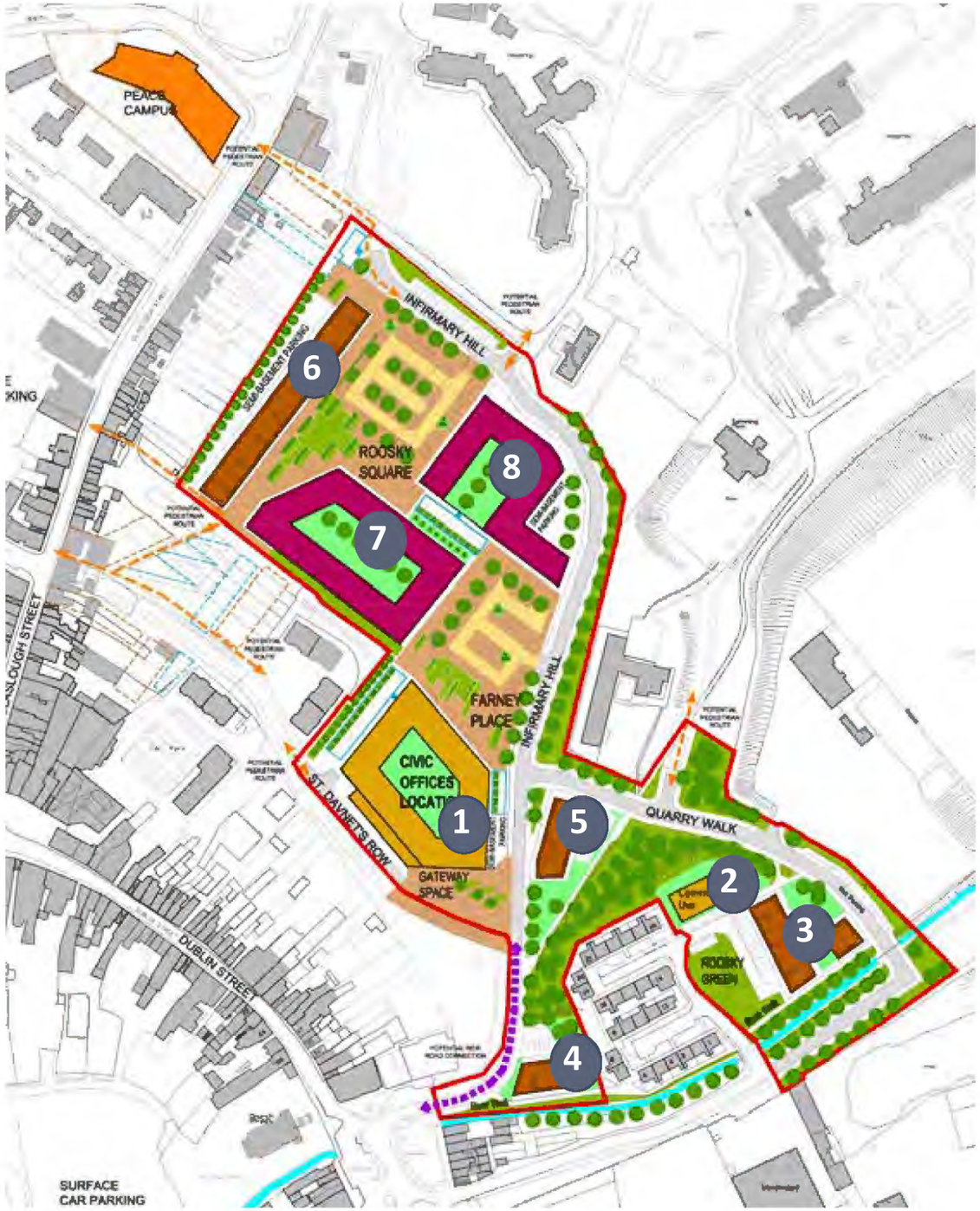
Note all street names are indicative only and for identification purposes

APPENDIX B DEVELOPMENT CAPACITY

Development Capacity

Area	Type	Foot Print (Sqm)	Height / Floors	Total (Sqm)	Semi Basement Car Park	Use
1	New Development	3,163	3	9489	Semi / Surface	Civic Office/Infirmary Place
2	New Development	408	1/2	816	Surface	Community Use /Roosky Green
3	New Development	805	3	2415	Surface	Residential 1/Roosky Green
4	New Development	364	3	1092	Surface	Residential 2/Infirmary Hill/Old Cross
5	New Development	552	3	1656	Surface	Residential 3/Infirmary Hill/Quarry Walk
6	New Development	1665	4	6660	Semi Basement	Residential 4/Roosky Square
7	New Development	3148	3/4	9444	Semi / Surface	Mixed Use 1/Roosky Square/Ferney Place
8	New Development	2226	3/4	8904	Semi / Surface	Mixed Use 2/Roosky Square/Infirmary Hill

NOTE Areas and building heights are indicative only, and subject to detailed design considerations



Development Capacity

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APPENDIX C

APPENDIX C—Development Phasing

Development Phasing

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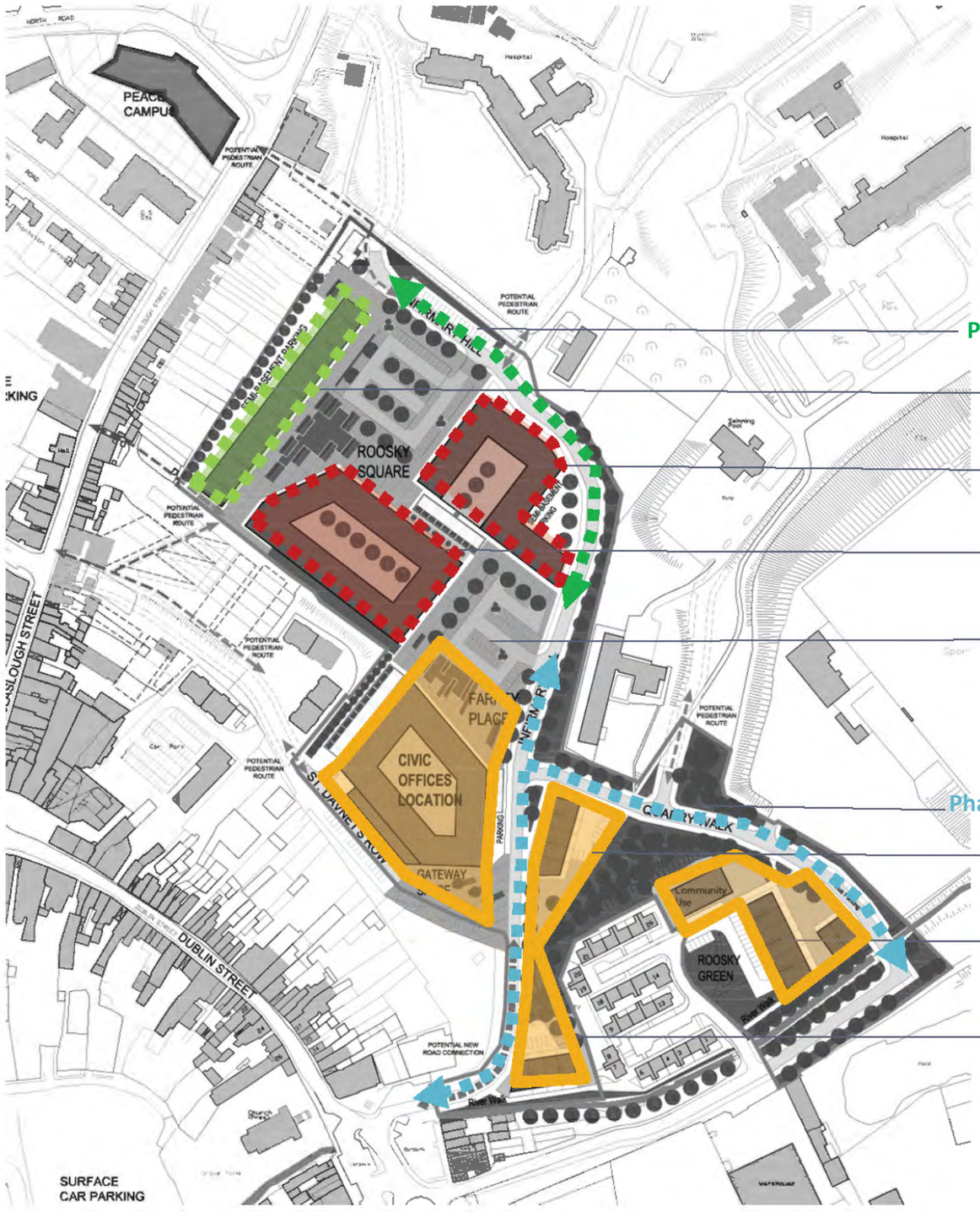
APPENDIX C DEVELOPMENT PHASING

Development Phasing

- **Phase 1** Quarry Walk/Lower Infirmary Street from Roosky Vale/Farney Place to Old Cross Square
- **Phase 2** Civic Office / Community Use / Roosky Green/Infirmary Hill Residential
- **Phase 3** Upper Infirmary Hill/Roosky Square/ Pedestrian Connections
- **Phase 4** Roosky Square Mixed Use Development
- **Phase 5** Roosky Square Residential Development



Development Phasing

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APPENDIX D

APPENDIX D—Development Height

Development Height

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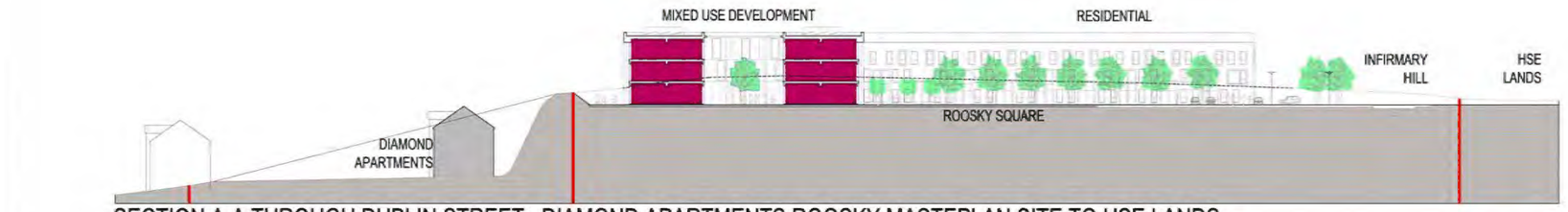
Building Height

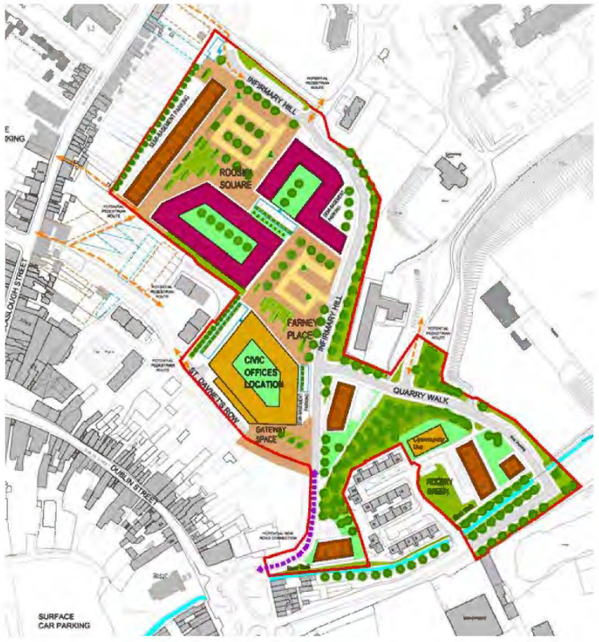
The proposed building heights are generally three storey, and in some instances three / four storey where the land slopes. These heights should be reviewed at detailed design stage, taking account of views toward the site and relationship with adjoining neighbours.

The Government *Urban Development and Building Heights Guidelines (December 2018) Specific Planning Policy Requirement 1 (*SPPR 1) requires increased building heights in town centre locations. The proposed building heights are consistent with the prevailing historic and contemporary town centre streets.



SECTION A-A THROUGH DUBLIN STREET , DIAMOND APARTMENTS ROOSKY MASTEPLAN SITE TO HSE LANDS

SECTION B-B THROUGH GLASLOUGH STREET , ROOSKY SQUARE, ROOSKY MASTERPLAN SITE,FARNEY PLACE



SECTION C-C INFIRMARY PLACE / ST DAVNET'S ROW, ROOSKY MASTERPLAN SITE, CIVIC OFFICES, FARNEY PLACE TO HSE LANDS

SECTION D-D INFIRMARY HILL, ROOSKY MASTERPLAN SITE TO ROOSKY VALE

Building Height

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