

Prepared on behalf of
Monaghan County Council

Prepared by
Sheridan Woods Architects + Urban Planners

21 MARCH 2022

Issue 007—Minor Amendments



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Regeneration Plan-Dublin Street North Monaghan

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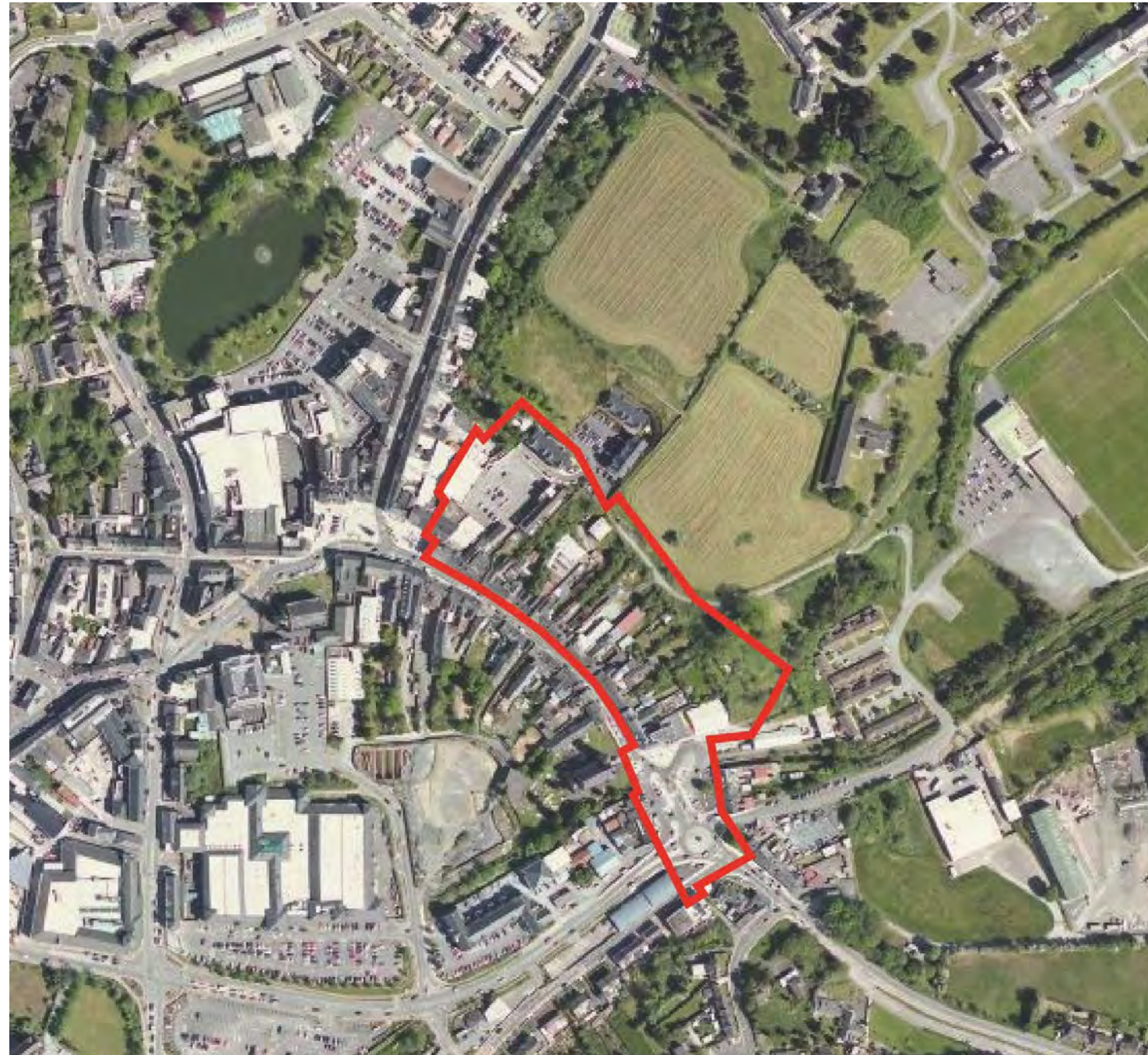
Introduction

This 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 development options for the future development of the 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,
- Create synergies / linkages between the Dublin Street North Regeneration Plan area and the proposed Roosky Master 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.



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- 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 County Council Corporate Headquarters.
- Guidance is provided in relation to pedestrian and vehicular access, the reuse and adaptation of existing Dublin Street plots, the overall block layout and potential new development areas, areas of open space, parking, and potential connections with the existing street network and 'entries' from Dublin Street.

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, reuse adaptation and infill opportunities, 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 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 enhance 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 / streetscapes, provide opportunities for Dublin Street property owners to refurbish and accommodate modest extensions, and to enhance access to their backlands, increasing the property marketability (many of which are vacant) resulting from increased footfall. New civic space 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 resources.
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 enhances services in the town, access to life long learning, healthcare, and the proposed PEACE campus, Health Service Executive's complex, and opportunities for synergies and new services including creche and day care facilities that can serve to reduce skills gaps and increase social inclusion.



Our Rural Future, Rural Development Policy 2021 - 2025

The Vision is for a thriving rural Ireland which is integral to our national economic, social, cultural and environmental wellbeing and development, which is built on the interdependence of urban and rural areas, and which recognises the centrality of people, the importance of vibrant and lived-in rural places, and the potential to create quality jobs and sustain our shared environment.

Housing for All: A New Housing Plan for Ireland 2021

The Dublin Street North Regeneration Plan supports the aim of ‘Housing for All,’ Everyone in the State should have access to a home to purchase or rent at an affordable price, built to a high standard and in the right place, offering a high quality of life. The Plan supports the four pathways to achieving four overarching objectives of a sustainable housing system:

- Supporting home ownership and increased affordability;
- Eradicating homelessness, increasing social housing delivery and supporting social inclusion;
- Increasing new housing supply; and
- Addressing vacancy and efficient use of housing stock



Town Centre First, A Policy Approach for Irish Towns

The Town Centre First policy aims to create town centres that function as viable, vibrant and attractive locations for people to live, work and visit, while also functioning as the service, social, cultural and recreational hub for the local community.

The Dublin Street North Regeneration Plan encapsulates the Town Centre First Vision for:

- Places that are shaped by the communities that live there, where local residents and the business community are enabled to plot the future for their towns and villages;
- Towns that embrace the opportunities presented by technology, climate action and demographic change;
- Places that are the fulcrum of economic, social, cultural and recreational activity, with a sustainable mix of commercial, retail, service and hospitality offerings;
- Town centres that reflect the current and future needs of the local community, with quality public realm, sustainable mobility infrastructure and green spaces that facilitate vibrant, connected local communities and economies;
- Vibrant, accessible and lived-in town centres that are home to young and old, which are not seen as a second-best option to more peripheral locations.



UN Sustainable Development Goals (SDGs)

In September 2015, UN Member States adopted the 2030 Agenda for Sustainable Development. The 2030 Agenda is a plan of action for people, planet and prosperity and applies to both developed and developing countries. The focus of the 2030 Agenda is the 17 SDGs. The 2030 Agenda encourages countries to integrate the SDGs into planning and policy. Monaghan County Council is committed to playing its part in working towards the achievement of these goals.



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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

The plan supports key business elements of **Placemaking** in the NWRSES, in particular the development of compact urban centers 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.

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.

Vibrant Region: Economy and Employment (Sustainable Growth)

The Dublin Street Regeneration project through its scale and potential for mixed use development creates opportunities for individuals, businesses, the community to create foundations for future successes. The NWRSES categorises Monaghan/Cavan as one of six sub-regions, representing an important connection between the remainder of the Northern and Western Region, and signifies its wider reach to the M1 Dublin-Belfast corridor to the East and the Greater Dublin Area, along with Northern Ireland, and counties Meath, Westmeath and Longford. As Monaghan shares an international land border, it brings specific challenges and opportunities for communities which may be magnified by Brexit.

The plan recognises the recent international trend of urbanisation in seeking employment and acknowledges the need for place-based approach that emphasises the identification and mobilisation of indigenous potential, that is, the ability of places to grow drawing on their own resources.

The project will support opportunities in tourism, defining Monaghan as a Destination Town, generating opportunity to facilitate expansion in bed nights, improvements in the night time economy and developing the cultural offer. (RPO 4.6)

The opportunities for increased population, business space and enhancements to the public realm and activities, making the town a more attractive location to live and work, will serve to support sectoral expansion in key business sectors, including agri-food and engineering.

The plan will also support the town centre vitality and retail provision, ensuring compliance with the Retail Guidelines sequential approach and encouraging appropriate development formats and floor space provision and the ability to attract key commercial operators. (RPO 4.45)



Natural Region: (Low Carbon / Climate resilient)

Dublin Street Regeneration is a framework for growth management, economic and infrastructural strategy that is efficient, sustainable and inclusive. The project 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 project 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 project 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 sup-

ports 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 Regeneration 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 Dublin Street Regeneration project 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 Dublin Street Regeneration framework of 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 dispersed geographical areas due to the above reasons. 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.



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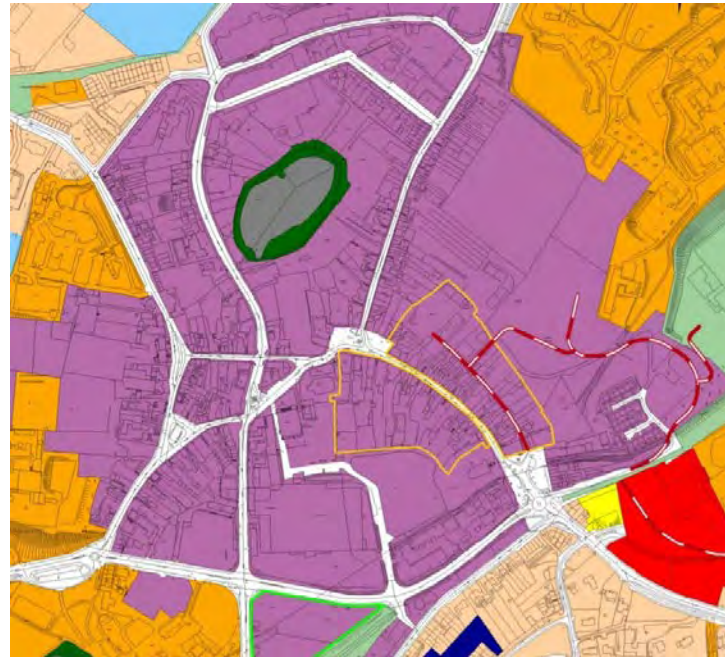
The potential of the Dublin Street Regeneration project will enhance Monaghan’s scale and ‘Key Town’ position in the region, allowing for development of enhanced human capital and R&D capabilities, enhancing regional infrastructure that enables growth, supporting SMEs in rural communities, maintaining 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.

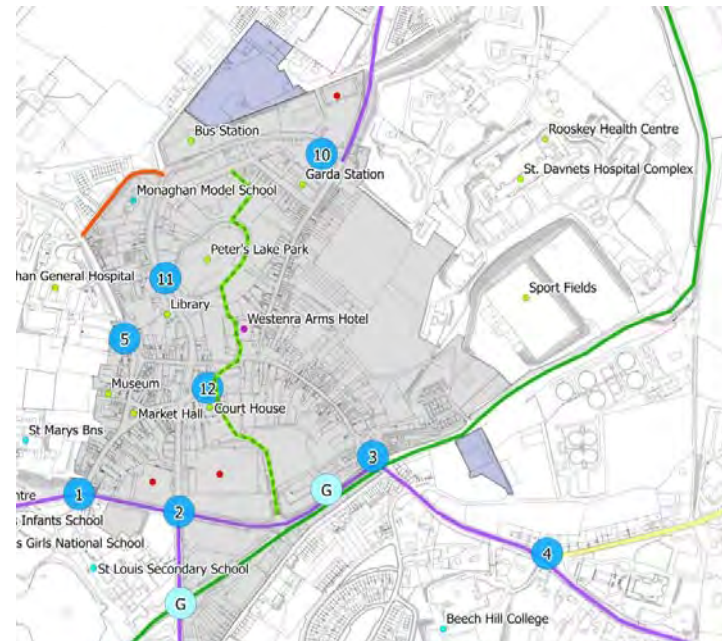
The vision for Dublin Street is grounded on fulfilling the primary strategic objective of the Settlement Plan for Monaghan Town, MTSO 1 (Monaghan County Development Plan 2019-2025):

‘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.’

The proposal aims to rebuild this area of the town centre to a strong and vibrant core while protecting



Monaghan Town Development Plan—Land Use Zoning



Monaghan Walking and Cycling Strategy: 2012



Local Area Action Plan 2011 (LAAP)



Dublin Street Regeneration Plan 2017

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 plan area benefits from an existing Dublin Street Local Area Action Plan, 2011 (LAAP 2011). 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 to the south of Dublin Street benefit from a Regeneration Plan, The *Dublin Street Regeneration Plan* (2017). A master plan is currently being prepared for the lands to the north; Rooskey Master Plan 2020.

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Dublin Street, is located in 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 Development Plan identifies an Indicative new road from Old Cross Square running parallel to the rear of Dublin Street North, generally consistent with the route identified in the LAAP (2011), with a connection to the Roosky Master Plan area to the north east.



View of Dublin St From the East towards the West Google Street View

Monaghan Walking and Cycling Strategy 2021—2026

The mission of the strategy is to create an environment in which people will find it easy and attractive to walk and cycle, both recreationally, and for everyday journeys. The Regeneration Plan will integrate with this strategy.

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.



Dublin Street from The Diamond Google Street View

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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 2020 [Interim Advice Note—Covid 19 Pandemic Response](#)) 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 (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.

The Plan has regard to the [National Disability Inclusion Strategy \(2017—2022\)](#), the key framework for policy and action to address the needs of people with disabilities.



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The **United National Convention on the Rights of People with Disabilities (UNCRPD)** puts obligations on State authorities to ensure access for persons with disabilities to, inter alia, the physical environment and transportation in both urban and rural areas.

The Plan has adopted a universal design approach to the built environment, including footpaths, cycle paths, roads, pedestrian crossing points, town greenways and bus stops/shelters, thereby making public transport fully accessible to people with disabilities, a ‘whole journey approach’ which refers to all elements that constitute a journey from the starting point to destination.

The Plan conforms with the National Transport Authority (NTA) ‘**Local Link Rural Transport Programme Strategic Plan 2018-2022**’, the mission of which is to provide a quality nationwide community based public transport system in rural Ireland which responds to local needs.

The **Monaghan Land Use and Transportation Strategy (MLUTS) 2019—2035** has identified detailed transportation and land use proposals for the future sustainable growth of Monaghan, in all contexts of transportation, including road network, public transport, car parking, walking and cycling. The Dublin Street North Regeneration Plan area has been considered in the study.

By having regard to the MLUTS, future development proposals will be progressed complementary to safeguarding the strategic function of the adjoining national road network. In addition, works to the national road network in the urban area will be undertaken in accordance with DMURS and Transport for Ireland (TII) Publications, including TII Publications DN-GEO-03084 (The Treatment of Transition Zones to Towns and Villages on National Roads), and Preliminary Design Report (PDR) and Road Safety Audit (RSA) requirements, in the interests of safeguarding road user safety.

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 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.

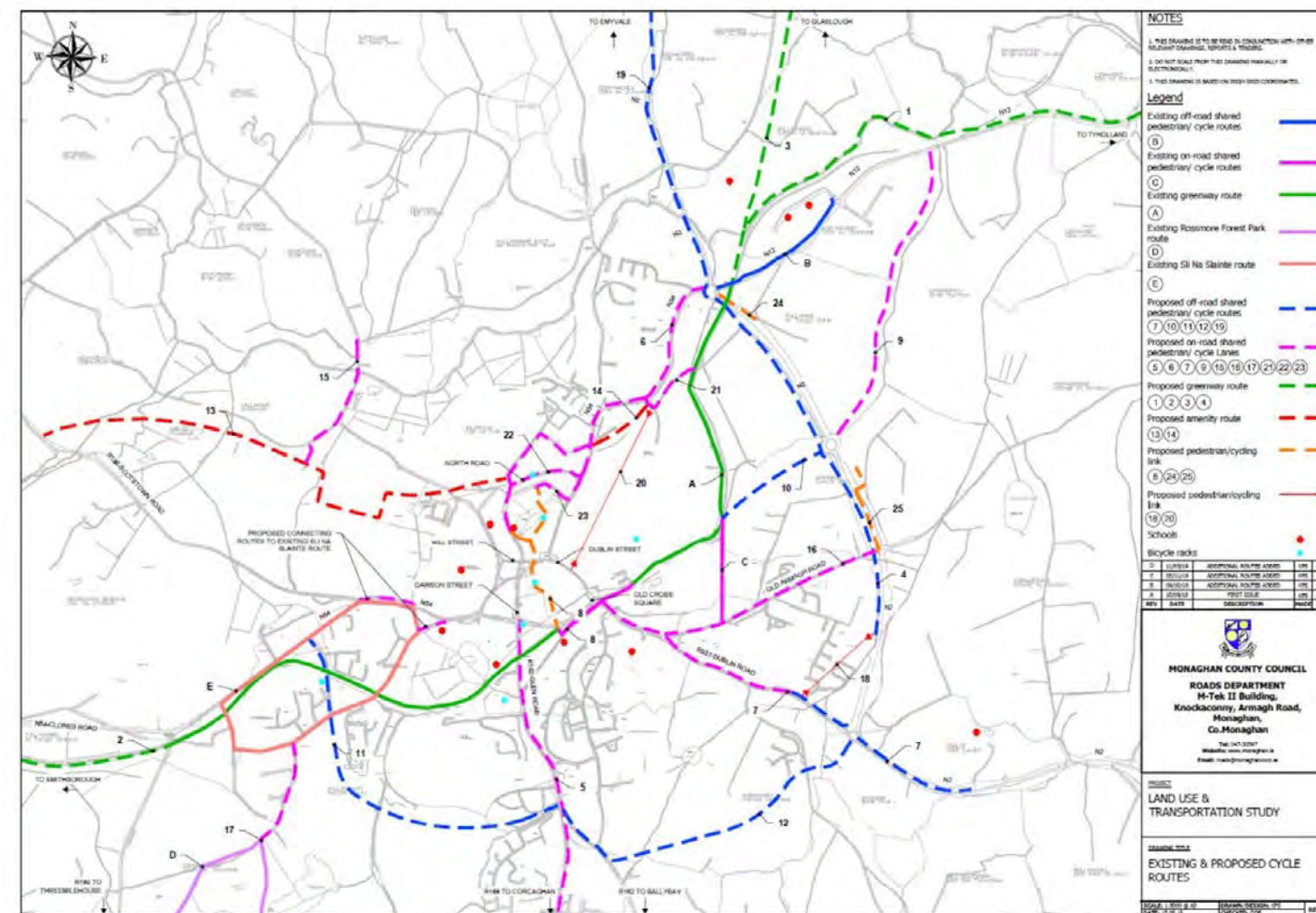


Figure 8.2 - 2018 Monaghan Proposed Walking & Cycling Routes

Figure 8.2 from MLUTS (201902035) 2018 Monaghan Proposed Walking and Cycling Routes

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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



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.

people can live and access most of their daily needs within 10 minutes of active transport, i.e. walking or cycling from homes 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 Regeneration Plan area lends itself to contributing to the achievement of a more sustainable town core.

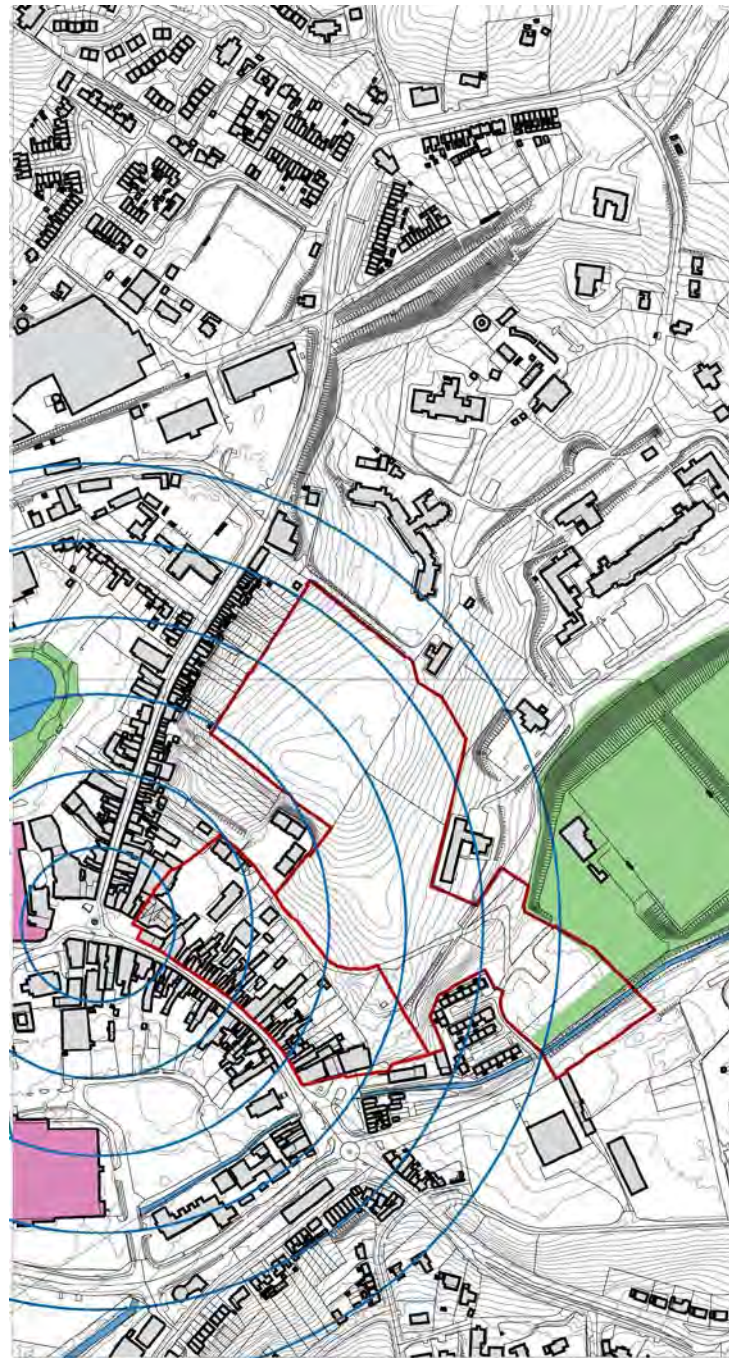
The theory of the 10 Minute Town is simple but challenging: over the last decades we’ve created urban life around the car. This is very much evidenced in Monaghan which is dominated by car use in the town core. In this regard, it is acknowledged that Monaghan Town has an important role in serving the 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.

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In order to make a more sustainable town centre, in accordance with Government Policy, it is appropriate that the design approach for the Regeneration Plan area 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 Regeneration Plan area has the potential to form a key part of a future 10 minute Monaghan Strategy. The Regeneration Plan area is centrally located and the town core is within a 5 minute walking distance



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5 Minute and 10 Minute Monaghan

from the Regeneration 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

1 minute walking intervals in Monaghan Town. The Dublin Street North Regeneration Plan Area is located within 5 minute walking distance from the Diamond

the existing facilities in the town centre by car or public transport, which increases reliance on the car. The Regeneration Plan area and the town centre has significant capacity to facilitate an increase in resident population in the town centre in new dwelling on infill and brownfield sites, and within existing structures within the town. 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 Regeneration Plan can increase the permeability of the town core, and 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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Introduction

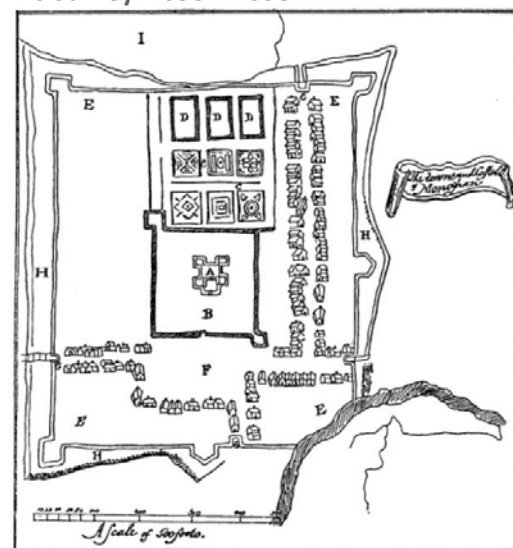
Monaghan Town is strategically located at the intersection of the N2 Dublin – Derry/Letterkenny and N54 Belfast - Galway National Routes, linking Dublin to the North-West and Belfast to the Midlands, respectively. The town is also located along the key east-west corridor linking Dundalk and Newry to 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

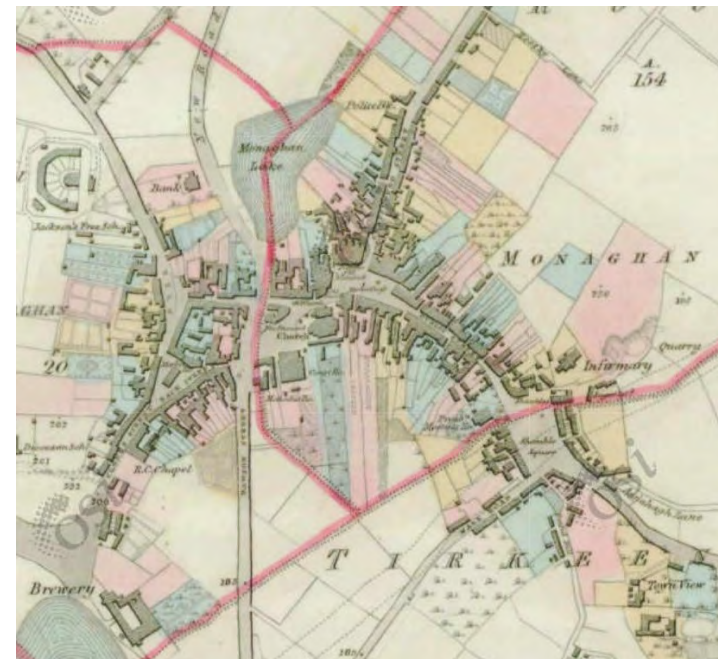


Downs Survey 1656—1658



- A. The Kings Castell.
- B. The Bawne being built all of stone.
- C. The Garden.
- D. The Fish ponds.
- E. The Towne.
- F. The Market place.
- G. The Gates.
- H. The Diches.
- I. The Loughes.

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



Griffiths Valuation Maps 1848—1864



Griffiths Valuation Town Maps 1848—1864

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.

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, the Ulster Canal and rail network and flourished in the 18th, 19th and early 20th centuries as a centre for linen and agricultural production.

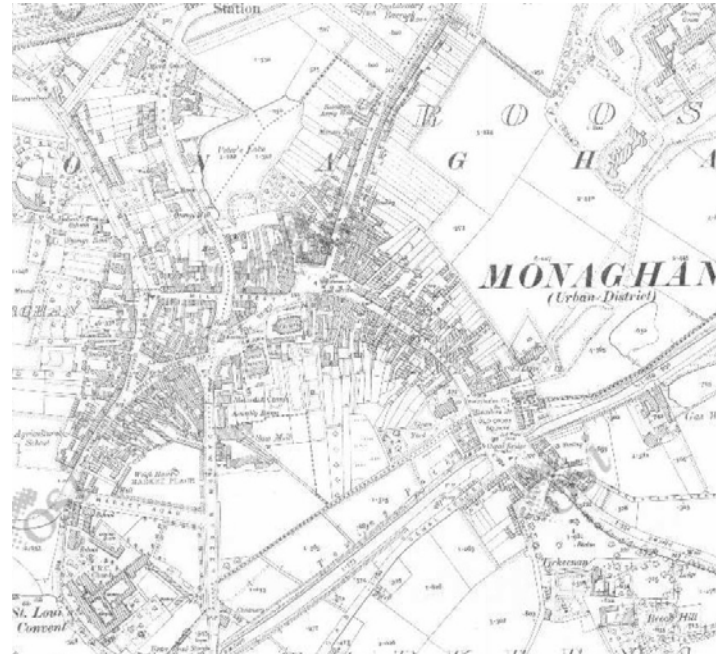
Street names indicative only for identification purposes

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.

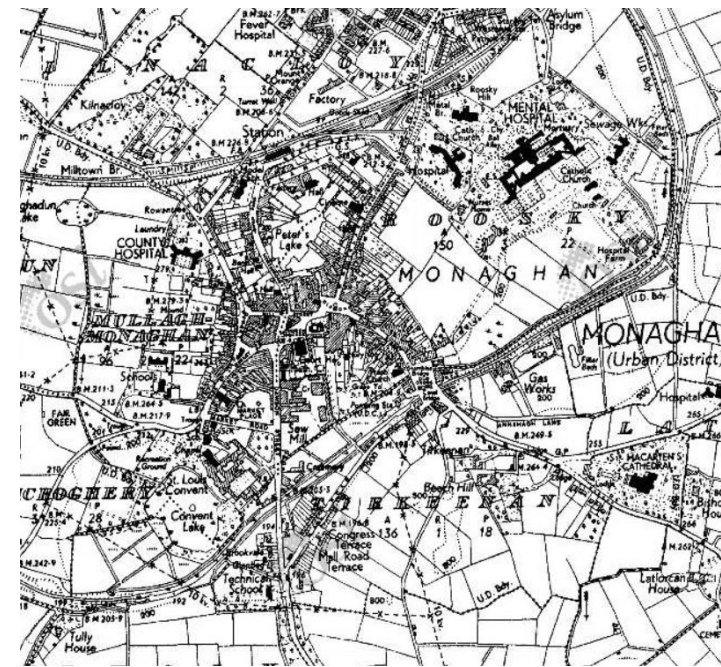
Regeneration Plan - Study Area

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

The plan area is defined by the terraces of dwelling to Dublin Street to the south west and the long rear gardens that extend to the north. Historically the rear gardens extended to the wall that formerly enclosed St. Davnet's. 20th century development resulted in the introduction of an informal access road to the rear, and various backland developments including commercial premises.



25in Map—OS



Cassini 6in Map—OS



The Diamond—National Library of Ireland

The terraces facing Dublin Street are interspersed with lane ways through archways and gaps between terraces to the backlands and gardens to the rear. The existing structures facing Dublin Street comprise three storey structures, generally of two and three bays in width. Typically, there are long rear annexes extending into the depths of the plots.

Land Uses – Regeneration Plan 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.

The existing land uses within the study area comprise professional services including solicitors offices, commercial uses including retail units; clothing, footwear, salon, public house, restaurant and Guest House. Commercial premises have also developed to the rear, including a furniture factory. 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.

Land Uses - Surrounding Area

The surrounding area is characterised by the town core, of similar uses to the Regeneration Plan Area, and comprising a mix of uses, include a modest extent of residential and a mix of small to medium scale retail uses based on traditional narrow plot street pattern on Glaslough Street, the Diamond, Dublin Street and Market Square.



The Diamond—National Library of Ireland



Elevation View of Existing Structures on Dublin Street—Dublin Street North

The Regeneration Plan is sensitive to the adjoining land uses, and aims to integrate compatible uses with the existing, combining residential and commercial uses so that there is passive surveillance through the day. The Plan also takes into account separation distances and building heights to ensure that the amenity of existing structures is protected.

Built Heritage

There are a number of fine buildings along the street. The street is characterised by a variety of two and three bay, three storey structures interspersed with gaps between terraces and archways, 'entries' to the rear.

Many of the buildings on the street 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 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, including a terrace of four dwellings No 54—57 Dublin Street comprising three storey single bay dwellings on the record of protected structures. McKenna's public house is included in the NIAH

There are a number of vacant properties that detract from the integrity, character and vibrancy of the street. The Regeneration Plan will benefit from the built heritage, consolidate a sense of place, and informing an appropriate scale and architectural design approach for the Regeneration Plan area.

Archaeology

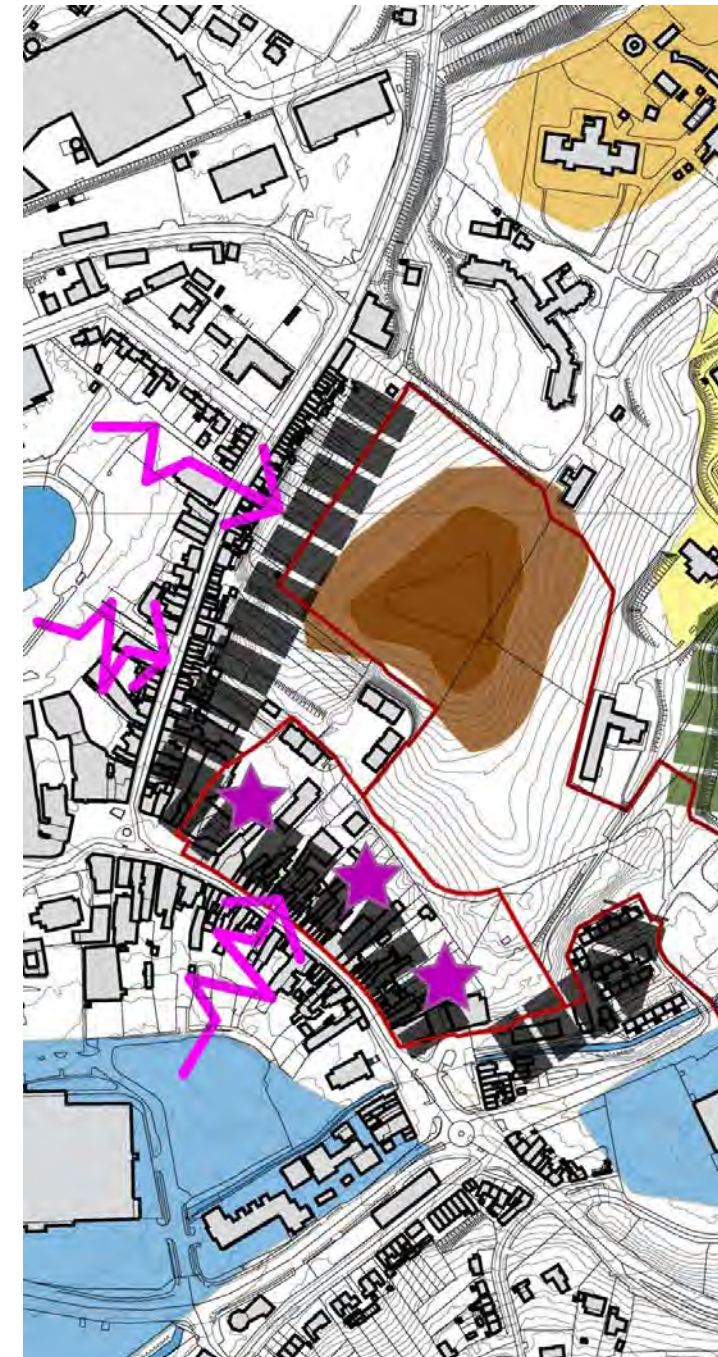
The Regeneration Plan area is located within the Zone of Archaeological potential. There are no 'Sites of importance' identified on the site. The Market Cross adjoining the Regeneration Plan boundary to the south east is identified as a record of Monument and Places (Ref No. M0009-060006).

Urban Structure & Public Realm Context

The urban structure in the town is well defined, and the structure of the town is clearly legible. The figure of eight street pattern and the interconnecting streets to the historic urban spaces creates particular character areas which gives a good sense of orientation



Strengths and Opportunities



Weaknesses and Threats

within the town. The historic urban spaces have been repaved in Church Square and the Diamond providing 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 and northwards towards the backland areas.

Various extensions and new linear block have developed into the backland area. 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 existing accommodation.

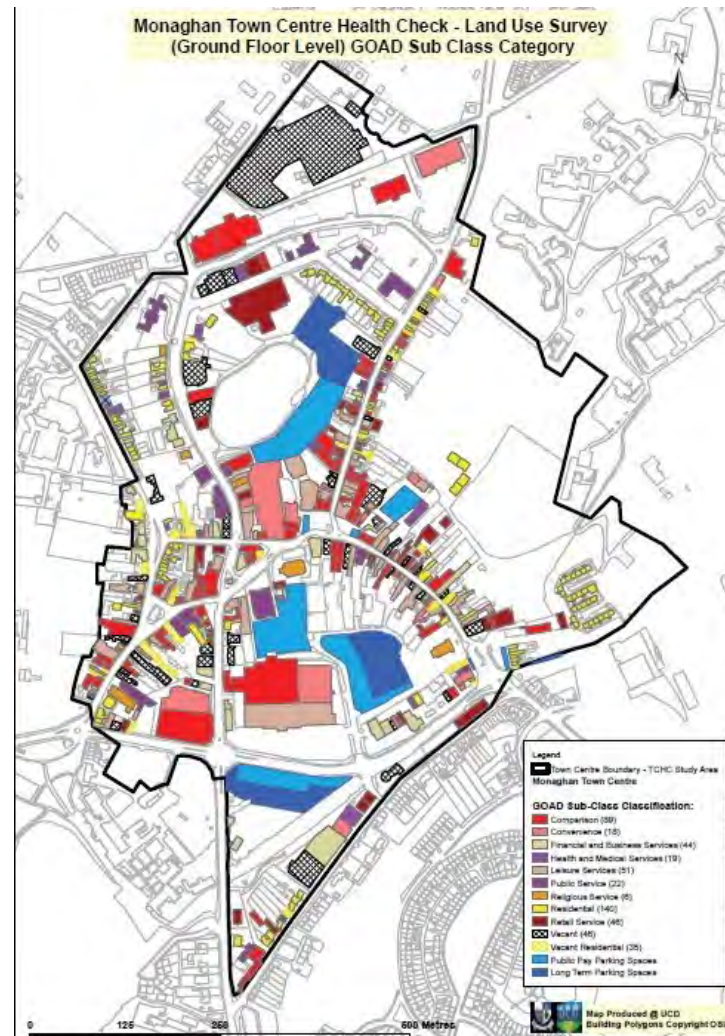
Dublin Street is a narrow street with limited car parking, there is no opportunity to comfortably walk and pause on the street. This environment creates a poor public realm and has also contributed to the deterioration and decline of Dublin Street as a shopping destination, a place to do business and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

Movement and Access

Vehicular movement along Dublin Street operates 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 principal 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 vehicular users less inclined to use the street to park short term, and to visit local shops. Furthermore, footpaths for pedestrian areas are very narrow. This together with speeding vehicular movement creates a poor physical environment for pedestrians.

There is vehicular access from Dublin Street to the backlands, however these are generally narrow, and quite restricted. There is potential to design new streets to the rear. There are also good pedestrian links from Dublin Street to the backlands, and these create potential permeable pedestrian network from Dublin Street.



Collaborative Town Centre Health Check—Land Use Map



Extract from Collaborative Town Centre Health Check—Land Use Map



Elevation View of Existing Structures on Dublin Street—Dublin Street North

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 visitor car parking within the town.

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. Any development of the regeneration plan area will need to accommodate the associated car parking demand generated by the use. Achieving a sustainable mix of uses in the regeneration plan area, and enhanced opportunity to live, work and shop within walking distances to homes within the regeneration plan area will reduce the car parking demand within area.

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

Street names indicative only for identification purposes

Socio – Economic Context

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 town from 2006 to 2016 (from 6720 in 2006 to 7,325) (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.



Aerial view towards Old Cross Square and Dublin Street North

Street names indicative only for identification purposes

This is evident on Dublin Street, formerly a residential and living over shop street the street is no longer a vibrant living town centre street.

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. It is an objective of the Development Plan to accommodate 20% of new residential development on brownfield sites.

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 regeneration of Dublin Street North.

It is an objective of the Regeneration Plan to provide for opportunities for multi generational homes and a mix of residential dwelling types.



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Monaghan County Council have also proposed to provide Civic Offices on the adjoining land at Roosky. A Civic Office will generate increased footfall in the area, creating a demand for local shops and services, and dual benefit of reinvigorating Dublin Street, and the lands to the north and south of Dublin Street.

Detailed design of the Regeneration Plan area will give consideration to the creation of green networks to connect the regeneration plan area established greenways, including the Ulster Canal to create a healthy walkable environment that connects with nature.

Aerial view towards Dublin Street North Regeneration Plan in context



Elevation View of Existing Structures on Dublin Street—Dublin Street North



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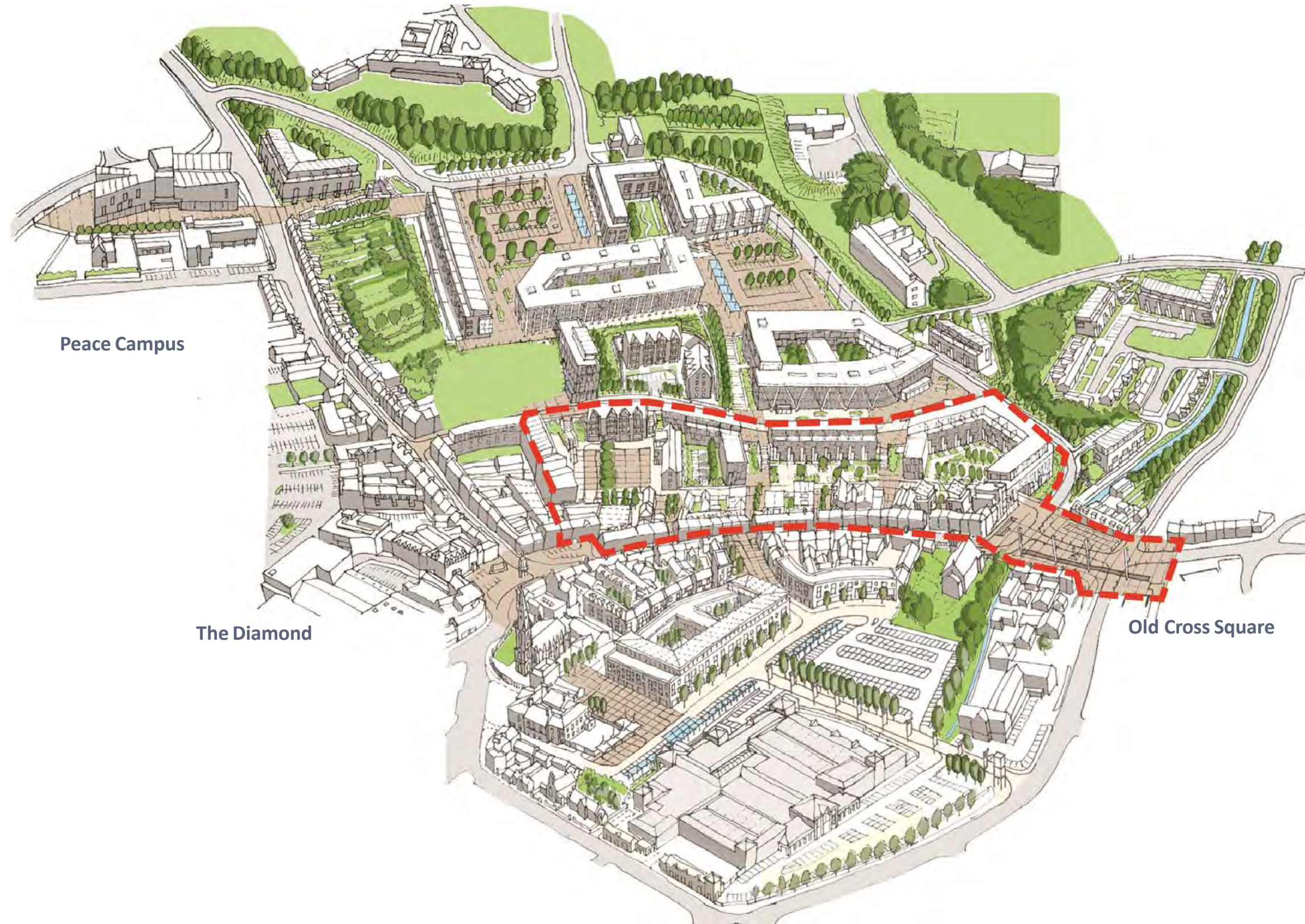
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VISION

To adopt a placemaking approach that makes sustainable use of the assets and potential of this town centre area, to create a desirable and convenient place to live, work and recreate through the reuse and adaptation of existing structures, with new development areas to create new homes, with businesses and services that will create new employment opportunities. This will be achieved within a high quality public realm that is connected to the existing street network, to achieve a sustainable urban quarter, providing increased footfall and population critical mass in Dublin Street, and the wider Monaghan town centre, that will underpin quality urban spaces, amenities, vibrancy and a diverse and vibrant town centre living environment that promotes people's health, happiness and well-being.





Street names indicative only for identification purposes

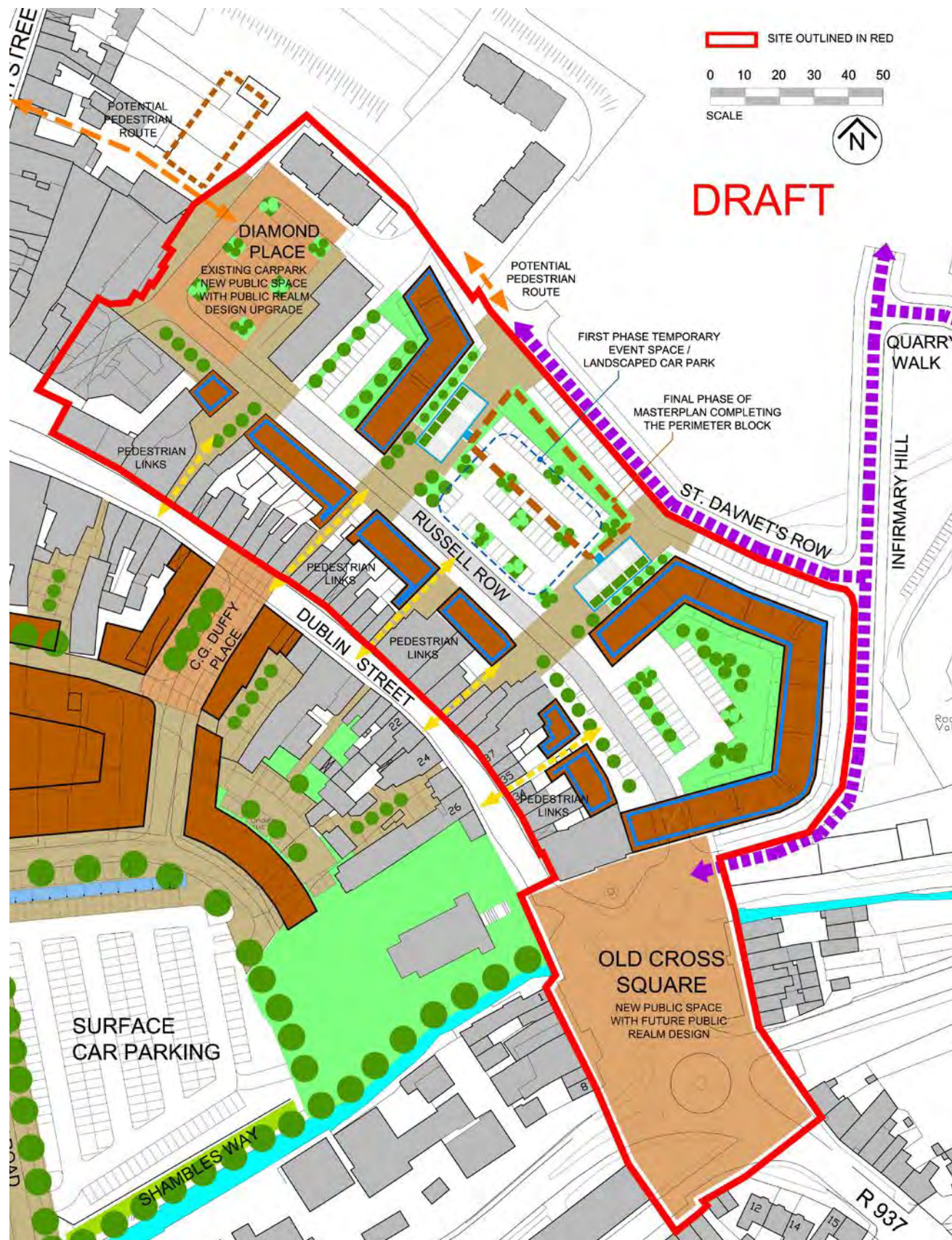
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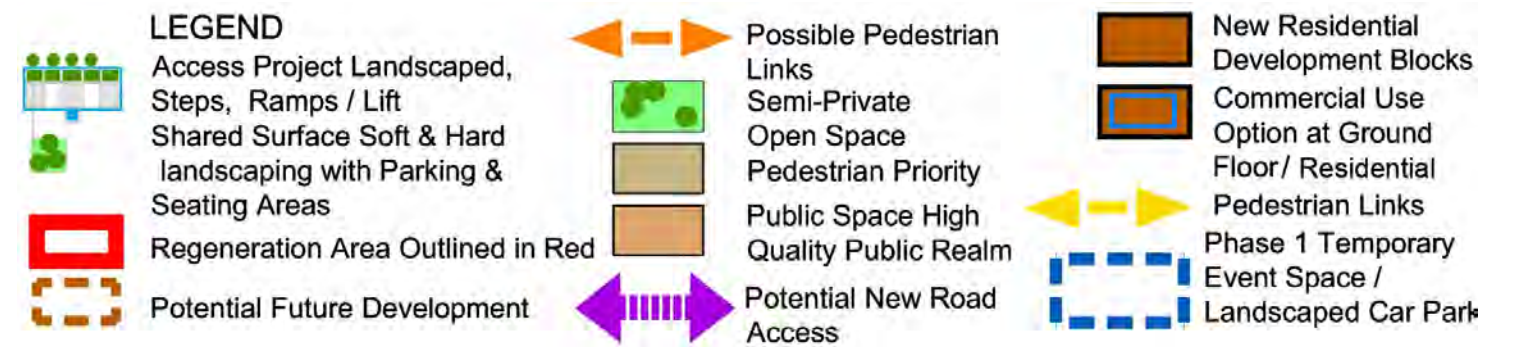


DRAFT

The vision for the Regeneration 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 Regeneration Plan objectives have been developed. The principles and objectives have informed the development of the Regeneration Plan set out.

NOTE: The names of Streets and Spaces are indicative only and used for identification purposes.

The Regeneration Plan layout is a concept strategy and indicative only. The regeneration of Dublin Street North will be subject to detailed design. The detail design will be informed by policies and objectives set out in this document, and any evidence-based data relating to the plan area.



Street names indicative only for identification purposes

Principle 1: To adopt a placemaking approach that strengthens the role of Dublin Street and the Regeneration Plan Area as a place to live, shop, work and do business

Objective A1 To investigate measures to reduce the volume of vehicular traffic movement on Dublin Street, having regard to the Monaghan Land Use and Transportation Study, in order to support Active Travel and pedestrian and cycle priority in the Regeneration Plan area.

Objective A2 To promote a modal shift and active travel measures, noting CP 5 of the *Monaghan County Development Plan 2019-2025* '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.' Para 15.28 MCDP 2019-2025

Objective 1 To increase footfall, through the promotion of increased resident/shopping/working population in the regeneration plan area and in the town centre in general to support existing and new businesses.

Objective 2: To support the reuse, adaptation and infill/extension of the existing structures on Dublin Street with a varied mix of uses including retail, as well as homes, offices, cafes, restaurants, tourist accommodation, and individual facilities that would support the plan area, such as creche facilities, business hub and potential for home work opportunities in order to enhance living and employment opportunities in the plan area.

Objective 3 To provide active ground floor uses on Dublin Street with the opportunity to open onto Russell Row to the rear. Shops should be encouraged not to use metal shutters across their window front when closed, and to illuminate window displays. This will provide ambient light and interest along the streets. Entrances to buildings should be provided from the street. Blank walls or uninhabited frontages including blanked out shop windows are to be avoided.

Objective 4 To enhance street life, or 'pedestrian culture' to support the life and economy of the town centre through the enhancement of the public realm of Dublin Street, the adjoining public spaces and within the new urban quarter so that there is an

overall consistent quality and seamless integration between both areas (also see Principle 7 Public Realm).

Principle 2: To create an attractive desirable place for people to live, shop, work and do business

Objective 5 To create a well defined urban quarter, with a strong sense of place and identity through the reuse adaptation and infill of the existing structures to Dublin Street and the development of perimeter urban blocks that will define the boundary of the regeneration plan area to St. Davnet's Row.

Objective 6 To create a permeable urban quarter, with pedestrian connections through the existing routes and gaps between the existing structures on Dublin Street, and through new access routes through the new development to St. Davnet's Row, as well as new vehicular connection from Old Cross Square to Diamond Place along Russell Row.

Objective 7 To create a safe neighbourhood through passive surveillance of existing and new streets, requiring new development to the rear of Dublin Street to open onto and overlook Russell Row, and the new perimeter development to overlook St. Davnet's Row and Russell Row, as well as overlooking of the access routes.

Objective 8 To aspire to create a pedestrian priority zone within the regeneration plan area through the use of shared surface, designated pedestrian zones coinciding with access points through the block, and landscaped courtyard space.

Objective 9 To balance the mix of uses, to include residential with other uses that will support a sustainable resident community.

Objective 10 Facilitate short term car parking area, and temporary event space in the regeneration



plan area (phase 1), to be developed in the longer term, preferably with a residential use, or mixed use as appropriate (Phase 2).

Principle 3 To become an exemplar for sustainable town centre development.

Objective 11: To progress the regeneration plan area with residents, users and other stakeholders to shape its future by supporting landowners and stakeholders in the advancement of individual and multiple adjoining properties and to facilitate coordinated approach to the reuse, adaptation and infill of existing properties. Promote a collaborative process to overcome limitations of individual properties, and realise the potential of groups of properties.

Objective 12: To ensure the regeneration proposals achieve a sustainable use of existing public service infrastructures; roads, drainage, open space provision, and a critical mass of development to support existing community and commercial services. Sub-urban densities of 20 dwellings/ha will not be accepted, residential development have the potential to achieve 50 dwellings / ha in accordance with government guidelines for town centres and should be encouraged.

Objective 13 Support low carbon development through reuse and adaptation of existing structures, developments with a high energy efficiency rating, circular economy to reduce waste where possible connecting to low carbon energy networks, smarter

sustainable urban drainage, travel, and promote the use of car sharing clubs, as well as electric car charge points.

Principle 4 To create a sustainable residential and mixed use neighbourhood to compliment and strengthen the mix of uses in the town centre.

Objective 14 The regeneration plan promotes the creation of a sustainable residential and mixed use neighbourhood to compliment and strengthen the mix of uses in the town centre. While residential development is preferential in the Regeneration Plan Area, mixed use developments will also be considered on their own merit. The following provides objectives for residential and mixed use developments.

Objective 15 To provide new residential development to enliven Dublin Street and environs outside shopping and office hours, increase levels of ‘passive surveillance’ and create a stronger sense of community and ownership of the surrounding streets and spaces.

Objective 16 To provide new residential development to make sustainable use of existing community facilities to reduce reliance on the car, while creating a healthier and more active community. Existing facilities include schools, health services, convenience shopping, public spaces and amenities along the Ulster Canal, Shambles River and the Sli

na Slainte route at St. Davnet’s all of which can be reached in minutes walking or cycling from the plan area.

Objective 17 To provide new residential homes for the elderly so that the regeneration plan area benefits from knowledge, experience as well as shopping and recreational habits of older people.

Objective 18: To provide mixed housing type and tenure to ensure a mix of demographic groups including town centre families of different type, which is a critical ingredient in bringing life and diversity to the town.

Objective 19 To provide for multi generational homes including starter homes, homes for families and for the elderly.

Objective 20 To require clear demarcation of the threshold from public to semi public to private spaces. The use of narrow privacy zone to the front of dwellings facing the street will be desirable.

Objective 21 Increased floor to ceiling height from standard 2.4m to minimum 2.7m at ground floor will be preferable in order to enhance the quality of ground floor dwellings.

Objective 22 To adopt town centre first approach in the delivery of new Local Authority homes and ensure collaboration between each department within the Local Authority; housing, planning and regeneration, roads and transport, and conservation.

Objective 23 To support collaborative development of properties to overcome limitations of individual sites and realize the greater potential groups of properties. (building regulation

Objective 24 Support alternative housing models including cohousing or supported housing model for older people, Community Land Trusts and co-operative housing models.

Objective 25 Mixed use development may comprise a mix of retail / office and residential development. Each application will be considered on its own merit. Development proposals should ensure that the development activates the ground floor and public spaces and that passive surveillance of the public streets is created. Where residential development is proposed as part of a mixed use scheme the objectives set out above for residential development



should inform the design. The extent of commercial floor space permissible will be reviewed in the context of the objective to revitalise and regenerate Dublin Street as a vibrant living and shopping street.

Principle 5 To create an accessible and permeable neighbourhood and an enhanced pedestrian experience.

Objective 26 The regeneration plan adopts the principles of universal design, and promotes the creation of new and enhanced pedestrian links between Dublin Street, the Regeneration Plan area, and the proposed Roosky Master Plan Area, including the following enhanced and new pedestrian routes:

- Dublin Street and Russell Row (a number of access points and access projected proposed along the street).
- Russell Row and St. Davnet’s Row.

- Old Cross Square and Diamond Place (along a shared surface).
- Old Cross Square and Roosky Master Plan area via Infirmary Hill.

Principle 6 To create an appropriate entrance to Monaghan Town from the east, and to the proposed Roosky Master Plan area

Objective 27 To enhance the public realm of Old Cross Square including an upgrade of traffic management of the space.

Objective 28 To create a strong building line com-

pleting the north western edge of Old Cross Square, with a high quality building design that relates to the scale height and architecture of the adjoining buildings, while avoiding pastiche use of neo-vernacular styles.

Principle 7 To provide a high quality public realm and attractive public spaces adopting a people first priority

Objective 29 To improve the pedestrian environment along Dublin Street, by giving consideration to measures including:

- widened footpath / narrowed carriageway
- shared surface street
- Relocation of on street parking to backlands of Dublin Street South and Dublin Street North.

See also Objective A1: To investigate measures to reduce the volume of vehicular traffic movement on Dublin Street, having regard to the Monaghan Land Use and Transportation Study, in order to support Active Travel and pedestrian and cycle priority in the Regeneration Plan area.

Objective 30 To Improve the pedestrian environment and public realm of Old Cross Square through the following measures:

- Rationalised carriageway to provide for routes through to Infirmary Hill, Russell Row, and Dublin Street.
- Enhanced pedestrian environment in Old Cross Square.
- Identification of appropriate location for the existing monument/Cross.
- Signage to mark the historic entrance to the town as approached from the south east.

Objective 31 To Improve the pedestrian environment and public realm of Diamond Place through the following measures:

- Realignment of car parking, and delineation of parking, pedestrian areas, and introduction of landscaping features to enhance the visual amenity of the space, and ease and safety of pedestrian movement.

Objective 32 To provide high quality public realm improvements at the proposed entry points to the regeneration plan area from Dublin Street, including new paving, lighting and pedestrian priority through the use of table top/shared surface throughout the Regeneration Plan area.



Goldsmith Street—City of Norwich—82 Dwellings / ha—RIBA Stirling Prize Winner Riches Hawley Mikhail Architects

Street names indicative only for identification purposes



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Objective 33 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 to create active public realm environment.

Objective 34 To provide semi private public spaces as part of the new development plan areas, that integrates high quality soft and hard landscaping, seating areas, and public lighting.

Objective 35: To establish a coherent high quality public realm treatment throughout the area with quality surfaces and furniture including seating, signage, lighting, litter bins, trees, planting

and shelters.

Objective 36 To ensure careful delineation and design of public, semi public and private spaces to afford residents and users and appropriate degree of privacy within an urban setting.

Principle 8: to enhance the setting of historic buildings and consolidate the character of the area

Objective 37 The urban form should contribute to the consolidation of the urban structure and the pattern of street blocks and building. It is an objective to strengthen the character of Dublin Street through the positive reuse of the historic structures, together with the reuse of the archways and entries to the Regeneration Plan.

Objective 38 Complement the character of the existing structures with new buildings that relate to scale, height and architecture of historic buildings. In general three floors are proposed to the rear of the existing structures on Dublin Street and 3—4 storey in the new development blocks facing St. Davnet's Row.

Objective 39 Where incremental development occurs, each development plot should have regard to adjoining development and a coordinated approach

should be adopted in relation to building heights and massing. Planning applications should be accompanied with Design Statement, to include an overall three dimensional study to demonstrate how the

project sits within that overall block in the short and long term.

Objective 40 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, and immediate adjoining areas.

Principle 9 Architectural Design Standards

Objective 41 All new developments are to be designed to the highest design standard to ensure that a high quality living environment is created that conforms with Government Policy on Architecture and that is consistent with the 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 preferred that developments are designed and delivered by registered architects and registered led design teams.

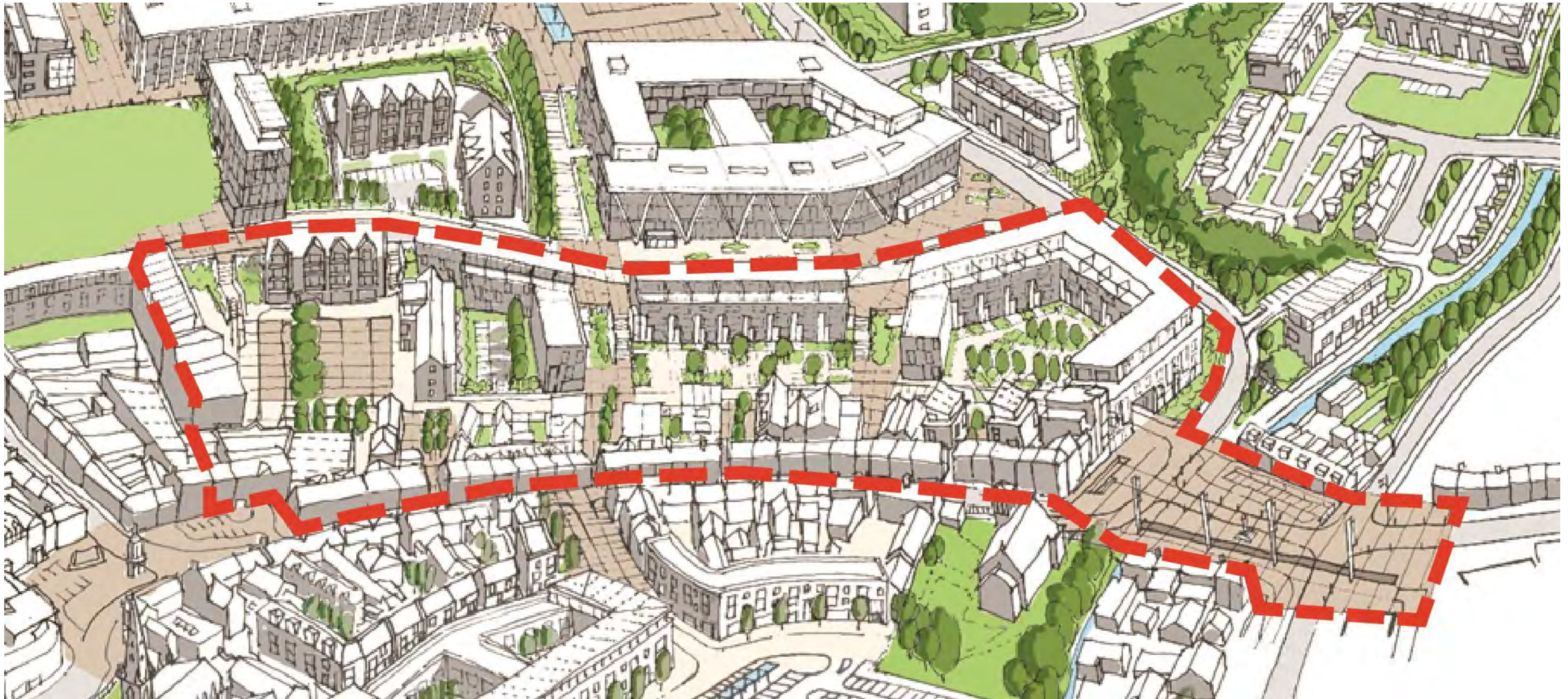


Regeneration Plan Strategy

The vision translates into a concept Regeneration Plan Strategy.

The Strategy proposes a consolidated development form to create an identifiable urban quarter with a strong sense of place and identity, to include the reuse adaption and infill of existing structures and new perimeter urban blocks, new streets and spaces that integrate and connect with the existing street network.





Regeneration Plan Strategy in Context

Street names indicative only for identification purposes

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Perimeter Urban Block

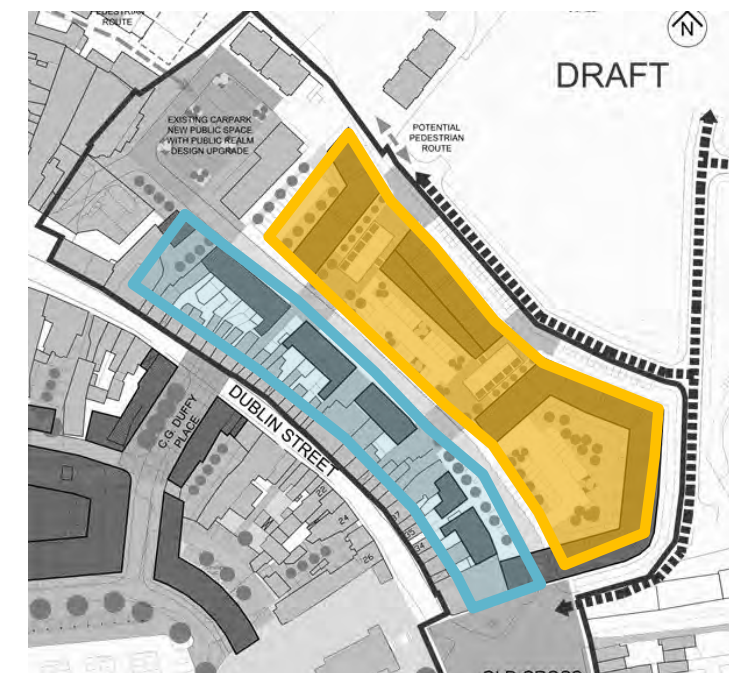
It is proposed to complete a perimeter urban block to define the regeneration plan area, and to create a high quality residential quarter in the town centre.

Existing structures on Dublin Street and Old Cross Square define the perimeter to the south and east, and new blocks are proposed to define the perimeter to the northeast and the west where the plan area adjoins the existing St. Davnet’s Campus.

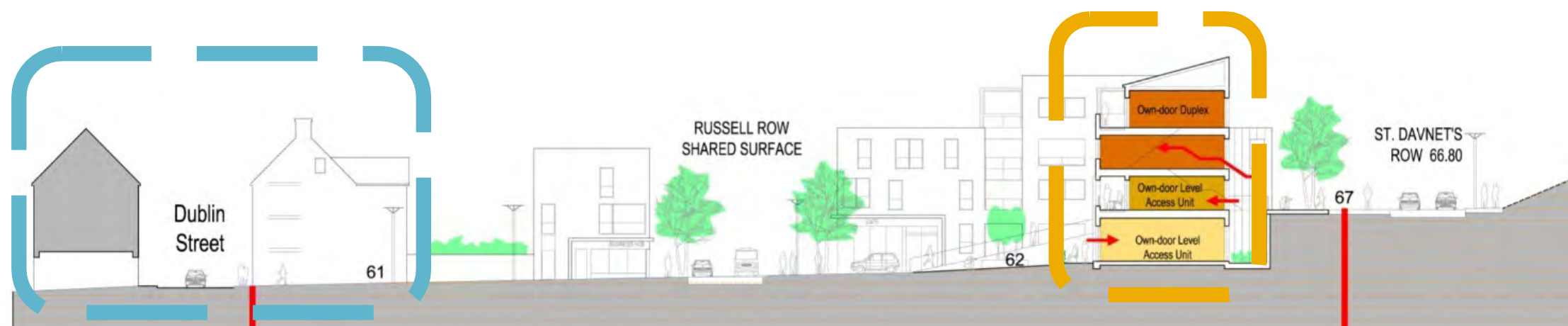
The plan is flexible to allow the perimeter to develop in phases and incrementally. The benefit of the perimeter is three fold:

- The perimeter defines a new residential quarter and will create a strong sense of place and identity.
- The perimeter will rationalise the visual appearance of rear view of the existing properties of Dublin Street North as viewed from the Roosky Master Plan area.
- The perimeter provides a logical design approach to achieve a compact and sustainable development form in the town centre, in accordance with Government guidance.

Section through the New Urban Quarter highlighting existing perimeter block facing Dublin Street, and new perimeter block adjoining the Roosky Master Plan area. This creates the potential for mews developments to the rear of Dublin Street, new development areas, and shared access, parking and landscaped area. This arrangement will allow for the creation of a high quality central courtyard type environment, and a new perimeter block to the north east, redefining the historic St. Davnet’s historic boundary to the rear of Dublin Street.



Existing and Proposed Perimeter Blocks in context

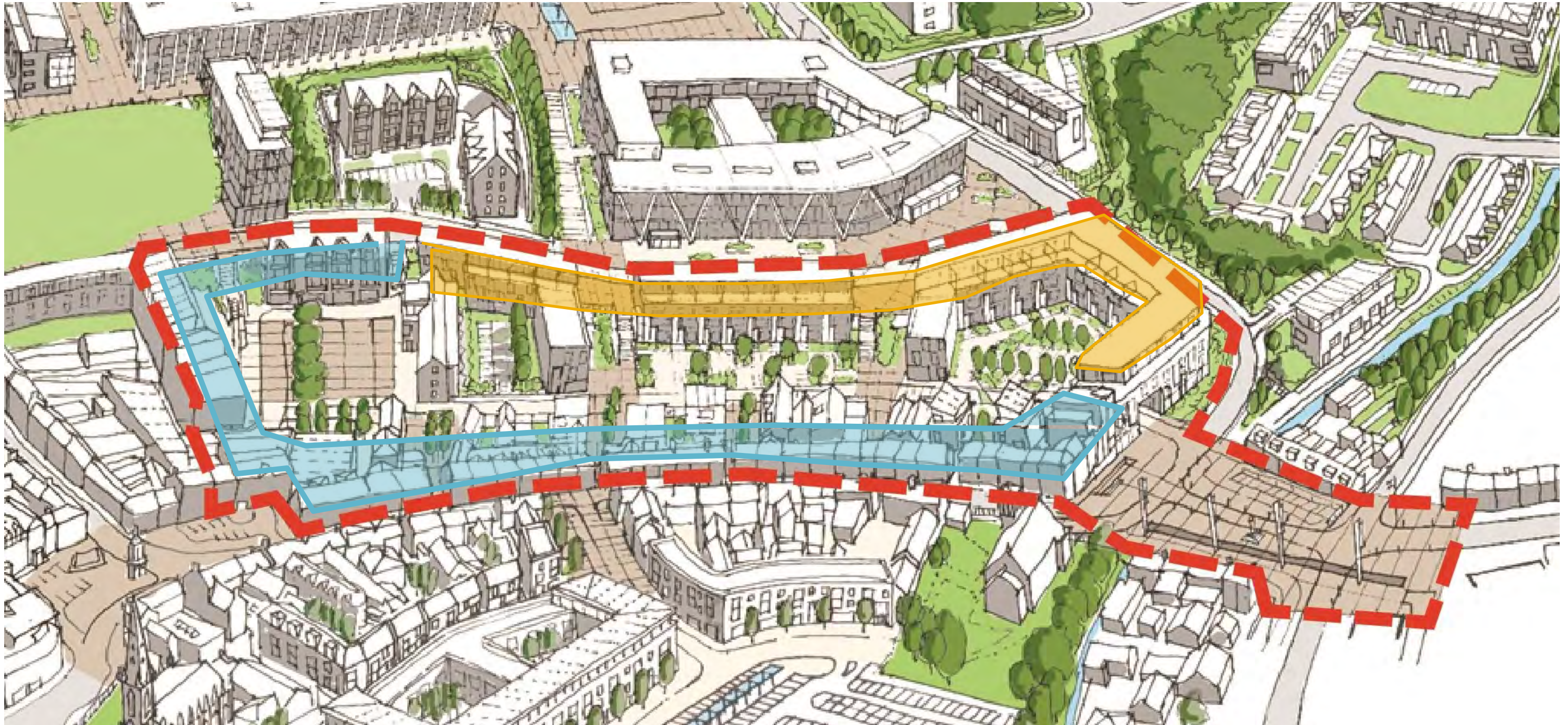


Existing and Proposed Perimeter Blocks

Street names indicative only for identification purposes



Perimeter Urban Block



Existing and Proposed Perimeter Blocks in context

Street names indicative only for identification purposes



Streets and Spaces

STREETS AND SPACES

A new street, Russell Row is proposed to the rear of the existing structures on Dublin Street north. This is envisaged as a shared surface with pedestrian priority and the ambiance of a mews lane.

Dublin Street, Old Cross Square and a new access road to the north adjoin the Roosky Master Plan lands and will provide perimeter access around the block.

Pedestrian access links are proposed from Dublin Street, through existing entries, through the block to the new perimeter road to the north.

The internal space in the block will provide local access, and surface landscaped car parking areas.

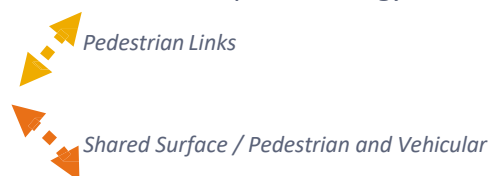
The new perimeter blocks may develop on a phased basis and the new central block has the potential to provide a temporary car parking/event space until it is developed.

The internal zone is overlooked by new mews developments to the rear of the existing structures on Dublin Street, and the new perimeter blocks.

A mix of small scale commercial uses, is also possible to facilitate home work opportunities, small retail uses, or potential business hub. The mix of uses will add vibrancy to the new quarter.

Public Realm improvements are proposed on Dublin Street, to include footpath widening, introduction of table tops to facilitate priority pedestrian movement across the street, and use of high quality materials to set the standard for the new regeneration plan area north and south. Also enhancement of Old Cross Square and the existing car park at the Diamond Apartments are proposed at Diamond Place.

Movement and Space strategy

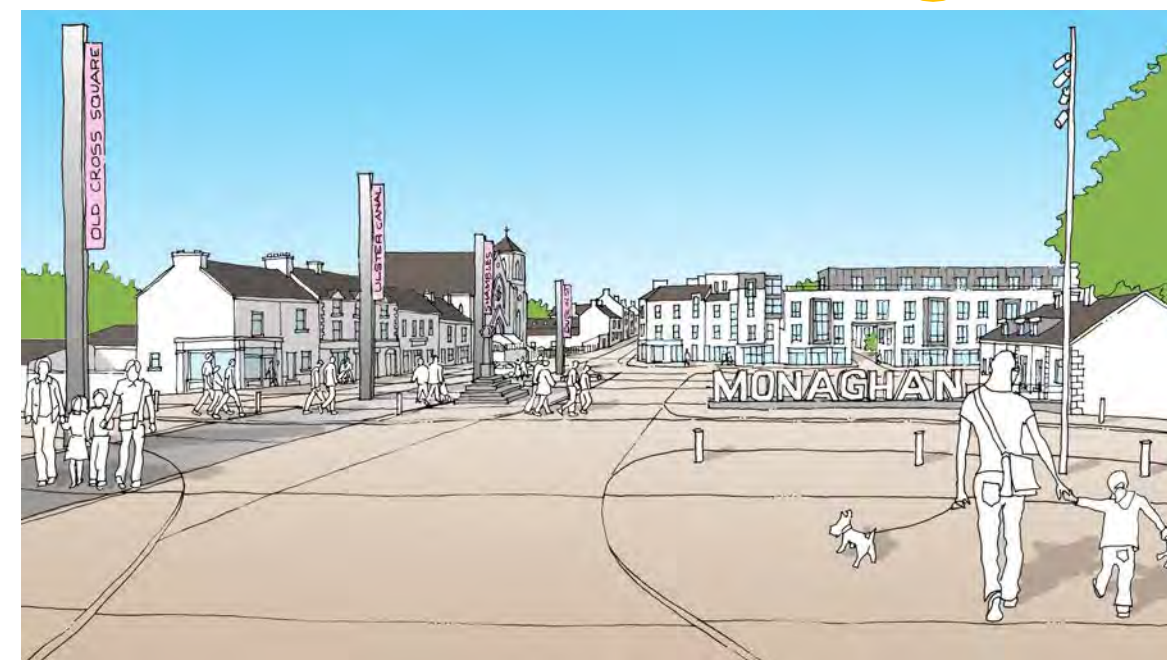


View through existing entries from Dublin Street to new urban quarter.

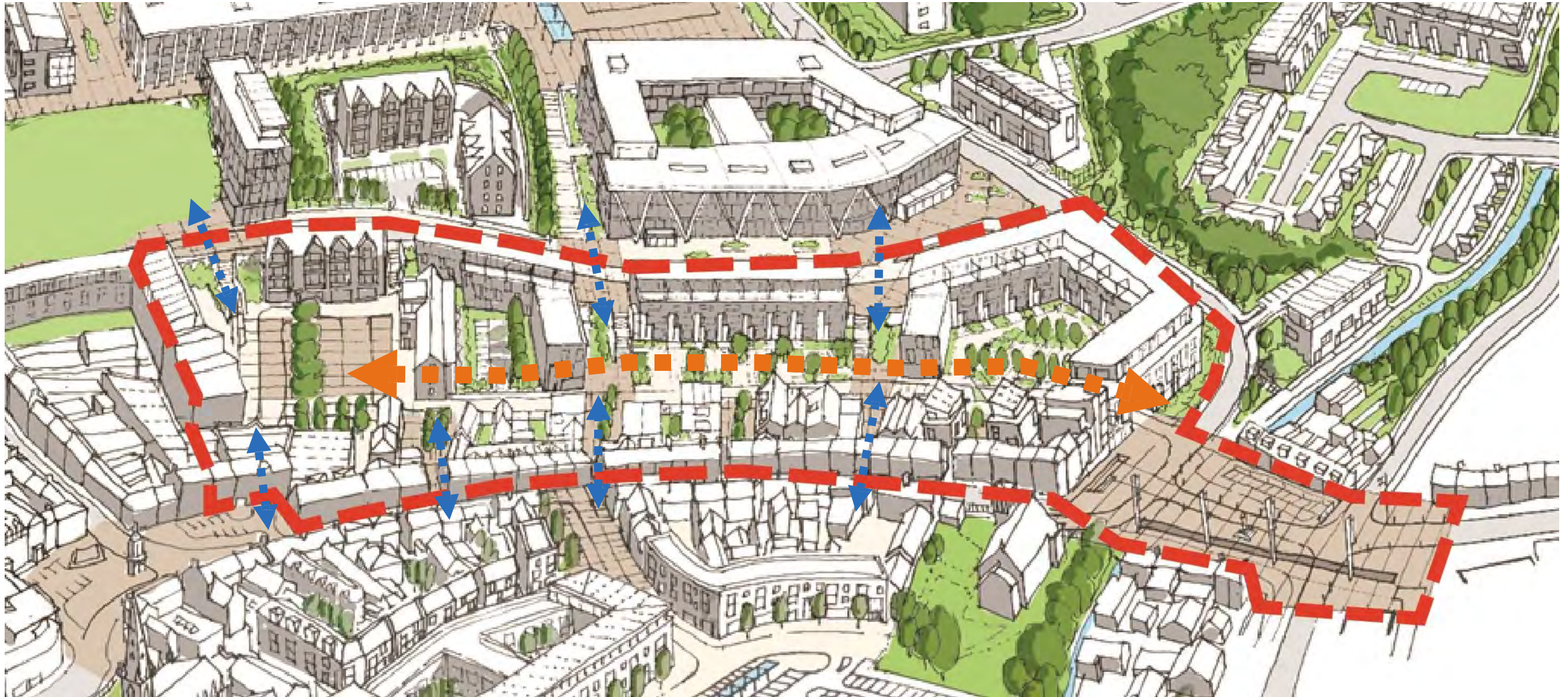


New central space combining parking and landscaped spaces—Russell Row

Concept view of Old Cross Square Entrance to Monaghan Town



Streets and Spaces



Aerial View of existing and new connections from Dublin Street to new central street, Russell Row, and thence to St. Davnet's Row (Pedestrian Links indicated in blue, Shared Surface indicated in orange)

Street names indicative only for identification purposes

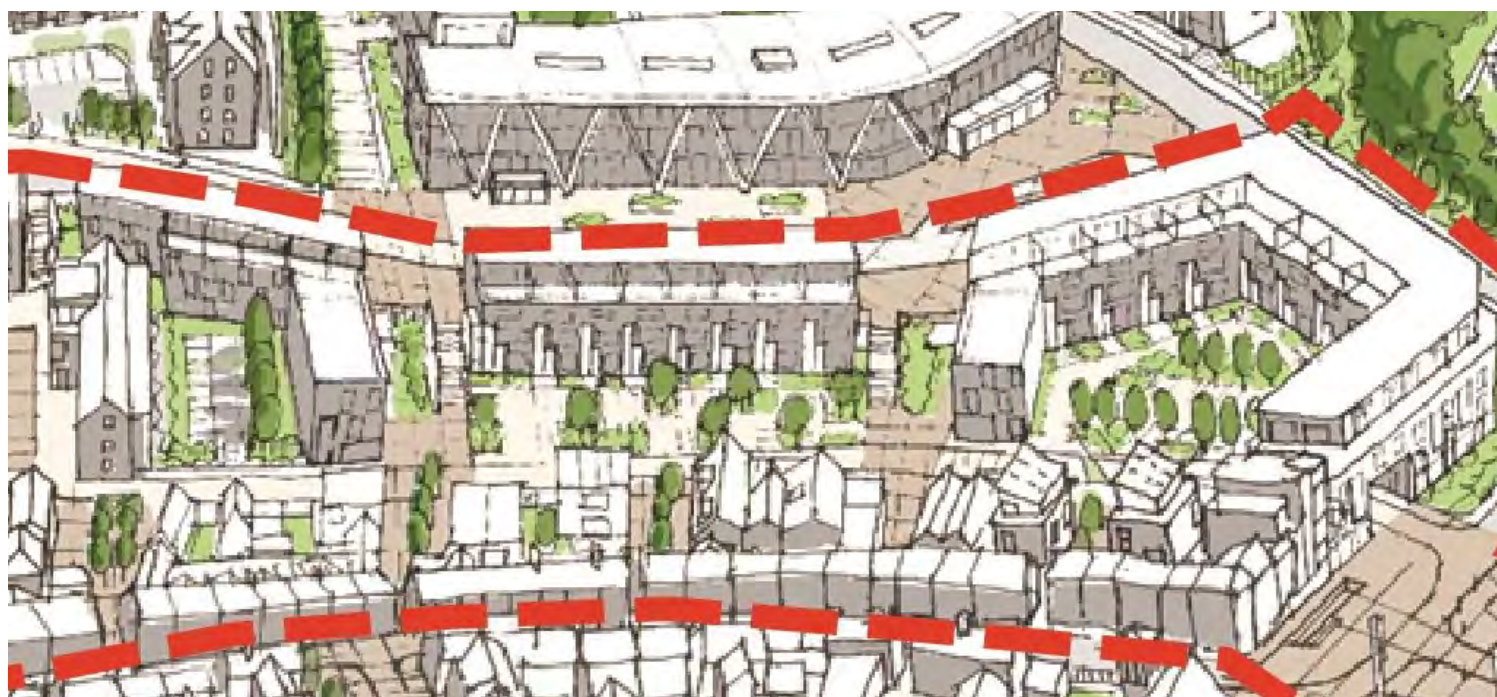


Reuse Adapt and Infill

Reuse and adaptation of existing structures on Dublin Street is promoted, and infill proposals are made for the plots to the rear of the existing structures.

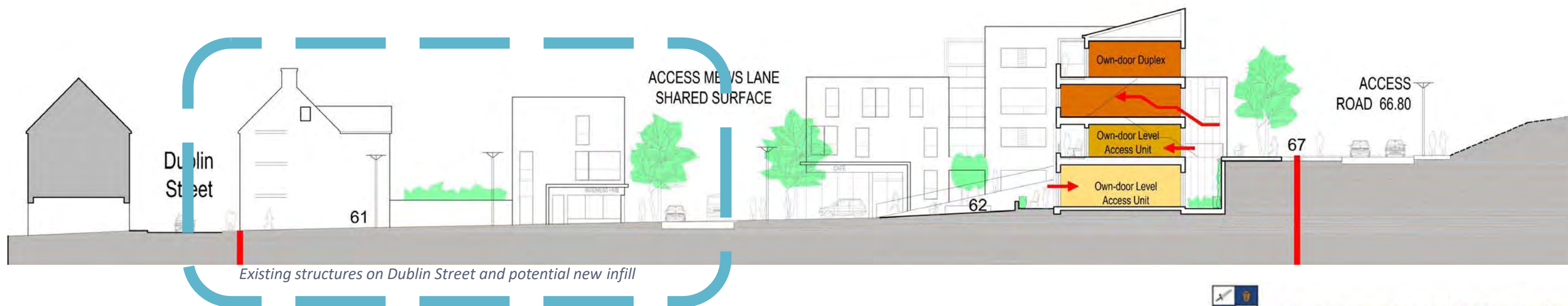
The new mews lane to the rear of Dublin Street gives landowners the opportunity to front onto the new street with new development, commercial, residential or opportunity for home work units. There is also potential for adjoining landowner to collaborate and to develop their plots collectively.

Reimagining the immediate backland to the historic structures on Dublin Street has the potential to sustainably repurpose the existing structures and gardens to meet contemporary needs and to create new town centre housing solutions and places to live and/or work.



Section through Dublin Street and the New Urban Quarter highlighting potential redevelopment and infill opportunities to the rear of existing structures on Dublin Street, to repurpose the existing structures and reconfigured rear gardens with new town centre housing solutions and places to live and/or work.

Aerial View of Dublin Street, Existing Structure and new developments to the rear facing new street, Russell Row



Existing structures on Dublin Street and potential new infill

Street names indicative only for identification purposes



Reuse Adapt and Infill



Existing structures on Dublin Street and potential new infill

Concept view of Russell Row illustration of Mews/ Infill of existing structures on Dublin Street, to face Russell Row to the rear, new shared surface access to new urban space and surface car parking area. Russell Row activated with residential and small scale commercial uses and mixed uses.

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View of Russell Row—Existing structures on Dublin Street and potential new infill—Potential new development areas to the north of Russels Row (See New Development Areas)



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New Development Areas

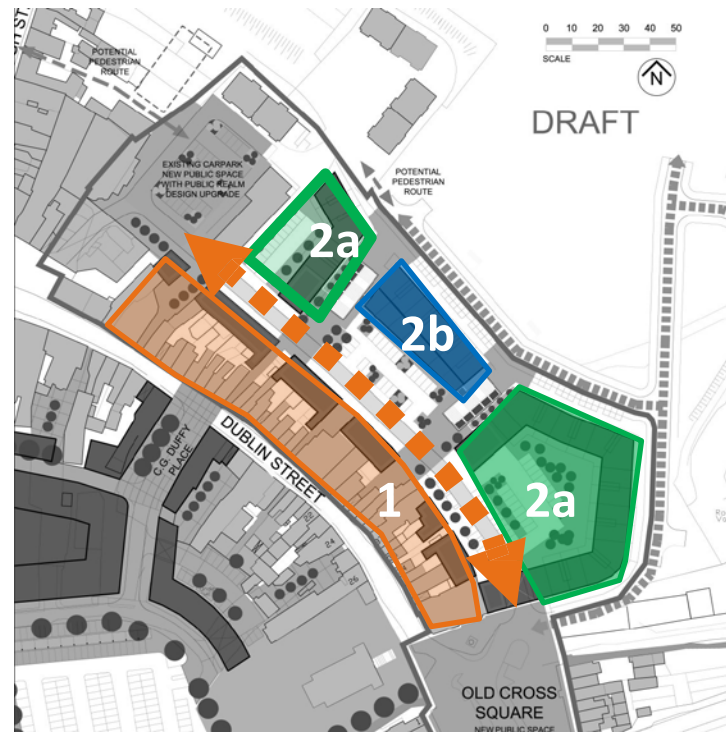
The plan provides the possibility of assembling back-land development sites, that have the potential to develop as a singular development form, or to develop in a number of ways incrementally. This gives the Regeneration Plan the opportunity to develop on a phased basis. It also allows flexibility for land owners to develop sustainable incremental development forms.

Three potential new development areas have been identified. It is envisaged that the development blocks adjoining the Diamond Apartments and Old Cross Square may develop first. In the interim, the central area has the potential to provide temporary car parking/local event space with a long term objective to provide an additional development block to complete the perimeter and new streets.

It is envisaged that new development may be up to three storeys in height in locations to the rear of existing structures, and four storey where the development can integrate with the fall in topography.

The perimeter blocks can potentially accommodate own door level access homes, as well as duplex dwellings over. This creates the opportunity to provide for a multi generational residential community. Alternatively mixed use development will be considered, with access from Russell Row and St. Davnet's Row to ensure that the new streets are activated.

It is an objective of the Regeneration Plan 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 Areas—Block Plan

Potential New Development Areas. The development blocks adjoining the Diamond Apartments and Old Cross Square may develop first (Blocks 2a). In the short term the central area has the potential to provide a multi functional space, and to provide a temporary car parking / event space, with a long term objective to provide an additional development block (Block 2b) to complete the perimeter and new streets.



New Development Areas—Section

Section through New Development Area—Section Illustrates Infill Development to the rear of Dublin Street, New Development areas in elevation, Blocks 2a, and potential long term development of Block 2b.

Section through new perimeter urban block illustrates potential for own door dwelling access at ground level and at the first floor level from the new upper level access. There is further potential for own door upper level duplex dwellings. Alternatively mixed use development may be considered with access from Russell Row and St. Davnet's Row.

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New Development Areas

New Development Areas—Central Block 2b

Phase 1 use of central space as a multi functional space—temporary car park, and access project connecting Russell Row and St. Davnet's Row.

New Development Areas—Block Plan

Central area comprising multi functional space / temporary car parking and landscape access project

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New Development Area—Aerial View

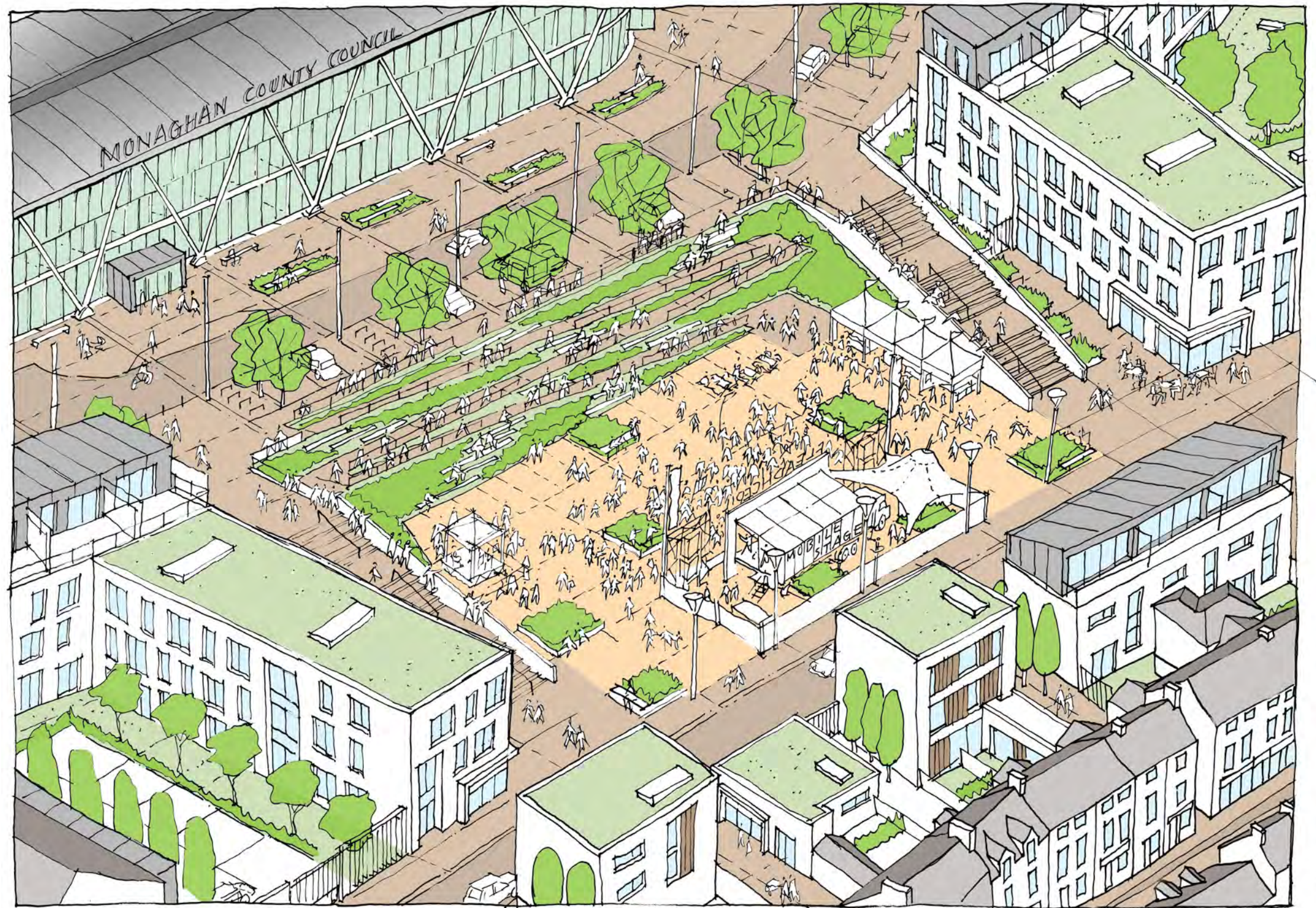
Central area as a multi—functional space—temporary car parking and landscape access project



New Development Areas

New Development Areas—Central Block 2b

Phase 1 use of central space as a multi functional space— temporary event space, and access project connecting Russell Row and St. Davnet's Row.



New Development Areas—Block Plan

Central area comprising multi functional space / temporary event space and landscape access project

New Development Area—Aerial View

Central area as a multi—functional space—temporary event space and landscape access project

Street names indicative only for identification purposes



New Development Areas

New Development Areas—Central Block 2b

Phase 2 use of central space for new development, access project connecting Russell Row to St. Davnet's Row, and car parking / public open space.

New Development Areas—Block Plan

Phase 2 use of central space for new development, access project connecting Russell Row to St. Davnet's Row, and car parking / public open space.

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MARCH 2022 _Issue 007—Minor Amendments

New Development Area—Aerial View

Phase 2 use of central space for new development, access project connecting Russell Row to St. Davnet's Row, and car parking / public open space.

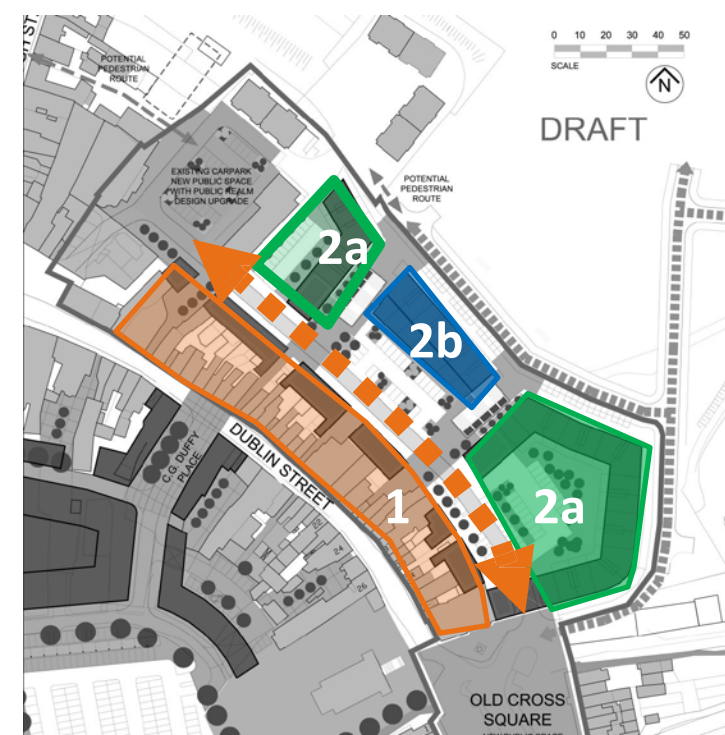
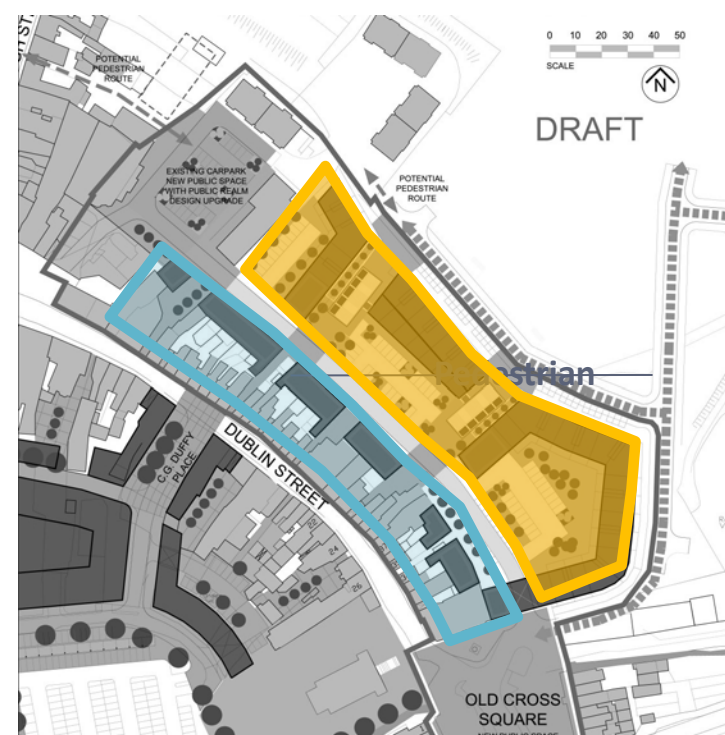


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Key Urban Design Elements



Perimeter Block

Perimeter Urban Block defining the new urban quarter to develop as reuse, adapt and infill existing structures, and new development areas.

Access Streets and Spaces

New central street/mews lane, Russell Row with perimeter access, and pedestrian routes through from Dublin Street to Davnet’s Row at Roosky to the north. New landscaped internal urban spaces, overlooked by existing and new developments, activated by own door dwellings and small commercial uses.

Public realm improvements to Dublin Street, Old Cross Square and the existing Diamond Apartment Car Parking area, to enhance the quality of the adjoining streets and spaces and establish the standard of quality of development for the new residential quarter.

Reuse, Adapt, Infill and New Development Areas

Reuse, adaptation and infill of existing structures on Dublin Street and Old Cross Square, as residential/mixed use (Blue).

New development areas comprising own door dwellings/apartments and ground floor retail/commercial/business hubs (Yellow).

Phasing

Phase 1 Implementation of new street/mews lane to facilitate existing property owners to develop collaboratively/individually with infill mews developments overlooking the new street.

Phase 2a New development areas developing incrementally, north west and south western blocks. Central space to provide surface parking/event space.

Phase 2b Long term objective to provide additional development to complete the proposed perimeter block.

Street names indicative only for identification purposes

APPENDIX **A**

REGENERATION PLAN

Plans

Sections

Note all street names are indicative only and for identification only.

The Regeneration Plan layout is a concept strategy and indicative only. The regeneration of Dublin Street North will be subject to detailed design.

The detail design will be informed by the policies and objectives set out in this document, and any evidence-based data of the plan area.



APPENDIX **B**

DEVELOPMENT CAPACITY

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Area	Type	Foot Print (Sqm)	Height / Floors	Total (Sqm)	Semi Basement Car Park	Use
1	Dublin St Infill	993	3	2979	Semi / Surface	Mixed Use
2	New Development	2001	3/4	6003	Surface	Residential
3A	Landscaping	1900	Surface	TBC	Surface	Surface Parking/Event Space
3B	New Development	852	3/4	2982	Surface	Residential
4	New Development	690	3/4	2415	Surface	Residential / Mixed Use

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

Phase 3A Landscaping comprises the central area only. Additional car parking areas are provided in Area 2 and Area 4.

Street names indicative only for identification purposes

