
On Behalf of Monaghan County Council

Dublin Street North, Monaghan

Non-Technical Summary

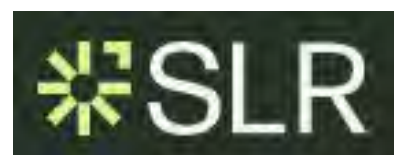
Ref. 139 - 013

Final | 10 April 2025



Chapters

1	Introduction & Background.....	4
2	Structure & Content of EIAR	6
3	Planning Policy Context	14
4	Proposed Site Description.....	16
5	Scoping & Consultation.....	36
6	Noise & Vibration	39
7	Soils, Geology & Hydrogeology	44
8	Hydrology.....	50
9	Biodiversity.....	59
10	Material Assets, Land Use & Waste	70
11	Air Quality, Emissions & Climate.....	83
12	Population & Human Health.....	88
13	Cultural & Architectural Heritage.....	92
14	Townscape & Visual Impact	111
15	Interactions.....	116



Tables

Table 2.1 EIAR Structure	7
Table 2.2 Project Team	10
Table 4.1 Projects considered cumulatively with Dublin Street North proposals	19
Table 15.1 Inter-relationship Matrix – Potential Interaction between Environmental Disciplines	117
Table 15.2 Summary of Interaction and In-combination Effects.....	118

1 Introduction & Background

1.1 Introduction

This Environmental Impact Assessment Report (EIAR) has been prepared on behalf of Monaghan County Council (MCC) in support of a planning application to An Bord Pleanála (ABP) under Section 175 of the Planning and Development Act 2000, as Amended ('The Act') seeking full planning permission for the proposed regeneration of Dublin Street North and its backland areas. The proposals seek to deliver the first phase of that envisioned within the Dublin Street North Regeneration Plan (Variation No. 3 of the Monaghan County Development Plan 2019-2025). The sites' location can be summarised more specifically as Dublin Street, Old Cross Square and lands to the north-east of Dublin Street (including the Diamond Centre car park). The site is situated in Monaghan town centre and the townlands of Roosky and Tirkeenan, County Monaghan.

1.2 The Proposed Development

The application is seeking planning permission for the regeneration of land at Dublin Street, the back lands to the north-east of Dublin Street, The Diamond Centre car park and Old Cross Square, Monaghan. A Site Location Plan illustrating the boundaries of the proposed development can be found at Volume II.

Throughout the EIAR and Drawings, the names 'Russell Row' and 'St Davnet's Row' are used to describe, respectively, the proposed new street between Diamond Centre Car Park and Old Cross Square, and the new pedestrian / cycle path to the east of the site, connecting Old Cross Square, the proposed Community Garden, and MCC's proposed Civic Offices Scheme.

The names Russell Row and St Davnet's Row are derived from the Dublin Street North Regeneration Plan (adopted April 2022) and are used for ease of reference and description of the scheme. It should be noted that MCC has not yet confirmed the proposed new street / path names.

A full description of the development, location and characteristics can be found at Chapter 4 of this EIAR. The proposed Site Layout can be found at Volume II, in summary the project can be described as follows:

1. Creation of new central street to the rear of properties fronting Dublin Street (connecting Diamond Centre Car Park with Old Cross Square), provision of car park/temporary event space and regrading of land to accommodate future development.
2. Creation of new public park with associated pedestrian paths, landscaping and lighting.
3. Public realm improvements along Dublin Street (within Dublin Street Architectural Conservation Area) to include resurfacing, new pedestrian pavements (including widening) and relocation of on-street car parking spaces.
4. Public realm improvements to Old Cross Square to include the creation of urban civic spaces, pedestrian pavements, cycle routes, street furniture. Relocation of Old Cross Monument (Scheduled Monument Record and Protected Structure)
5. Public realm enhancements at Diamond Centre Car Park to include reconfiguration of car parking, resurfacing, cycle infrastructure and associate street furniture.
6. Reinforcement of existing vegetation and new soft landscaping throughout, new boundary treatments, street lighting, sustainable urban drainage systems (raingardens and permeable surfacing).
7. Upgrading and installation of new utility services and CCTV.
8. Demolition of buildings and structures located at Unit 1 & Unit 2 Old Cross Square and to the rear (north-east) of No. 32-62 Dublin Street including a structure within the curtilage of No. 57 Dublin Street (Protected Structure) and No. 4 The Diamond Centre. Reconstruction of building elevations where required.
9. All other associated site and developments works.

2 Structure & Content of EIAR

This EIAR supports an application to ABP under Section 175 of the Planning and Development Act 2000 (as amended) which will seek full planning permission for the proposed regeneration of Dublin Street North and its back land areas within Monaghan Town Centre, Co. Monaghan.

The EIAR will follow the guidelines contained in the EPA publication “Guidelines on information to be contained in Environmental Impact Assessment Report, May 2022” and will contain all information required under Schedule 6 of the Regulations.

2.1 EIAR Methodology

The findings of the EIA will be informed by a staged approach methodology. Each stage of the process and what it entails has been listed below. A staged approach has been undertaken in order to ensure that all aspects of the environment with potential to be impacted by the proposal have been considered fully.

- 1) **Scoping / Consultation Exercise:** This exercise has been designed to gather important background information about the area which will in turn help to identify any potential issues or constraints that need to be considered.
- 2) **Baseline Survey:** This part of the methodology is intended to build upon the information and data that was gathered at the scoping and consultation stage. This stage will involve walk-through site visits, detailed specialist surveys and discussions with statutory and non-statutory consultees to determine the nature of the existing environment.
- 3) **Identification of Potential Significant Effects:** This stage will involve analysis of the information and data gathered from the consultation and survey stages and identifying the potential significant effects the proposed development could have on the environment. The potential effects to be considered will include those that may arise during the construction or operational phase of the scheme. From this, the basis of potential mitigation strategies will be formed.
- 4) **Mitigation:** Within this stage, the proposed mitigation strategies will be developed further. It will be important to ensure that these strategies continuously evolve as the development progresses so that the environment is protected. On-going review and evaluation will be required.
- 5) **Monitoring:** The identified issues / constraints and the established mitigation strategies will be monitored throughout the construction and operational phases of development. It is noted here that there may be some need for alteration to the mitigation strategies depending on how the environment is impact throughout the

process. As noted above, it is therefore essential that the mitigation strategies are designed to evolve.

- 6) **Residual and Cumulative Effects:** Within this stage, the effects of the proposal on the environment will be assessed cumulatively alongside other existing and approved development on the environment.
- 7) **Reporting:** Following on from the above, an EIA Report will be prepared and will take the following structure:

Table 2.1 EIAR Structure

Non-Technical Summary	
Volume I Main Report	
Chapter	Chapter Title
1	Introduction & Background
2	Structure & Content of EIAR
3	Planning Policy Context
4	Proposed Site Description
5	Scoping & Consultations
6	Noise & Vibration
7	Soils, Geology & Hydrology
8	Hydrology
9	Biodiversity
10	Material Assets, Land Use & Waste
11	Air Quality, Emissions & Climate
12	Population & Human Health
13	Cultural & Architectural Heritage
14	Townscape & Visual Impact
15	Interactions
Volume II Drawings	
Volume III Appendices	

2.2 Assessment of Significance

This EIAR provides all the information contained within Schedule 6 of the Regulations. The EIAR Team comprises a multi-disciplinary team of consultants and professionals (See Table 2.2) who in assessing a topic will conclude if the proposed development is likely to have any significant effects on the environment. The following methods will be employed:

1. Professional judgement and experience based on published guidance criteria
2. Assessment of both temporary and permanent effects
3. Assessment of cumulative impacts
4. Assessment of duration, frequency and reversibility of effects
5. Assessment against local and national planning policy
6. Consultation with statutory and non-statutory consultees

The assessment of 'significance' will be assessed consistently throughout the EIAR and will be based on the both the magnitude of the impact, the consequences of the impact and the permanence (irreversibility), of the "**likeliness of a significant environmental impact**" as described within the EPA Guidelines (2022) '*Guidelines on the information to be contained in an Environmental Impact Assessment Report (EIAR)*'.

2.3 Cumulative Effects

Cumulative impacts will be assessed in each chapter in respect of impacts resulting from the accumulation of impacts generated by the proposed development in associated with other projects and developments.

In determining what other projects to be included, guidance contained within the European Commission (EC) Guidelines for the Assessment of Indirect and Cumulative Impacts (1999) is relevant. The first step in determining cumulative effects is identifying:

- 1) Projects which may have the potential to overlap with the proposed development based on available information
- 2) Projects which an application for approval has been submitted or granted approval
- 3) Projects whose impacts could potentially overlap with the construction and/or operation of the proposed development.

Table 4.1 sets out the projects and development that will be considered cumulatively with the proposals across each chapter.

2.4 Mitigation

Where mitigation is required, this will be prioritised in line with the EPA Guidelines (2022).

All mitigation will be fully incorporated into the permitted design and operations of the project and will take the form of the established strategies for mitigation of effects such as 'avoidance', 'prevention' and 'reduction'.

2.5 Accidents and Major Disasters

As per the EPA Guidance (2022) the risk of accidents and unplanned events which may be caused or have an impact on the proposed development will be assessed against the relevant environmental factors. It is considered that the potential for major accidents and major disasters is assessed in relation to water quality, soils and contaminated land, biodiversity, air quality and climate.

2.6 Appropriate Assessment

An appropriate Assessment Screening is required for all developments in order to identify all potential source-pathway-receptor linkages to EU Natura 2000 designations and to consider the likelihood to significant impacts as a result of the development proposals during construction and operational phases of development.

An Appropriate Assessment Screening accompanies this submission and considers the potential impacts on the Lough Neagh and Lough Beg SPA.

A Natura Impact Statement (NIS) was progressed, and mitigation found to remove the potential for any adverse impact on the Lough Neagh and Lough Beg SPAs. The proposed mitigation is set out at Appendix 9.6.

2.7 Project Team

A list of the professionals who have contributed to the Environmental Statement has been provided below and their contribution shown in Table 2.2.

Table 2.2 Project Team

Party	Competency & Experience	Contribution
McAdam Design Ltd.	<p>McAdam Design is an Engineering and Architecture Consultancy practice based in Belfast. The company provides Engineering, Architecture and Project Management services.</p> <p>Ken O’Sullivan BEng (Hons) <u>Technical Director</u> Ken has a BEng (Hons) in Civil Engineering and has over 20 years’ experience in the field of Civil Engineering, and has delivered a wide range of projects, including urban regeneration schemes, public realm, environmental improvement schemes and greenways.</p> <p>Eoin Heatley BDes (Hons) BArch (Hons) M.Arch MSc ARB <u>Project Architect</u> Eoin is a project architect with a Bachelor of Design (with Honours), Bachelor’s in Architecture, Masters in Architecture, Masters in Construction Project Management and registered with ARB.</p>	<p>Project Manager</p> <p>Chapter 4</p> <p>Chapters 8</p> <p>Chapter 11</p> <p>Chapter 14 –</p> <p>Photomontages and Renders</p>
CARLIN Planning Limited	<p>CARLIN Planning is a Planning & Environmental Consultancy practice based in Belfast. The company provides planning, environmental and ecological services.</p> <p>Kieran Carlin BSc (Hons) PgDip LLM MRTPI <u>Director</u> Kieran has a BSc (Hons) in Environmental Planning, a PGdip in Spatial Regeneration, and a LLM in Environmental Law and Sustainable Development from Queen’s University Belfast. Kieran is a Chartered Member of the RTPI.</p>	<p>Planning Consultant & EIA Coordinator</p> <p>Non-Technical Summary</p> <p>Chapter 1</p> <p>Chapter 2</p> <p>Chapter 3</p> <p>Chapter 5</p>

	<p>John Scally MSc MRTPI <u>Principle Planner</u> John has a MSc in Planning and Property Development from Ulster University. John is a Chartered Member of the RTPI.</p> <p>Richard McMichael MSc <u>Planner</u> Richard has a MSc in Environmental Planning from Queen's University Belfast accredited by the RTPI.</p> <p>Freddy Jones BSc (Hons) MSc <u>Assistant Ecologist</u> Freddy has a BSc (Hons) in Environmental Science from the University of York accredited by the Institute of Environmental Sciences, and a MSc in Ecological Management and Conservation Biology from Queen's University Belfast. Freddy is a Qualifying member of CIEEM.</p>	<p>Chapter 10 – Land Use Chapter 12 Chapter 15</p>
Layde Consulting	<p>John Lavery BSc (Hons) MEnvSci <u>Principle Environmental Scientist</u> John has a BSc (Hons) degree in Environmental Science and is a Full member of the Institute of Environmental Sciences. John has over 20 years of experience in research and the preparation of noise and vibration impact assessments, carrying out of ecological impact assessments and the preparation of hydrological impact assessments. John has worked with a range of private</p>	<p>oCEMP Chapter 7 Chapter 8 Chapter 10 - Waste Chapter 11</p>

	and PLC companies and has gained extensive knowledge in the preparation and coordination of EIA Reports	
Alastair Coey Architects Ltd	<p>Maeve Gorman BSc BArch MRIAI RIBA ARB <u>Conservation Architect</u></p> <p>Maeve Gorman is an RIAI chartered architect accredited in conservation at Grade 3, an RIBA Conservation Architect and an affiliate member of the Institute of Historic Building Conservation.</p> <p>Adrian Curran HNC DipBldgCons RICS <u>Senior Architectural Technologist</u></p> <p>Adrian holds a Royal Institute of Chartered Surveyors' Post Graduate Diploma in Building Conservation from Reading University and has been employed by Alastair Coey Architects as a senior architectural technologist since 1998.</p>	Chapter 13
John Cronin & Associates	<p>Kate Robb BA (Hons) PgDip MA MIAI <u>Senior Archaeologist & EIA Consultant</u></p> <p>Kate is a qualified archaeologist and an EIA heritage consultant, having graduated from University of Galway with first class Hons. BA and MA degrees in Archaeology. She also attained a post graduate diploma in EIA/SEA Management from University College Dublin. With over 16 years' industry experience Kate has been involved in the preparation and production of Cultural Heritage EIAR.</p> <p>Camilla Brännström MA MIAI <u>Project Archaeologist</u></p>	Chapter 13

	Camilla is a licenced archaeologist, having graduated from Umeå University (Sweden) with a Hons. Master of Arts degree in Archaeology.	
SLR Consulting	Anne Merkle Dipl.-Ing. (FH) MSc MILI TechArborA <u>Principle Landscape Architect</u> Anne has a Dipl.-Ing. (FH) in Landscape Architecture from Nürtingen-Geislingen University (Germany) and a MSc in Biodiversity and Land Use Planning from NUI Galway. Anne is a Member of the ILI. Anne has 20+ years' experience working for landscape consultancies in Ireland, specialising in Landscape and Visual Impact Assessments for a wide range of projects.	Chapter 14
Gavin and Doherty Geosolutions	Roy Harrison BSc (Hons) MSc CGeol EurGeol MEnvSc FGS <u>Land Quality Team Leader</u> Roy is a Chartered Geologist and Member of the Institution of Environmental Sciences with over 20 years' experience working in the sector.	Preliminary Risk Assessment Chapter 9
Hoy Dorman	Martin Hoy BEng (Hons) CEng FIEI FICE FCIHT <u>Director / Chartered Engineer</u> Martin Hoy is a Chartered Civil/Traffic Engineer, he holds a BEng Honours Degree in Civil Engineering with a Diploma in Industrial Studies, a Fellow of Engineers Ireland; a Fellow of the Institution of Civil Engineers; and Fellow of the Chartered Institution of Highways and Transportation. Martin Hoy has over thirty years' experience as a roads and transportation consultant with his career spanning both government and private practice.	Transport Assessment Chapter 10 - Traffic

3 Planning Policy Context

3.1 Introduction

The proposals have been developed in line with the relevant operational planning policy at a strategic and local level. Key planning policy considerations are set out within the following documents:

- Project Ireland 2040: National Planning Framework
- Regional Spatial and Economic Strategy for Northern Ireland & Western Regional Assembly 2019-2040
- Monaghan County Development Plan 2019-2024
- Dublin Street North Regeneration Plan (Variation No. 3 to the Monaghan County Development Plan)
- Local Area Action Plan (LAAP) for lands to the Northeast of Dublin Street

Relevant policies and objectives that have influenced the scheme contained within the above documents can be found within the accompany Planning Statement prepared by CARLIN Planning. References to specific policies are also referred to throughout the relevant chapter.

This chapter will set out an overview of the policy objectives which has specifically influenced this scheme.

3.2 National Planning Framework 2040

The National Planning Framework (NPF) is the Government's long-term spatial strategy for shaping the future growth and development of the country to the year 2040, making provision for an additional one million people expected to be living in Ireland by 2040, as well as a further two thirds of a million jobs. It seeks to empower each region to lead planning and development in the communities by setting out national objectives and key principles that set the context for more detailed and refined plans at regional and local level.

3.3 Regional Spatial & Economic Strategy

This Regional Spatial & Economic Strategy (RSES) for the Northern & Western Regional Assembly 2019-2040 provides a high-level development framework for the Northern and Western Region that supports the implementation of the National Planning Framework (NPF) and the relevant economic policies and objectives of Government. It provides a 12-year

strategy to deliver the transformational change that is necessary to achieve the objectives and vision of the Assembly.

3.4 Monaghan County Development Plan 2019-2025

The Monaghan County Development Plan 2019-2025 ('the CDP') is the relevant development plan for the purposes of Section 9 of the Planning & Development Act, as amended. In accordance with the mandatory requirements, the CDP sets out objectives for the development and renewal of areas that are in need of regeneration.

3.5 Dublin Street North Regeneration Plan (Variation No. 3)

The Dublin Street North Regeneration Plan was adopted on the 04 April 2022 as Variation No. 3 of The Monaghan County Development Plan 2019 - 2025 under Section 13 of the Planning and Development Act 2000 (as amended).

It is noted that the Regeneration Plan is a concept strategy and for indicative purposes only. The Regeneration Plan recognises that the regeneration of Dublin Street North will be subject to detailed design, which will be informed by the by policies and objectives set out within the Regeneration Plan.

4 Proposed Site Description

4.1 Introduction

The Planning and Development Regulations 2000 (as amended) require that an Environmental Impact Assessment Report (EIAR) includes a description of the proposed development, covering details such as the site, design, size, and other important aspects. It must also outline the physical characteristics of the project, including any demolition and land-use changes during construction and operation. Additionally, the report should provide information on the project's operational phase, such as energy use, materials, and natural resources, as well as estimates for waste and emissions produced during construction and operation. This section offers an overview of the site and its context, with more in-depth details on potential impacts found in related chapters covering areas like health, biodiversity, water, climate, and more.

4.2 Location of the Proposed Development

The proposed development will assist the regeneration of Dublin Street and back lands to the north, the Diamond Centre Car Park and Old Cross Square (Volume II: Drawings). The 2.56ha site is located within the town centre boundary as defined in the Monaghan County Development Plan 2019-2025. The surrounding context includes retail, business and commercial, residential and community / ecclesiastical uses.

4.3 The Site & Surrounding Area

Monaghan Town is strategically positioned at the junction of major national routes, including the N2 (Dublin to Derry/Letterkenny) and N54 (Belfast to Galway), connecting Dublin to the North-West and Belfast to the Midlands. It also serves as an important east-west link between Dundalk/Newry and Sligo. Located in the Northwestern Regional Assembly Sub Region, Monaghan is recognized as a Key Town in the area's Regional and Economic Strategy. The town plays a central role in meeting the economic needs of its surrounding rural area, providing essential services such as employment, retail, and administration.

4.3.1 Natural Environment

There are several sensitive environmental sites located near the proposed development area, including designated lakes, bogs, and woodlands. The closest European sites include:

- Slieve Beagh Special Protection Area (SPA) about 10km northwest;
- Maheraveely Marl Loughs Special Area of Conservation (SAC) around 12km west;

- Slieve Beagh-Mullaghfad-Lisnakea SPA (Northern Ireland) approximately 15km northwest; and
- Slieve Beagh SAC (Northern Ireland) about 15km northwest.

These sites, along with other Proposed Natural Heritage Areas (PNHAs) like Wrights Wood and Drumreask Lough (1.75km and 2.99km away), are shown on the NWPS Protected Sites map. The area to the north of Dublin Street includes hardstanding areas and outbuildings, transitioning into agricultural land. The site also contains several Category A, B, and C trees. The River Shambles, which is culverted, runs through the site at Old Cross Square. More details on the ecological baseline are available in Chapter 9.

4.3.2 Historic Environment

The site contains several built heritage assets, including structures listed on the National Inventory of Architectural Heritage (NIAH), archaeological features recorded in the Sites and Monuments Records (SMRs), and the Council's Record of Protected Structures (RPS). Additionally, the site is situated within an Architectural Conservation Area (ACA) and a Zone of Archaeological Importance. More information on the cultural and architectural heritage of the site can be found in Chapter 13.

4.3.3 Topography

The land is relatively level along Dublin Street before rising gradually towards the back lands. Beyond the site boundary the land raises towards the northeast. The contours of the site are illustrated on the Existing Site Plan (Volume II).

4.3.4 Land Use & Character

The site is located in the town centre, where there is a wide variety of land uses both within and around the area. Dublin Street itself hosts a mix of retail, residential, office, and food & beverage businesses. The backland areas behind Dublin Street are home to a combination of business, storage, residential, and ancillary uses, with more agricultural land further beyond. The site also includes public spaces and car parking, such as the Diamond Centre Car Park and Old Cross Square. The area is typically made up of three-storey terraced buildings, interspersed with laneways and archways that lead into the backlands.

4.3.5 Access, Movement & Parking

Dublin Street is part of the N54 National Secondary Route and is a one-way vehicular street linking The Diamond to Old Cross Square. The street is relatively narrow with parking bays on the eastern side only, (right hand side in the direction of traffic).

There is two-way vehicular access onto the southern side of Old Cross Square via the N54 Broad Road roundabout to facilitate local residents and businesses.

At the northern end of the site, the Diamond Centre Car Park is accessed from the Diamond at the top of Dublin Street. Access to the Diamond Centre Car Park is provided for residents and businesses, including the Health Service Executive (HSE), via an undercroft archway.

There is total of 125 car parking spaces within the site boundaries. This includes on-street car parking along Dublin Street and Old Cross Square. Public parking is also available at the Diamond Centre Car Park.

Pedestrian access is available to the back lands north of Dublin Street via a series of alleyways. Informal pedestrian access is also available to the rear of the Backlands area via a walking trail accessed from Old Cross Square.

The Ulster Canal Greenway is a 3m wide walking and cycling track segregated from the vehicular carriageway. It runs along the southern side of Slí Ógie Uí Dhufaiagh and connects with Old Cross Square at the Broad Road Roundabout. The proposed development provides connectivity with the Greenway at Old Cross Square.

There is no dedicated cycle only routes within the site area.

4.4 Planning History

A planning history search was conducted in September 2024, focusing on applications submitted in the past five years in and around the proposed regeneration area. The search found several small-scale developments within the site, primarily involving extensions, changes of use, and shop front alterations. These developments are not expected to significantly impact the existing site conditions.

Key developments in the wider Monaghan area are also considered alongside the proposed project, as outlined in Table 4.1 These developments are categorized into four groups:

- Projects under construction,
- Permitted but not yet implemented,
- Submitted but not yet determined,
- Identified in the Development Plan (with limited details available).

These projects will be addressed in the relevant chapters of the Environmental Impact Assessment Report (EIAR).

Table 4.1 Projects considered cumulatively with Dublin Street North proposals

Planning Reference	Address	Applicant	Proposal	Status
Projects Permitted but not yet implemented/under construction or status unknown				
Ref. 17453	Aldi Stores (Ireland) Limited	Junction of Macartan Rd/Glen Rd	Permission to construct a single storey discount food store	Under Construction
Ref. 19384	Gary & Kiely Monaghan	35 Dublin Street, Monaghan	Permission for a development consisting of change of use from commercial to domestic together with alterations and extensions to the existing building within an Architectural Conservation Area	Status Unknown
Ref. 0830045	Pilerp Ltd	Roosky, The Diamond Centre, Monaghan	Change of use from residential to office accommodation of 8 no. ground floor apartments and all associated site development and drainage works	Granted with Conditions
Ref. 20450	Health Service Executive	National Learning Network Building, The Diamond, Roosky	Permission to (1) Alter existing patio area/steps at front of existing building (2) Erect railings along front of building (3) Incorporate security shutters at entrance to building and carry out associated site works	Not implemented
Part VIII Planning Application	The 'Roosky Lands', located to the north-east (rear) of Dublin Street	Monaghan County Council	New office accommodation will have a gross floor area of 5,601m ² , distributed over three tiered floors, incorporating an entrance foyer, office spaces, meeting rooms, a staff canteen, council chamber, customer service desks, welfare facilities and internal landscaped courtyards. The planning application also provides for a new Roosky Lands access road, improved pedestrian and cycle links, a car park and all associated site development works.	Approved – see more detail below in the context of Roosky Masterplan

Planning Reference	Address	Applicant	Proposal	Status
Ref. 2343	Errigal Group Ltd	60 and 61 Dublin Street, Monaghan	Permission for development consisting of i) change of use of guest house accommodation 11 no. bedrooms to 3 no. 2 bed apartments, ii) provision of communal amenity area, bin store and bike store and all associated site works	Approved October 2023
Projects Submitted but not yet determined				
An Bord Pleanála Ref. 314501	Properties at 7- 13 Dublin Street, lands to the rear of 1-9 The Diamond	Monaghan County Council	South Dublin Street and Backlands Regeneration Project.	Approved December 2024
Projects identified in the Development Plan				
Dublin Street North Regeneration Plan (2022)				
The proposals subject to this planning application are an element of the Dublin Street North Regeneration Plan included within the CDP under Variation No. 3 and adopted on the 4 th April 2022. The proposal seeks to act as a catalyst for additional mixed-use development on several 'development plots'. The Regeneration Plan provided the following indicative floorspace for each key development plot:				

Planning Reference	Address	Applicant	Proposal				Status
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	


The shape and size of the Development Plots have evolved through the detailed design process for this planning application. Appropriate cumulative assessment of the future mixed-use development has been undertaken throughout the EIAR on the basis of currently available information and assumptions regarding the capacity of each plot.

Dublin Street Regeneration Plan 2017 (Relevant to ABP Application Ref. JA18.314501: South Dublin Street and Backland’s Regeneration Project. The proposed development covers an area of approximately 2.72 hectares and comprises urban regeneration and public realm proposals.

Similar to Dublin Street North, the intention of the Application Ref. JA18.314501 focuses on creating a new urban structure with a new streetscape, pedestrian, and cycle network, within this area to attract in new town centre development. This will help to form several key development plots for a mix of new office, retail, commercial and community spaces, within new urban blocks opening onto the new streetscape and civic spaces.

As part of the Dublin Street Regeneration Plan, design principles and objectives are provided to guide the development of these plots in the future, in the form of potential building envelopes, heights, access and siting. High level guidance on potential town centre land uses at these locations is also provided. Application Ref. JA18.314501 does not include detailed proposals for the future development plots. It is anticipated

Planning Reference	Address	Applicant	Proposal	Status
that proposals for these plots will be brought forward by either the Council or third parties as separate planning applications for development at some point in the future and assessed under the relevant planning and environmental considerations at that time. Appropriate cumulative assessment of the future mixed-use development has been undertaken throughout the EIAR on the basis of currently available information and assumptions regarding the capacity of each plot.				
The Roosky Lands Masterplan (2022)				
Monaghan County Council recently acquired a land holding from the Health Services Executive Saint Davnet's Campus in Monaghan Town Centre, with a view to redeveloping the lands for a range of town centre uses including residential and offices. This land (referred to as the Roosky Lands) lies directly north and northwest of Dublin Street and adjoins the Dublin Street North lands.				

Planning Reference	Address	Applicant	Proposal	Status
			<p>The Vision translates into a concept Masterplan 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's and 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. The plan was adopted on the 4th April 2022 (Variation No. 4 to the CDP).</p>	
			<p>The Civic Offices (above) has been granted Part 8 planning approval.</p>	
			<p>Appropriate cumulative assessment of the remainder of the Roosky Masterplan has been undertaken throughout the EIAR on the basis of currently available information.</p>	

4.5 The Overall Design Concept

The proposed development is part of the Dublin Street North Regeneration Plan (DSN Regeneration Plan), outlined in the Monaghan County Development Plan 2019-2025 as Variation No. 3. The plan aims to revitalize the town centre by creating a coordinated, sustainable development framework focused on reusing existing structures and introducing new housing, businesses, and employment opportunities. It emphasizes high-quality public spaces and a vibrant environment that fosters health and well-being. The plan is guided by nine key principles, including enhancing Dublin Street as a liveable, sustainable neighbourhood, improving the public realm, and integrating historic buildings into the new development.

The proposed development will contribute to this vision by:

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.
2. To create an attractive desirable place for people to live, shop, work and do business.
3. To become an exemplar for sustainable town centre development.
4. To create a sustainable residential and mixed-use neighbourhood to compliment and strengthen the mix of uses in the town centre.
5. To create an accessible and permeable neighbourhood and an enhanced pedestrian experience.
6. To create an appropriate entrance to Monaghan Town from the east, and to the proposed Roosky Master Plan area.
7. To provide a high-quality public realm and attractive public spaces adopting a people first priority.
8. To enhance the setting of historic buildings and consolidate the character of the area.
9. Architectural Design Standards - All new developments are to be designed to the highest design standard.

4.5.1 Short Term Vision

The project delivers public realm to support the future development of the backlands to the north of Dublin Street while providing key connections between Dublin Street and the future Civic Offices. The introduction of Russell Row will create a new route for pedestrians, bikes, and vehicles, providing access to development plots and a new public space for parking and events.

The project will transform the backlands area into a publicly accessible, permeable, connected environment, regenerating the entries to promote movement between Dublin Street, through

Dublin Street North, and to the proposed new Civic Offices. It will introduce new green spaces within the 'Terraced Garden' and 'Community Park' and will deliver sustainable drainage through planted raingardens and permeable surfaces.

Old Cross Square and Dublin Street will be upgraded with new layouts that promote both as spaces prioritising pedestrian and cycle movement while accommodating the required vehicle movements. Parking in both will be rationalised to the benefit of public space and pedestrian movement, widening footways where possible. High quality public realm materials will be used to provide an appropriate setting for both existing and future development.

This planning application does not include development proposals for adaptation, conversion and infill of existing urban fabric/structures, or proposals for the defined development plots. It looks to deliver a new high quality public realm and new network of spaces and streets that will act as a catalyst for future redevelopment and new development in the surrounding urban areas. It is envisaged that proposals for new development/redevelopment will be brought forward by either the Council or third parties as separate planning applications in the future.

4.5.2 Longer Term Vision

The long-term vision for the area focuses on its regeneration through the adaptation and reuse of existing buildings, alongside the introduction of new development within the plots created by the public realm works. This approach supports the Town Centre First strategy, aiming to make the town centre vibrant, accessible, and well-lived in. The projects are intended to act as a catalyst for further urban regeneration, including:

- The regeneration of buildings along Dublin Street, supported by improved public spaces for pedestrians.
- The adaptation and reuse of buildings facing the Diamond Centre Car Park, with enhanced pedestrian and cycle connections.
- The opportunity to adapt and reuse buildings on the west side of Russell Row, as well as introducing new development within the plots created by this project.
- Development potential for two plots to the east of Russell Row, focusing on residential uses and town centre functions, with access and public space provided through the project.
- The adaptation and reuse of existing buildings, along with new development, around an enhanced Old Cross Square, supported by high-quality public realm improvements.

These initiatives will help foster a more vibrant and sustainable town centre over the long term.

4.6 Description of the Proposed Development

The goal of this project is to support the regeneration of the area around Dublin Street, The Diamond Centre Car Park, and Old Cross Square, in line with the DSN Regeneration Plan. The proposed development primarily focuses on improving the public realm, with more intensive development planned to open up the backlands north of Dublin Street. Key elements of the proposal include the creation of a new street called 'Russell Row' (as outlined in the DSN Regeneration Plan), along with a temporary car park and events space (see Vol II: Drawings).

The development is organized into five distinct character areas that work together as a comprehensive plan. These areas, shown in Figure 4.3, are:

1. Russell Row
2. Dublin Street
3. Old Cross Square
4. Diamond Centre Car Park
5. Community Park

Each area contributes to the overall vision for revitalizing the town centre and supporting future development.



Figure 4.1 Character areas

The proposed development can be summarized as follows:

1. Creation of new central street to the rear of properties fronting Dublin Street (connecting Diamond Centre Car Park with Old Cross Square), provision of car park/temporary event space and regrading of land to accommodate future development.
2. Creation of new public park with associated pedestrian paths, landscaping and lighting.
3. Public realm improvements along Dublin Street (within Dublin Street Architectural Conservation Area) to include resurfacing, new pedestrian pavements (including widening) and relocation of on-street car parking spaces.
4. Public realm improvements to Old Cross Square to include the creation of urban civic spaces, pedestrian pavements, cycle routes, street furniture. Relocation of Old Cross Monument (Scheduled Monument Record and Protected Structure)
5. Public realm enhancements at Diamond Centre Car Park to include reconfiguration of car parking, resurfacing, cycle infrastructure and associate street furniture.
6. Reinforcement of existing vegetation and new soft landscaping throughout, new boundary treatments, street lighting, sustainable urban drainage systems (raingardens and permeable surfacing).
7. Upgrading and installation of new utility services and CCTV.
8. Demolition of buildings and structures located at Unit 1 & Unit 2 Old Cross Square and to the rear (north-east) of No. 32-62 Dublin Street including a structure within the curtilage of No. 57 Dublin Street (Protected Structure) and No. 4 The Diamond Centre. Reconstruction of building elevations where required.
9. All other associated site and developments works.

The following sections offer a more detailed description of the key character areas involved in the project.

4.6.1 Russell Row

Russell Row is a newly designed street connecting Diamond Centre Car Park to Old Cross Square, offering access to development plots and a flexible space for parking and temporary events, such as markets and community gatherings. The street prioritizes pedestrians and cyclists, following the 'Quiet Street' principles of the Design Manual for Urban Roads and Streets (DMURS). It features natural stone paving, raised tables, and rain gardens to slow traffic and encourage walking. A multi-use space at the heart of Russell Row accommodates

parking and events, while two stepped routes lead to the Civic Offices development, passing through a terraced garden with accessible paths, planting, water features, and seating, promoting a pleasant, pedestrian-friendly environment.

4.6.1.1 Enabling Works for Russell Row

To construct Russell Row and adjoining car park / events space, as well as the Development Plots, a number of buildings and structures have been identified for demolition. This will include demolition of buildings at Old Cross Square & the Diamond Centre Car Park to enable the proposed Russell Row to connect with the existing road network. Further details can be found with Vol I: Main Report.

4.6.2 Dublin Street

The proposed development on Dublin Street aims to enhance the public realm by widening footpaths to a minimum of 1.8m, realigning kerbs, and adjusting car parking layouts, including relocating 8 spaces to the new Russell Row car park. Key improvements include the use of natural stone paving, upgraded street lighting, and traffic calming measures such as raised table ramps. The design has been coordinated with the Dublin Street South proposals, ensuring a cohesive material and interface design. The layout accommodates a 3.1m roadway and includes pedestrian-friendly raised table crossings and alleyway enhancements. The number of car parking spaces will be reduced from 21 to 13, with no change to the existing accessible parking and loading spaces. The design, which affects part of the N54 National Secondary Route, has been submitted to Transport Infrastructure Ireland (TII) for approval.

4.6.3 Old Cross Square

The proposals for Old Cross Square are focused on enhancing this important 'gateway' into Monaghan Town Centre. This includes:

- Maximising and combining public space while accommodating the required vehicular movements from Dublin Street and to/from Russell Row.
- Providing cycling connections between Russell Row / Dublin Street and wider active travel infrastructure including the Ulster Canal Greenway.
- Enhancing public space through the use of high-quality materials.
- The introduction of soft landscape and tree planting.
- An improved setting for the Market Cross monument within the wider space.
- Rationalisation of parking with a focus on public provision associated with retail and retaining resident spaces where currently allocated.

4.6.4 Diamond Centre Car Park

The proposed development at the Diamond Centre Car Park aims to improve the parking area by better defining spaces and creating legible pedestrian routes. Key features include rationalizing parking, formalized drop-off facilities for the HSE Building, and enhanced pedestrian connections from Dublin Street through the existing undercroft to St Davnet's Row and the MCC Civic Offices. The development also includes new public realm areas along the retail units on the south side of the car park, cycling infrastructure linking to Russell Row, and sustainable drainage systems like raingardens. The design retains 13 residential and HSE spaces, adds a new loading bay/drop-off for the HSE, and relocates 24 car parking spaces to Russell Row. The car park's two-way access remains, with surfaces upgraded using natural stone paving. Additionally, an accessible pedestrian path is provided, connecting the car park to the Civic Offices development.

4.6.5 Community Park

The proposed Community Park aims to enhance the existing green space north of Russell Row while preserving mature trees, including Beech and Ash, and maintaining the site's natural topography to avoid extensive earthworks. The park will feature pedestrian paths, informal play equipment, seating, and new tree planting, alongside a wildflower meadow to boost biodiversity. While the path network won't fully meet disability access standards due to the terrain, access will be provided through accessible routes at St Davnet's Row and Russell Row car park via a Tiered Garden ramp. Lighting will be included for safety, with considerations to minimize impact on local bat populations. The remains of the former County Infirmary foundations will be preserved and highlighted as part of the park's historical significance. Access routes will be designed to meet accessibility standards, and the park's layout will provide resting areas for improved access through the space.

4.6.6 Materials & Finishes

The materials palette for the development has been carefully selected to create a high-quality environment that complements the historic character of Monaghan's town centre streets, alleyways, and public spaces. It also considers existing and proposed developments in the area, including Diamond Square, Dublin Street South, and the upcoming Civic Offices. The chosen materials aim to prioritize pedestrians while still accommodating necessary vehicle movements, providing a simple and cohesive framework for the public realm.

4.6.7 Access, Parking & Circulation

Russell Row provides a new vehicle link between the Diamond Centre Car Park and Old Cross Square, designed as a 'quiet street' prioritizing pedestrians and cyclists. Vehicle access to the Diamond Centre Car Park remains unchanged via the undercroft, while Russell Row offers a one-way southbound route for traffic from the car park. At Old Cross Square, traffic movement is unaltered, but access to parking spaces is now from the southern entrance, with a clockwise circulation. The design includes a new junction connecting to the N54 at Old Cross Square.

The proposed development results in a net increase of 9 car parking spaces, raising the total to 134. This includes 48 new spaces at Russell Row, with some spaces relocated from the Diamond Centre Car Park, Dublin Street, and Old Cross Square. EV charging points and designated disabled parking are included, with 9% of spaces at the new car park and Russell Row allocated for disabled use. No EV parking is provided at Old Cross Square or Dublin Street. The HSE building at Diamond Centre Car Park will also have a dedicated drop-off parking bay.

The design maintains existing vehicular movement patterns for servicing and emergency vehicles. The scheme allows for safe vehicle circulation through Russell Row and the surrounding spaces, with swept path analysis confirming the accommodation of large vehicles. Cycle infrastructure is included, such as a contra-flow cycle path at Russell Row, segregated cycle lanes at Old Cross Square, and cycle parking throughout. While there is no dedicated cycle track at Dublin Street due to space constraints, cyclists can use Russell Row as an alternative route.

4.6.8 Utilities & Infrastructure

The existing drainage system at Dublin Street, Diamond Centre Car Park, and Old Cross Square will be utilized, with new surface water drainage provided for Russell Row, its car park, and future development plots to the north. Surface water will discharge to the existing town drainage network, with attenuation and flow control mechanisms to limit runoff as per Monaghan County Council's requirements. Sustainable urban drainage features, including trees, planter boxes, and rain gardens, will be incorporated to reduce flow and improve water quality, alongside fuel/oil interceptors and slit traps.

No wastewater will be generated by the proposed development, though wastewater infrastructure will be provided to service the future development plots. The infrastructure will connect to the existing foul and combined drainage network. All works will adhere to Uisce Éireann standards. Regarding potable water, minimal alterations to existing water mains are

required, with new connections extended to the development plots and water features, including meters and fire hydrants, all in line with Uisce Éireann standards.

Two existing ESB substations will remain in operation, serving the surrounding area, while a new substation will be added in the northern development plot to meet the increased energy demand for the project. The substation will support public realm lighting, electric vehicle charging, and other services. Electrical ducts will connect the substation to the existing network. Existing telecoms infrastructure will undergo minimal modification, with new ducting provided for future development. Additionally, CCTV cameras will be strategically placed to enhance security, and parking meters will be installed at Russell Row Car Park to manage parking.

4.7 Construction Programme

The duration of the construction programme for the Proposed Development is approximately 20 months.

An outline programme describing the sequencing and duration of the construction works has been presented in Appendix 4.1.

Subject to planning approval, land acquisition and funding allocation, it is envisaged that construction can commence at end of 2026, or early 2027.

It is anticipated that construction works will be progressed sequentially across the site, as outlined below.

Phase 1 - Site Clearance, Demolitions, Excavations - 3 months

- 1) Initial Site Clearance, e.g., vegetation, loose material.
- 2) Demolitions and Site Clearance, including removal of demolished building material, trees, temporary works to make safe adjoining buildings.
- 3) Pre-construction surveys, archaeological monitoring.

Phase 2 – Diamond Car Park & Russell Row – 8 months

- 1) Construction of new façades and gables
- 2) Drainage and Utilities Infrastructure
- 3) Construction of tiered garden
- 4) Road, footpath and car park construction
- 5) Boundary Treatments

- 6) Hard and Soft Landscaping, including street furniture, water features, planting, white lining, signage

Phase 3 – Dublin St & Old Cross Square – 8 months (programmed start to overlap with Phase 2)

- 1) Drainage and Utilities Infrastructure
- 2) Road, footpath and car park construction
- 3) Hard and Soft Landscaping, including street furniture, water features, planting, white lining, signage

Phase 4 – Community Garden – 1 month

- 1) Construction of path network
- 2) Installation of play equipment
- 3) Soft landscaping, planting

4.8 Construction Management

Details of the anticipated impacts with the construction of the proposed development, and associated mitigation measures are included within the relevant chapters of this EIAR.

It is expected that construction phase impacts will be short-term and will reduce as the works progress. For example, impacts due to demolition works and import and export will generally be completed within two to three months of commencement of construction.

Methods of construction activities will comply with all relevant legislation and best practice.

An Outline Construction Environmental Management Plan (oCEMP) has been prepared, which consolidates all the environmental mitigation measures identified within this EIAR. It also includes procedures for monitoring the effectiveness of the environmental protection measures (Appendix 4.2)

This will be updated by the Contractor following their appointment, and in advance of the commencement of construction.

4.9 Reasonable Alternatives

This section outlines the reasonable alternatives considered for the proposed development, which have been shaped by the planning context, including doing nothing, choosing alternative locations and layouts etc.

4.9.1 Do Nothing

In a 'do nothing' scenario, the application site would remain underutilized, with limited potential for regeneration and a lack of a comprehensive planning framework. This would result in missed opportunities for sustainable urban development, reduced demand for greenfield sites, and limited improvements in transport infrastructure like walking and cycling. Without regeneration, the town centre would lose the potential for increased residential and business development, which could boost vitality and viability. The site would evolve in a piecemeal, uncoordinated manner, hindering the creation of new civic spaces and larger development plots. However, the proposed redevelopment offers a coordinated opportunity to reintegrate the site into the urban fabric, creating a vibrant town centre while enhancing existing biodiversity through the introduction of new vegetation and habitats.

4.9.2 Alternative Locations

A Collaborative Town Centre Health Check (CTCHC) conducted in Monaghan Town highlighted a high vacancy rate on Dublin Street, prompting the need for regeneration in line with the Dublin Street North Regeneration Plan (Variation 3) and the Local Area Action Plan (LAAP). As a result, alternative locations for redevelopment are limited, with options primarily focused on Dublin Street South and the application site on Dublin Street North. Dublin Street South already has an adopted regeneration plan and approved enabling works, while the LAAP for the lands to the north-east of Dublin Street outlines a long-term framework for redevelopment. However, progress on this plan has been slow, and there is potential for development in smaller sections of the larger regeneration area, especially considering its proximity to the Roosky Masterplan site. The Regeneration Plan allows some flexibility for smaller developments, but it seems the only viable alternative for this project is a smaller section within the designated area.

4.9.3 Alternative Layouts & Designs

4.9.3.1 Dublin Street Local Area Action Plan (LAAP)

The LAAP (Figure 4.8) was adopted as part of the CDP 2007-2013. The plan provides a strategic framework to promote planned development in a co-ordinated manner in this area of the town which has considerable potential. The LAAP aims to promote the growth and development of Monaghan by directing development to appropriate locations. The implementation of this plan remains an objective of the Monaghan Town Settlement Plan.

The LAAP has been included at Appendix 19 of the CDP 2019-2025. The LAAP proposes a new street to the rear of Dublin Street, with infill and new mixed-use development, a new interim surface car parking area with amenity and recreational space to the rear. There are

also proposed improved pedestrian links, and local access from the new street connecting The Diamond Centre Car Park and Old Cross Square. In planning and environmental terms this plan appears to be quite vehicular orientated given the large space dedicated to car parking. This led to the creation of the DSN Regeneration Plan which takes an urban design led approach to the development of the area.

A notable difference between the LAAP and the DSN Regeneration Plan is the exclusion of the amenity / recreation area. As set out below, there are environmental benefits to retaining this element of the LAAP.

4.9.3.2 Dublin Street North Regeneration Plan

Objective MPO15 of the CDP 2019 – 2025 seeks to ***“ensure that all development proposals within the Dublin Street North Regeneration Plan area have regard to the regeneration strategy and development objectives of the Dublin Street North Regeneration Plan”***.

The aim is ***“to provide a strategic framework to promote development in a coordinated and sustainable manner in this town centre area that has considerable development potential”***.

As noted above, through the design process, it was considered that the proposed development illustrated indicatively in the DSN Regeneration Plan would present some environmental disbenefits. There are several mature trees located in the Infirmary Hill area that would be lost if the indicative layout shown in the DSN Regeneration Plan was strictly followed. Given the categorisation of the trees (Appendix 9.5) it was considered that their loss would be detrimental in both ecological and landscape terms. In turn, it was considered that the social and environmental benefits of providing an urban community park, considerably outweighed the need to replicate exactly, the layout envisioned in the DSN Regeneration Plan. The preferred layout also presents the opportunity to preserve archaeological heritage at the Old Infirmary Site, due to reduced excavation (c. 200mm to create a network of walking trails through the Community Garden). Alternative lighting designs for the Community Garden were also considered. Through this iterative design process, the original lux levels were reduced to bat-friendly lighting, while ensuring public health and safety requirements were achieved.

Consideration was also given to the existing and alternative locations for the Old Cross Monument. While Objective 32 of the DSN Regeneration Plan seeks to ***“Improve the pedestrian environment and public realm of Old Cross Square through.... identification of appropriate location for the existing monument/Cross”***, the plan doesn't stipulate the most appropriate location. While the 'Do Nothing' scenario was considered, it would have significantly impacted the potential to include steps within the public realm improvements at

Old Cross Square. This would have in turn significantly undermined the ability to improve the pedestrian environment at Old Cross Square as effectively as possible. Relocation of the monument was therefore considered necessary.

Careful consideration was given to the relocation of the Monument given it has been moved a number of times throughout history. It was considered that the selected location should enhance the visual prominence of the structure and improve the visual connection with Dublin Street Architectural Conservation Area (ACA) and the First Monaghan Presbyterian Church (Ref. 41303131). The location, while only 3m from its current location is considered to be an environmental enhancement as discussed in detail at Chapter 13 & Chapter 14.

An alternative alignment of Russell Row was considered to avoid demolition of buildings and structures in the backlands area. This alternative had Russell Row aligning with the eastern site boundary (adjacent to St Davnet's Row). This proposal would have been a significant deviation from the DSN Regeneration Plan and was discounted as suitable horizontal and vertical road alignment could not be provided without the need for extensive earthworks and retaining structures. In addition, the proposed alignment would have limited the potential to provide accessible future development plots, thus impacting upon the key regeneration objectives of the DSN Regeneration Plan.

During the heritage assessment it was decided to retain two buildings with local heritage value which were indicatively shown as being demolished in the DSN Regeneration Plan. Through careful design of path widths and build outs, these buildings will offer future regeneration potential as well as providing an attractive aesthetic profile along Russell Row.

Overall, it is considered that the proposal has had due regard to the DSN Regeneration Plan whilst assessing reasonable alternatives and taking into account the effects of the project on the environment.

5 Scoping & Consultation

5.1 Introduction

The proposed development has been influenced by a statutory and non-statutory consultation process. The purpose of the consultation processes is to engage with ABP and prescribed bodies and their respective expertise to establish aspects of the environment in which they consider should be subject to further or more in-depth analysis, over and above that already identified by the applicant's design team. In addition, non-statutory consultation gives the design team further knowledge of the unique characteristics of the town that only local businesses and communities may be aware of. This was considered an extremely useful and insightful process.

5.2 EIAR Scoping

A Scoping Determination request under Article 95 and 117 was submitted to ABP in May 2024. The submission was accompanied with a comprehensive Scoping Report, site location plan and site layout plan.

Following the submission, ABP assigned the Scoping Request reference number ABP-319743024 and indicated that under Article 95 of the Planning and Development Regulations 2001, that the following prescribed bodies had been contacted:

- Minister of Housing, Local Government and Heritage
- Minister of the Environment, Climate and Communications
- Environmental Protection Agency
- Waterways Ireland
- Inland Fisheries Ireland
- The Heritage Council
- The Arts Council
- Failte Ireland
- An Taisce
- Transport Infrastructure Ireland
- Irish Water

ABP provided their scoping response on the 14th August 2024. Accompanying the response included:

- ABP Scoping Response and Inspectors Report

- Three responses from prescribed bodies, including:
 - Transport Infrastructure Ireland
 - Inland Fisheries Ireland
 - Department of Housing, Local Government and Heritage, Development Applications Unit.

The Scoping Response can be found at Appendix 5.1 of this report.

5.3 Non-Statutory Consultations

While not a statutory requirement, in accordance with best practice guidelines, the project design has been influenced considerably by non-statutory public consultation. The stakeholders included;

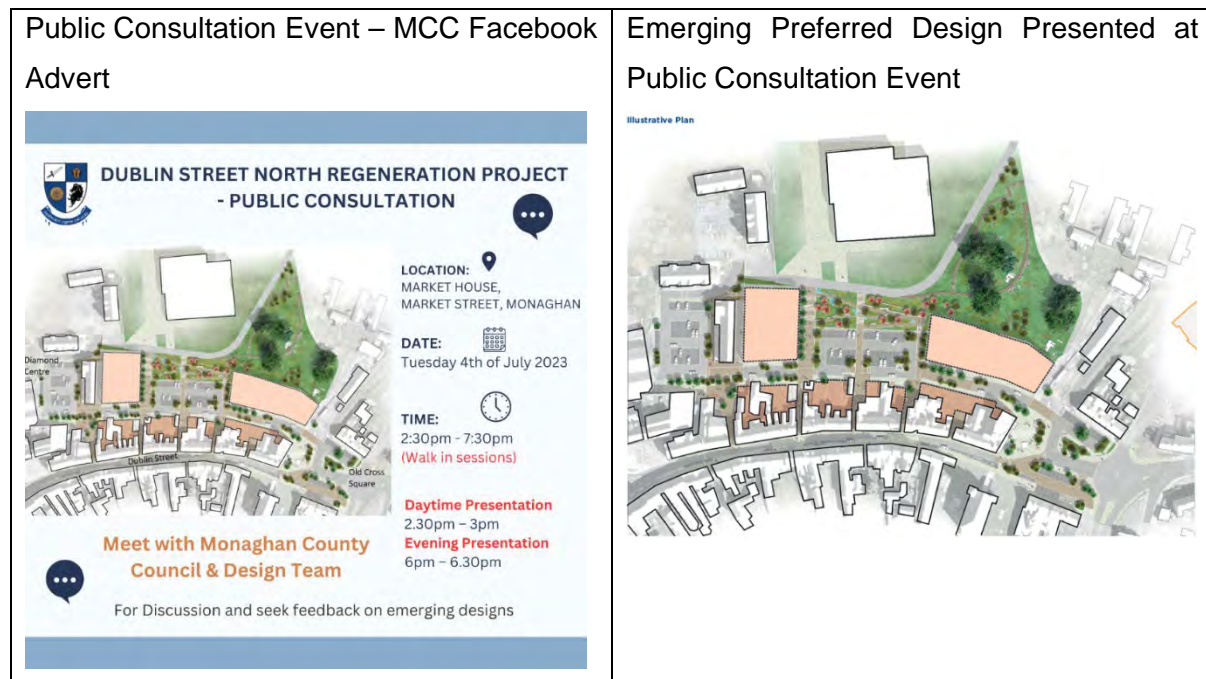
- Landowners, Businesses and Residents within the project area
- Elected Representatives
- Internal Council Departments
- Interested Parties such as utility and service providers and public transport operators
- The General Public

The non-statutory consultation process consisted of the following key stages;

- Door to Door visits to each property within the scheme area at the outset of design development to outline the design process and to explain the consultation & engagement processes with landowners, businesses, tenants and residents.
- Presentations to MCC Elected Members at key stages to update on design progress.
- On-line meetings with various non-statutory consultees as required to inform the design.
- Public Consultation Event on 4th July 2023, at Market Townhouse, Monaghan to present the Emerging Preferred Design Option at that time.
- Public Information Event on 4th December 2024, at MCC Planning Offices, Monaghan to present the final scheme design.

5.3.1 Public Consultation Event

Monaghan County Council, along with the Project Design Team arranged a Public Consultation Event which was held on 4th July 2023.



The event commenced with an 'invite only' session from 10am to 1pm for landowners, businesses and local town interest groups. These stakeholders were invited to attend the consultation event and engage with the Design Team on the design development.

The event was then opened to the public from 2.30pm to 7.30pm, and the Design Team scheduled two presentations to outline the scheme design.

Feedback was sought from all consultees attending the event on their views on the design and what, if any, improvements could be included.

The Design Team carefully reviewed and considered all feedback responses received at the Public Consultation Event and, where practicable and appropriate, sought to ensure that all issues were considered in the final scheme design. In particular, the Design Team reviewed the design along Russell Row and Old Cross Square such that enhanced cycle accessibility was provided.

6 Noise & Vibration

6.1 Introduction

This Chapter of the Environmental Impact Assessment Report (EIAR) assesses the potential impacts associated with noise and vibration as a result of the proposed development, and in relation to the construction and future operational phases of the development. The assessment takes into consideration the existing noise environs in and around the site and assesses future impacts of the development for the year of completion (2030), along with the cumulative impact from other committed or proposed developments within close proximity to the Project Area.

In terms of the construction phase, this assessment models the demolition and construction activities (including earthworks) associated with the development using Cadna noise modelling software, and quantitatively assesses the potential impacts that the construction phase may have on local noise sensitive receptors. The assessment provides a series of mitigation measures to negate the effects of construction noise on local receptors and sets out noise and vibration limits and monitoring requirements which are to be implemented during demolition and construction phases.

6.2 Guidance & Legislation

The appropriate guidance documents and legislation have been referenced and applied within the Noise and Vibration Impact Assessment Chapter of the EIAR.

6.3 Methodology: Noise

British Standard BS7445-1:2003 provides a methodology for assessing environmental noise during monitoring surveys, covering equipment specifications, monitoring techniques, and data collection. It requires sound level meters to meet Class 1 or, at minimum, Class 2 standards, per BS EN 61672. The standard allows for the appropriate use of integrating meters based on assessment needs. Monitoring under this assessment was conducted using a Class 1 1:3 octave integrating meter, calibrated according to manufacturer guidelines and verified onsite with a piston calibrator before and after surveys.

6.4 Methodology: Vibration

BS5228-2:2009+A1:2014 provides guidance on how people perceive vibration and at what levels it may become noticeable or bothersome. Some individuals are more sensitive than others, with vibrations as low as 0.14mm/s being detectable by the most sensitive people,

while most people start noticing vibrations at around 0.3mm/s. However, these levels are primarily about human comfort and are not high enough to cause damage to buildings. For assessing potential damage to properties, separate guidelines from BS7385-2:1993 provide thresholds where vibration could lead to minor cosmetic issues, such as small cracks. In addition to immediate vibration effects, BS6472-1:2008 sets limits for longer-term exposure, as people can be affected by continuous vibrations over the course of the day and night. If complaints arise about vibration during construction, measurements should be taken and compared to these long-term exposure limits.

BS7385-2:1993 suggests that buildings are unlikely to experience cosmetic damage unless vibration levels exceed 15mm/s at lower frequencies, rising to 50mm/s at higher frequencies. The NRA (2014) Guidelines also offer recommendations on acceptable vibration levels for human comfort and property protection, mainly in cases involving blasting and piling. Although these activities are not planned for the construction project, other sources of vibration from construction work could still exceed comfort levels, potentially leading to complaints. By monitoring and managing vibration levels, the risk of disruption to both people and buildings can be minimized.

6.5 Assessment Criteria

Noise and vibration from construction and operational activities are assessed using specific guidelines to ensure they remain within acceptable limits. Noise levels should not exceed those outlined in BS5228-1:2009+A1:2014 and the NRA Guidelines for National Road Schemes. For operational noise, the goal is to keep day-evening-night levels at or below 60 dB Lden at residential properties. Changes in noise levels are categorized based on their impact, with a 3dB change being the smallest noticeable difference to the human ear and a 10dB change representing a doubling or halving of the noise level. Sensitive areas, such as homes, schools, and places of worship, are given higher priority in noise assessments compared to commercial and industrial sites, which are considered less sensitive.

For vibration, limits are set based on Peak Particle Velocity (PPV) levels defined in BS5228-2:2009+A1:2014 and BS7385-2:1993 to prevent structural damage. Additional criteria from the NRA Guidelines help assess the potential impact of vibration on both buildings and human comfort. When evaluating long-term human exposure to vibration, Vibration Dose Value (VDV) thresholds from BS6472-1:2008 are applied. These guidelines ensure that noise and vibration levels from construction and other activities remain within safe and acceptable ranges to minimize disturbance to people and structures.

6.6 Baseline Conditions

Environmental noise from major roads, railways, and airports is regulated by the EU's Environmental Noise Directive (END) 2002/49/EC, which requires countries to create noise maps and management plans every five years. In Ireland, this directive is implemented through the Environmental Noise Regulations, overseen by the Environmental Protection Agency (EPA). The latest noise maps for 2022 show noise levels along major roads, including Dublin Street and Old Cross Square in Monaghan Town Centre. These maps indicate that properties in these areas already experience significant traffic noise, with some locations exceeding 75dB. However, these noise models only consider road traffic and do not include other sources such as industrial equipment, entertainment venues, or general environmental noise.

To gain a more accurate understanding of noise conditions, additional baseline noise monitoring was conducted at various locations using specialized sound level meters. The results confirm that traffic noise is the dominant source in the area, with recorded levels exceeding recommended limits, particularly along Dublin Street and Old Cross Square. These findings were used to refine noise models and assess potential future impacts of the development. Additionally, the results show that noise levels already surpass the 60dB Lden threshold recommended by the NRA and exceed indoor noise guidelines even with window attenuation.

As for vibration, no significant sources were identified in the area, so baseline vibration monitoring was not required.

6.7 Operational Impact Assessment

On the basis of the information presented within this Chapter, and on the comparison of results from the modelled scenarios, the operational phase of the development is anticipated to cause **negligible** effects in terms of magnitude of changes in noise levels between the pre and post development scenarios. Based on the IEMA (2014) and NRA (2014) criterion, the proposed development is predicted to have **no long-term significance effect on local receptors**.

Therefore, considering the discussion of results it is concluded that noise impact during the operational phase of the development is predicted to be low.

6.8 Construction Impact Assessment

Based on the noise modelling results for each stage of the construction phase of the development, it is noted that demolition and earthworks are unlikely to cause exceedances with regards to the construction noise limits. Therefore, other than the general noise mitigation

measures outlined within the following section of this Chapter, no specific noise mitigation is required for these two phases of works. Should hydraulic breaking be required for longer than an hour, then depending on the location, it is possible that hydraulic breaking may result in short term exceedances of the noise limits for construction activities.

Modelling results for Scenario C3 indicates that activities during the construction stage (i.e. road installations, surfacing etc) are likely to meet the daytime criteria, however construction activities are predicted to marginally exceed the noise limits at receptor boundaries during periods outside of Monday – Friday (07:00 – 19:00hrs).

6.9 Mitigation

Construction activities will follow agreed operating hours to minimize noise impacts: Monday to Friday from 07:00 to 19:00 and Saturday from 08:00 to 13:00. Noise mitigation measures will be implemented, including engaging with local residents, using the quietest available machinery, maintaining equipment properly, and positioning static plant away from residential areas. Site staff will be trained to reduce noise, and noisy activities will be staggered to minimize disruption.

Vibration mitigation will follow best practices outlined in BS 5228, with contractors required to adhere to set vibration limits and notify nearby properties before work begins. If noise or vibration complaints arise, monitoring will be conducted using approved equipment, with data reviewed in real time to enable immediate action if limits are exceeded.

A designated Environmental Manager will oversee noise and vibration monitoring, ensuring compliance with standards and addressing complaints in coordination with local authorities. Monitoring locations will be selected based on receptor sensitivity, and real-time telemetry systems will provide alerts if threshold levels are breached.

All complaints will be documented and handled professionally, with open communication maintained between contractors, residents, and authorities. Noise and vibration logs will be reviewed, and mitigation measures will be adjusted as necessary.

The operational phase of the project is expected to have a minimal long-term impact, so no additional mitigation measures are required.

6.10 Residual Effects

Provided the construction mitigation measures outlined within this Chapter are implemented and given that the construction phase is temporary in nature, then the residual effects for the construction phase are anticipated to be negligible.

Local noise sensitive receptors are currently subjected to relatively high levels of background noise, given that the local noise environs are dominated by road traffic. Noise modelling for the operational phase of the development demonstrates a negligible impact potential, even when taking into consideration the cumulative impact for committed developments. Therefore, the residual effects following mitigation are also anticipated to remain negligible.

7 Soils, Geology & Hydrogeology

This chapter of the EIAR considers the potential effects on soils, geology and hydrogeology in relation to the redevelopment of Dublin Street and lands to the northeast of Dublin Street, Old Cross Square, Monaghan Town (the Proposed Development). The Proposed Development is described in full in Chapter 4 of this EIAR.

The assessment has been undertaken in accordance with the Environmental Protection Agency's (EPA) Guidelines on the information to be contained in Environmental Impact Assessment Reports (2022). This includes presentation of information on the existing soil, geological and hydrogeological environment (i.e., the baseline for the site) to assess its importance or sensitivity and includes consideration of land contamination issues.

The magnitude, probability and consequence of the potential direct and indirect effects caused by the construction and operational phases of the Proposed Development are used to determine the overall significance of the predicted effect.

Where a significant adverse effect is identified, mitigation measures are proposed, and any residual effects, once mitigation measures are implemented, are evaluated.

7.1 Methodology & Legislation

The methodology used to produce this chapter included the following steps:

- A review of relevant legislation and guidance.
- A review of project scoping documents and consultation responses from relevant parties.
- A desk study of existing information available for the site information and mapping available publicly via online Geological Survey of Ireland (GSI) and Environmental Protection Agency (EPA) portals.
- A site walkover.
- Intrusive ground investigation.
- An assessment of the significance of potential effects.
- An identification of measures to avoid and mitigate likely significant adverse effects.
- An evaluation of residual effects.

7.2 Baseline Scenario

A review of desk study information on the Proposed Development indicates the majority of the Proposed Development is covered by glacial till, with made ground across the south. This was

supported by the intrusive site investigation works. Other than those within an urban setting, topsoil is only present over only the northeast of the site. Bedrock comprises dark muddy limestone and shale belonging to the Ballysteen Formation.

There are no recorded geological heritage sites in the site, there is no karst present, and generally a very low economic potential for the superficial and solid geological strata.

The groundwater Rock Unit beneath the site is the Dinantian Lower Impure Limestone, and the aquifer is defined as Regionally Important Aquifer-Fissured bedrock (Rf). The majority of the groundwater on site is classified as Moderately or Highly vulnerable, although vertical groundwater migration will be inhibited by the presence of glacial till across the majority of the site. Any groundwater within the bedrock is expected to follow the local topography, which directs the water to the northwest along the River Shambles. The site lies within the Monaghan PWS SO - Outer Protection Area, associated with 7 abstractions, the two closest of which are located within approximately 500m of the site, to the west and north. It is considered unlikely that there are any Groundwater Dependent Terrestrial Ecosystems (GWDTE) within the Proposed Development (see Chapter 9 – Biodiversity for further details).

There are no likely historical sources of significant contamination within the site, although intrusive site investigation has identified localised contamination associated with made ground materials that requires consideration as part of the development. This includes the presence of metals and asbestos within the made ground soils that potentially presents a risk to human health and requires some mitigation as part of the Proposed development. The risk to the water environment from the site is Low.

7.3 Impact Assessment

The construction phase is expected to take 20 months. As there is considerable overlap in the potential effects of the construction and operational phases of the development (for example effects associated with the temporary and permanent excavation and storage of topsoil), they are discussed together in the following subsections.

The activities associated with the proposed development which could give rise to potential effects are summarised as follows:

- Creation of new shared surface, 'Russell Row' to the rear of properties fronting Dublin Street, with public realm improvements along Dublin Street to include resurfacing, new pedestrian pavements (including widening), car parking, temporary car park / event space, the creation of urban civic spaces, pedestrian pavements, steps, cycle routes,

street furniture new lighting, new boundary treatments, upgrading and installation of new utility services and CCTV.

- Creation of new public park.
- Creation of future development plots.
- Reinforcement of existing vegetation and new soft landscaping throughout.
- Demolition of properties.
- New stormwater drainage infrastructure will be required to service the development proposals, which will discharge to the existing town drainage network at a suitable discharge location.
- There will be no foul drainage generated by the design proposals. However, foul drainage infrastructure will be designed and included in the development proposals for future foul drainage generated from the development plots.

Potential operational effects on geology, soils, contamination and hydrogeology are expected to occur (or continue to occur) during construction or once the Proposed Development is in operation. The following subsections detail the identified potential effects associated with both the construction and operational stages.

7.3.1 Potential Effects on Geology

The following potential effects on geology have been identified:

- Potential adverse effects on the superficial deposit geological resource from excavations or road/structure construction.
- Potential adverse effects on the solid geological resource from excavations or road/structure construction.

7.3.2 Potential Effects on Soils

The following potential effects on soils have been identified:

- Stripping of topsoil from construction areas on site having an adverse effect on the topsoil resource – potential to cause deterioration of topsoil even if reused.
- Soil compaction associated with construction traffic may reduce soil permeability and increase surface runoff.
- Potential for increased erosion effects on topsoil (and consequently the water environment) associated with tree and vegetation removal.

7.3.3 Potential Effects on Hydrogeology

The following potential effects on hydrogeology have been identified:

- Accidental release, leakage or spillages of hydrocarbons, chemicals, fuel or oils from storage tanks or construction plant during construction causing pollution of groundwater.
- Localised increase in alkalinity from spillages of concrete or unset cement causing pollution of groundwater, the severity of which may be increased during times of heavy or prolonged rainfall.
- Dewatering and alteration of the groundwater regime (bedrock aquifer) including potential disruption to groundwater abstractions caused by the Proposed Development, especially from excavations and piled foundations (low risk as groundwater is not expected to be encountered).
- Potential contamination of water environment by leachable contamination from imported fill materials.
- Surface runoff from the new road, causing pollution of groundwater.
- Reduction in infiltration caused by increased hardstanding cover or compaction of soils, resulting in impacts on groundwater.

7.3.4 Potential Effects Associated with Contamination

The following potential effects associated with contamination within the site have been identified:

- Potential impacts on human health (both site workers and off-site receptors) from lead and asbestos in the soils, due to soil disturbance and dust generation during construction.
- Potential contamination of the water environment (groundwater and surface water) due to the disturbance of contamination during construction works, through generation of contaminated sediments (low risk, as detailed in the interpretative report).
- Potential contamination of the water environment by leachable contamination, exacerbated by SuDS drainage through made ground soils (low risk, as detailed in the interpretative report).
- Potential impacts on human health from imported contaminated soils.
- Potential impacts on human health or the built environment from invasive species associated with the reuse of soils containing viable invasive species (e.g. Japanese Knotweed, Giant Hogweed).
- Potential wider environmental impacts from contamination associated with incorrect disposal of contaminated soils.

7.4 Mitigation

With reference to the baseline study, the design of the Proposed Development has accounted for the sensitivity of key geological and hydrogeological receptors. Where possible, sensitive receptors have been avoided during infrastructure design in order to reduce the potential impacts which may arise from works associated with each phase of the Proposed Development.

Specific embedded or designed-in measures (including mitigations for both the construction and operation phases) which have dictated infrastructure and construction design are detailed in the following subsections.

The measures will be implemented in full to reduce or avoid the potential impacts, in relation to the different elements of the Proposed Development. This includes some mitigations for potential effects assessed to not be significant, although are in accordance with construction and design best practise to minimise the effects of the Proposed Development on the environment. Further details on related mitigations for impacts on conservation sites can be found in the Natura Impact Statement.

Specific Mitigation is proposed regarding:

- Earthworks & Construction
- Topsoil Erosion
- Topsoil Compaction
- Waste & Pollution
- Fuel & Waste Liquids
- Contaminated Soils, Waste & Pollution

7.5 Residual Impacts

No significant residual impacts are considered likely following implementation of the mitigation measures, which predominantly comprises compliance with the Construction Environmental Management Plan, Waste Management Plan, and measures to mitigate against low level contamination within the soils to the rear of the residential properties in the north of the site.

7.6 Conclusion

A study has been undertaken to assess the key effects of the construction and operational phases of the Proposed Development on soils (including peat), geology and hydrogeology, and to consider possible impacts associated with contamination. No Significant Adverse residual impacts are predicted, following implementation of the mitigation measures.

A number of risks were identified as potentially significant prior to mitigation, which can be summarised in the following key points:

- Pollution during construction impacting on groundwater and surface water (including hydrocarbon or concrete spillages and sediment runoff).
- Potential impacts on human health and the wider environment during construction or as part of the permanent design, from soil contamination in localised parts of the site (including asbestos and lead).
- Potential impacts on human health or the built environment associated with the reuse of soils containing invasive species (e.g. Japanese Knotweed, Giant Hogweed).

However, the assessment detailed in this chapter has demonstrated that none of these are of significant risk following implementation of the mitigation measures. A number of mitigation measures have been outlined in Section **Error! Reference source not found.** that will be followed. The mitigations predominantly comprise compliance with the detailed measures set out in the following documents appended to this EIAR:

- Ground Investigation Report (Appendix 7.2).
- Outline Construction Environmental Management Plan (Appendix 4.2).

8 Hydrology

8.1 Introduction

As part of the EIA process, this Chapter assess the existing surface water status for waterbodies in and around the site, and within the wider regional catchment area, and considers the potential for the development to impact upon existing and future water qualities during both the construction and operational phases of the development.

The assessment has been undertaken using available qualitative and quantitative records for water quality status and supporting habitats or features of interest and considers the potential impacts in accordance with the relevant regulatory guidance and criterion.

8.2 Methodology

8.2.1 Assessment of Baseline Conditions

Baseline conditions and water quality status information within the project study area have been collated and reviewed as part of the hydrological impact assessment. Baseline data has been obtained from the Environmental Protection Agency (EPA) GIS datasets, and relevant WFD monitoring and reporting programs, along with WFD Water Quality Indicators Reports.

8.2.2 Consultations

As part of the initial investigations and methodology statements carried out for the project, a scoping report was issued to the relevant regulatory bodies for review, and to determine an overall criterion for assessing the environmental impacts specific to the development proposals. In addition to the scoping report, consultations were carried out directly with individual bodies which were considered to provide detailed guidance on the hydrological impacts of the development proposal on the local and regional waterbodies, and to obtain any site-specific information which would guide the process.

8.2.3 Assessment Criteria

The criteria for assessing impact significance on the hydrological environs is set out within the NRA guidance document¹ (now issued by the Transport Infrastructure Ireland TII), which provides a criterion for estimating the magnitude of impact, and the significance of effect and impacts as a result of the development.

¹ National Road Authority, “*Guidelines on Procedures for Assessment and Treatment of Geology, Hydrology and Hydrogeology for National Road Schemes*” (2008) NRA

The significance of impact on local and regional surface water quality is considered for both the construction and operational phases of the development and has been undertaken using available qualitative and quantitative data for the site, catchments and supporting habitats, and their qualifying interests or features.

The magnitude and significance of impacts have been assessed for both the construction and operational phases of the development, and in the absence of mitigation measures put in place. Subsequently, the magnitude and significance of impacts are assessed thereafter with mitigation measures implemented, and the cumulative and residual impacts are also taken into consideration.

8.3 Baseline Conditions

8.3.1 Current WFD Status

Baseline conditions for the WFD waterbody status were reviewed for each of the identified waterbodies within the project area and wider catchment extent, in order to assess the risk to the current WFD objectives. The EPA periodically issues a summary of the WFD risk status (currently 3rd cycle), which updates the assessment period from 2016 – 2021. A summary of the latest WFD status is presented which includes the status of waterbodies which are hydrologically connected to the development area under current conditions, and also for projected future conditions.

8.3.2 Water Quality Trends

A review of water quality trends was undertaken for the River Shambles and River Blackwater (Monaghan), based on the trend period of 2016 – 2021. Data for the Cor River is unavailable for this period.

8.3.3 Nutrient Sensitive Waters

The Urban Wastewater Treatment Regulations 2001, as amended (which transpose the Urban Wastewater Treatment Directive (91/271/EEC) into Irish law and update the Environmental Protection Agency Act, 1992 (Urban Waste Water Treatment) Regulations 1994, as amended) list nutrient sensitive waters in the Third Schedule.

A review of the EPA datasets indicates that there are no nutrient sensitive areas within the River Shambles catchment. However, the Blackwater (Monaghan) River has been classified as nutrient sensitive waters in accordance with the Urban Waste Water Treatment Directive.

8.3.4 Protected Areas

The Lough Neagh and Lower Bann catchment is protected under EU legislation, given that Lough Neagh has been designated as a Natura 2000 site (Lough Neagh and Lough Beg SPA UK9020091), which includes supporting tributaries and waterbodies.

All other protected areas within the Lough Neagh and River Bann RBD were reviewed using the EPA GIS mapping records, which is based on the national register of protected areas.

8.3.5 Natura 2000 Sites

All relevant Natura 2000 sites have been identified as part of the Natura Impact Statement and AA screening exercise (Appendix 9.6) and are considered in detail within the Biodiversity Chapter 9 of this EIAR. The only Natura 2000 site which is hydrologically linked to the project area was found to be Lough Neagh and Lough Beg SPA (ID:UK9020091), along with supporting tributaries and waterbodies.

8.3.6 Fish

The Inland Fisheries Ireland (IFI) consultation response stated that the Shambles River, which is a tributary of the Monaghan Blackwater River, contains fisheries habitat and supports stock of coarse fish and pike. The River Shambles flows into the Monaghan Blackwater River at the northern end of the town. The Monaghan Blackwater River contains valuable fisheries habitat and supports populations of salmon, trout, eels and lamprey, among other species.

8.3.7 EPA Water Quality in 2023: An Indicators Report

The EPA periodically publishes a summary review of the key indicators for water quality relating to waterbodies within Ireland. The most recent report published in 2024 provides an update for the key indicators of water quality using monitoring data collected in 2023, with the EPA undertaking a full assessment of the overall quality and ecological status of Ireland's waters every three years. The last full cycle covered the 2019-2021 period.

The EPA report provides an overview of water quality, based on three primary indicators for river waterbodies which includes biological quality indicators, and loading from nitrates and phosphorus within river systems.

8.3.8 Bathing Water Status

A review of the EPA GIS datasets was undertaken to obtain information relating to the bathing water quality status for any lakes, rivers or beaches within the project study area of the site. In addition, a review was undertaken for the EPA "*Bathing Water Quality in Ireland – A report*

for the year 2023’, which provides an overview of the Bathing Water Quality Map of Ireland in 2023, along with the assigned water quality status.

Following a review of the EPA datasets, the EPA report for bathing water quality in 2023, and also the projected classifications for 2023, there were no bathing waters identified within the project area, or within the wider catchment area which would be affected by the development proposals.

8.3.9 Pollution Impact Potential (PIP)

A review of the Pollution Impact Potential (PIP) maps was undertaken for the latest release version (V3), presenting an update from previous PIP mapping prior to 2018. The PIP-N v3 ranks have updated ranges of nitrate losses due to the significant increase in loadings and losses to water.

Nitrate Critical Source Areas (CSA) are where there is a source of nitrate (N) from agricultural areas and where the land is susceptible to losses. A ‘High’ (Rank 1, 2 or 3) is typically due to the presence of poorly draining soils and moderate/high livestock intensity, and waterbodies are At Risk where Phosphorous is the significant issue and farming is the significant pressure. In terms of the site area, the Pollution Impact Potential for Nitrates (PIP-N) is ranked 7 (Appendix 8.1), equating to a ‘low PIP.

Phosphorus Critical Source Areas (CSA) are where there is a diffuse source of Phosphorous from agricultural areas, and where the land is susceptible to losses. In terms of the site area, the Pollution Impact Potential for Phosphorous (PIP-P) is ranked 1-2 (Appendix 8.1), equating to a ‘high’ PIP.

8.4 Site Drainage

As part of the overall design process, a site drainage assessment was undertaken (see Appendix 8.3) which considered the existing storm and foul drainage infrastructure, local topographical conditions, and the future development proposals requiring appropriate drainage management.

The drainage assessment concluded that based on the design strategy and proposed drainage infrastructure, future flood risk will not be increased within or beyond the site boundary as a result of the proposed development.

The Drainage Assessment concludes that with consideration of the drainage strategy and the surface water mitigation measures for the scheme, flood risk from pluvial flooding will be managed at the development and will not increase the runoff elsewhere. Proposed levels have

been developed to ensure that no properties will be subject to flooding in the event that a local drainage system failure should occur.

In addition, foul sewerage is proposed to discharge to Uisce Éireann infrastructure if potential future developments occupy the site.

8.5 Flood Risk

A desk study Flood Risk Assessment (FRA) was prepared in support of this Chapter, as presented within Appendix 8.2. The FRA report considered the existing topographical conditions of the site and surrounding area, along with the existing drainage infrastructure, and also the proposed future grading requirements and proposed new infrastructure.

The findings of the FRA indicate that the existing ground levels are above the maximum flood levels indicated for the closest river nodes, ensuring that the proposed development will remain safe from river flooding.

In terms of coastal flood events, as the site is some 48km from coast, then the risk of coastal flooding is considered to be very low.

Based on the SFRA of the Monaghan Local Area Plan, no risk of surface water flooding has been recorded at the site. The impermeable area of the proposed site will not increase as a result of the development proposals; therefore, the volume of runoff will not increase compared to the existing site.

Any potential residual impact of surface water on the development will be mitigated by implementing a resilient surface water drainage network, including SuDS, as detailed within the design plan (Chapter 4 and Vol III).

There is no evidence of groundwater flooding within Monaghan's Local Area Plan or OPW interactive map viewer.

8.6 Impact Assessment: Construction & Demolition

The environmental impacts that the proposed development may have on the local receiving waters environs has been assessed for the construction and operational phases of the development.

In terms of direct effects relating to the development proposals, no in-stream works are being proposed within the River Shambles or connecting river systems, and no new drainage outfalls are being proposed directly into the River Shambles channel. This is true for both the construction and demolition phases of the development, and also for the long-term operational

phase of the development. On this basis, the development is unlikely to have any direct impacts on local waterbodies, given that no direct land uptake or instream works are proposed that would affect the local hydrology, therefore direct impacts are considered to be negligible.

Given that the development is located within proximity to the River Shambles and has the potential to indirectly impact upon local surface water quality during the construction and operational phases of the development, then each element of the proposed development has been assessed further with regards to the potential for indirect impacts in the absence of mitigation.

8.6.1 Sedimentation

Taking into account the indirect impacts of sedimentation on the River Shambles and wider catchment area, it is considered that the effects of sedimentation may cause partial loss of aquatic invertebrates and fish stock, although the risk of a serious pollution incident remains low.

the importance of the attribute (i.e. River Shambles and wider catchment area) is considered to be '**high**', thus resulting in an overall **significant / moderate** impact potential.

8.6.2 Accidental Release of Pollutants

During heavy rainfall events, surface water runoff has the potential to carry pollutants from the site into the local drainage network, and also into the River Shambles, thus having the potential to indirectly impact upon surface water quality and the ecological status of the river. The magnitude of impact is considered to have a **Moderate Adverse** potential, and the importance of the attribute (i.e. River Shambles and wider catchment area) is considered to be '**high**', thus resulting in an overall **significant / moderate** impact potential for accidental release of pollutants.

8.6.3 Invasive Species

The identified IAS within the site area were found to be non-aquatic flora (Himalayan Honeysuckle, Japanese Knotweed etc), and are unlikely to significantly impact directly on water quality or the macroinvertebrate / fish populations, however the supporting habitats within the stream corridor may be affected as a result of the accidental spread of IAS.

The magnitude of impact of accidental release of IAS is considered to have a **Small to Moderate Adverse** impact potential, and the importance of the attribute (i.e. River Shambles and wider catchment area) is considered to be '**high**', thus resulting in an overall **significant / slight to moderate** impact potential, in the absence of specific mitigation measures.

8.6.4 Changes in Catchment Area

No reduction of catchment area is being proposed, with flow regimes remaining the same as pre-development conditions during the enabling and demolition works, and also during the construction works phase. In addition, no changes in Flood Risk are predicted for the construction phase, therefore the magnitude of impact is considered to be **negligible** in terms of impacts upon the catchment area. Taking the importance of the River Shambles catchment area into consideration (**high importance**), given that the magnitude of impact is considered to be negligible then the overall significance of impact would be **Imperceptible**.

8.6.5 General Construction Work

The magnitude of impact is considered to be **negligible** in terms of general construction works and physical impact to the river corridor or drainage networks. Taking the importance of the River Shambles catchment area into consideration (**high importance**), given that the magnitude of impact is considered to be negligible then the overall significance of impact would be **Imperceptible**.

8.6.6 Flooding Risk

The findings of the Flood Risk Assessment presented in support of this Chapter indicate that the site is not at risk of flooding, either in terms of fluvial or pluvial flooding, groundwater or coastal flood events. Therefore, flood risk during the construction phase is anticipated to be **low**.

8.7 Impact Assessment: Operational

The operational phase of the development will pose less of an impact than the construction and demolition phases, with risks effectively limited to potential contamination of surface water runoff, and increasing flood risk or loading on drainage networks.

8.7.1 Contaminants

The magnitude of impact for the operational phase of the development is considered to have a **Moderate Adverse** potential. As the importance of the attribute (i.e. River Shambles and wider catchment area) is considered to be '**high**', this results in an overall **significant / moderate** impact potential for accidental release of pollutants.

8.7.2 Flood Risk & Drainage

An assessment of the proposed and existing levels has been undertaken as part of the Flood Risk Assessment report (Appendix 8.x), which indicates that the proposed levels have been

designed as such so the water is directed away from the existing buildings, towards the roads and soft areas. The changes to existing ground levels are minimal and hence there will be no impact on flood risk elsewhere in line with SFRA and OPW Guidelines.

Mitigation against future exceedance events has been further negated through appropriate design and mitigation, as discussed further in this Chapter.

8.8 Impact Assessment: Cumulative Impacts

The proposed development focuses on enhancing and improving the town structure and urban realm and providing additional car parking and urban infrastructure. The mitigation provided in this chapter will ensure that any negative impact to water quality is not significant, alone or in-combination with cumulative projects listed in Table 4.1. Therefore, the proposed development will not contribute, directly or cumulatively to a significant deterioration in water quality, when considered in cumulation with other projects.

8.9 Mitigation

8.9.1 Construction & Demolition

Mitigation measures have been proposed for the construction and demolition phases of the development in order to ensure that any impacts to hydrological features are effectively negated.

Mitigation proposed relates to:

- Direct removal of habitat, or hydrological features
- Site clearance and demolition of buildings, reduced levels
 - Sediment control
 - Hydrocarbon / contamination
- General works & principles

Mitigation is secured within the CEMP.

8.9.2 Flood Risk & Drainage

In addition to the above, mitigation measures have been considered in accordance with the policies of the Monaghan County Development Plan.

A surface water drainage strategy has been developed to collect runoff from impermeable public realm areas via gullies, which will channel water to the proposed below-ground drainage network before connecting to the existing stormwater sewer that discharges into the watercourse south of the site. Therefore, the existing connection will be utilised, and the

proposed development will not impact the current situation, as the impermeable area will not increase. Additionally, the inclusion of SuDS features will further enhance the management of surface water runoff.

A petrol interceptor is also proposed to treat surface water runoff before it discharges into the existing watercourse.

8.9.3 Operational Phase

Mitigation measures have been proposed for the long-term operational phase in order to ensure that any impacts to hydrological features are effectively negated.

Mitigation proposed relates to:

- Direct removal of habitat or hydrological features
- Road traffic sources
 - Sediment control
 - Hydrocarbon / contamination

8.10 Residual Impacts

It is considered that the proposed works and mitigation measures will ensure that the proposed development will remain compliant with the requirements and environmental objectives of the EU Water Framework Directive, along with the relevant water quality objectives for water bodies assessed within the project area.

This assessment concludes that provided the appropriate mitigation measures are fully implemented during the demolition and construction phases of the development, and also during the operational phase, as outlined in Appendix 4.2, and in conjunction with the mitigation measures detailed within Chapter 7 (Soils, Geology & Hydrogeology) and Chapter 9 (Biodiversity) of the EIAR, then it is anticipated that the overall impact surface water quality as a result of the development will be negligible.

As such, it is concluded that the proposed development is not expected to have a significant effect on the water quality of receiving waters either directly, indirectly or in cumulation with other projects.

9 Biodiversity

9.1 Introduction

An Ecological Impact Assessment (EclA) was undertaken for lands to the rear of Dublin Street North within Monaghan town centre, which considered the ecological impacts that the proposed development may have on the site biodiversity and wider context. The site and project description are outlined within Chapter 4 of this Environmental Impact Assessment Report (EIAR).

9.2 Methodology

This report was prepared in accordance with the Code of Professional Conduct (2022) and Guidelines for Ecological Impact Assessment in the UK and Ireland (2018) as issued by the Chartered Institute of Ecology and Environmental Management (CIEEM), with the purpose of identifying the following:

- Identify and describe the baseline terrestrial ecological conditions within the site and surrounding wider area as relevant, including the identification of habitat types and classifications, flora and fauna, the presence of invasive species and any species which may be protected under National and European legislation;
- Review of the development proposals and likely effects that the development may have on the local ecological area and wider context, and determination of the Zone of Influence (Zol) on this basis;
- Identify any protected Natura 2000 designations, qualifying interests and features of Natural Heritage importance within the site and Zol;
- Identify the relevant source-pathway-receptor models that may exist between the development proposals and the ecological habitats or flora and fauna, and review of the cumulative effects that the development may have on ecological receptors, in combination with other committed or proposed plans or projects;
- Development of mitigation measures which will aim to avoid, reduce or negate any potential impacts that the development may have on these features;

In order to complete this EIAR Chapter, the following supporting information was reviewed, as presented within the Volume III - Appendices:

- Appendix 9.1 – Preliminary Ecological Appraisal
- Appendix 9.2 – Invasive Species Survey
- Appendix 9.3 – Invasive Species Management Plan

- Appendix 9.4 – Ecological Survey for Bats
- Appendix 9.5 – Tree Survey Report
- Appendix 9.6 – Appropriate Assessment Screening & NIS Report
- Appendix 9.7 – Mitigation Measures
- Appendix 9.8 - Biodiversity Figures

9.3 Baseline Overview

9.3.1 Desk Study Assessment

The desk study element was undertaken in order to gather information on the potential value of the site and the wider study area, specifically in terms of statutory and non-statutory conservation designations, protected habitats and protected species. Data including statutory and non-statutory designated sites, and records of protected or notable species and habitats, was obtained from the National Biodiversity Data Centre (NBDC), National Parks and Wildlife Service (NPWS) and Environmental Protection Agency (EPA) GIS datasets, along with species records held by relevant working groups. The search criteria included all records held within 1km of the site and have been included within the Preliminary Ecological Assessment (PEA) as presented within Appendix 9.1.

9.3.2 Field Surveys & Habitat Mapping

Field survey methodologies and habitat mapping was carried out in accordance with the latest CIEEM guidelines and the Heritage Council's "Best Practice for Habitat Survey and Mapping", (2011). Habitat identification and classification was completed in accordance with the Fossitt's Guide (2000), and field walkovers and habitat surveys were carried out from the 18th July – 12th September 2023, 25th January 2024, and from the 16th – 28th August 2024.

Field survey mapping was also undertaken to identify Invasive Alien Species (IAS) within the site area (Appendix 9.2), and an Invasive Species Management Plan (ISMP) was developed (Appendix 9.3) based on the results of the IAS survey. Field mapping and target notes were recorded using a Trimble sub-metre GPS Catalyst receiver (60cm accuracy), and the survey area augmented using DWG vectors maps imported to GIS format.

Species specific surveys included:

- Badger
- Otter
- Pine marten
- Red Squirrel

- Reptiles and amphibians
- Breeding birds
- Bats

9.4 Baseline Ecological Conditions

9.4.1 Natura 2000 Sites & Protected Designations

A search of the National Parks and Wildlife Service (NPWS) GIS database was undertaken in order to identify any Natura 2000 designations, proposed Natural Heritage Areas (pNHA) or designated Natural Heritage Areas (NHA) within 15km radius of the site.

23 designated sites were identified within 15km. The site is not located within any Natura 2000 designation, with the closest Natura 2000 designation being Slieve Beagh SPA which is located more than 10km away.

9.4.2 Biological Records

As previously indicated, a search of the National Biodiversity Data Centre (NBDC) records was undertaken for records held within 1km of the site development area, along with a review of the NPWS and EPA GIS datasets. The results are presented within the PEA as part of Appendix 9.1.

9.4.3 Monaghan County Swift Survey

The 2023 County Monaghan Swift Survey was undertaken in order to quantify the level of Swift nesting activity across the county, providing baseline figures for future work. The survey highlighted areas where nesting Swift populations were found to be in need of urgent conservation action and identified at site level the largest and most important Swift nesting sites which act as source populations within the county and further afield.

The survey results indicated that 74 No. Swift nesting sites were confirmed within Monaghan, which included the use of commercial, public, religious and residential buildings. However, none of the buildings identified as being used for Swift nesting sites will be affected by the proposed development.

9.4.4 Habitat Classification

Field walkovers and habitat surveys were carried out from the 18th July – 12th September 2023, 25th January 2024, and from the 16th – 28th August 2024. The habitat classifications recorded within the site area and surrounding lands are presented within Figure 9.2 of this EIAR and are listed below.

- GA1: Improved Agricultural Grassland
- GA2: Amenity Grassland (Improved)
- ED2: Spoil & Bare Ground
- ED3: Recolonising Bare Ground
- BC1: Stone Walls & Other Stonework
- BL3: Artificial Surfaces
- WD1: Broadleaved Woodland (Mixed)
- WD2: Conifer and Broadleaved Woodland
- WD5: Scattered Trees & Parkland
- WS1: Scrub
- WS3: Ornamental/Non-native Shrub
- WL2: Treelines

9.4.5 Fauna

9.4.5.1 Badger

No evidence of badger activity was found within the study area, either in the form of foraging, latrines or sett structures. Therefore, no further surveys were recommended for badger activity within the site area or wider area.

9.4.5.2 Red Squirrel

No direct evidence of squirrel activity was recorded, either for red or grey squirrel, and suitable habitats are limited to the mixed conifer / broadleaved woodland area to the east of the site. As no evidence was noted during a number of site visits throughout the year, and given the limited habitat suitability within the site, then no further surveys have been recommended.

9.4.5.3 Otter

No evidence of the presence of otter was noted, with national records indicating the last sighting was in 2008.

9.4.5.4 Other Mammals

Throughout the survey area and during the site walkover, evidence of rabbit activity was noted and confirmed from visual activity. In addition, a fox was recorded by visual observation within the fire damaged building at No.40b, inside the remains of the building structure. No other mammal activity was noted.

9.4.5.5 Amphibians

National records do not indicate any sightings of amphibians, and no sightings were confirmed during the numerous site walkovers.

9.4.5.6 Freshwater Fish

No freshwater fish were observed along the River Shambles corridor at either Old Cross Square, upstream at the junction where the Ulster Canal Greenway commences, or at Castle Road bridge section. In terms of national records, no records were identified for fish species within the River Shambles, and current EPA water quality status is considered to be poor.

9.4.5.7 Nesting Birds

A number of bird species were observed during the site walkover, national records also indicate a range of 42No. bird species within 1km of the site. It is also noted that PEA report indicates that woodland habitats are recorded within the survey area and may also offer potential for breeding birds.

9.4.5.8 Bats

Bat activity surveys were also carried out along St. Davnet's Row and throughout the Old Infirmary Hill area, using both transect and static survey methods. The results indicated that bat activity was recorded primarily along the eastern section of St. Davnet's Row, with bats noted as originating from the adjacent neighbouring mixed conifer / broadleaved woodland area to the east of the site, and adjacent to the public footpath. Bats were observed foraging around the path lighting areas where insect concentrations were noted to be greater.

Although baseline conditions indicate that the buildings within the development site were not recorded to support roosting bats, it is noted from the bat survey results that lands to the east of St. Davnet's Row and the Old Infirmary Hill area have the potential to provide opportunities for foraging and commuting bats, including the common pipistrelle, soprano pipistrelle and Leisler's bat.

It is therefore considered that the proposed development site is of ecological importance for bats at the **local level**.

9.4.5.9 Invasive Species

A number of invasive species were noted during the site walkovers and habitat mapping, and included the following species:

- Japanese knotweed *Fallopia japonica*
- Wall cotoneaster *Cotoneaster horizontalis*
- Himalayan honeysuckle *Leycesteria formosa*
- Cherry laurel *Prunus laurocerasus*
- Buddleia *Buddleja davidii*

9.5 Impact Assessment

9.5.1 Demolition & Construction Phase

9.5.1.1 Natura 2000 Sites & Natural Heritage Areas

The proposed demolition and construction works will not directly impact upon any protected designations, as no works are planned within a designated Natura 2000 site or area of natural heritage.

The potential impacts during the demolition and construction stages for a larger pollution event would be considered to pose a **significant risk of negative impact**, with a **moderate adverse effect**, in the absence of specific mitigation.

On this basis, a series of mitigation measures have been developed in tandem with Soils, Geology & Hydrology Chapter 7 and Hydrology Chapter 8 of this EIAR and have been included within the supporting Natura Impact Statement (NIS) in Appendix 9.6.

There are no established source-pathway-receptor linkages between the development area and any sites of Natural Heritage importance (NHA's and pNHA's), therefore, impact upon these designations is **negligible**.

9.5.1.2 Habitats

Under the proposals it is intended to retain most of the habitat assemblages within the Old Infirmary Hill area, however in order to accommodate the development it is intended that the habitat mosaics incorporating the rear garden properties along Dublin Street North are to be removed.

The loss of these features is considered to have no significant impact potential and a negligible magnitude of effect.

9.5.1.3 Bats

The proposals include the demolition and clearance for most of the existing buildings within the planning boundary (Vol II), of which some of these buildings were considered to have the potential to support roosting bat species. Pre-commencement conditions and mitigation are proposed later in this EclA in order to ensure that demolition of buildings will not give rise to significant effects

A number of larger mature trees within the Old Infirmary hill area were considered to have potential for roosting bats, however these trees are to be retained under the application along with existing scrub, hedgerows and habitats mapped within the Old Infirmary hill area.

On this basis, the potential impacts on bats arising from the demolition and construction stages are considered to have no significant effect, with negligible magnitude of effect.

9.5.1.4 Birds

The proposed development will give rise to partial loss of a range of habitats including scrub, scattered trees, hedgerows and amenity planting with potential to support nesting birds, including a range of common and widespread species. Lands with the highest ecological value such as the broadleaved woodland area and scrub within the Old Infirmary Hill area are to be retained.

Potential impacts on nesting birds are considered to be a cause of **minor adverse effects**, in the absence of specific mitigation.

9.5.2 Operational Phase

9.5.2.1 Natura 2000 Sites & Natural Heritage Impacts

The operational phase of the development will not directly impact upon any protected designations, as the site is not located within any Natura 2000 designations or areas of Natural Heritage interest.

Potential for indirect impacts on Natura 2000 sites, NHAs or pNHAs within 15km radius of the development are considered to be negligible, as no source-pathway-receptor model exists which would link the site to protected areas of conservation concern.

The potential impacts during the operational phase for a larger pollution event would be considered to pose a **significant risk of negative impact**, with a **moderate adverse effect**, in the absence of specific mitigation.

On this basis, a series of mitigation measures have been developed within Soils, Geology & Hydrology Chapter 7 and Hydrology Chapter 8 of this EIAR and have been assessed within the supporting Natura Impact Statement (NIS) in Appendix 9.6.

9.5.2.2 Habitats

Upon completion of the demolition and construction phase, the operational phase of the development will not result in any further loss, fragmentation or degradation of habitats. Therefore, impacts on local habitats during the operational phase are considered to be **not significant**, with **negligible impact effect**.

9.5.2.3 Bats

Upon completion of the demolition and construction phase, the operational phase of the development will not result in any further loss, fragmentation or degradation of habitats.

Impacts on bat activities during the operational phase are considered to be **not significant**, with **negligible impact effect**.

9.5.2.4 Birds

Upon completion of the demolition and construction phase, the operational phase of the development will not result in any further loss, fragmentation or degradation of local habitats. Therefore, the proposed development is unlikely to give rise to impacts upon local bird populations during the operational phase, and as such, the impacts are considered to be **not significant**, with **negligible impact effect**.

9.5.3 Cumulative Impacts

The proposed development has been assessed with regards to the potential for the cumulative impacts on biodiversity to arise in-combination with other local planning applications, committed or proposed plans and projects, as set out at Table 4.1.

Given the limited nature of the impacts upon biodiversity which are predicted to arise in association with the proposed development, in addition to the mitigation measures set out below, it is not envisaged that the proposed development would have potential to give rise to any further potential significant effects when considered cumulatively alongside the proposed or committed plans or projects within Monaghan Town.

9.6 Mitigation

9.6.1 Demolition & Construction Phase

9.6.1.1 Natura 2000 Sites & Natural Heritage Areas

The following best practice guidance will be adhered to during the demolition and construction phases of the development:

- HSA (2021) *Code of practice for the safety, health and welfare at work (chemical agents) regulations (2001 – 2021) and the safety, health and welfare at work (carcinogens) regulations (2001 – 2019)*. Health and Safety Authority;
- CIRIA (2001) *Control of water pollution from construction sites. Guidance for consultants and contractors (C532D)*;
- Guidelines on protection of fisheries during construction works and adjacent to waters (Inland Fisheries Ireland, 2016);
- Requirements for the Protection of Fisheries Habitat during Construction and Development Works at River Sites (Eastern Regional Fisheries Board, 2006);

- Netregs Guidance for Pollution Prevention series (GPP), Pollution prevention guidelines (PPGs) in relation to a variety of activities developed by the Environment Agency (EA), the Scottish Environmental Agency (SEPA) and the Northern Ireland Environment Agency (NIEA);
 - GPP2: Above Ground oil storage tanks
 - PPG3: use and design of oil separators in surface water drainage
 - GPP5: Works and maintenance in or near water
 - PPG6: Working at construction and demolition sites
 - GPP8: Safe Storage and disposal of used oils
 - GPP13: Vehicle washing and cleaning
 - PPG20: Dewatering underground ducts and chambers
 - GPP21: Pollution incident response planning
 - GPP22: Dealing with spills

Specific mitigation measures to be implemented during the demolition and construction phase are proposed regarding:

- Sediment control
- Hydrocarbon / Contamination

9.6.1.2 Invasive Species

Provided that works are carried out in accordance with the Invasive Species Management Plan Volume III –Appendix 9.3, then the spread of IAS will be appropriately mitigated, both in terms of the local site context, but also in relation to offsite receptors such as Natura 2000 and Natural Heritage designations.

9.6.1.3 Habitats

No further specific mitigation measures are required.

9.6.1.4 Bats

Upon gaining planning and ownership of the land and site area, and prior to commencing the demolition or construction phases of the development, it is recommended that bat activity surveys are carried out for all buildings which are intended to be demolished as part of the development. This should include internal and external inspections, re-surveys for previously assessed buildings if more than one year has passed, and bat activity surveys should be carried out for buildings which have not yet been assessed due to site access constraints.

In the event that roosting bats are identified during the pre-commencement surveys, then suitable mitigation should be developed to either retain the roost structure, or to provide a suitable alternative roost feature through appropriate design, and under licence by NPWS.

9.6.1.5 Birds

In order to avoid any significant impacts upon nesting birds during the demolition and construction phases, it is recommended that these works should take place during the period 1st September to 28th February which is outside the breeding season for bird species which are likely to breed on the site.

In the event that demolition or construction works is necessary during the breeding season period, then it is recommended that a pre-works survey is carried out by a suitably qualified ecologist in order to identify any potential impacts on nesting birds.

9.6.2 Operational Phase

The operational phase of the proposed development has the potential to cause impacts through accidental spillage of petrochemical contamination of local water courses, if improperly managed. However, the proposals include the installation of a petrochemical interceptor and silt trap as part of the overall drainage plans (Vol II) with the proposed drainage network ensuring that all runoff from within the proposed road, car parking and pedestrian areas are captured and treated prior to onward discharge from the site.

9.6.2.1 Lighting

In order to minimise or negate the effects of artificial lighting on bat populations, specifically along the proposed public footpath area within the Old Infirmary Hill community garden area, it is recommended that luminaires should achieve the recommended criteria set out in the LLP & BCT Guidance Note GN08/23 document.

The lighting scheme should take into consideration all the relevant guidance within the GN08/23 document and should submit the final lighting scheme and supporting rationale to the council for review.

9.7 Summary of Effects & Conclusions

The development proposals will have no direct impact upon Natura 2000 sites, or areas of Natural Heritage conservation. Indirect impacts are limited to potential degradation of surface water environs which are hydrologically linked to Lough Neagh and Lough Beg SPA, and by the accidental spreading of invasive species through open watercourses. All other designations have no established source-pathway-receptor linkage to the site.

In addition, the demolition and construction phases have the potential to impact upon nesting birds within the proposed development area.

Appropriate mitigation has been recommended in order to negate all of the potential impacts on biodiversity, and provided that mitigation is implemented as outlined within this report and the supporting technical chapters, then no residual effects are predicted for Natura 2000 and Natural Heritage sites, or for local site-specific habitats and ecological environs.

10 Material Assets, Land Use & Waste

10.1 Introduction

This Chapter of the ES reports the likely significant effects of the proposed development on the environment in respect of material assets in the context of the proposed development site and surrounding area. In particular, it considers the likely significant effects on both the construction and operational phases of the proposed development. Material assets can be taken to mean built services and infrastructure. Traffic is included because in effect traffic consumes transport infrastructure.

10.2 Drainage Infrastructure

This section of the Material Assets Chapter has been prepared to assess the potential impact of the proposed development on flooding and drainage.

It sets out the methodology employed in the assessment, summarises the baseline flood risk as defined through desk-based assessments, and then assesses the potential impact of the development and the residual impact following mitigation.

A complete set of drainage design drawings is included in EIAR Volume II: Drawings.

The following reports have been prepared to inform this section of the EIAR and are included in Volume III: Appendices.

- Appendix 8.2: Flood Risk Assessment
- Appendix 8.3: Drainage Assessment

10.2.1 Potential Effects

10.2.1.1 Construction

Potential impacts from overloaded or poorly constructed drainage systems, in particular temporary systems, may have the potential to cause breaches in system loading and result in localised flooding or bypassing of containment / treatment systems.

10.2.1.2 Operation

The impacts on local drainage infrastructure have been considered by means of a drainage assessment, which has been provided in Appendix 8.3. The drainage network has been designed to ensure adequate runoff capture, and to effectively manage drainage from the site.

10.2.2 Impact Assessment

10.2.2.1 Flood Risk Assessment

A Flood Risk Assessment (Appendix 8.2) has been prepared to assess the adequacy of available flood risk information, and to identify the risk of flooding from all different sources for the proposed development considering all the available information taken from the gov.ie Office of Public Works (OPW) maps, Monaghan Development Plan 2019-2025 and the Strategic Flood Risk Assessment (SFRA) for the Monaghan Development Plan 2019-2025 published by Monaghan County Council (MCC) in 2019.

The method of assessment used complies with the Source-Pathway-Receptor model and provides a spatial assessment of flood risk to people, property, and the environment at the site. Consideration has been given to the source and extent of all potential flood mechanisms at the site, including coastal, fluvial, pluvial, and urban drainage flooding.

This FRA has been undertaken in consideration with 'The Planning System and Flood Risk Management – Guidelines for Planning Authorities' DoEHLG November 2009, which is the latest relevant guidance document.

The Flood Risk Assessment concludes that that the proposed development site will not be at risk of flooding, based on data from all available sources.

10.2.2.2 Assessment of Construction Phase Impacts

There are no construction works proposed to the Shambles River that runs through Old Cross Square.

During the construction phase, any runoff from the construction site will be collected and controlled by the Contractor as described in the oCEMP (Appendix 4.2)

10.2.2.3 Assessment of Operational Phase Impacts

Surface Water

The Drainage Assessment (Appendix 8.3) describes the surface water drainage design for the scheme in detail.

Surface water runoff will be limited to 2 l/s/ha in accordance with the Greater Dublin Regional Code of Practice for Drainage Works Version 6.0.

As outlined in the Drainage Assessment report, the surface water runoff from the proposed development will be controlled through the provision of attenuation measures, flow control measures, and Sustainable Urban Drainage Solutions (SuDS).

Therefore, there will be no impacts arising from the proposed surface water drainage network on the existing drainage network.

It is noted that all relevant approvals for surface water drainage designs and connections with the existing drainage network will be obtained from Uisce Eireann, as outlined in the Drainage Assessment.

Foul Drainage

While there is no foul run-off generated directly by the proposed development, the scheme design does create two Development Plots which will be developed in the future as a mix of commercial / residential properties. Therefore, in order to cater for the future foul flow generated by the Development Plots, a foul drainage sewer has been provided along Russell Row, with spur connections to the Development Plots.

All future foul drainage connections to the network will be subject the appropriate planning process and Uisce Eireann approvals,

Therefore, there will be no impacts arising from the proposed foul drainage network on the existing drainage network.

It is noted that all relevant approvals for foul drainage designs and connections with the existing drainage network will be obtained from Uisce Eireann, as outlined in the Drainage Assessment.

10.2.3 Mitigation

10.2.3.1 Proposed Storm Water Drainage Strategy

In order to achieve the restricted 'Greenfield' run-off rate: permeable pavements, rain gardens, attenuation tanks and discharge flow controls limiting the storm water discharge from the development are included within the drainage design. The attenuation tanks are situated at each car park with flow controls and a final flow control immediately prior to the discharge location at the Dublin Street roundabout.

10.2.3.2 Proposed Foul Water Drainage Strategy

In order to cater for the future foul flow generated by the Development Plots, a foul drainage sewer has been provided along Russell Row, with spur connections to the Development Plots.

10.2.4 Conclusion

Calculations are presented that show the proposed storm drainage network for the development will not exceed current 'Brownfield' run-off rates to the adjacent watercourse with the inclusion of appropriately sized storm water attenuation and associated flow control.

With consideration of the drainage strategy and the surface water mitigation measures for the scheme illustrated above, flood risk from pluvial flooding will be managed at the development and will not increase the runoff elsewhere. Proposed levels have been developed to ensure that no properties will be subject to flooding in the event that a local drainage system failure should occur.

10.3 Transport Infrastructure

10.3.1 Introduction

This section outlines the traffic and transport impacts identified during both the construction and operational phases of the project. A comprehensive Transport Statement was undertaken to evaluate existing conditions, forecast potential changes, and assess effects on the surrounding road network within the defined area of influence. This evaluation was carried out in consultation with Monaghan Council, ensuring that local criteria and concerns were fully addressed. The findings have guided the selection and implementation of mitigation measures tailored to the specific issues encountered, and these strategies are detailed in the subsequent sections.

10.3.2 Methodology & Legislation

This section evaluates the traffic and transport impacts of the project during construction and operation, following the Traffic and Transport Assessment (TTA) Guidelines (TII, 2014). The analysis examined traffic volumes, assessed potential disruptions, and projected additional vehicle impacts based on baseline conditions. Field surveys, desktop research, and Client-provided data informed the assessment, complemented by Road Safety Audits and consultations with the relevant roads authority to ensure compliance with local standards. The study referenced multiple industry guidelines and planning documents to ensure a comprehensive evaluation. Traffic modelling, conducted using Junctions 10 software, indicated that the additional traffic generated would be insignificant, with minimal impact on the surrounding road network.

10.3.3 Baseline Scenario

This chapter provides an overview of the transport environment in Monaghan Town, focusing on Dublin Street, The Diamond, The Diamond Car Park, and Old Cross Square. Dublin Street is a key route linking the town to national roads, though its narrow layout and lack of cycle lanes limit active travel options. The Diamond serves as a central traffic hub, experiencing congestion during peak hours due to high pedestrian and vehicle activity. While pedestrian crossings help manage traffic, the old town layout restricts cycling infrastructure. The Diamond

Car Park, though underused, helps ease on-street parking pressures and serves various users, including shoppers and takeaway customers. Old Cross Square supports local businesses and residents with on-street parking, though demand can cause congestion at busy times. The car park sees frequent use, particularly from convenience store customers and yoga class attendees, with a steady vehicle turnover throughout the day.

Public transport in Monaghan Town is mainly bus-based, with services connecting to Dublin, Cavan, and Dundalk, alongside local TFI Local Link routes improving connectivity to surrounding communities. Plans for improved cycling infrastructure under the CycleConnects initiative aim to enhance safety and accessibility, with proposals including dedicated cycle lanes and links to greenways. Pedestrian and cyclist-friendly upgrades around The Diamond and Old Cross Square will further support sustainable travel. Additionally, iso-distance mapping is being used to assess accessibility and improve transport planning by visualizing travel distances based on different transport modes and infrastructure.

10.3.4 Summary of Impacts

During the construction phase, temporary disruptions are expected in The Diamond, Old Cross Square, and Dublin Street due to traffic and pedestrian diversions. These measures will be implemented in accordance with relevant standards to minimize delays and ensure smooth movement within the area. While diversions may affect travel times, they are necessary to facilitate construction work safely and efficiently.

There will be no safety concerns arising from the project. However, non-motorised users, such as pedestrians and cyclists, may experience temporary inconveniences due to diversions during construction. Once the project is complete, there will be no lasting impact on their movement or accessibility.

10.3.5 Mitigation

Traffic management will be the key mitigation measure during construction, following relevant standards to minimise disruptions. Measures will include a Traffic Management Plan, phased construction, and maintaining a live connection between The Diamond and Dublin Street Roundabout. One potential solution is upgrading Russell Row first to divert traffic from Dublin Street, with final options to be outlined in the final report. Temporary traffic diversions will be necessary but carefully managed to reduce inconvenience.

Once construction is complete, there will be no negative impact during the operational phase. Instead, the completed project will bring improvements to traffic flow and accessibility within the area.

10.3.6 Limitations

It is not considered that there are any limitations in terms of the Transport Assessment.

10.3.7 Conclusions

The proposed development at Dublin Street, Monaghan, including the introduction of the Russell Row and associated parking reconfigurations, is expected to have an insignificant impact on local traffic conditions. The scheme primarily involves a redistribution of parking spaces rather than a significant increase in vehicle traffic, with only nine additional spaces introduced within the study area.

The assessment confirms that while temporary disruptions may occur during the construction phase, these will be effectively managed through appropriate traffic mitigation measures, including phased construction and traffic diversions. In the long term, the development is expected to enhance accessibility, particularly for non-motorised users, aligning with broader sustainable transport initiatives such as CycleConnects.

Overall, the proposed development supports the regeneration of Dublin Street while ensuring minimal impact on the surrounding road network. Future developments within the area will undergo their own transport assessments, ensuring continued consideration of traffic and accessibility impacts.

10.4 Land Use

10.4.1 Baseline Conditions

The proposed development covers approximately 21,000 square metres in the heart of Monaghan Town Centre and is part of the Dublin Street North Regeneration Area, as outlined in the Monaghan County Development Plan. The site is located off Dublin Street, a key route through the town, and is surrounded by a mix of retail shops, hospitality venues, offices, residential properties, and some vacant spaces. Many of the backlands behind existing buildings are underutilised, with vacant buildings and open areas leading to St. Davnet's Row and greenfield land. The development site also includes public spaces at Old Cross Square and land within The Diamond Car Park.

The area is set for regeneration under the Dublin Street North Regeneration Plan, which aims to introduce new roads, enhance public spaces, and create new development opportunities. The surrounding area consists mainly of small to medium-sized retail businesses, with a cemetery near Old Cross Square. Additional regeneration projects are planned nearby,

including the Roosky Masterplan area to the northeast and the Dublin Street South Regeneration Area, which is currently under review.

10.4.2 Impact Assessment

The proposed regeneration of the Dublin Street North area aims to make sustainable use of the town centre's potential by revitalizing existing structures and introducing new developments. The plan includes creating homes, businesses, and services to generate employment opportunities, alongside improving public spaces and connectivity to existing streets. This transformation will encourage increased foot traffic and enhance Monaghan Town Centre's vibrancy, making it a more attractive place to live, work, and socialize. The development will also create new plots along Russell Row, allowing for additional town centre uses that align with local planning policies.

The site is zoned as 'town centre' under the Monaghan County Development Plan 2019-2025, which supports uses such as retail, residential, and commercial activities. While construction may cause minor temporary disruptions, mitigation measures will minimize impacts on existing businesses and residents. The project will also facilitate future infill development and backland reuse, ensuring long-term benefits for the town. Any environmental impact is expected to be minimal and temporary, with long-term effects being positive, contributing to the strengthening and revitalization of the town centre.

10.5 Waste

This section examines waste management during the demolition, construction, and operational phases of the proposed development, considering relevant legislation, policies, and guidelines. It assesses waste-related impacts from various environmental aspects, including soils, hydrology, biodiversity, air quality, and climate. Supporting information can be found in the respective EIAR chapters and appendices. Site and project details are outlined in Chapter 4, with referenced figures available in Volume III of the EIAR.

10.5.1 Project Area

The project area is outlined in Chapter 4 of the EIAR, but its potential impact extends beyond the immediate site. This chapter considers both regional and local influences. Regionally, it identifies the nearest waste facilities capable of handling waste from demolition, construction, and operations. Locally, it focuses on waste generated within the development area, including Russell Row, St. Davnet's Row, Old Cross Square, Dublin Street, and The Diamond.

10.5.2 Methodology

Legislation, Guidance & Policy

Waste management for the proposed development follows key EU and Irish legislation, including the Waste Framework Directive and Ireland's Waste Management Act. Guidelines from the Environmental Protection Agency (EPA) and Transport Infrastructure Ireland (TII) provide best practices for handling construction and demolition waste. The regulations outline when materials are considered waste, with specific provisions allowing for classification as by-products or non-waste under certain conditions (Articles 27 and 28).

Waste Policy

Ireland's waste policy focuses on sustainability and circular economy principles. The Waste Action Plan for a Circular Economy (2020–2025) emphasizes waste reduction, recycling, and resource efficiency. Regional and national waste management plans align with EU strategies to move away from landfill use and promote material reuse in construction projects.

Construction & Demolition Waste

Most waste from the development will be classified as Construction and Demolition Waste (CDW), covering materials from construction, renovation, and demolition activities. Irish regulations require all CDW to be handled by authorized waste collectors and processed at licensed waste facilities. The EPA oversees larger waste management sites, while local authorities regulate smaller-scale waste operations. Waste handling must comply with the Waste Management Act and relevant licensing regulations to ensure responsible disposal and environmental protection.

10.5.3 Assessment Criteria & Significance

The impact assessment for waste generation from the proposed development follows guidelines from the IEMA (2020) and the EPA (2022). The evaluation considers landfill and incineration capacity as key receptors, with sensitivity determined by current trends in waste facility availability. The assessment includes licensed waste facility capacities in the Connacht-Ulster Region, focusing on excess soil, stone, and other materials. Estimated waste amounts from construction and operation are compared against available disposal capacity, and efforts to recover and reuse materials on-site are factored in to reduce landfill reliance.

The magnitude of waste impact is determined using criteria outlined in Tables 10.2 and 10.3, while the overall significance is assessed based on Table 10.4. Significance levels range from *imperceptible* (minor changes with no consequences) to *profound* (irreversible environmental alterations). *Moderate* and *major* impacts align with the EPA's definitions of

significant and *very significant*, respectively. Any effects classified as *slight* or *imperceptible* are considered not significant under EIA regulations. Expert judgment is applied where a range of significance is predicted to ensure a balanced assessment.

10.5.4 Description of Existing Baseline Environment

There are over 35 licensed waste facilities in the Connacht-Ulster Region that can manage and dispose of waste materials from the proposed development. These facilities include integrated waste management, soil recovery, waste-to-energy, and landfill sites. Detailed information on these facilities is available on the EPA and NWCPO websites.

Construction and demolition waste (CDW) consists mainly of soil and stone, with smaller quantities of concrete, brick, metals, and other materials. Some of this material, such as bituminous mixtures, may be hazardous. Most CDW generated in Ireland is recycled, recovered, or reused, with disposal occurring at licensed facilities when necessary. Soil and stone are often recovered through backfilling for land improvement, increasingly being diverted for reuse via Article 27 routes. In 2021, 78% of CDW in Ireland was recovered or reused, exceeding the national target of 70%. Waste management in the region is guided by the Connacht-Ulster Region Waste Management Plan 2015–2021, with a successor plan yet to be issued.

In 2022, Ireland generated 389,908 tonnes of hazardous waste, a 16% decrease from 2021. Construction and demolition contributed 15%, largely influenced by brownfield site redevelopment and dredging works, which declined in 2022. Hazardous waste included asbestos, asphalt, and contaminated materials. Although Ireland treated 43% of hazardous waste domestically (142,961 tonnes), 57% was exported for treatment, reflecting continued reliance on overseas facilities.

Non-hazardous landfill facilities authorised by the EPA can accept municipal waste and C&D waste for recovery or disposal. However, due to the scale and nature of the proposed development, significant volumes of municipal waste or other waste streams are not expected to be generated.

Facilities in County Monaghan operate under a Waste Facility Permit or a Certificate of Authorisation, enabling them to manage various waste streams generated by the proposed development.

10.5.5 Proposed Development – Demolition & Construction Phase

The primary waste generated by the proposed development will be Construction and Demolition Waste (CDW), arising during enabling, demolition, and construction phases. Minor quantities of general road waste, such as litter and tyre shreds, will be produced during the operational and maintenance phases, requiring off-site transfer for reuse, recycling, or disposal. Additionally, general construction site waste from workers, such as organic waste, recyclables, and mixed non-recyclables, will be generated but kept minimal through waste management protocols.

Site clearance will include the removal of approximately 400m³ of vegetation and 4,355m³ of bulk material below ground, including soil and stone from root systems. Vegetation may be mulched for reuse, while any remaining material will be transferred to a licensed facility for composting. Clearance activities will follow biosecurity protocols and the Invasive Species Management Plan in Appendix 9.3, ensuring compliance with biodiversity protection measures.

Demolition works will generate approximately 1,635m³ of waste, primarily comprising stone, brick, concrete, and metal. Any hazardous materials, such as asbestos, will be segregated and managed according to best practices. Cut and fill operations will generate a net balance of 5,477m³ of material, most of which will consist of soil and stone, with some reused on-site and the remainder transferred off-site. Road surface removal will generate 1,250m³ of asphalt/bitmac and 45 tons of kerbing material, all of which will be transported off-site for treatment or disposal.

Non-hazardous waste generated during the construction phase will be classified, stockpiled, and tested for suitability for reuse. If suitable, materials will be transferred to a soil recovery facility or other authorised waste facility. Waste generated by construction workers will include dry recyclables, organic waste, and occasional electronic and hazardous office waste. Waste management protocols will aim to minimise oversupply and maximise reuse wherever possible.

Potentially hazardous waste includes contaminated soil, asbestos, asphalt, and other contaminated materials encountered during excavation and demolition. These materials will be identified, tested, and classified following EPA guidelines. All hazardous materials will be segregated and transferred to authorised waste facilities by permitted waste contractors.

Small quantities of silt from wheel washes, interceptors, and grit separators will also be collected and treated off-site.

Invasive alien species (IAS), including Japanese Knotweed and other species, have been identified on-site. Their removal and disposal will be conducted under licence and in accordance with statutory biosecurity protocols. The Invasive Species Management Plan (Appendix 9.3) provides detailed protocols for eradicating or removing IASs and preventing their spread. All associated contaminated soils will be handled and transported to licensed facilities for deep burial.

10.5.6 Impact Assessment for Waste

The waste generated at each phase of the proposed development has been assessed in terms of its impact on regional landfill, waste management, and incineration facilities without energy recovery. Vegetation clearance is expected to produce organic waste, but most of it will be mulched for reuse or sent to licensed composting facilities. As a result, minimal organic waste will be consigned to landfill or incineration without energy recovery, meaning there will be no significant impact on regional waste facilities. The receptors affected by the clearing and disposal process are of low importance on a local scale, with no expected change in sensitivity, making the overall impact imperceptible.

Demolition and enabling works will generate Construction and Demolition Waste (CDW), including bricks, concrete, tiles, glass, and wood, which will be segregated for recycling or recovery. Non-hazardous waste will not be sent to landfill or incineration without energy recovery, ensuring no impact on regional waste capacity. Any asbestos found will be managed according to best practices and exported from Ireland for disposal. Other hazardous materials will be segregated, with minimal amounts requiring landfill or incineration. The overall impact of demolition waste on regional landfill capacity is considered negligible, with an imperceptible significance of effect.

During the construction phase, excess soil and stone materials will be reused on-site where possible, while the remainder will be sent to licensed facilities for reuse under Article 27, ensuring no reduction in landfill capacity. Small amounts of sediment from site operations will be collected and treated, with an expected impact on landfill capacity of less than 0.1%. General construction waste will be minimal, and the large capacity of waste management facilities ensures no significant impact. Similarly, waste generated during the operational phase, mainly road litter and minor construction waste from site maintenance, will be insignificant and managed through existing waste collection systems. Given the small

quantities involved, the overall impact on regional waste facilities remains imperceptible throughout all phases of the project.

10.5.7 Cumulative Impact

Although other approved or planned projects in the Zone of Influence (Zol) will generate waste, the existing waste management system has sufficient capacity to handle these materials. A baseline review of facilities confirms this capacity. Since the proposed development will not have a significant impact on waste generation, there will be no notable negative cumulative effects when considered alongside other projects.

10.5.8 Mitigation Measures

During the construction phase, a Waste Management Plan (WMP) will be prepared by the appointed contractor in line with best practice guidelines. This plan will cover waste analysis, prevention, recycling methods, material handling, and appropriate disposal. A Waste Manager will oversee implementation, supported by a structured responsibility system for the construction staff. Waste management measures will include source segregation, waste auditing, appropriate storage of hazardous materials, and efficient removal of waste to licensed facilities. Any unforeseen or hazardous waste encountered will be identified, assessed, and managed in accordance with regulations. Opportunities for reusing surplus clean soil and stone under Article 27 will be explored, aiming to reduce transport-related environmental impacts. Additionally, strict measures will be in place to prevent the spread of invasive alien plant species.

During the operational phase, waste management will follow the principles of the waste hierarchy, ensuring prevention, reuse, recycling, and recovery where possible. Monaghan County Council will manage waste collection, supporting the Connacht Ulster Waste Management Plan's recycling strategy. Proper disposal facilities will be used, and responsible waste management will be promoted in public spaces. The drainage system includes petrol/oil interceptors and grit separators, with all collected sediments treated as contaminated unless proven otherwise. All waste generated during operation and maintenance will be transferred to appropriate facilities, and records will be maintained to track waste quantities and disposal methods.

10.5.9 Monitoring

During the construction and demolition phases of the proposed development, waste generation will be closely monitored and recorded to facilitate ongoing analysis and process improvements aimed at reducing landfill waste. The appointed contractor will be required to

employ a trained Waste Manager responsible for setting up and maintaining waste records, conducting audits, and establishing waste reduction targets. The Waste Manager will also oversee the segregation and storage of recyclable materials, identify reusable materials on-site, and implement the Construction and Demolition Waste Management Plan (CDWMP). To ensure all site personnel are aware of proper waste management practices, a training program will be organized, including a basic awareness course covering waste segregation, storage, and hazardous waste handling where necessary.

A detailed record-keeping system will track all waste materials leaving the site for reuse, recovery, recycling, or disposal, with signed waste collection dockets retained from licensed contractors. The Waste Manager will analyse waste generation trends, review waste management methods for each material type, and conduct waste audits to identify areas for improvement. At the end of the construction and demolition phases, a report will summarize the waste volumes handled and review the effectiveness of waste management strategies, including total recycling, reuse, and recovery figures. During the operational phase, Monaghan County Council will continue monitoring and recording waste disposal, maintaining detailed records of waste types, volumes, and disposal facilities used.

11 Air Quality, Emissions & Climate

11.1 Introduction

This Chapter of the Environmental Impact Assessment Report (EIAR) assesses the potential impact of the proposed development on local air quality and climate during the Construction and Operational Phases of the development. The assessment takes into consideration the existing air quality environs, and assesses future impacts following the development, both in terms of the likely direct and indirect effects within the Project Area and wider study area.

11.2 Methodology

The scope of this EIA Chapter is to assess the impacts of air quality and climate in terms of the following elements:

- **Air Quality:** to assess air quality in terms of particulate matter (PM₁₀) and Nitrogen dioxide (NO₂) emissions associated with the introduction of a new road traffic source, and in cumulation with other road traffic sources, both committed and future proposed
- **Dust:** this Chapter assesses the potential for impacts to arise as a result of fugitive dust emission occurring during the construction and demolition phases of the development, and provides appropriate mitigation measures which are aimed at negating any impacts that may arise as a result of these activities
- **Climate & Greenhouse Gas Emissions:** a qualitative climate assessment was carried out for the demolition and construction phases of the development in order to identify sources of Greenhouse Gas (GHG) emissions which are likely to be generated during the construction and demolition phases of the development.

11.3 Baseline Conditions

11.3.1 Climate

Monaghan County Council completed and adopted their Climate Change Adaptation Strategy (2019-2024) in September of 2019. The occurrence of climactic events considered to be unique in intensity and/or abnormal weather patterns were recorded to define baseline climate change conditions in Monaghan.

The following key objectives of the Monaghan County Council adaptation strategy have been identified as being relevant to the proposed development:

- Flood risk mitigation;

- Amenity enhancement;
- Biodiversity opportunity; and
 - reduction/sequestration, waste reuse, potential for regeneration and recreational enhancement.
- Promoting and maximising resource management initiatives; and
 - Integrating climate action considerations into waste management policies.
- Identifying and supporting opportunities that may arise from pursuing modal shift.

Although severe weather events have always impacted Monaghan, the County has experienced an increase in major climatic or severe weather events in more recent times.

11.3.2 Air Quality

Under the Clean Air for Europe Directive, EU member states must designate Zones for the purpose of managing air quality. As defined by the four zone areas within Ireland, the project site and development area fall within **Zone D**: Rural Ireland.

As per the Air Quality in Ireland Report (2023), the EPA operates and collates air quality data as part of the national ambient air quality monitoring network. In terms of the most recently published air quality data which would represent ambient air quality within Monaghan town, the closest automated monitoring station is located in Monaghan town within the Councils depot yard. A range of air quality parameters are monitored within the drinking water treatment works site at Kilcitt in Co. Monaghan. The Kilcitt monitoring site is located within a rural setting, with minimal influence from traffic or other influences on air quality and is considered to represent ambient air quality levels within the county. Continuous monitoring is carried out for nitrogen oxides, sulphur dioxide, and ozone.

Local air quality is primarily influenced by road traffic sources along Dublin Street North, The Diamond car parking area, and road traffic associated with the junction at Old Cross Square. In addition, local air quality is also influenced by combustion processes associated with residential and commercial heating systems. In terms of current local baseline air quality data, background concentrations of NO₂ and PM₁₀ have been obtained from the automated monitoring stations within Monaghan Town and Kilcitt station.

A simple screening exercise was carried out in accordance with the two-stage criteria outlined within the Institute of Air Quality Management, *Land-Use Planning & Development Control: Planning for Air Quality* (IAQM, 2017), which helps determine if a full Air Quality Impact Assessment is required and should detailed air dispersion modelling be undertaken.

Although the site does not fall within the criteria for a full Air Quality Impact Assessment, as the development proposals include the construction of a new road, and alterations of traffic flows at Old Cross Square, then adopting the precautionary approach a more detailed Air Quality Impact Assessment has been undertaken in order to quantify the impacts on local receptors.

11.3.2.1 Air Quality Modelling

In order to complete air dispersion modelling of the development proposals, traffic data in relation to passenger and light goods vehicles for all junctions and road segments has been obtained from Appendix 10.1. The traffic assessment considered the development in terms of the baseline traffic conditions, traffic flows associated with the baseline conditions in addition to committed developments or developments awaiting decision, and finally existing / committed traffic flow conditions along with the proposed development being considered under this application.

Local weather and meteorological conditions for the site were obtained from Armagh Observatory.

In summary, the results of air dispersion modelling for passenger and light goods vehicles demonstrate the proposed development is unlikely to cause exceedances in the Air Quality Standards for NO₂ or PM₁₀ concentrations at any of the receptor positions, even when taking into consideration the cumulative impact of committed developments and projects, along with the proposed development in place.

The results also indicate that predicted air quality for NO₂ or PM₁₀ concentrations are anticipated be below the WHO (2021) Air Quality Guidance Levels for IT3 and IT4.

11.4 Impact Assessment

11.4.1 Construction

The potential impacts of dust on human health and ecology are considered to be low for the construction phase of the development, to include demolition, construction, earthworks and trackout activities. However, in order to negate the effects dust deposition and soiling potential, further site-specific mitigation measures are outlined later within this Chapter.

11.4.2 Operation

The results of air dispersion modelling demonstrate negligible increase between pre-development and post-development conditions, predicting that the proposed increases in passenger and light goods vehicles is unlikely to cause any exceedances in the Air Quality

Standards for NO₂ or PM₁₀ concentrations at any of the receptor positions, even when taking into consideration the cumulative impact of committed developments and projects.

11.5 Mitigation

11.5.1 Demolition & Construction Phase

In accordance with the IAQM Guidelines (2024), site specific mitigation has been developed on the outcome of the dust risk assessment carried out as part of the impact assessment process. The Developer should produce a Dust Management Plan (DMP) to be agreed with Local Planning Authority prior to construction commencing.

Specific mitigation measures have been recommended regarding:

- Communication
- Site management
- Monitoring
- Preparing & maintaining the site
- Operating vehicle/machinery and sustainability travel
- General mitigation measures
- Materials & waste management
- Measures specific to demolition
- Measures specific to earthworks
- Measures specific to construction
- Measures specific to trackout

11.5.2 Operational Phase

As the emissions to air during the operational phase are not significant, then no further mitigation measures are required.

Mitigation measures which may not necessarily relate directly to air quality, but which can contribute to reducing waste and GHG emissions, and adhere to the Climate Change Adaptation Strategy (2019-2024) policy for Monaghan County Council, could include:

- Reuse/recycling of on-site material wherever possible, such as soil material, thus reducing emissions related to importing materials;
- The use of LED public street lighting, in order to further reduce electricity usage of the site and reduce energy wastage;

Planting of trees, particularly within the communal park area, which can contribute to carbon sequestration and subsequently also improve local air quality.

11.6 Residual Effects Following Mitigation

11.6.1 Construction

The specific mitigation measures outlined within Chapter aim to prevent significant effects on receptors in terms of air quality changes, for all activities during the demolition and construction phases. On this basis it is anticipated that provided the mitigation measures are implemented as recommended within this Chapter, then the overall residual effects are anticipated to be negligible.

11.6.2 Operational

The operational impacts on air quality are considered to be neutral to low, therefore the residual effects of the development are anticipated to be negligible. As such, no further mitigation or remediation is required.

12 Population & Human Health

12.1 Introduction

An Environmental Impact Assessment (EIA) assesses the potential impact of the development on the environment and human health. The impact on human health can be influenced by a range of environmental, social and economic factors, which can vary dependant on the project, location and conditions of the locality. Any significant health impacts that might be caused by a development proposal must be comprehensively addressed.

The Proposed Development can result in both direct and indirect impacts on population and human health, which may be positive or negative. These impacts include changes to air quality, noise, traffic, socio-economic factors, and land, soil, and water quality.

Human health is considered throughout the relevant technical chapters of the ES. This chapter seeks to focus on potential human health impacts that have not been considered elsewhere.

12.2 Relevant Policy & Guidance

The relevant policy and guidance documents referred to in relation to population and human health discussed in this chapter are as follows:

- Environmental Protection Agency Guidelines
- National Planning Framework – Project Ireland 2040
- Monaghan County Development Plan 2019-2025
- Dublin Street Regeneration Plan 2022
- National Healthy Ireland Framework 2019-2025
- The Local Economic & Community Plan

12.3 Baseline Environment

12.3.1 Local Context

Monaghan is a border county, surrounded by Counties Cavan, Meath, Louth, Armagh, Tyrone, and Fermanagh. Strategically positioned along the Donegal/Derry-Dublin corridor and adjacent to the M1, it maintains strong connections with Northern Ireland and the North-West. Monaghan Town functions as both a local hub and the county town.

The 2022 Census reported a 6% population increase in County Monaghan since 2016, bringing the total population to 65,288, an increase of 3,902. This is slightly below the average population growth of 8% across the country over the same period.

12.3.2 Economic Context

In recent years, Monaghan County has seen significant growth in its commercial and industrial sectors, including the development of the Combi Lift complex in Monaghan Town. The continued success of major businesses, alongside support for small to medium-sized industries, is key to fostering local employment. The positive impact of these efforts is reflected in the 2022 Census, showing a 12% increase in employment, with 28,571 people in Monaghan now in work.

Monaghan Town Centre features a mix of land uses, with retail being central to its role as a hub for employment and services. Several developments, including the opening of Monaghan Shopping Centre in 1996, have contributed to the existing vibrancy of the town centre.

12.3.3 Health Context

The following are considered important in the determination of a future proposal within Monaghan:

- Higher than average proportion of population with no formal or primary education only of 20.8% compared to national rate of 15.2%
- Higher than average proportion of semi, unskilled and agricultural workers of 15.6 (national rate of 11.7)
- Lower than national average birth rate to females of all ages and those aged under 20 of 13.7 and 9.9 (national rates 15.8 and 12.3) respectively
- Highest incidence of female malignant lung cancer nationally, and higher than average female malignant colorectal cancer, but has the lowest incidence of female and male malignant melanomas.
- The 2022 Census found that 86% of people in Monaghan stated that their health was good or very good compared with 88% in 2016.
- While the county reports the lowest rate of hospital admissions for anxiety and depression, it had the highest rate of male suicide in Ireland in 2017.

12.4 Impact Assessment

12.4.1 Construction

All construction impacts are considered temporary and, with mitigation, are not expected to be significant. The construction phase of the regeneration of Dublin Street North is expected to stimulate further economic activity in Monaghan Town and its surrounding areas, particularly

benefiting the construction sector and related industries. This aligns with the broader trend of growth of the construction sector in the state, with the project further contributing to this.

12.4.2 Operational

The operational phase of the Dublin Street North regeneration is expected to provide significant socio-economic benefits for the local population of Monaghan Town through increased employment opportunities and income generation. The nature of this town centre regeneration will also extend these benefits to the surrounding communities in Monaghan and beyond. The anticipated benefits include:

- Revitalisation of the town centre, enhancing local amenities and services
- Creation of employment opportunities, stimulating local businesses and supporting economic growth
- Improved accessibility and connectivity within the town
- Enhanced public spaces and public realm
- Potential to attract further investment and tourism, fostering long-term economic growth and resilience

12.5 Mitigation

12.5.1 Construction Phase

No specific mitigation measures are recommended for population and human health, as no significant effects are anticipated during the construction phase. However, mitigation measures outlined in various other chapters of this EIAR are relevant to a wider range of sensitive receptors. These mitigation measures in other EIAR chapters are expected to further reduce or eliminate the potential for any significant impacts on population and human health.

12.5.2 Operational Phase

No specific mitigation measures are recommended for population and human health, as no significant effects are expected during the construction phase. The impacts on population and human health are anticipated to be generally positive, supporting many of the strategic and local objectives outlined in the National Policy Framework (NPF) and the Monaghan County Development Plan, particularly regarding economic growth, health and wellbeing, and quality of life.

12.6 Summary of Effects and Conclusions

It is unlikely that the construction or operation of the proposed regeneration of Dublin Street North will have any significant effects on human health. This conclusion is based on the expectation that any potential changes in health indicators would be too minor to result in noticeable shifts in the overall health and well-being of the local community.

13 Cultural & Architectural Heritage

13.1 Introduction

This chapter assesses the potential impacts of the Proposed Development, as set out in Chapter 4 – Project Description, on the known and potential cultural heritage resource. The term ‘Cultural Heritage’ encompasses several aspects of heritage. It can include tangible assets (immovable: archaeological sites and monuments, architectural heritage buildings; movable: artefacts; underwater: shipwrecks and ruins) and intangible assets (e.g. folklore, oral tradition, traditional craft working and language). In broad terms, ‘Cultural Heritage’ includes the designated and non-designated heritage categories of (i) archaeology (known and unknown), (ii) architectural (built) heritage and (iii) history and folklore.

For the proposed Development, the term ‘Cultural Heritage’ shall encompass all of these elements, save for architectural and built heritage, assessment of which has been prepared by John Cronin & Associates.

Assessment of architectural and built heritage has been prepared by Alastair Coey Architects. Both elements (Cultural Heritage and Architectural Heritage) have been dealt with under separate headers within this chapter.

13.2 Methodology

The methodological approach to the impact assessment of the Cultural & Architectural Heritage resource involved both desk and field-based site analysis. A range of data sources were utilised with a consideration of impact and relevant mitigation measures prepared in line with best practice and guidance literature. Statutory and non-statutory consultation has also been undertaken.

13.3 Baseline Scenario

A description of the archaeological and historical context of the study area which identifies the recorded archaeological sites and designated architectural structures located within the area is given. Datasets have been interrogated and retrieved largely from State organisations and are considered accurate and current per publicly available information at the time of writing (August 2024). In addition, these datasets have been informed by archaeological site investigations and walkover field surveys.

13.4 Impacts & Mitigation - Cultural Heritage

Receptor / Type	Value	Impact Type	Quality of Impact	Magnitude of Impact	Significance of Effect	Mitigation Measure	Residual Impact
MO009-060--- / Historic Town	Moderate	Direct (construction stage)	Negative	Medium-High	Moderate-Significant	Licenced Archaeological Monitoring of all ground reductions measures	Slight (negative)
MO009-060004- / Town Defences (levelled)	Moderate	Direct (construction stage)	Negative	High	Moderate-Significant	Licenced Archaeological Monitoring of all ground reductions measures	Slight (negative)
MO009-060006- / Market Cross / RPS 41000283	High	Direct (construction stage)	Negative	High	Very Significant	Careful dismantling, temporary safe storage and re-erection in as like manner, per Conservation Architect detailed specifications	Significant (positive)
F01 – F05 / Old Infirmary Complex	Low-Moderate	Indirect (construction stage)	Negative	High	Slight-Moderate	Careful clearance of vegetation by hand, detailed built heritage record and conservation, consolidation of upstanding remains, improved visitor access and interpretation signage	Moderate (positive)
F06 Ulster Canal walling	Low-Moderate	None	n/a	n/a	n/a	n/a	n/a

13.5 Impacts & Mitigation – Architectural Heritage

ID number	Name	Statutory Constraints	Sensitivity	Quality of effect	Duration	Magnitude	Significance	Notes	Mitigation
	Market Cross	RPS 41000283 Register of Monuments and Places MO009-060006	Medium	Positive	Reversible	Medium	Moderate	Relocation	Protection off site and relocation to a new position
SW01	Stone wall		Medium	Neutral	Permanent	Low	Not significant		Protection in-situ
SW02	Stone wall		Low	Negative	Permanent	High	Moderate	Demolition	Record survey
SW03	Stone wall		Low	Negative	Permanent	High	Moderate	Demolition	Record survey
SW04	Stone wall		Low	Negative	Permanent	High	Moderate	Demolition	Record survey
SW05	Stone wall		Low	Negative	Permanent	High	Moderate	Demolition	Record survey

ID number	Name	Statutory Constraints	Sensitivity	Quality of effect	Duration	Magnitude	Significance	Notes	Mitigation
SW06	Stone wall		Low	Negative	Permanent	High	Moderate	Demolition	Record survey
SW07	Stone wall		Low	Negative	Permanent	High	Moderate	Demolition	Record survey
SW08	Stone wall		Low	Negative	Permanent	High	Moderate	Demolition	Record survey
32	The Shambles	Dublin Street Architectural Conservation Area	Medium	Neutral	Permanent	Negligible	Not significant		Protection in-situ
32a	The Shambles		Low	Neutral	Permanent	Negligible	Imperceptible		Protection in-situ

ID number	Name	Statutory Constraints	Sensitivity	Quality of effect	Duration	Magnitude	Significance	Notes	Mitigation
32b	The Shambles		Low	Negative	Permanent	Low	Moderate	Demolition	Record survey
32c	The Shambles		Low	Negative	Permanent	High	Moderate	Demolition	Record survey
33	House	Dublin Street Architectural Conservation Area	Medium	Neutral	Permanent	Negligible	Not significant		Protection in-situ
33c	House		Low	Neutral	Permanent	Negligible	Imperceptible		Protection in-situ
34	House	Dublin Street Architectural Conservation Area	Medium	Neutral	Permanent	Negligible	Not significant		Protection in-situ

ID number	Name	Statutory Constraints	Sensitivity	Quality of effect	Duration	Magnitude	Significance	Notes	Mitigation
34a	House		Low	Negative	Permanent	High	Moderate	Demolition	Record survey
35	House	Dublin Street Architectural Conservation Area	Medium	Neutral	Permanent	Negligible	Not significant		Protection in-situ
36-37	Ashleigh House B&B	Dublin Street Architectural Conservation Area	Medium	Neutral	Permanent	Negligible	Not significant		Protection in-situ
37a	Ashleigh House B&B		Low	Neutral	Permanent	Negligible	Imperceptible		Protection in-situ
37d	Ashleigh House B&B		Low	Negative	Permanent	High	Moderate	Demolition	Record survey

ID number	Name	Statutory Constraints	Sensitivity	Quality of effect	Duration	Magnitude	Significance	Notes	Mitigation
38	Kennedy & Co	Dublin Street Architectural Conservation Area	Medium	Neutral	Permanent	Negligible	Not significant		Protection in-situ
38b	Kennedy & Co		Low	Neutral	Permanent	Negligible	Imperceptible		Protection in-situ
39	In Beauty	Dublin Street Architectural Conservation Area	Medium	Neutral	Permanent	Negligible	Not significant		Protection in-situ
40	Let Us Launder	Dublin Street Architectural Conservation Area	Medium	Neutral	Permanent	Negligible	Not significant		Protection in-situ
40a	Let Us Launder		Low	Neutral	Permanent	Negligible	Imperceptible		Protection in-situ
40b	Let Us Launder		Low	Negative	Permanent	High	Moderate	Demolition	Record survey

ID number	Name	Statutory Constraints	Sensitivity	Quality of effect	Duration	Magnitude	Significance	Notes	Mitigation
41		Dublin Street Architectural Conservation Area	Medium	Neutral	Permanent	Negligible	Not significant		Protection in-situ
41b			Low	Neutral	Permanent	Negligible	Imperceptible		Protection in-situ
41c			Low	Negative	Permanent	High	Moderate	Demolition	Record survey
42	Network Personnel / Amatino	Dublin Street Architectural Conservation Area	Medium	Neutral	Permanent	Negligible	Not significant		Protection in-situ
44-45	Formerly McCarrons	Dublin Street Architectural Conservation Area	Medium	Neutral	Permanent	Negligible	Not significant		Protection in-situ
45a	Formerly McCarrons		Low	Neutral	Permanent	Negligible	Imperceptible		Protection in-situ

ID number	Name	Statutory Constraints	Sensitivity	Quality of effect	Duration	Magnitude	Significance	Notes	Mitigation
46	House	Dublin Street Architectural Conservation Area	Medium	Neutral	Permanent	Negligible	Not significant		Protection in-situ
46b			Low	Neutral	Permanent	Negligible	Imperceptible		Protection in-situ
47	House	Dublin Street Architectural Conservation Area	Medium	Neutral	Permanent	Negligible	Not significant		Protection in-situ
47a			Low	Neutral	Permanent	Negligible	Imperceptible		Protection in-situ
48	House	Dublin Street Architectural Conservation Area	Medium	Neutral	Permanent	Negligible	Not significant		Protection in-situ

ID number	Name	Statutory Constraints	Sensitivity	Quality of effect	Duration	Magnitude	Significance	Notes	Mitigation
49	Mrs Hegartys	Dublin Street Architectural Conservation Area	Medium	Neutral	Permanent	Negligible	Not significant		Protection in-situ
50		Dublin Street Architectural Conservation Area	Medium	Neutral	Permanent	Negligible	Not significant		Protection in-situ
50a			Low	Neutral	Permanent	Negligible	Imperceptible		Protection in-situ
51	Suzanne Michaels	Dublin Street Architectural Conservation Area	Medium	Neutral	Permanent	Negligible	Not significant		Protection in-situ
52	Rushe's	Dublin Street Architectural Conservation Area	Medium	Neutral	Permanent	Negligible	Not significant		Protection in-situ

ID number	Name	Statutory Constraints	Sensitivity	Quality of effect	Duration	Magnitude	Significance	Notes	Mitigation
52a	Rushe's		Low	Neutral	Permanent	Negligible	Imperceptible		Protection in-situ
53			Low	Negative	Permanent	High	Moderate	Demolition	Record survey
53a			Low	Negative	Permanent	High	Moderate	Demolition	Record survey
53b			Low	Negative	Permanent	High	Moderate	Demolition	Record survey
53c			Low	Negative	Permanent	High	Moderate	Demolition	Record survey
54	Ernie's Alterations	Record of Protected Structures 41001181, Dublin Street Architectural Conservation Area	Medium	Neutral	Permanent	Negligible	Not significant		Protection in-situ

ID number	Name	Statutory Constraints	Sensitivity	Quality of effect	Duration	Magnitude	Significance	Notes	Mitigation
54a	Ernie's Alterations	Dublin Street Architectural Conservation Area, Record of Protected Structures 41001181	Medium	Neutral	Permanent	Negligible	Not significant		Protection in-situ
54b	Ernie's Alterations	Potentially historically associated with curtilage of Record of Protected Structures 41001181	Low	Neutral	Permanent	Low	Not significant		Protection in-situ

ID number	Name	Statutory Constraints	Sensitivity	Quality of effect	Duration	Magnitude	Significance	Notes	Mitigation
55	Les Cadeaux	Dublin Street Architectural Conservation Area, Record of Protected Structures 41001180	Medium	Neutral	Permanent	Negligible	Not significant		Protection in-situ
55a	Les Cadeaux	Record of Protected Structures 41001180	Low	Neutral	Permanent	Negligible	Imperceptible		Protection in-situ
55b	Les Cadeaux	Potentially historically associated with curtilage of Record of Protected Structures 41001180	Low	Neutral	Permanent	Negligible	Not significant		Protection in-situ

ID number	Name	Statutory Constraints	Sensitivity	Quality of effect	Duration	Magnitude	Significance	Notes	Mitigation
56	Macho Man	Dublin Street Architectural Conservation Area, Record of Protected Structures 41001179	Medium	Neutral	Permanent	Negligible	Not significant		Protection in-situ
56a	Macho Man	Record of Protected Structures 41001179	Low	Neutral	Permanent	Negligible	Imperceptible		Protection in-situ
57	Mr J	Record of Protected Structures 41001178	Medium	Neutral	Permanent	Negligible	Imperceptible		Protection in-situ
57a	Mr J	Record of Protected Structures 41001178	Low	Neutral	Permanent	Negligible	Imperceptible		Protection in-situ

ID number	Name	Statutory Constraints	Sensitivity	Quality of effect	Duration	Magnitude	Significance	Notes	Mitigation
57c	Mr J	Potentially historically associated with curtilage of Record of Protected Structures 41001178	Medium	Negative	Permanent	Low	Moderate		Demolition
58	Tonys Pizzeria	Dublin Street Architectural Conservation Area	Low	Neutral	Permanent	Negligible	Imperceptible		Protection in-situ
58c	Tonys Pizzeria		Low	Neutral	Permanent	Negligible	Imperceptible		Protection in-situ
58d	Tonys Pizzeria		Low	Neutral	Permanent	Negligible	Imperceptible		Protection in-situ

ID number	Name	Statutory Constraints	Sensitivity	Quality of effect	Duration	Magnitude	Significance	Notes	Mitigation
59	Flowers Hughes	By Dublin Street Architectural Conservation Area	Medium	Neutral	Permanent	Negligible	Imperceptible		Protection in-situ
59b	Flowers Hughes		Low	Neutral	Permanent	Negligible	Imperceptible		Protection in-situ
59c	Flowers Hughes		Low	Neutral	Permanent	Negligible	Imperceptible		Protection in-situ
59d	Flowers Hughes		Low	High	Permanent	High	Moderate	Demolition	Record survey
60	The Beauty Studio	By Dublin Street Architectural Conservation Area	Medium	Neutral	Permanent	Negligible	Not significant		Protection in-situ
60a	The Beauty Studio		Low	Neutral	Permanent	Negligible	Imperceptible		Protection in-situ

ID number	Name	Statutory Constraints	Sensitivity	Quality of effect	Duration	Magnitude	Significance	Notes	Mitigation
60b	The Beauty Studio		Low	Neutral	Permanent	Negligible	Imperceptible		Protection in-situ
61	MAG Chinese	Dublin Street Architectural Conservation Area	Medium	Neutral	Permanent	Negligible	Not significant		Protection in-situ
61a	MAG Chinese		Low	Neutral	Permanent	Negligible	Imperceptible		Protection in-situ
62	S McKenna	Dublin Street Architectural Conservation Area	Medium	Neutral	Permanent	Negligible	Not significant		Protection in-situ
62a	S McKenna		Low	Neutral	Permanent	Negligible	Imperceptible		Protection in-situ
62b	S McKenna		Low	Neutral	Permanent	Negligible	Imperceptible		Protection in-situ

ID number	Name	Statutory Constraints	Sensitivity	Quality of effect	Duration	Magnitude	Significance	Notes	Mitigation
62c	Dhaba		Low	Negative	Permanent	High	Moderate	Demolition	Record survey
63	Inka	Dublin Street Architectural Conservation Area	Medium	Neutral	Permanent	Negligible	Not significant		Protection in-situ
64	House of Labels	Dublin Street Architectural Conservation Area	Medium	Neutral	Permanent	Negligible	Not significant		Protection in-situ

13.6 Conclusions

The Proposed Development will not result in any negative operational impacts or significance of effects on the Cultural Heritage resource. The likely residual impacts indicate that although sub-surface archaeological features may be impacted at construction stage (Slight negative significance of effect), it is also acknowledged that any preservation by record (excavation) measures required therein will be widely and publicly disseminated, with findings adding to the existing knowledge base of the historic development of Monaghan town.

The residual impact on Cultural Heritage upstanding receptors (Market Cross and Old Infirmary ruins) will have a predicted positive permanent Significant and Moderate residual impact respectively. The proposed newly landscaped setting of the Market Cross within Old Cross Square and the Old Infirmary ruins within the Community Park, will allow for continued and enhanced interaction with these receptors in the longer-term.

This Chapter discusses the baseline, potential impacts, and proposed mitigation to be applied to the cultural and architectural heritage of the north side of Dublin Street, including its backlands, in the context of the Architectural Conservation Area, Recorded Protected Structures, National Monuments, and undesignated heritage assets. It has been assessed that the proposed plan for the implementation of the Dublin Street North Regeneration Plan is cognisant of the cultural heritage of the site and that the regeneration benefits of the proposed scheme will outweigh any negative impacts.

The proposed scheme will enhance the character of the Architectural Conservation area and the setting of the five Protected Structures on the site. The Old Cross Monument will be enhanced by being repositioned, and this impact will be reversible. The remaining four Protected Structures will not be directly impacted by the proposed works.

It is the opinion of the Conservation Architect that the proposed plan will have an overall positive effect on the setting and viability of the Architectural Conservation Area, the Protected Structures, and the National Monuments.

14 Townscape & Visual Impact

14.1 Introduction

This chapter of the EIAR assesses the likely significant effects of the Dublin Street North (DSN) regeneration project in Monaghan, on the environment in respect of Townscape and Visual Amenity. The findings of this assessment have been based on the detailed project description contained in Chapter 4 of this EIAR.

This EIAR chapter should be read in conjunction with the following provided in Volume III: Appendix 14.1 & Appendix 14.2:

- Appendix 14.1: Townscape Baseline and Viewpoint Locations
- Appendix 14.2: Viewpoints/Photomontages
 - Viewpoint/Photomontage A
 - Viewpoint/Photomontage B
 - Viewpoint/Photomontage C
 - Viewpoint/Photomontage D
 - Viewpoint/Photomontage E
 - Viewpoint/Photomontage F
 - Viewpoint/Photomontage G

14.2 Methodology

The assessment contained within this chapter is based on the Third Edition of the *Guidelines for Landscape and Visual Impact Assessment* issued by the Landscape Institute and Institute of Environmental Management and Assessment (hereinafter referred to as 'GLVIA3'). These guidelines are widely accepted as best practice for Landscape and Visual Assessment (LVIA) in Ireland, or Townscape and Visual Assessment (TVIA), as is the case here.

The assessment is based upon a desk top assessment of relevant plans, guidance and landscape character assessments, as well as a thorough site assessment carried out in October 2023 and September 2024. The desktop study and field work were informed by:

- Monaghan County Development Plan 2019-2025
- Dublin Street North Regeneration Plan (Variation 3 of the Monaghan County Development Plan) 2022
- digital and paper (Ordnance Survey Ireland) mapping at different scales; and
- information available on the internet (such as satellite images and information on recreational facilities and nature conservation sites).

Detailed field surveys were carried out on 10th October 2023, in overcast but clear conditions, and on 6th September 2024, in sunny and bright conditions. Photographs were taken during the field surveys, using a Nikon D610 digital SLR full frame camera, with a fixed 50mm lens, mounted on a tripod with a panoramic head. The individual photos were taken in portrait format.

Photomontages and renders were created by Eoin Heatley, McAdam Design Project Architect, BA (Hons) Arch, M Arch, MSc BIM Prj Mgmt,

Photographs and photomontages are intended to be printed at A3 size, so that the angle of vision covered by the print, when held at reading distance, is approximately the same as would be covered by the same extent of the real scene, when viewed from the camera position.

The camera positions of the views were established using survey standard digital GPS equipment.

The surveyed reference points on existing buildings were attached to the three-dimensional model created in 'Sketchup'.

The model used for photomontages included appropriate detail of the proposed buildings as shown on design drawings.

Renderings were made with 'Lumion' from each camera position using the field of view of each photograph, and, in the case of photomontages, with the sun position correct for the date and time that each photograph was taken.

In the case of photomontages, the renders were inserted into the relevant view using 'Photoshop'. Renders were scaled and positioned using the field of vision of each photograph and the surveyed reference points in each view.

14.3 Baseline Scenario

14.3.1 Townscape

A number of Townscape Character Types (TCT) in the vicinity of the Development Site were identified, based on the main building/usage types. Those located within the study area are listed, with descriptions provided, including:

- Town Centre TCT
- Institutional/Open Space TCT
- Residential TCT
- Industrial TCT

14.3.2 Visual

The visibility of the Development Site was initially assessed by a desktop study of OSI Discovery Maps (1:50,000) and aerial/satellite photography, followed by verification in the field. It was found that views towards the Development Site are screened from the majority of locations within the study area, due to the urban environment and associated presence of intervening buildings/structures, as well as the undulating topography in the wider area.

Seven viewpoints were selected to illustrate the existing views and represent the range of visual receptors present within and immediately surrounding the Development Site, i.e. residential receptors, people walking along the roads/laneways, road users and recreational users of the Ulster Canal Greenway.

14.3.3 Sensitive Receptors

The Townscape receptors potentially affected by the Proposed Development and therefore considered as part of the assessment of Townscape effects:

- Town Centre TCT;
- Institutional / Open Space TCT; and the
- Residential TCT.

The visual receptors potentially affected by the Proposed Development and therefore considered as part of the assessment of visual effects, are as follows.

- Residents
- Pedestrians
- Vehicle Users
- Recreational users (walkers and cyclists)

14.4 Impact Assessment

14.4.1 Townscape & Visual Effects

14.4.1.1 Construction Phase

The following elements are likely to cause townscape and visual effects during the Construction Phase, which is expected to last c.20 months:

- Site clearance, including demolition of existing buildings / structures and removal of existing vegetation, within the back lands area;
- Presence of construction machinery and associated noise and movement;

- Construction activities, including the construction of hard landscape surfaces and the installation of street furniture, as well as planting works.

14.4.1.2 Operational Phase

The following elements are likely to cause townscape and visual effects during the Operational Phase, i.e. which will permanently remain in place following the completion of the construction works:

- Presence of new streetscape, including new materials, street furniture and landscaped areas;
- Presence of people and cars and associated noise and movement in the back lands area; and
- Presence, in the future, of new buildings in the proposed development plots, which are taken into account as part of the assessment for completeness. To aid this assessment, two versions are provided for the photomontages, one showing the development in the opening year, when the development plots are still empty and one with sample buildings included in the development plots.

14.4.2 Townscape Effects

In accordance with GLVIA3, sensitivity of Townscape receptors is determined by combining their value with their susceptibility to the type of development proposed.

The value of each of the townscape receptors and their susceptibility, as well as the combined sensitivity are assessed.

None of these landscape effects during the construction phase are assessed to be significant.

None of these landscape effects during the operational phase are assessed to be significant.

14.4.3 Visual Effects

An assessment of the visual effects during the construction phase, based on the sensitivity of each of the visual receptors combined with the magnitude of change experienced by each of them is provided.

None of these visual effects during the construction phase are assessed to be significant.

An assessment of the visual effects during the operational phase, based on the sensitivity of each of the visual receptors combined with the magnitude of change experienced by each of them, is provided.

None of these visual effects during the construction phase are assessed to be significant.

14.5 Mitigation

14.5.1 Demolition and Construction Phase

The townscape and visual effects associated with the demolition and construction activities of a large development, such as the proposed, are generally difficult to mitigate.

A number of measures, which typically form part of good construction ‘design’, will ensure that these effects are kept as low as possible. They include

- well planned/phased construction works;
- a well organised/tidy construction site;
- a construction period, which is kept as short as is safely possible; and
- construction fencing, which will screen much of the works (although the fencing itself will cause some visual effects).

No other feasible mitigation measures were identified, which would further reduce the townscape and visual effects identified during the construction phase.

14.5.2 Operational Phase Mitigation

The proposed development, which was designed in line with Local Area Action Plan (LAAP) / Dublin Street North Regeneration Plan, will result in the improvement of the local environment in townscape and visual terms, e.g. through the use of materials that will complement the historic character. Further townscape/visual mitigation measures are therefore not considered necessary during the operational phase.

14.6 Conclusion

In summary, none of the landscape or visual effects associated with the construction and operation of the proposed DSN regeneration project were found to be significant. Indeed, the effects of the operational development were found to be largely positive in nature, due to the improvements to the public realm, when compared with the current situation.

15 Interactions

15.1 Introductions & Methodology

The EIA Directive and its transposing Regulations requires that in addition to assessing impacts on human beings, fauna, flora, soil, water, air, climate, landscape, material assets and cultural heritage, the interrelationship between these factors in-combination must be taken into account as part of the environmental impact assessment process.

15.2 Interactions & In-combination Effects

Table 15.1 below is a matrix table indicating the significant inter-relationships that are likely to occur between the various environmental disciplines with regard to the proposed development. Where a tick exists in a box in the table, this indicates that a relationship exists between the two environmental areas.

The purpose of the table is to allow interaction between various disciplines to be recognised, although the level of interaction and in-combination effect will vary in each case. It is assumed in presenting this table that an environmental discipline has a potential inter-relationship both during the construction and operational phases of the development.

An assessment of expected interaction and in-combination effect is given in Table 15.2.

Table 15.1 Inter-relationship Matrix – Potential Interaction between Environmental Disciplines

	Noise & Vibration	Soils, Geology & Hydrogeology	Hydrology	Biodiversity	Material Assets, Land Use & Waste	Air Quality, Emissions & Climate	Population & Human Health	Cultural & Architectural Heritage	Townscape & Visual Impact
Noise & Vibration		☒	☐	☒	☐	☐	☒	☐	☐
Soils, Geology & Hydrogeology			☒	☒	☒	☐	☐	☐	☐
Hydrology				☒	☒	☐	☒	☐	☐
Biodiversity					☒	☒	☐	☐	☐
Material Assets, Land Use & Waste						☒	☒	☐	☐
Air Quality, Emissions & Climate							☒	☐	☐
Population & Human Health								☐	☐
Cultural & Architectural Heritage									☒
Townscape & Visual Impact									

☒ Interaction

Table 15.2 Summary of Interaction and In-combination Effects

Environmental Discipline	Inter-relationship	Interaction and In-combination Effect
Noise & Vibration	<ol style="list-style-type: none"> 1. Soils, Geology & Hydrogeology 2. Biodiversity 3. Population & Human Health 	<ol style="list-style-type: none"> 1. Machinery used in topsoil stripping and groundworks could increase noise levels. No significant noise effects are predicted with implementation of mitigation. 2. Disturbance from noise can impact on wildlife depending on the host environment. Overall predictions are that there will be no significant noise impact generated during construction or operation when ecological features are assessed.
Soils, Geology & Hydrogeology	<ol style="list-style-type: none"> 1. Hydrology 2. Biodiversity 3. Material Assets, Land Use & Waste 	<ol style="list-style-type: none"> 1. Both temporary and permanent impacts on surface waters may occur during construction. Pollution from mobilised suspended solids (silt) is the prime concern. Suspended sediment due to run off from stripped construction areas, stockpiled earth can have a severe negative impact on water quality. A range of mitigation measures have been outlined. The Hydrology chapter has concluded that through appropriate mitigation measures there will be no significant impacts. 2. Movement and management of soils and earthworks by heavy plant in proximity to surface waters carries an inherent risk of pollution of watercourses. There is a risk involved with any construction activity in proximity to surface waters that a pollution incident might arise and result in spills or leaks of polluting substances. 3. Excavation of soils and reduction of levels on site can lead to direct impact on utilities above and below ground. Subject to mitigation measures no significant effects are predicted.

Environmental Discipline	Inter-relationship	Interaction and In-combination Effect
Hydrology	<ol style="list-style-type: none"> 1. Biodiversity 2. Material Assets, Land Use & Waste 3. Population & Human Health 	<ol style="list-style-type: none"> 1. Both temporary and permanent impacts on surface waters may occur during construction. Pollution from mobilised suspended solids (silt) is the prime concern. If allowed to enter surface watercourses this run off can give rise to high suspended solids and detrimental impacts, in particular to fisheries and aquatic invertebrates which can impact the ecological status of a water body. 2. Both temporary and permanent impacts on surface waters may occur during construction. Pollution from mobilised suspended solids (silt) is the prime concern. Suspended sediment due to run off from stripped construction areas, stockpiled earth can have a severe negative impact on water quality. A range of mitigation measures have been outlined. Flooding has potential to cause issues for water quality. The FRA has shown that all flood risk areas are avoided. The Material Assets, Land Use & Waste chapter has concluded that through appropriate mitigation measures there will be no significant impacts. 3. The FRA has considered the potential effects of climate change. No significant effects have been identified in the Hydrology chapter has development avoids at risk areas on site.
Biodiversity	<ol style="list-style-type: none"> 1. Material Assets, Land Use & Waste 2. Air Quality, Emissions & Climate 	<ol style="list-style-type: none"> 1. Movement and management of soils and earthworks by heavy plant in proximity to surface waters carries an inherent risk of pollution of watercourses. There is a risk involved with any construction activity in proximity to surface waters that a pollution incident might arise and result in spills or leaks of polluting substances. 2. The air quality impact assessment has concluded that there are no significant local air quality impacts at ecological receptors.

Environmental Discipline	Inter-relationship	Interaction and In-combination Effect
Material Assets, Land Use & Waste	1. Air Quality, Emissions & Climate 2. Population & Human Health	1. Demolition, construction and operational phases of the project have the potential to releases atmospheric pollutants into the surrounding environment. Mitigation measures detailed for demolition and construction stages will aid in reducing levels of air pollution. There is no significant impact predicted on local air quality concentrations at human exposure receptors or designated sites as a result of the proposed development. 2. Disturbance of soils has potential to impact upon air quality. The air quality chapter has concluded that through appropriate mitigation measures there will be low/negligible impacts during construction/ demolition. There is no significant impact predicted on local air quality concentrations at human exposure receptors during the operational phase.
Air Quality, Emissions & Climate	1. Population & Human Health	1. Demolition, construction and operational phases of the project have the potential to releases atmospheric pollutants into the surrounding environment. Mitigation measures detailed for demolition and construction stages will aid in reducing levels of air pollution. There is no significant impact predicted on local air quality concentrations at human exposure receptors or designated sites as a result of the proposed development.
Cultural & Architectural Heritage	1. Townscape & Visual Impact	1. Developments can sometimes infringe upon the amenity use and visual setting of an archaeological or architectural heritage feature and as a result lead to unacceptable impacts. There are a range of mitigation measures to ensure these sensitive issues are addressed appropriately.

