



**Chief Executive's Report in accordance with  
Section 13(4) of the  
Planning and Development Act 2000 (as amended)  
in Respect of  
Proposed Variation No. 1  
of the  
Monaghan County Development Plan 2025 - 2031**

**September 2025**

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## **1.0: Introduction**

The Monaghan County Development Plan 2025-2031 (MCDP) took effect on the 7th of July 2025 and provides an overall strategy for the proper planning and sustainable development of County Monaghan over the plan period. The specific objectives and policies of the Development Plan, seek to achieve balance between the common good and the interests of individuals.

A variation to the Development Plan is required to amend the land use zoning pertaining to an area of land in Annahagh, Monaghan Town. A map detailing the location of the subject lands is contained within Appendix 1. This proposed variation is the first variation since the adoption of the MCDP.

This report provides an overview of the proposed variation, details of the consultation process, a summary of submissions and comments received, and the Chief Executive's opinion and recommendation on the submissions and comments received.

## **2.0: Context and Background**

Map MTDP 1 of the Monaghan County Development Plan 2025-2031 identifies the area subject of this variation proposal zoned as "Strategic Residential Reserve". The zoning objective of Strategic Residential Reserve is "To protect lands that are considered strategic in location for future residential development." The principal permitted land uses on such lands is residential.

Having regard to Table 9.3 of the MCDP, light and heavy industrial uses are not normally permitted on lands zoned as "Strategic Residential Reserve". The supporting text outlines that a development type that is 'not normally permitted' is one that would be contrary to the zoning objectives and will not be permitted, except in exceptional circumstances.

Section 9.1 of the MCDP sets out an overall vision for the Settlements and demonstrates how the sustainable and co-ordinated growth and development of the towns in the County can be shaped in a planned manner which will also act as a catalyst for the economic, physical, cultural, and environmental development of the towns.

Within this overall vision Monaghan County Council aims to address the future sustainable development of the towns through:

- Establishment of a viable and growing population, sufficient to support a wide variety of employment and services.
- Development of infrastructure to support the existing towns and accommodate future growth within the towns.
- Improved transport links both within the County and destinations outside it.
- Re-development of back lands and derelict sites throughout the towns where appropriate.
- Provision of sufficient parking within the town centres where necessary.

In accordance with NPO 9 of the National Planning Framework (NPF), Monaghan Town is designated as a Key Town within the Regional Spatial and Economic Strategy for the Northern and Western Region and therefore is identified for significant rates of population growth of 30% or more above Census 2016 population levels which was 7,678. This means that Monaghan Town should achieve a population of at least 10,000 by 2040. To increase this growth rate a revised focus will be placed on driving compact growth, inward investment, town regeneration schemes such as Dublin Street North, Dublin Street South Regeneration Plans and Roosky Lands Master Plan. To support this focus, objective MTSO 2 within Chapter 10 of the County Development Plan seeks to ensure that a number of priorities for the town are delivered within the lifetime of the development plan including:

- the development of the Industry, Enterprise and Employment lands at Annahagh and Tullyherim,

The First Revision to the National Planning Framework (2025) (the Revised NPF) was approved by both Houses of the Oireachtas (April 2025). The revised NPF notes that in the period between 2022 and 2040, it is expected that there will be roughly an extra one million people living in our country who will require new jobs and new homes.

The Revised NPF notes that for the Monaghan/Cavan area, addressing economic resilience and connectivity is a strategic priority. The maintenance of seamless cross-border movement for people, goods and services, together with improvements in digital and physical infrastructure will create new opportunities to leverage employment and for sustainable population growth, focused on the county towns.

The review of the National Development Plan 2025 also places a key focus on safeguarding our economy, driving growth and opportunity through investing in infrastructure and addressing the infrastructure deficit.

Specific to Monaghan Town, Section 10.7 of the Development Plan states that the provision of sufficient zoned Industry, Enterprise and Employment lands will provide certainty and clarity for all potential developers and encourage the location of new industries in the town thus helping to secure the provisions of Objective MTO 8 which seeks “To promote Monaghan Town as the key industrial and employment centre of the County in line with its ‘Key Town’ status as designated in the Northern and Western Regional Assembly Regional Spatial and Economic Strategy (NWRA RSES).”

### **3.0: Proposed Variation**

The proposed variation pertains to the change in zoning of the subject lands from “Strategic Residential Reserve” to “Industry, Enterprise and Employment” to provide for new Industrial, Enterprise and Employment generating development in the interests of the proper planning and sustainable development of the area.

The rezoning of these lands will further help to promote Monaghan Town as a location of economic development and will afford for the provision of industrial activities that will support the future economic growth of the town and stimulate the economic viability and vibrancy of it.

A map illustrating the existing and proposed land use zonings pertaining to the subject lands is contained within Appendix 2 of this report.

### **4.0: Legislative Context**

Section 13(1) of the Planning and Development Act 2000 (as amended) states, “A Planning Authority may at any time, for stated reasons, decide to make a variation of a development plan which for the time being is in force.” Where a planning authority proposes to make a variation in a development plan, it shall-

- a) Send notice and copies of the proposed variation of the development plan to the Minister, the Minister for Tourism, Culture, Arts, Gaeltacht, Sport and Media, the Office of the Planning Regulator, the Board, the relevant regional assembly, and, where appropriate, to any adjoining planning authority, the prescribed authorities, and any local community development committee within the area of the development plan.

- b) Publish notice of the proposed variation of the development plan in one or more newspapers circulating in that area.
- c) Not later than 8 weeks after giving notice under subsection 2 (b), the Chief Executive of a planning authority shall prepare a report on any submissions or observations received under that subsection and shall submit a report to the members of the authority for their consideration.
- d) A report shall list the persons or bodies who made submissions or observations, provide a summary of the recommendations, submissions or observations made by the Minister, where the notice under paragraph (a) of subsection (2) was sent before the establishment of the Office of the Planning Regulator, the recommendations, submissions and observations made by the Office of the Planning Regulator, and the submissions and observations made by any other persons, in relation to the draft development plan in accordance with this section, give the response of the chief executive to the issues raised, taking account of the proper planning and sustainable development of the area, the statutory obligations of any local authority in the area and any relevant policies or objectives for the time being of the Government or of any Minister of the Government.
- e) The Members of a planning authority shall consider the proposed variation and the report of the chief executive, and may as they consider appropriate, by resolution make the variation, with or without modifications, or they may refuse to make it.
- f) A further modification to the variation may be made where it is minor in nature and therefore not likely to have significant effects on the environment or adversely affect the integrity of a European site shall not be made where it refers to an increase in the area of land zoned for any purpose, or an addition to or deletion from the record of protected structures.

## **5.0: Screening Exercises**

An Appropriate Assessment screening exercise in respect of the potential impacts of the proposed variation upon Natura 2000 sites (Special Areas of Conservation and Special Protection Areas) was carried out in accordance with Section 177U of the Planning and Development Act 2000 (as amended). It was determined that the proposed variation would have no impacts upon designated sites within or adjoining the County. A Stage 2 Appropriate Assessment was therefore not required in respect of the proposed variation.

A screening exercise in accordance with Article 13K of the Planning and Development (Strategic Environmental Assessment) Regulations 2004 (as amended) was also carried out. It was determined that the proposed variation is not likely to have any significant impacts on the environment and therefore a Strategic Environmental Assessment (SEA) was not required in respect of this proposed variation.

## **6.0: Consultation Process**

Notice of the proposed variation to the Monaghan County Development Plan 2025-2031 was advertised in the Northern Standard on the 14<sup>th</sup> August 2025. The newspaper notice provided details on the reason for the proposed variation (change of zoning of lands in the settlement of Monaghan Town), where a copy of the proposed variation could be viewed, how written submissions or observations could be made and the closing date/time for such submissions to be received. The period for submissions and observations to be submitted closed at 5pm on the 11<sup>th</sup> September 2025.

Notice of the proposal to vary the Monaghan County Development Plan 2025-2031 was also published on the Council's Consultation Portal ([consult.monaghancoco.ie](http://consult.monaghancoco.ie)), the Council's website ([monaghan.ie](http://monaghan.ie)), along with an Explanatory Document, SEA Screening Report and AA Screening Report. Additionally,

public notification of the proposed variation was also promoted on the Council's Social Media platforms.

Consultation letters were issued to the prescribed bodies as set out in the Planning and Development Act 2000 (as amended) on 14<sup>th</sup> August 2025 and submissions and observations were invited on the proposed variation up to 5pm on 11<sup>th</sup> September 2025.

## 7.0: Submissions and Observations Received

A total of 11 submissions were received during the statutory time period from:

1. Dublin Airport Authority (DAA)
2. Environmental Protection Agency (EPA)
3. Louth County Council (LCC)
4. Uisce Éireann (UE)
5. Transport Infrastructure Ireland (TII)
6. National Transport Authority (NTA)
7. Office of the Planning Regulator (OPR)
8. Department of Agriculture, Environment and Rural Affairs (DAERA)
9. Northern and Western Regional Assembly (NWRA)
10. Meath County Council (MCC)
11. Office of Public Works (OPW)

A summary of the content of each submission and the response in respect of same is provided below:

<b>Submission Reference</b>	<a href="#">MN-C32-1</a>
<b>Name</b>	Dublin Airport Authority (DAA)
<b>Summary of Submission</b>	
<ul style="list-style-type: none"> <li>Dublin Airport Authority (DAA) has no comment to make with respect to proposed variation No. 1 other than to recommended consultation with the Irish Aviation Authority (IAA) and the Irish Aviation Authority Air Navigation Service Provider (IAA-ANSP)</li> </ul>	
<b>Response</b>	
<ul style="list-style-type: none"> <li>The comments received from DAA are noted.</li> <li>The Planning Authority notes the IAA and the IAA-ANSP are not authorities prescribed under Section 13 of the Planning and Development Act 2000 (as amended).</li> </ul>	

<b>Submission Reference</b>	<a href="#">MN-C32-2</a>
<b>Name</b>	Environmental Protection Agency (EPA)
<b>Summary of Submission</b>	
<ul style="list-style-type: none"> <li>The submission notes that if a proposed SEA Determination has not been made regarding the proposed variation, this should be completed to determine whether the plan would be likely to have significant effects on the environment. The submission recommends that the available guidance, namely the Good Practice Guidance for Strategic Environmental Assessment (SEA) Screening (EPA, 2001) and The Strategic Environmental Assessment: Guidelines for Regional Assemblies and Planning Authorities (DHLGH, 2022) are taken into account in making the Screening Determination and incorporate the relevant recommendations to the plan.</li> <li>In proposing and in implementing the plan, the submission notes that the plan is consistent with the need for proposed planning and sustainable development. Adequate and appropriate critical service infrastructure should be in place or required to be put in place, to service any development proposed and authorised during the lifetime of the plan.</li> </ul>	

- In considering the plan, the need to align with national commitments on climate change mitigation and adaption as well as incorporating any relevant recommendations in sectoral, regional and local climate and adaption plans, must be taken into account.
- It must be ensured that the plan aligns with any key relevant higher-level plans and programmes and is consistent with the relevant objectives and policy commitments of the National Planning Framework and the relevant Regional Spatial and Economic Strategy.
- The plan should also align with The Planning System and Flood Risk Management Guidelines for Planning Authorities' (OPW, 2009) as relevant and appropriate in the zoning and development of lands.
- Ireland's State of the Environment Report 2024 should be considered and relevant aspects integrated as appropriate in implementing the plan outputs and recommendations.
- The submissions provide details on available guidance and resources available on the EPA website.
- The submission refers to the EPA SEA WebGIS tool which has been updated and allows an indicative report on key aspects of the environment in a specific geographic area to be produced. The submission noted that the tool is intended to assist public authorities in SEA screening and scoping exercises.
- The submission notes that catchments.ie provides a single point of access to water quality and catchment data from the National Water Framework Directive monitoring programme.
- The submission states that where changes to the plan or programme are made prior to finalisation, or where modifications to the plan or programme are proposed following its adoption, these should be screened for potential for likely significant effects in accordance with the criteria set out in Schedule 2A (S.I. No. 436 of 2004, as amended) or Schedule 1 (S.I. No. 435 of 2004, as amended) of the SEA Regulations, as appropriate.
- The submissions states that the plan or programme shall comply with the requirements of the Habitats Directive where relevant. Where an Appropriate Assessment is required, the key findings and recommendations should be incorporated into the SEA and the plan or programme. The submission refers to the EPA AA GeoTool which has been developed in partnership with the National Parks and Wildlife Service.
- The submission states that in accordance with the SEA Regulations and prior to making an SEA Determination the Environmental Authorities and any adjoining Planning Authority shall be consulted.
- The submission notes that after making the determination as to whether SEA is required or not, a copy of the decision, including, if appropriate, the reasons for not requiring an environmental assessment, shall be made available for public inspection and a copy of the determination shall be sent to the relevant environmental authorities consulted.

#### Response

- The comments received from the Environmental Protection Agency are noted.
- An SEA Screening Determination was made under the Planning and Development (Strategic Environmental Assessment) Regulations 2004 (SI No. 436 of 2004), as amended by the Planning and Development (Strategic Environmental Assessment) Regulations 2011 (SI No. 201 of 2011) and concluded that a Strategic Environmental Assessment was not required with respect to the proposed variation. The Screening Determination was made available for public inspection and copies of it were sent to the relevant environmental authorities consulted.
- In making the determination, the information contained in the SEA Screening Report, prepared by Panther Environmental Solutions Ltd, including information provided by environmental authorities and an examination of the need to undertake SEA against relevant criteria set out in Schedule 2A 'Criteria for determining whether a plan is likely to have significant effects on the environment' of the above Regulations was taken into account.

<ul style="list-style-type: none"> <li>• The proposed variation and its implementation is in the interest of proper planning and sustainable development.</li> <li>• The proposed variation aligns with national, sectoral, regional and local commitments on climate change mitigation and adaptation as well as higher level plans such as the National Planning Framework and the Regional Spatial and Economic Strategy. The proposed variation will align with the OPW's 'The Planning System and Flood Risk Management Guidelines for Planning Authorities' (OPW, 2009).</li> <li>• The SEA Screening process considered the relevant findings from the EPA's State of the Environment Report 2024 as well as the numerous resources listed within the submission.</li> <li>• In the event that modifications are made to the proposed variation, these will be screened for potential for likely significant effects in accordance with the criteria set out in Schedule 2A (S.I. No. 436 of 2004, as amended) or Schedule 1 (S.I. No. 435 of 2004, as amended) of the SEA Regulations.</li> <li>• The proposed variation has been screened for Appropriate Assessment, and it was determined that a Stage 2 Appropriate Assessment was not required.</li> <li>• The environmental authorities and relevant adjoining local authorities were consulted during the screening process.</li> </ul>
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<b>Submission Reference</b>	<a href="#">MN-C32-3</a>
<b>Name</b>	Louth County Council (LCC)
<b>Summary of Submission</b>	
<ul style="list-style-type: none"> <li>• No observations to make.</li> </ul>	
<b>Response</b>	
<ul style="list-style-type: none"> <li>• The response from Louth County Council is noted.</li> </ul>	

<b>Submission Reference</b>	<a href="#">MN-C32-4</a>
<b>Name</b>	Uisce Éireann (UÉ)
<b>Summary of Submission</b>	
<ul style="list-style-type: none"> <li>• Uisce Éireann (UÉ) notes that the subject lands were assessed as part of Uisce Éireann's submission to the Draft Monaghan County Development Plan 2025-2031.</li> <li>• The submission notes that updated Capacity Registers were issued in August 2025 and supersede those published in December 2024, however, advises that the registers are only an indication of available capacity and that in the event that a development is proposed, contact should be made with the Developer Services Team.</li> </ul>	
<b>Response</b>	
<ul style="list-style-type: none"> <li>• The comments received from Uisce Éireann are noted.</li> <li>• Having regard to the Infrastructure Assessment undertaken with respect to the Monaghan County Development Plan 2025-2031, it is noted that the site is serviced with respect to foul sewerage and water supply.</li> </ul>	

<b>Submission Reference</b>	<a href="#">MN-C32-5</a>
<b>Name</b>	Transport Infrastructure Ireland (TII)
<b>Summary of Submission</b>	
<ul style="list-style-type: none"> <li>• Transport Infrastructure Ireland (TII) acknowledges that the subject lands adjoin existing Industry, Enterprise and Employment zoned land and are subject to the 'Roads, Traffic Management and Active Travel' objective included in Section 10.9 of the adopted County Development Plan, outlining the proposal to develop a mid town transport connection between development lands at Annahagh Roundabout, on the N2, national road and Old Cross Square.</li> </ul>	



- The submission notes that TII has previously advised, in relation to such additional connectivity to the national road network, that such schemes should be developed complementary to safeguarding the strategic function of the national road network and proposal impacting on the national road network should be developed in consultation with and subject to the agreement of TII. This remains the position of TII.
- TII is aware of the preparation of a Local Transport Plan in relation to Monaghan Town which has not yet been finalised.
- The submission notes that having regard to the above, TII considers that the proposed variation would benefit from clarification in relation to access proposals to the subject lands in the short term as well as elaboration of the coordination and delivery of transport measures required to facilitate the integrated sustainable long-term development of the area, neither of which are set out clearly in the proposed variation.
- The submission concludes by requesting that the above observations are taken into consideration by Monaghan County Council.

#### Response

- The comments received from Transport Infrastructure Ireland are noted.
- The road network strategy, as detailed in the recently agreed Monaghan Town Local Transport Plan, aims to protect the strategic function of the national road network, while promoting the use of new and alternative routes for through traffic.
- Proposed access arrangements to serve the subject lands from the N2 Annahagh Roundabout, will comply with Transport Infrastructure Ireland Design Standards and will be examined through a Traffic and Transport Assessment (TTA), whereby the potential transport impacts of any proposed development on the rezoned lands will be reviewed.
- It is anticipated that development throughout this area will be phased and implemented as funding becomes available and necessary approvals obtained. Transport measures to facilitate the integrated sustainable long-term development of the area will be identified by site specific traffic assessments, informed by the Monaghan Town LTP (developed in accordance with TII ABTA Guidance).

<b>Submission Reference</b>	<a href="#">MN-C32-6</a>
<b>Name</b>	National Transport Authority (NTA)
<b>Summary of Submission</b>	
<ul style="list-style-type: none"> <li>• The submission notes the location of the lands to the east of Monaghan town centre, the west of the N2 and that the adjoining greenfield lands are also zoned as Industry, Enterprise and Employment.</li> <li>• The submission notes that Section 10.9 and Map MTDP1 of the Monaghan County Development Plan includes a proposal “to develop a mid-town transport connection between development lands at Annahagh Roundabout on the N2, national road, and Old Cross Square” which would serve the subject lands.</li> <li>• The submission states that the NTA has worked with Monaghan County Council and its consultants on the preparation of a Local Transport Plan (LTP) for the town which is currently at Draft stage. The NTA notes that Objective MTO 10 of the Development Plan seeks “To vary the Development Plan to incorporate the objectives and measures of the Local Transport Plan for Monaghan Town when finalised, and to implement its objectives and measures, during the lifetime of this Plan”.</li> <li>• The Draft LTP, reflecting the Development Plan, includes proposals for a link road and proposals for the development of the cycle network to serve the subject area.</li> <li>• The submission states that the NTA has no objection in principle to the proposed zoning change, however the extent of Industry, Enterprise and Employment zoned lands in this area of Monaghan Town is noted.</li> </ul>	

- Whilst the Draft LTP provides a framework for access to these lands, the submission states that the phasing of development across the zoned lands, in tandem with the provision of transport links, will be critical to ensuring that it develops in as sustainable a manner as possible.
- The submission states that the NTA therefore recommends that consideration be given to the preparation of a masterplan for the Industry, Enterprise and Employment landbank to include a Phasing Plan for development supported by a transport plan with an emphasis on maximising the role of sustainable modes in accordance with the Objectives of the Draft LTP. Development proposals for the area, in terms of layout, scale and density, should be contingent on the provision of an appropriate access plan with an emphasis on permeability, in particular for walking and cycling to/from employment uses. Adequate consideration will also need to be given to potential impacts on the national road (network N2) adjoining the area.
- The submission concludes by recommending that the variation should provide for the preparation of a masterplan for the 'Industry, Enterprise and Employment' landbank to include a Phasing Plan for development supported by a transport plan with an emphasis on maximising the role of sustainable modes in accordance with the Objectives of the Draft Local Transport Plan.

#### Response

- The comments received from the National Transport Authority are noted.
- Monaghan Local Transport Plan (LTP) was agreed at the Monaghan Municipal District meeting on 15<sup>th</sup> September 2025. In accordance with objectives TO9 and MTO10 of the Monaghan County Development Plan 2025-2031, it is the intention of the Planning Authority to proceed to vary the Monaghan County Development Plan in accordance with Section 13(4) of the Planning and Development Act (as amended), to incorporate the LTP. The objectives and measures contained within the LTP will be implemented during the lifetime of the development plan.
- All development proposals are subject to necessary statutory approvals and are required to demonstrate compliance with objectives and policies contained within the Monaghan County Development Plan 2025-2031, in particular:

**ATP 4:** To encourage that all new developments are designed to integrate into an active travel network, linking with adjoining developments and institutions, providing cycle and pedestrian-friendly development layouts, infrastructure, and facilities. Pedestrian and cycling infrastructure shall be designed in accordance with DMURS and/or the NTA's Cycle Design Manual. The interface with the road network and connectivity to other local walking, wheeling and cycling infrastructure will be considered as part of the design, and where appropriate proposals shall be included to mitigate or improve connectivity to the network as part of the development. Such proposals may include the payment of a contribution toward the cost of any required mitigation or improvement works.

- The development of the land contained within the variation and the adjoining areas already zoned Industry, Enterprise and Employment is anticipated to be on a phased basis.

<b>Submission Reference</b>	MN-C32-7
<b>Name</b>	Office of the Planning Regulator (OPR)
<b>Summary of Submission</b>	
<ul style="list-style-type: none"> <li>The Office of the Planning Regulator (OPR) notes that the proposed variation to the County Development Plan relates to the rezoning of c.2.515ha from Strategic Residential Reserve to Industry, Enterprise and Employment at Annahagh, Monaghan Town. The proposed variation lands are located in close proximity to existing Industry, Enterprise and Employment zoned lands.</li> <li>Given Monaghan's Key Town status within the Regional Spatial and Economic Strategy (RSES) for the Northern and Western Regional Assembly, the OPR is satisfied that the proposed variation will contribute to economic and employment growth in the town, consistent with Strategic Objective MTSO 2 of the County Development Plan for 'the development of the Industry, Enterprise and Employment lands at Annahagh and Tullyherim'. The OPR is also satisfied that the proposed variation aligns with the core strategy of the County Development Plan.</li> <li>While the OPR welcomes the inclusion of an Explanatory Brief as part of the proposed variation, it does not set out access arrangements for the proposed variation lands in the short term nor does it refer to the preparation of the Local Transport Plan (LTP) for Monaghan Town or any sustainable transport measures relating to the subject lands.</li> <li>The OPR notes that a LTP is being prepared for Monaghan Town, which should be reflected in the strategic approach to the development of the subject lands, together with the wider land bank. This will maximise the opportunities for the integration of land use and transport planning as set out in the RSES. In particular, this should ensure that interim and longer-term access arrangements are identified together with any other transport measures required to facilitate sustainable transport measures in the short, medium and long term as the wider land bank is developed.</li> <li>The submission from the OPR contains the following Recommendation:</li> </ul>	
<p><b><u>Recommendation 1 – To facilitate the integration of infrastructure and land use.</u></b></p> <p>Having regard to the need for the co ordination of land use, and the required infrastructure to service the lands and in particular to:</p> <ul style="list-style-type: none"> <li>PO 19 of the NPF which requires local authorities to identify locations for strategic employment development in urban areas;</li> <li>RPO 6.27 of the RSES which supports the collaborative preparation of a Local Transport Plan (LTP) for Monaghan town, the RPO sets out that the LTP will inform development plans;</li> <li>RPO 6.28 of the RSES which sets out that policies, objectives and measures which emerge from the LTP shall be incorporated into development plans;</li> <li>Strategic Objective MTSO 2 of the Monaghan County Development Plan 2025-2031 (County Development Plan) which includes a provision to prioritise the development of the Industry, Enterprise and Employment lands at Annahagh and Tullyherim within the lifetime of the County Development Plan and a provision for the preparation and implementation of a LTP for Monaghan town;</li> <li>Transport Policy TP 2 of the County Development Plan relating to the preparation of a LTP for Monaghan Town during the first 3 years of the County Development Plan; and</li> <li>Objective MTO 9 of the County Development Plan relating to the preparation of a LTP for Monaghan Town by 2025 and Objective MTO 10 to vary the County Development Plan to incorporate the objectives and measures of the LTP when finalised,</li> </ul> <p>the Office recommends that the Planning Authority:</p> <ul style="list-style-type: none"> <li>(i) identifies access proposals to the subject lands in the short term; and</li> </ul>	

(ii) includes an objective to require that the transport measures identified in the LTP (once finalised), and specifically the sustainable transport measures, are applied to the future development of the proposed variation lands.
<b>Response</b>
<ul style="list-style-type: none"> <li>The response by the OPR is welcomed and noted.</li> </ul> <p><u>Access proposals to the subject lands</u></p> <ul style="list-style-type: none"> <li>The Planning Authority notes the importance of the transportation network to cater for the movement of people and goods and recognises that new developments must not add to the congestion or saturation of the road network to the point of rendering the network inefficient.</li> <li>The proposed variation relates to the change of land use zoning from Strategic Residential Reserve to Industry, Employment and Enterprise. Details of access arrangements pertaining to the development of the subject lands will be managed through the Development Management Process where proposals will be required to demonstrate compliance with a number of objectives and policies contained within the Monaghan County Development Plan 2025-2031 including:</li> </ul> <p><b>TP13:</b> Development proposals in proximity to the N2 junctions shall be appropriately assessed to ascertain the implications of traffic generation on the safe and efficient operation of the N2 and associated junctions. Proposals should consider the cumulative impact of development in the area and be subject to Traffic and Transport Assessment as appropriate</p> <p><b>NRP7:</b> Access and road design details on National Roads shall comply with TII Publications and design standards. Any development with the potential to impact on the carrying capacity and/or safety of any National Primary or National Secondary Road shall include proposals to avoid, remedy or mitigate the impact on the National Road Network. Such proposals may include the payment of a contribution toward the cost of any required mitigation works.</p> <p><b>UARP 4:</b> The carrying capacity of strategic transport routes shall be protected in urban areas, while balancing the need to develop urban areas and cater for sustainable mobility and vulnerable road users.</p> <p><b>UARP 6:</b> Any development with the potential to impact on the carrying capacity and/or safety of the urban road network shall include proposals to avoid, remedy or mitigate the impact. Such proposals may include the payment of a contribution toward the cost of any required mitigation works.</p> <p><b>ATP 4:</b> To encourage that all new developments are designed to integrate into an active travel network, linking with adjoining developments and institutions, providing cycle and pedestrian-friendly development layouts, infrastructure, and facilities. Pedestrian and cycling infrastructure shall be designed in accordance with DMURS and/or the NTA's Cycle Design Manual. The interface with the road network and connectivity to other local walking, wheeling and cycling infrastructure will be considered as part of the design, and where appropriate proposals shall be included to mitigate or improve connectivity to the network as part of the development. Such proposals may include the payment of a contribution toward the cost of any required mitigation or improvement works.</p> <ul style="list-style-type: none"> <li>The Planning Authority is therefore satisfied that in demonstrating compliance with the relevant objectives and policies contained within the Monaghan County Development Plan 2025-2031, proposals for the development of the subject lands will only be considered</li> </ul>

where it is demonstrated that proposals when considered cumulatively with other relevant developments on the surrounding road network, will not have a significant effect on travel demand or the capacity of the surrounding transport network. Compliance with these objectives and policies will maintain and protect the safety, capacity and efficiency of the surrounding road network, whilst also maintaining the economic competitiveness of Monaghan Town.

#### Monaghan Local Transport Plan

- The Monaghan Local Transport Plan (LTP) was agreed by the Members of the Monaghan Municipal District at a meeting of the Municipal District on the 15<sup>th</sup> of September 2025. The aim of the LTP is to establish a strategic framework for the future development of transport infrastructure in the study area. The LTP presents a comprehensive analysis of the current transport situation in Monaghan Town with the opportunities and constraints associated with the transport network identified and used to inform potential solutions to improve the transport network for all users.
- The LTP notes that the road network strategy, along with the town centre traffic management strategy, aims to protect the strategic function of the national road network while promoting the use of new and alternative routes for through traffic. This strategy primarily involves junction upgrades along the N54 and the proposed mid-town link from Old Cross Square to Annahagh Roundabout. These measures will help reduce traffic volumes through the Town Centre and support the reallocation of road space for alternative uses such as active travel. Road schemes such as the northern and southern link routes, have been indicated as longer-term interventions as part of the strategy.
- In accordance with objectives TO9 and MTO10 of the Monaghan County Development Plan 2025-2031, it is the intention of the Planning Authority to proceed to vary the Monaghan County Development Plan in accordance with Section 13(4) of the Planning and Development Act (as amended), to incorporate the LTP. The objectives and measures contained within the LTP will be implemented during the lifetime of the development plan.

<b>Submission Reference</b>	<a href="#">MN-C32-8</a>
<b>Name</b>	Department of Agriculture, Environment and Rural Affairs (DAERA)
<b>Summary of Submission</b>	
<ul style="list-style-type: none"> <li>• The Department of Agriculture, Environment and Rural Affairs (DAERA) agrees that a Strategic Environmental Assessment or Stage 2 Appropriate Assessment is not required for as the proposed variation is not likely to result in significant environmental effects on Northern Ireland.</li> <li>• DAERA request that should any changes which are likely to impact Northern Ireland be included in the future, DAERA should be reconsulted.</li> </ul>	
<b>Response</b>	
<ul style="list-style-type: none"> <li>• The response from the Department of Agriculture, Environment and Rural Affairs is noted.</li> </ul>	

<b>Submission Reference</b>	<a href="#">MN-C32-9</a>
<b>Name</b>	Northern and Western Regional Assembly (NWRA)
<b>Summary of Submission</b>	
<ul style="list-style-type: none"> <li>• The submission notes that there is no significant sub regional implication in the rezoning of the lands concerned, which amounts to 2.515 Ha in Monaghan Town. The Zoned Residential lands within Monaghan Town contain a more than adequate quantum to meet the targets set out under the Northern and Western Regional Spatial and Economic Strategy (RSES). There is an excess of 13.19 Ha of residentially zoned lands identified in Table 2.5 Core Strategy of the County Development Plan. The most recent RSES 2 Year Monitoring &amp; Implementation Report (2022 –2024) published by the Northern and Western Regional</li> </ul>	

<p>Authority (NWRA) highlights Monaghan Town as currently running well short of the number of dwellings ambitioned within the RSES being constructed. This trend is broadly reflected in a number of the Regions Key Towns. The recent record of new dwellings completed (2019–2023) represents approximately 31% of the overall growth ambitions set out within the RSES, which is to grow the Town by 30% from its 2016 Census population over the lifetime of the RSES (to 2040).</p> <ul style="list-style-type: none"> <li>• The NWRA submission notes that notwithstanding the aforementioned difficulties in delivering new dwellings within the envelope of Monaghan Town, the loss of this portion of land should not significantly impact upon the overall quantum of lands likely to be required in an appraisal of the revised housing targets as set out the National Planning Framework Implementation: Housing Growth Requirements Guidelines for Planning Authorities issued under Section 28 of the Planning and Development Act, 2000 (as amended) (DHLGH, July 2025).</li> <li>• The NWRA therefore has no objection in principle in respect of the variation, which seeks to enhance the Enterprise and Employment capacity within Monaghan Town. Moreover, the lands are located within the N-2 By-pass of Monaghan Town, and adjacent to existing Enterprise &amp; Employment Zoned lands, and therefore no concern arises in relation to compact growth/undue expansion to the built-up footprint of the Town. Accordingly, the variation to the County Development Plan 2025 -2031 generally aligns with the key aims of the RSES.</li> </ul>
<b>Response</b>
<ul style="list-style-type: none"> <li>• The response from Northern and Western Regional Assembly is noted.</li> </ul>

<b>Submission Reference</b>	<a href="#">MN-C32-10</a>
<b>Name</b>	Meath County Council (MCC)
<b>Summary of Submission</b>	<ul style="list-style-type: none"> <li>• Meath County Council note the proposed change in land use zoning from ‘Strategic Residential Reserve’ to ‘Industry/Enterprise/Employment’ and have no comment to make.</li> </ul>
<b>Response</b>	<ul style="list-style-type: none"> <li>• The response from Meath County Council is noted.</li> </ul>

<b>Submission Reference</b>	<a href="#">MN-C32-11</a>
<b>Name</b>	Office of Public Works (OPW)
<b>Summary of Submission</b>	<ul style="list-style-type: none"> <li>• The Office of Public Works (OPW) notes that the submission is made specifically concerning flood risk management only.</li> <li>• The submission states that the variation concerns a change in zoning of lands in Flood Zone C from Highly Vulnerable usage to Less Vulnerable usage, which is in line with Flood Risk Management Guidelines for Planning Authorities.</li> <li>• The OPW state within the submission that should any changes to zoning designations in areas of flood risk be implemented in future, it is important that a flood risk assessment to an appropriate level of detail is carried out and that there is appropriate justification for any decisions made as set out in the Flood Risk Management Guidelines for Planning Authorities.</li> </ul>
<b>Response</b>	<ul style="list-style-type: none"> <li>• The comments made by the Office of Public Works in relation to flood risk management, are noted.</li> </ul>

## **8.0: Conclusion and Recommendation**

The comments made within each submission have been noted and duly considered.

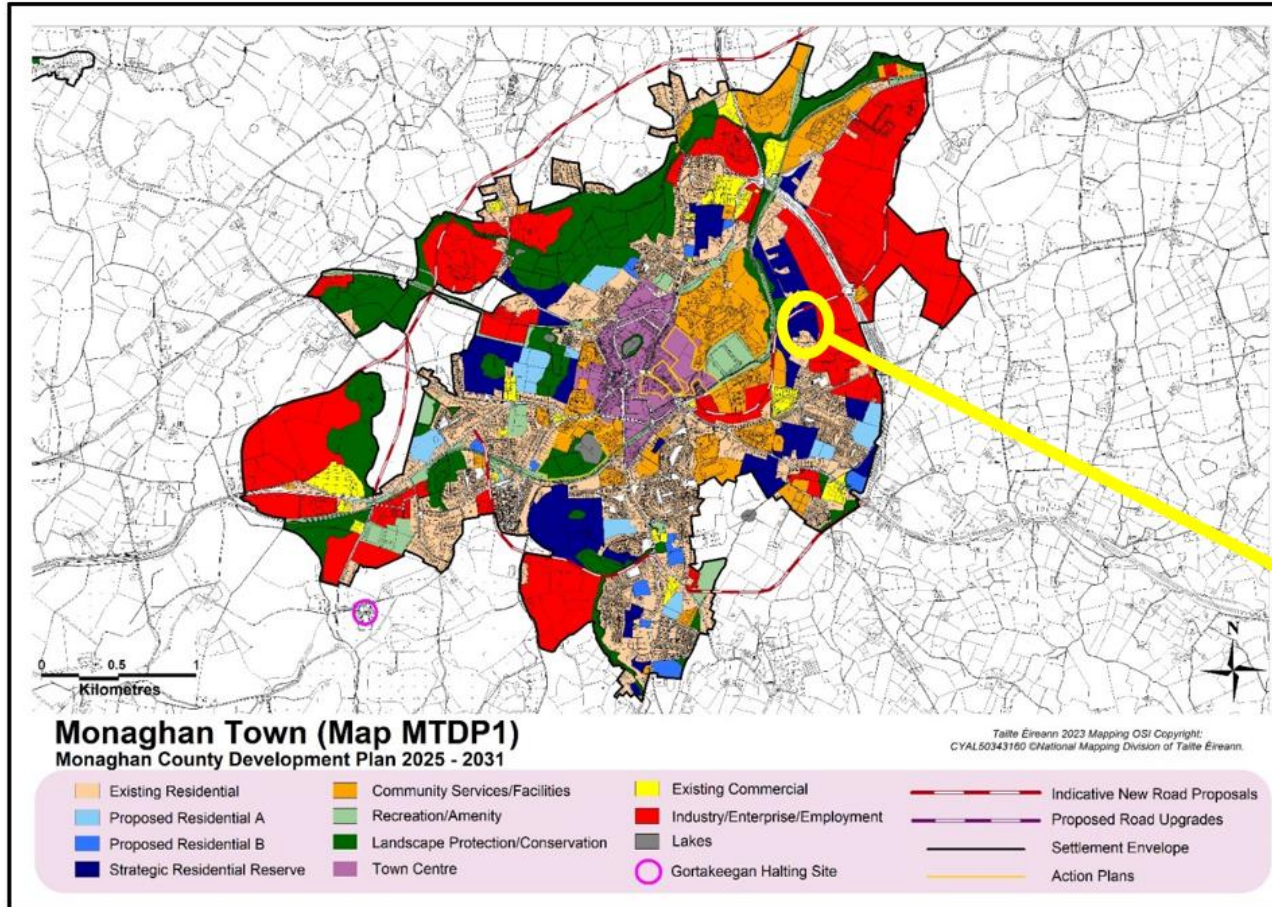
For the reasons outlined in this report it is recommended that the proposed variation of the Monaghan County Development Plan 2025-2031 to change the zoning of the subject lands at Annahagh, Monaghan Town from “Strategic Residential Reserve” to “Industry, Enterprise and Employment” be made by the Elected Members, with no modifications.

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Cathal Flynn  
**Director of Services**

## **Appendix 1**

### **Location of Subject Lands**





**Appendix 2**  
**Existing and Proposed Land Use Zoning of Subject**  
**Lands**

# Monaghan County Development Plan 2025 - 2031

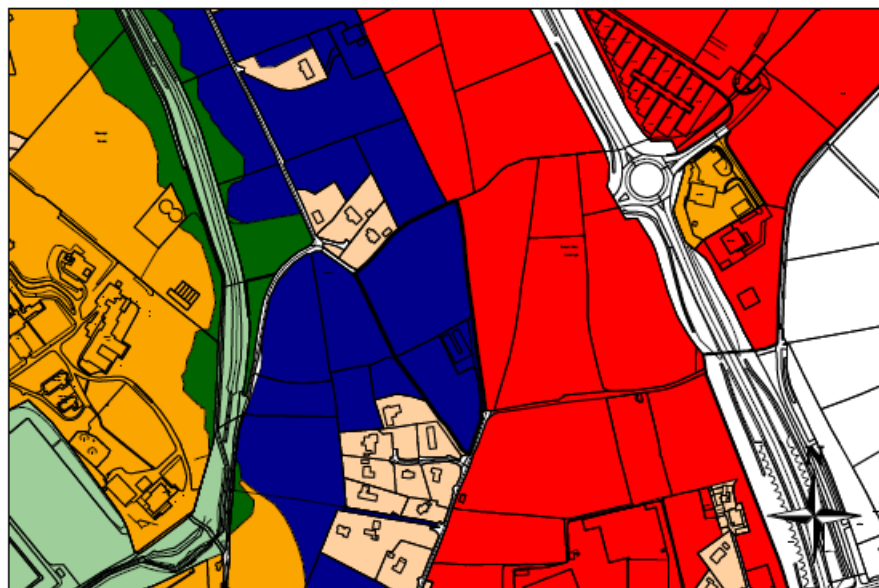


## Proposed Variation No. 1

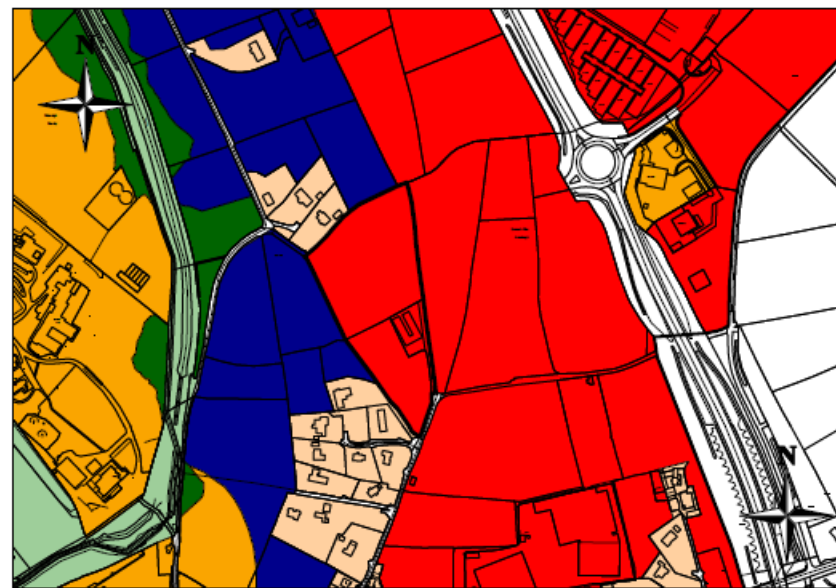


Settlement	Monaghan
Land Use Zoning of Development Plan 2025 - 2031	Strategic Residential Reserve
Proposed Variation No. 1	Industry/Enterprise/Employment
Area of lands (ha)	2.515ha

Land Use Zoning Development Plan 2025 - 2031



Proposed Variation No. 1



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