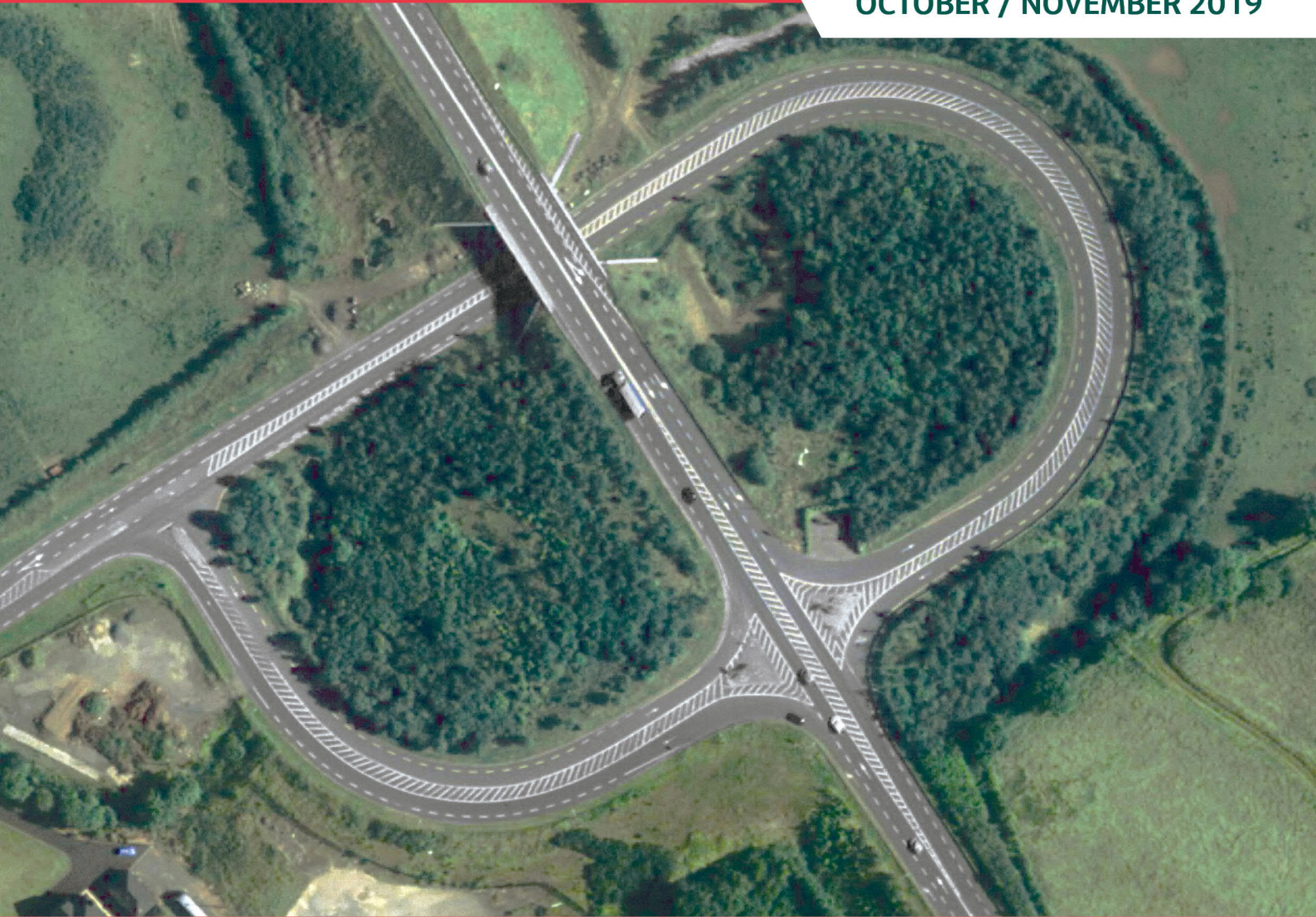




ARDEE TO CASTLEBLAYNEY ROAD SCHEME

OCTOBER / NOVEMBER 2019



POST-CONSULTATION REPORT

PUBLIC CONSULTATION 2 - Route Corridor Options



An Roinn Iompair,
Turasóireachta agus Spóirt
Department of Transport,
Tourism and Sport



Jacobs

PC2 POST-CONSULTATION REPORT

N2 Ardee to Castleblayney Road Scheme

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Executive Summary

Monaghan County Council (MCC) and Louth County Council (LCC) are working in association with Transport Infrastructure Ireland (TII) and supported by Westmeath National Roads Office (WNRO) to develop a scheme to upgrade approximately 32km of the N2 National Primary Road. MCC is the lead authority. Jacobs Engineering Ireland Ltd (Jacobs) is the consulting engineer appointed to progress the planning and design of the project. The proposed project is in Counties Monaghan and Louth and is called the N2 Ardee to Castleblayney Road Scheme. This is an important project to enhance key North/South and Regional connectivity and to improve road safety. Subject to funding, the design process will be developed in stages, with opportunities for the public to participate in the decision-making process at each stage.

Public participation is a key element of this project for Monaghan and Louth County Councils to ensure two-way communication with stakeholders throughout the project lifecycle. Two rounds of non-statutory public consultation have now taken place on the Ardee to Castleblayney Road Scheme during 2019, the first on the 'Study Area and Constraints' (June 25th to July 25th 2019) and the second on the 'Route Corridor Options'. A Post-Consultation Report outlining the feedback received during the first period of non-statutory public consultation was published on the project website www.N2MonaghanLouth.ie

This second non-statutory public consultation on the Route Corridor Options took place over six weeks between 5th November 2019 and 19th December 2019. The public were informed of the consultation via traditional media articles and adverts, road signs, and online methods such as emails and social media posts. Over 900 submissions were received by email, post, phone and at consultation events. The majority of submissions were received from people living or having property within the Route Corridor Options. The potential impacts on land and property and on the communities were key topics in submissions.

The transparency of the public consultation process is supported by the production of this consultation report to demonstrate that the points raised through the submissions received are being recorded and considered. As discussed throughout this report each submission has been reviewed by the Project Team and the feedback and opinions expressed will be used as part of the Option Selection process of the project and identification of the Emerging Preferred Route Corridor for the N2 Ardee to Castleblayney Scheme, which is planned to take place later in 2020.

This post-consultation report aims to set out how the public consultation process was managed, how many people interacted with the project, summarise the issues and concerns raised throughout the public consultation process and inform those who made a submission how the issues raised will be incorporated into the selection process for the Emerging Preferred Route.

1. Introduction

The N2 is a national primary road facilitating connectivity between Dublin, Derry and the north west. Monaghan County Council (MCC) and Louth County Council (LCC) are working in association with Transport Infrastructure Ireland (TII) and supported by Westmeath National Roads Office (WNRO), to upgrade approximately 32km of the N2 through a project called the N2 Ardee to Castleblayney Road Scheme. Monaghan County Council is the lead authority. Jacobs Engineering Ireland Ltd (Jacobs) is the consulting engineer appointed to progress the planning and design of the project. Together with the other improvements planned for the N2/A5 route, the proposed road scheme will significantly improve transport connectivity along the N2 and provide safer and more efficient access to other strategic national roads.

The N2 Clontibret to Border Road Scheme is a separate project which proposes to upgrade 28km of the N2 between Clontibret and the Northern Ireland border in County Monaghan. The planning and design of the N2 Clontibret to Border Road Scheme is currently running concurrently with the N2 Ardee to Castleblayney Road Scheme.

The project is being designed with reference to the TII's Project Management Guidelines (PMGs) and the associated Project Appraisal Guidelines (PAG) for Major National Road Projects (February 2019). This suite of documents is available to download from the TII's website <https://www.tiipublications.ie/>.

The first round of public consultation for the N2 Ardee to Castleblayney Scheme took place on the 'Study Area and Constraints' in June/July 2019. The key constraints within the study area were reviewed and feedback received through the public consultation was considered. This feedback fed into the development of Feasible Route Corridor Options, which were then shortlisted to six Route Corridor Options which went on public display through the 'Route Corridor Options' public consultation process. These six Route Corridor Options shown below (Fig 1–1) have been assessed and identified through the Stage 1 Preliminary Options Assessment in accordance with TII's PMGs and PAG Unit 4.0.



Figure 1-1: Public Consultation Route Corridor Options (aerial) for Ardee to Castleblayney Road Scheme.

With reference to Figure 1-1 above, Monaghan County Council, Louth County Council and Jacobs Engineering Ireland (Jacobs), supported by Westmeath National Roads Office (WNRO) (from here on known as 'the Project Team / N2 Project Team'), presented the following six Route Corridor Options at the second round of non-statutory public consultation in November 2019;

Option A – Yellow Route

Option B – Yellow and Blue Route

Option C – Green Route

Option D – Orange Route

Option E – Orange + Link 1 + Green Route

Option F – Orange + Link 2+ Green Route

1.1 Consultation Objectives

The objectives for this second stage of non-statutory consultation were:

- To build upon the information gathered in the first non-statutory consultation;
- To provide an opportunity for the members of the public and other interested parties to engage with the process and to share with the Project Team any relevant supporting information that should be considered in the assessment of the Route Corridor Options.
- To provide information about the project and to explain the methodology and approach to route selection;
- To develop relationships with communities and key stakeholders and to facilitate information sharing for this and future Phases of the project;
- To encourage members of the public to engage directly with the project via the public consultation events, the project website, the N2 Project Office, and the project phoneline to ensure that the N2 Project Team is viewed as a single and accurate source of information;
- To ensure consultation and engagement is carried out in a transparent and meaningful way.

The methods used to achieve these objectives are outlined in Section 3.

1.2 Public Consultation

Based on feedback received during the early stages of the public consultation period, the initial four-week period of consultation was extended to six weeks to provide additional time for submissions from stakeholders. The public consultation period ran from 5th November 2019 until a formal closing date of 19th December 2019, however as the Project Team is committed to continuously engaging with stakeholders, feedback and submissions continued to be accepted after the official closing date.

In order to generate awareness of and participation in the consultation, a wide range of communication tools were used to promote the consultation. These communications tools are detailed in Chapter 4 of this report.

Feedback from this non-statutory public consultation has been reviewed by Jacobs and relevant feedback will inform the development of the Emerging Preferred Route Corridor for the N2 Ardee to Castleblayney Road Scheme, which is anticipated to be presented in 2020. A further period of non-statutory public consultation will then take place and feedback on the Emerging Preferred Route Corridor will be considered before a Preferred Route Corridor will be finalised.

The Project Team is committed to continuously engaging with people living, working or who own land in the study area. Feedback will be welcome at all stages of the development of the N2 Ardee to Castleblayney Road Scheme.

2. Approach to Public Consultation

This was the second stage of non-statutory public consultation on the project. The Project Team sought feedback on the six Route Corridor Options which were presented to the public through this public consultation process. The Project Team developed a feedback form for the scheme designed to seek feedback on the Route Corridor Options and encourage people to participate with the public consultation process, although stakeholders were welcome to submit comments and information in other formats if preferred. The feedback form can be viewed in Appendix A.

2.1 Public Consultation Roadmap

In line with the Aarhus Convention and TII's Project Management Guidelines (January 2019), the Project Team has prepared a Public Consultation Roadmap. The Public Consultation Roadmap sets out the three stages of non-statutory public consultation and various technical design Phases that are planned in the development of the N2 Ardee to Castleblayney Road Scheme.

While continuous engagement is encouraged throughout the life-cycle of the project, the public consultation roadmap provides a timeline for formal opportunities for engagement on the scheme. The public consultation roadmap can be viewed in Figure 2-1.

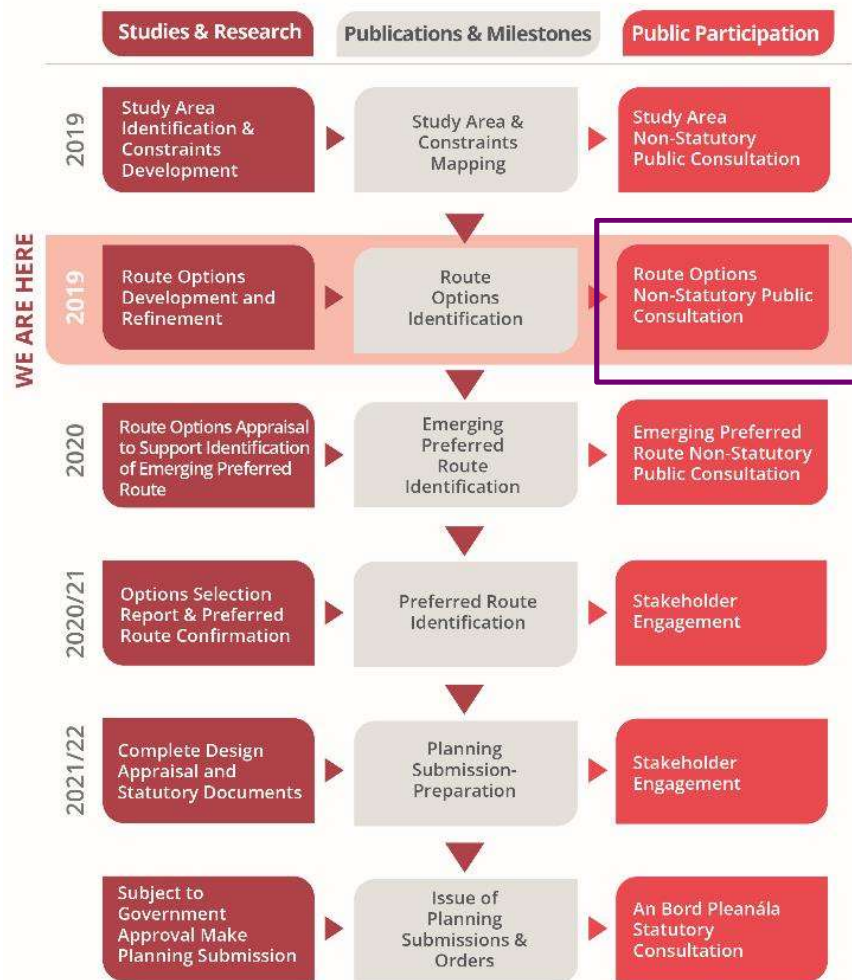


Figure 2-1: Public Consultation Roadmap for the N2 Ardee to Castleblayney Road Scheme.

2.2 Providing Opportunities to Maximise Stakeholder Engagement

The Project Team is aware that accessibility and inclusivity is important when engaging with its stakeholders. Therefore, numerous methods of engagement for stakeholders have been provided to facilitate consultation throughout the project lifecycle as well as during the public consultation periods.

In addition to the traditional printed/published material that was made available during the public consultations, a number of communications tools were available for stakeholders who require assistance in reading and interpreting for reasons such as sight loss, hearing loss, literacy difficulties or alternative language requirements. These included large scale maps, a dedicated project phonenumber and website with all information available in digital format, and opportunities to meet with members of the Project Team on a one-to-one basis at the N2 Project Office located in the MTEK1 Building in Monaghan Town. These one-to-one meetings allowed members of the public to discuss their individual situations or concerns with the Project Team. Approximately 73 one-to-one meetings were held during the consultation period for the N2 Ardee to Castleblayney Road Scheme, and a large volume of calls were received to the project phonenumber from members of the public.

Throughout the public consultation period the Council had a nominated project spokesperson available for interviews with the media to ensure the public consultation process was widely publicised. Press releases were issued to local print media and several media channels were used to publicise the public consultation such as radio, online media, email alerts and roadside signage publicising the public consultation events. Digital communications were also employed using messages on Twitter and Facebook and through the project website. These communication methods were used to maximise engagement with the general public and stakeholders and to encourage a high level and diverse range of submissions and project awareness.

2.3 Pre-consultation Briefing for Elected Members

Monaghan County Council and Louth County Council issued an invitation to their Elected Members and Oireachtas Members to attend a pre-consultation briefing on the N2 Ardee to Castleblayney Road Scheme prior to the consultation opening to the public.

On 5th November 2019, the Project Team presented the scheme for the elected members in the Nuremore Hotel, Carrickmacross. The public consultation information was presented, including the information brochures, the project display maps and the public consultation feedback forms. Those in attendance were advised of the various ways stakeholders could engage with the Project Team.

3. Informing the Public

Project information channels have been developed to provide details on the road scheme, promote the public consultation events and facilitate feedback from the public. These channels are outlined in more detail in this section.

3.1 Project Website

The N2 Ardee to Castleblayney Road Scheme project website is available at www.N2MonaghanLouth.ie and went live on 11th June 2019 - a sample of the homepage is given in Figure 3-1. The main overview and landing pages of the N2 Ardee to Castleblayney Road Scheme are also available in the Irish language. The website includes information relating to the first non-statutory public consultation (June 2019) on 'Study Area and Constraints'.



Public Consultation 2 'Route Corridor Options' - Download documents and maps [HERE](#)

Road Scheme

Monaghan County Council is working in partnership with Louth County Council and in association with Transport Infrastructure Ireland (TII) to develop a scheme to upgrade a 32km section of the N2/A5 Dublin-Derry Road. The proposed project is in Counties Monaghan and Louth, between Ardee and Castleblayney. This project is called the N2 Ardee to Castleblayney Road Scheme.

This is an important project to enhance key North/South and Regional connectivity and to improve road safety.

Monaghan County Council has appointed Jacobs Consulting Engineers (Jacobs) to advance the project through the planning and design process. Subject to funding, the design process will be developed in stages, with opportunities for the public to participate in the decision-making at each stage.

Figure 3-1: Website Example

The project website contains a dedicated 'Public Consultation' page which provides information on public consultation periods and public consultation events. All public consultation information, including English and Irish language feedback forms, English and Irish language information brochures, the publicly displayed Route Corridor Option maps and aerial photographs of the study area showing the Route Corridor Options are available to download from the project website. Details on how the Project Team could be contacted should further information or clarification be required is also available throughout the project lifecycle.

Sample website content can be viewed in Appendix B.

3.2 Project Email

A dedicated N2 Ardee to Castleblayney Road Scheme email address was made available at ArdeeCastleblayney@N2MonaghanLouth.ie and went live on 11th June 2019. The project email was used to receive feedback forms through the public consultation process, to respond to any project queries and to send project updates to stakeholders. Stakeholders who attended previous events or made submissions and consented to being kept up-to-date with the project were informed via email of the public consultation and the dates of upcoming public consultation events.

The project email address was advertised at the public consultation events and included in the public consultation information brochures. The email address continues to be monitored and queries and comments received continue to be dealt with even though this public consultation period has ended.

3.3 Project Phonenumber

The Ardee to Castleblayney phonenumber is available at 087 340 3786 and went live on 11th June 2019. The phonenumber is manned during office hours and has a voicemail service for out-of-hours calls. The telephone number was advertised at the public consultation events and included in the public consultation brochures. The phonenumber was used to answer queries during the public consultation period and continues to be active for information queries post-consultation as well as for anyone wishing to make an appointment to discuss the scheme with the Project Team.

3.4 Information Brochures

Public consultation information brochures outlined the background information on the N2 Ardee to Castleblayney Road Scheme and contained the Public Consultation Roadmap and the Route Corridor Options map. The same information was available to download from the project website. The information brochure included an A3 sized copy of the six Route Corridor Options, a hard copy of the feedback form and a freepost envelope to facilitate those interested in making a hardcopy submission.

An Irish language version of the information brochure was available at the public consultation events and was made available for download from the project website.

The English and Irish language versions of the public consultation information brochures can be viewed in Appendix C.

3.5 Public Consultation Events

Three consultation events were held on 5th, 6th and 7th November 2019. These events allowed stakeholders to view the Route Corridor Options, meet the Project Team and fill in a feedback form. Table 3-1 outlines the schedule of events.

Table 3-1: Public Consultation Events – N2 Ardee to Castleblayney Road Scheme

Location	Date	Time	Venue	Registered Attendance
Carrickmacross	Tuesday 5 th November 2019	2pm – 8pm	The Nuremore Hotel	120 people
Castleblayney	Wednesday 6 th November 2019	2pm – 8pm	The Glencarn Hotel	157 people
Ardee	Thursday 7 th November 2019	2pm – 8pm	Ardee Parish Centre	193 people

3.5.1 Public Consultation Event Information

On arrival to the public consultation events, a sign-in desk was situated at the entrance to the room where attendees could choose to sign in and add their name to the project database and mailing list. Copies of the information brochure in both Irish and English language versions and a submission box to submit feedback forms were available at the desk.

The Public Consultation Roadmap and large-scale prints of the Route Corridor Options map were on display. Digital versions of the mapping were available to view/zoom in on via computer screens and tablets, and with the assistance of the Project Team members of the public were able to find their locations of interest within the study area. Members of the Project Team were available to inform members of the public about the project, answer questions that attendees had and, where required, to assist the public in completing a submission.

The information provided in the displays can be viewed in Appendix D.

English and Irish language feedback forms were available, either for those wishing to fill out a form on the day, with assistance from the Project Team if required, or to take away for completion at a later date. A copy of the Feedback Form was also inserted into each Public Consultation Information Brochure. The feedback forms can be viewed in Appendix A.

4. Publicising the Public Consultation

A variety of methods were used to provide information on the project. A mixture of online and traditional media was used to allow stakeholders to access information. As well as the Public Consultation events, the maps, brochures and feedback forms were available to be viewed by members of the public at the Monaghan County Council Offices, Civic Offices and at the one-to-one meetings held in the N2 Project Office in Monaghan Town.

4.1 Newspaper Adverts

Adverts publicising the public consultation period and events were published in the Dundalk Democrat and the Argus newspapers on Tuesday 29th October and 5th November 2019 and in the Northern Standard on Thursday 31st October 2019. The newspaper adverts contained a description of the project and details of the public consultation events. They also detailed the project website and gave instructions on how to make a submission. The advert can be viewed in Appendix E.

4.2 Posters

Posters in the same format as the newspaper advert were put on display at public locations such as post offices, community centres and sports grounds within the study area. The following premises were provided with a copy of the poster:

- Castleblayney – Iontas Centre | Library | Glencarn Hotel | Shopping Centre | Supervalu | Enterprise Centre
- Broomfield – Mc McCaughey's Filling Station | Meeting House Coffee Shop
- Donaghmoynne – Community Centre
- Carrickmacross – Civic Offices | Library | Phoenix Centre | Shopping Centre | Supervalu
- Lisdoonan – Community Centre | Castleross Nursing Home
- Inniskeen – Community Centre | Post Office
- Killanny – Community Centre
- Reaghstown – Dooley's Restaurant
- Tallanstown – Village Shop & Louth Village
- Ardee – Enterprise Centre DHUB | Parish Centre | Post Office | Supervalu | Civic Offices | Library | Bohemian Centre

4.3 Press Releases

A press release announcing the launch of the public consultation was issued to the local media. Media coverage of the press release appeared in the Northern Standard on Thursday, 17th October 2019 to coincide with the start of the public consultation process for the N2 Clontibret to Border public consultation. The Dundalk Democrat carried an editorial in relation to the scheme on the 19th November 2019. The Argus covered the press release on the 20th November. The press release was also added to the news section of the Project website at www.n2monaghanlouth.ie/a2c-latest-news. A notice on 13th November 2019 was also added to announce the extension of time until 19th December 2019 for submissions for the public consultation. An article also featured in the Northern Standard on the 5th December 2019 in relation to the closing date for submissions for the public consultation.

Sample media coverage can be viewed in Appendix F.

4.4 Spokesperson

Patricia Monahan, Director of Services Monaghan County Council, is the project spokesperson and was available during the public consultation period for media interviews and photo calls. The project spokesperson provided comments to the Northern Standard newspaper for its publication on Thursday, 24th October and Thursday 5th December 2019 and was interviewed by Northern Sound Radio on Tuesday 22nd October 2019.

Media coverage can be viewed in Appendix F.

4.5 Road Signage

Road signs shown in Figure 4-1 advertising the public consultation events were placed along the existing N2 route and at key locations within the study area during the week the prior to the consultation events;

- Castleblayney - N2 Southbound after the Tullyvin Roundabout
- Broomfield - N2 Southbound before Broomfield
- Broomfield - N2 Northbound before Broomfield
- Carrickmacross - N2 Southbound before Carrickmacross Northern Interchange
- Carrickmacross - N2 Northbound before Carrickmacross Southern Interchange
- Reaghstown - N2 Southbound before Reaghstown
- Reaghstown - N2 Northbound before Reaghstown
- Ardee - N2 Northbound leaving Ardee Roundabout
- Ardee - R171 Tallanstown Road travelling toward Tallanstown
- Carrickmacross - R178 Dundalk Road travelling toward Dundalk
- Carrickmacross - R179 Cullaville Road travelling toward Cullaville
- Carrickmacross - R179 Kingscourt Road travelling toward Kingscourt
- Carrickmacross - R178 Shercock Road travelling toward Shercock
- Carrickmacross – R180 Lough Egish Road travelling toward Lough Egish
- Castleblayney – N53 Dundalk Road travelling toward Dundalk
- Loughtate - R178 Dundalk Carrickmacross Road travelling east toward Carrickmacross
- R179 Cullaville Carrickmacross Road travelling toward Carrickmacross

The road signs were erected to inform the community of people who live travel or work within the study area of the project and the planned public consultation events.



N2 ARDEE TO CASTLEBLAYNEY

N2 Ardee to Castleblayney Road Scheme

PUBLIC CONSULTATION EVENTS

Tuesday 5th November 2019
Nuremore Hotel, Carrickmacross, 2pm - 8pm

Wednesday 6th November 2019
Glencarn Hotel, Castleblayney, 2pm - 8pm

Thursday 7th November 2019
Ardee Parish Centre, 2pm - 8pm

www.N2MonaghanLouth.ie

Project Ireland 2040

An Roinn Iompair, Turas agus Meaisín Spóirt
 Department of Transport, Tourism and Sport

TII

JACOBS

Figure 4-1: The Roadside Sign erected at key locations around the study area to advertise the public consultation events

4.6 Radio Adverts

Radio announcements advertising the public consultation and the public consultation events were broadcast on Northern Sound radio and LFM Radio 3 times daily on 5 weekdays between the 1ST November and 7th November 2019.

4.7 Online and Social Media

Notices of the public consultation period and events were published on Monaghan and Louth County Councils' websites and social media channels, and reminders of the consultation closing dates were posted in the days leading up to the close of consultation. Sample online and social media content can be viewed in Appendix G.

5. Feedback and Submissions

The following section shows the results of the analysis of submissions received during the public consultation period. All submissions received at an event, by post or email or hand delivered have been recorded for consideration by the project team.

5.1 Introduction

The public consultation period initially ran from Tuesday 5th November 2019 until Thursday 5th December 2019. Following feedback received during the consultation period, the initial four-week period of consultation was extended to six weeks and the formal closing date was extended until 19th December 2019. As the Project Team is committed to continuously engaging with all stakeholders, particularly people living, working or owning land in the study area, feedback and submissions received after 19th December 2019 have also been considered. Submissions were invited via the following channels;

- At the public consultation events;
- By freepost using a freepost envelope inserted in the information brochure;
- By email to ArdeeCastleblayney@N2MonaghanLouth.ie; and
- By delivering feedback to the project office

There were 934 formal submissions received in total during the public consultation period. The majority of submissions received were from private individuals, however some submissions were received from groups/organisations and elected representatives. Within the individual responses received from residents, organisations and other stakeholders, a range of duplicate submissions were received. A duplicate submission is where the same or similar response, using the same or similar words, is submitted by multiple people. Duplicate submissions may have been submitted by individual members of the same family, by individual members of a group or local community, or by members of the wider community/area who have come together in response to this proposed project (see Chapter 14 below). Two technical submissions were also received during this stage of consultation. These were submitted by engineering consultants on behalf of a group formed in response to this project (see Chapter 15 below).

It should be noted that technical submissions and duplicate submissions are not given any additional weighting or importance over other submissions and all issues raised within individual and technical submissions will be considered by the appraisal team. The information presented below is a representation of the feedback received. Feedback is not presented in order of importance - it is presented relative to the themes that emerged from the submissions.

This report does not constitute a technical assessment of the submissions received – it is intended to set out how the public consultation process was managed, how many people interacted with the project, and summarise the issues and concerns raised throughout the public consultation process. Individual submissions will not be responded to or addressed on an individual basis through the design process, however all feedback received as part of this non-statutory public consultation will be considered during the Stage 2 Appraisal of the project and will inform the process of identifying an Emerging Preferred Route Corridor. Details of the appraisal process will be contained in the Option Selection Report which will be published when the Preferred Route Corridor is finalised.

The information and comments received in the submissions were categorised into common 'themes', and these are presented in the Chapters below. The themes and associated chapters are listed below:

- Chapter 6 – Local Considerations
- Chapter 7 – Environmental Impacts
- Chapter 8 – Land and Property Impacts
- Chapter 9 – Safety
- Chapter 10 – Quality of Life

- Chapter 11 –Connectivity & Engineering Aspects
- Chapter 12 – Project Need
- Chapter 13 – Consultation Process

Chapter 14 provides details of the Duplicate Submissions received, and Chapter 15 provides details of the Technical Submissions received.

5.2 Feedback Form & Submissions

The feedback form asked four questions. The first question asked for the name and address of the respondent. This information is kept in confidence and is not available to the public.

5.2.1 Question 2 – Proposed Routes

The second question asked respondents if they lived or had property/land adjacent to one of the proposed Route Corridor Options. Not all respondents answered this question. Table 5-1 shows a breakdown of the responses.

Table 5-1: Breakdown of numbers of respondents living adjacent to a proposed Route Corridor Option (including duplicate submissions)

Response	Total
Yes, I live or have property/land adjacent to the proposed route options	763
No, I do not live or have property/land adjacent to the/ not disclosed	171

5.2.2. Land/Property Type

If the stakeholder indicated that they did have land or property on or adjacent to one of the proposed Route Corridor Options they were then asked what type of land or property it was, Table 5-2 shows a breakdown of the responses. Some respondents listed more than one type of property in their feedback.

Table 5-2: Breakdown of type of property or land

Type	Total	Percentages
Farm/ agricultural	315 / 934	33.7%
Residential	518 / 934	55.5%

Commercial	63 / 934	6.7%
Not disclosed	38/934	4%

5.2.3. Route Option Affecting Land/Property

Of the respondents who stated they live adjacent to or were affected by a proposed Route Corridor Option, the following Figure 5-1 gives a breakdown of the option affecting the respondent. The majority of respondents indicated they were affected by multiple Route Corridor Options.

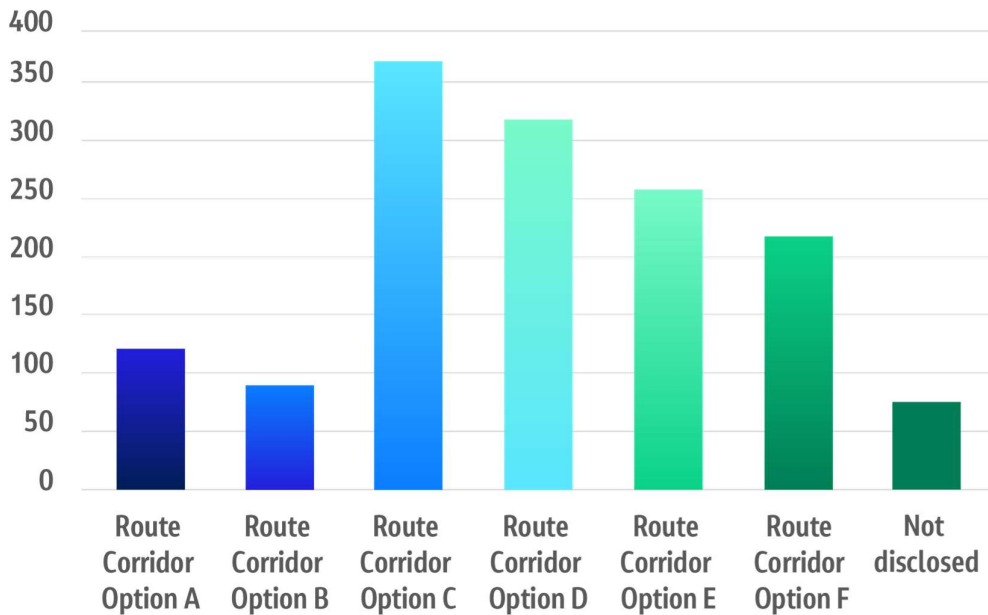


Fig 5-1: Overview of numbers of respondents affected by named route option (respondents may have been affected by more than 1 Route Corridor Option).

5.2.4. Question 3 – Opinion on the Importance of Aspects

The third question asked respondents, in their opinion, to rank aspects of the proposed scheme in order of importance. Respondents were asked this question to gain an understanding of their interests and concerns. Respondents were asked to rank the aspects from 1 to 10, with 1 being the aspect they considered as most important and 10 being the aspect they considered as least important of the 10 aspects listed. Not all respondents answered this question. Some respondents partially answered this question by ranking their highest priority aspects but did not rank all aspects. Figure 5-2 shows the ten aspects listed in the feedback form and the number of people who ranked each of the aspects as the most important to them.

The most common comments in relation to this question were that it was too ambiguous/not clear and that it is misleading. More information on this feedback can be found in Section 12: Consultation Process.

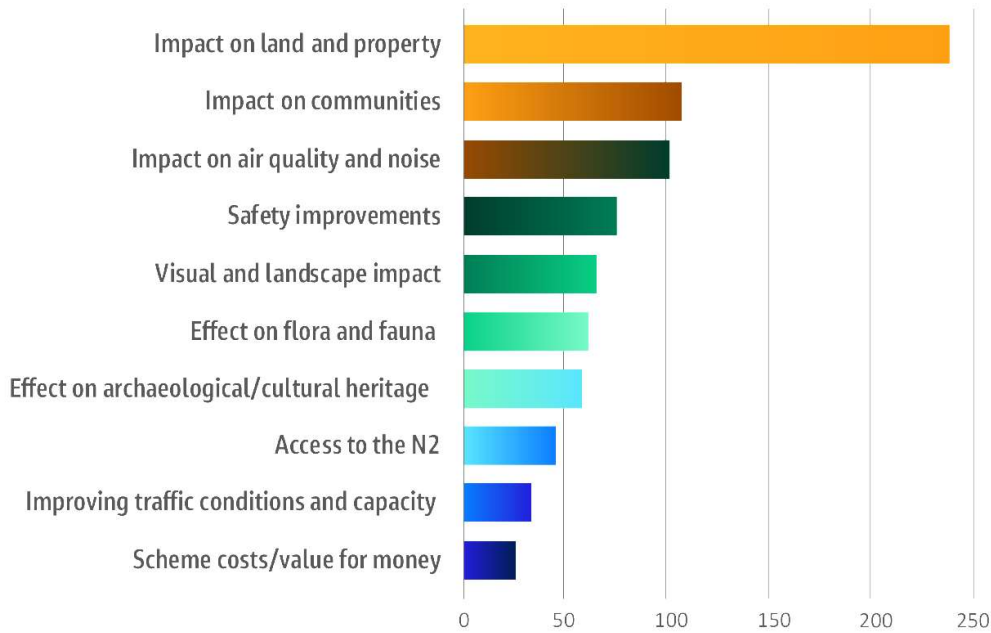


Fig 5-2: Stakeholder opinion on the importance of a variety of aspects - The graph shows the number of respondents giving the aspect the highest ranking (number 1).

Table 5-3: Analysis of the ranking of aspects by respondents.

Aspect	Number of respondents providing a rank for the aspect	Number of respondents giving aspect the highest ranking (No. 1)	Ranking of aspects by stakeholders (1 is most important, 10 is least important)
Impact on land and property	507	239	1
Impact on communities	501	107	2
Impact on air quality and noise	502	101	3
Safety improvements	468	75	4
Visual and landscape impact	492	65	5
Effect on flora and fauna	487	61	6
Effect on archaeological/cultural heritage	491	58	7
Access to the N2	470	45	8
Improving traffic conditions and capacity	465	33	9
Scheme costs/value for money	457	25	10

Table 5-3 above shows that the impact on land and property is the most important aspect for respondents with the highest number of people gave it a ranking of 1 (most important). Impact on communities was ranked most important by 174 respondents and impact on air quality and noise was ranked 1 by 101 respondents.

5.2.5. Question 4 – Other information on Route Options

The fourth question asked respondents for any information or feedback in relation to the Route Corridor Options. The highest percentage of comments related to Property Impacts. This was followed by comments relating to accessibility and integration and ecological aspects such as impacts on flora and fauna and noise pollution.

Further details on the themes listed above are outlined in the sections below.

6. Local Considerations

This chapter outlines the main themes relating to local considerations raised in relation to the N2 Ardee to Castleblayney scheme. The existing N2 road and its role in the scheme, access and widening of the existing N2 are all discussed in this chapter.

6.1. Upgrading the Existing N2

A large number of stakeholders outlined their support to upgrade the existing N2. This included making the existing N2 safer, utilising and investing in a road that's already in place, and preserving the local environment and communities.

Respondents who are impacted by Options C, D, E and F stated their support for the existing N2 upgrade the most, suggesting that those impacted by a new route would prefer for the N2 to be upgraded rather than for a new route to be built.

A stakeholder noted, *'I am of the opinion that the existing N2 should be upgraded. This Option will have the least effect on the local communities and the environment.'* A resident stated, *'I think the existing N2 should be made better and safer as it is already there.'* Another stated, *'cost to the taxpayer will be great and definitely unnecessary as there is already a perfectly good road from Ardee to Castleblayney which could be upgraded to cater for volumes of traffic.'*

6.2. Restricting Access

Stakeholders suggested restricting access from local road junctions and/or private accesses onto the N2 for road safety reasons. Many concerns relating to access came from respondents who stated they have residential property or agricultural holdings.

Some who mentioned access to and from minor roads as a concern suggested that closing these access points would be an effective way to improve safety on the existing N2. Typical comments relating to this issue included *'Arthurstown Road is one of many extensions onto the N2 at Rathory Cross, it could be closed to increase safety on N2....'* A resident stated, *'I fail to understand why you cannot upgrade the existing N2 with overtaking lanes, speed control bollards and even closing some exits onto the N2 if necessary.'* A respondent stated, *'reduce the feeder road / local access routes on to N2.'*

6.3. Widening the Existing N2

A total of 44 respondents stated the existing N2 should be widened, rather than building a new road. A respondent noted, *'I believe the best course of action is expansion of the existing N2, if possible.'* A farmer stated, *'it would be more beneficial to expand the current N2 than to establish a new route.'* While another stated, *'there is nothing wrong with the existing road, if the junctions could be widened to be made safer.'*

A stakeholder stated *'surely it makes more sense to widen the existing road wherever possible and extending into surrounding lands when current homes need to be preserved.'*

6.1. Local Issues – N2 Project Team Feedback

The comments received through the 'Local Issues' theme have been collated through this non-statutory public consultation on the Route Corridor Options. The feedback received will be considered during the

Stage 2 Appraisal of the project to identify an Emerging Preferred Route Corridor in accordance with the *TII's Project Management Guidelines* and *Project Appraisal Guidelines*.

The comments received relating to improving the existing N2 will be considered in the Option Selection Report, which will include 'Do-Nothing', 'Do-Minimum' and 'Do-Something' scenarios as part of the assessment process. It should be noted that the 'Yellow' and to a large extent the 'Yellow and Blue' Route Corridor Options follow the existing N2 road corridor and are being considered as part of the overall Option Selection process.

In identifying, developing and assessing each of the Route Corridor Options, a multi criteria analysis will be carried out in accordance with *Unit 7.0* of the *TII's Project Appraisal Guidelines* and will consider the following criteria;

- Economy;
- Safety;
- Environment
- Accessibility & Social Inclusion;
- Integration; and
- Physical Activity.

The issues raised in this section fall into many of these 6 criteria. Each of these criteria will be assessed in detail and the findings of the appraisal process will be contained in the Option Selection Report to be published when the Preferred Route Corridor is confirmed.

7. Environmental Impacts

This theme relates to comments made regarding environmental impacts and aesthetic appearance as a result of the proposals including noise and air pollution, potential impacts on flora & fauna, local heritage and human health.

In total, 499 respondents mentioned issues relating to the environment. Issues relating to the environment received the most comment by respondents impacted by Options C, D, E and F.

7.1. Noise

In total, 249 comments were received in relation to noise impacts. Option C received the most comments in relation to noise pollution with 131 stakeholders along this route expressing this concern.

Respondents made comments about the noise pollution that would result from being in close proximity to a major road. Concerns were raised that the noise level would increase if the existing N2 was chosen as the Preferred Route Corridor.

A resident stated in relation to the offline Route Corridor Options, *'the biggest fear I have is the constant noise from traffic brought into the countryside for no apparent reason other than shortening the journey by one or two [minutes] for big businesses. I cherish the silence I have.'* Another respondent stated, *'this traffic will also bring noise which will ruin the tranquillity of the area.'*

Noise generated by construction activity was a notable concern also expressed by stakeholders. A respondent stated, *'I am very concerned about the level of noise from increased construction traffic on our local country roads.'*

7.2. Air quality

Concerns were raised about the potential impacts on those who may use areas in proximity to the road recreationally for walking and cycling.

A number of stakeholders raised concerns regarding air quality, one respondent noted that they are *'very concerned by the noise levels and poor air quality the road would bring.'* A stakeholder also stated, *'the Irish countryside as we know it would be changed forever with poorer air quality and traffic noise.'* A number of stakeholders raised concerns over impacts to their quality of life as a result of an increase in air pollution as a result of the scheme, with a stakeholder suggesting, *'air quality is essential and growing evidence shows that pollution levels along busy roads are higher than in the community as a whole, increasing the risk of harm to people who live and work near busy roads.'*

Potential air pollution during construction was a concern cited frequently by respondents. Potential adverse effects on quality of life in the community and individual health from construction fumes was commonly highlighted. Dust during construction was mentioned by numerous stakeholders as being of high concern due to the subsequent health risk associated. Asthma attacks were noted as being a direct result of a depreciation in air quality, with a number of respondents noting they suffered from the condition. Other lung-related illnesses that may be aggravated as a result of the scheme were cited as causing concern for residents.

7.3. Biodiversity

Comments about impacts on wildlife and habitats were made by 234 respondents. Native wildlife was frequently cited and our civic duty to protect the local fauna and maintain viability of habitats. Foxes,

badgers, bats and native birds were frequently mentioned by respondents. Flora and fauna were cited as being of a high importance to the local community.

A farmer stated, *'the disruption caused by the building of a new road would be even more detrimental to the land and the plant and animal life on it.'* Another respondent noted, *'buzzard, bats, pheasant will be extinct as a new road will destroy areas for these wild animals.'*

Another stated, *'the devastation this would have would be heart-breaking as there is so much wild life...birds, rabbits, bees, bats and foxes. They would risk being extinct and gone forever. The mature woodlands have a massive role to play in climate change.'*

A stakeholder also noted, *'the wild life will be affected and farming in this area is all around us and we don't want to change this or even lose this.'*

7.4. Climate Change

In total, 15 respondents proposed exploration of other modes of transport instead of a new road. The suggested alternatives were typically public transport with one respondent suggesting, *'...looking after global warming would you not be better with a good bus or railway line.'*

A resident stated, *'with the imminent threat of climate change, the government and local authorities should be doing everything in their power to preserve our natural environments for future generations.'*

A resident stated, *'according to the Climate Action Plan 2019, transport accounted for 19.8% of Ireland's greenhouse gases in 2017. Furthermore, air pollution emitted from transportation contributes to poor local air quality, in the form of increased micro-particulates and nitrogen oxides, which reduces people's quality of life and harms their health. These issues cannot be ignored and provide further impetus for addressing the challenges in this sector.'*

7.5. Impact on Human Health

Overall, 141 stakeholders commented on mental health, physical health and wellbeing and social isolation. Some of the items listed under human health may be equally relevant under other headings or topics, such as Section 11 'Impact on Family Life'.

Several comments were received pertaining to the potential mental health implications that respondents may incur as a result of an impending new road. A farmer stated there will be an *'impact on mental health of older generations who have worked the lands and the generations before them. These lands are more than land - they are what remains of people long gone.'*

Another stakeholder stated, *'this news has come as a massive major shock to us all. My mother is devastated to think the farm can be wiped out, her son's family home, her home, the farm yard gone and, in its place, a massive road that will take away the peace and quiet we all enjoy living in the country.'*

Respondents cited the impact on physical health and wellbeing in their submissions with a resident stating a *'busy dual carriageway would impact greatly on the well-being, both mental and physical, of my children.'*

A resident stated, *'as a resident who previously endured construction of a new road scheme through my property, I am very aware of the damaging impact a project of this nature will have on my family's health and well-being.'* A further resident noted, *'as we do not own any other land this would mean we would*

have to leave our community and move elsewhere. This would cause undue emotional stress and be detrimental to our mental wellbeing.'

Social isolation was frequently mentioned in respondent submissions, particularly with regard to the ageing population. A stakeholder stated, *'I have lived at this address for several years, it is my first property, I have made many friends since moving here and if this roadway goes ahead the community and friendships we have here will be lost.'* Another respondent stated, *'this will make it very difficult for older people to access services and have a huge impact on the quality of their lives.'*

In total, 255 respondents made comments pertaining to community division, severance and restricted access to community activities and amenities. Many respondents expressed concern regarding the division of the community, with a submission stating; *'families, friends and farms will be divided forever.'*

Respondents mentioned the isolation and restriction that residents would experience as a result of decreased access to schools, churches, clubs, shops and other facilities utilised regularly. A respondent stated, *'we would welcome the upgrading of the existing N2 while maintaining access for communities to the main roads and not blocking existing routes that connect families in the area and connect people with services and amenities like schools, playgrounds and GAA clubs.'*

Concerns for the elderly were cited, with comments that restricted access to amenities would leave them isolated. One respondent stated, *'the older people in our community will have great difficulty getting to mass and town.'* Another stated, *'the route will isolate my elderly parents as it will block our access to them, particularly in case of emergency.'*

Another respondent stated, *'I use the current N2 to drive to town to get my pension, shopping, etc. If the new proposed route goes ahead will we still have access to the N2 and will it continue to be maintained as I will not be driving on a dual carriage way ... will public bus routes continue to serve our town of Carrickmacross?'*

7.6. Environmental Impacts – N2 Project Team Feedback

The comments received have been collated through this non-statutory public consultation on the Route Corridor Options. The feedback received will be considered during the Stage 2 Appraisal of the project to identify an Emerging Preferred Route Corridor which will be selected in accordance with the TII's *Project Management Guidelines* and *Project Appraisal Guidelines*, and with reference to the *Environmental and Planning Guidelines*.

In assessing each of the Route Corridor Options, a multi criteria analysis will be carried out to assess the Route Corridor Options in accordance with Unit 7.0 of the TII's *Project Appraisal Guidelines*. This will include a Stage 2 appraisal of the 'Environment' impacts under the headings of Air Quality and Climate, Cultural Heritage (including Archaeological and Architectural), Ecology, Geology and Soils, Hydrogeology, Hydrology, Landscape and Visual, Agricultural assets, Material assets (Non-Agricultural), Waste, Noise and Vibration. Details of these appraisals will be made available in the Option Selection Report which will be published when a Preferred Route Corridor is confirmed.

When a Preferred Route Corridor is identified the next stage of the design process will include a full Environmental Impact Assessment (EIA) of the route and its impacts. The results of this assessment process will then be presented in the form of an Environmental Impact Assessment Report which will be submitted through the planning approval process.

8. Land and Property Impacts

A number of stakeholders raised concerns over potential impacts to their land and/or property as a result of the scheme. This chapter will address issues such as impacts on land and property value, impact on farming, agricultural business and employment and impacts on future planning permissions.

8.1. Impact on Land and Property Value

In total, 76 submissions raised the issue of impacts on land or property in terms of price, availability and value. Respondents who stated they are impacted by Options C, D, E and/or F raised this issue the most.

A stakeholder expressed concern stating, *'this road will significantly decrease the value of my house and property.'* Another stakeholder noted *'any severance of land could destroy the potential of buying land in this area if the land was across the new road as there may be no direct access.'* Several submissions raised concerns regarding property value, with one submission outlining *'immediate devaluation of property values a concern as property prices and ability to rent land or houses in the future severely impacted.'*

8.2. Impact on Farming and Agricultural Business

In total, 94 respondents raised concerns around impacts on farming/agricultural businesses in general - this included 46 comments by respondents who have farm/agricultural land and 71 who have residential properties.

One stakeholder suggested the scheme would have *'a devastating effect on the livelihood of farmers and for the next generation of farmers in the study areas at Options C and D proposed... This would mean that for young people in the area farming will look less attractive.'*

A respondent noted the scheme would have *'a big impact on local communities, farmers and people with land owned by family. It'll have an impact on jobs and businesses around route Options.'* Another stakeholder outlined *'it will have a very negative impact on the local farming community, with farms being divided by a motorway.'*

One stakeholder noted *'if the [name of Route Corridor Option] is chosen as the preferred route, it will split the family farm in half and will not make it a viable enterprise for us to continue. This would result in a loss of income to my family which will have a detrimental impact to our livelihood.'*

8.3. Impacts to Business and Employment

158 respondents mentioned their business or employment (agricultural or commercial) would be impacted by the scheme, of which 121 of these stated they have farm and/or agricultural land. Respondents who stated they are impacted by Options C, D, E and/or F raised this issue the most, followed by respondents stating they are impacted by Option A.

A number of submissions raised concerns that the scheme would impact their business and/or farm and as a result their income. One respondent noted *'cutting through many farms will decimate already struggling local farming populations.'*

A stakeholder raised concerns about potential impacts to their place of work as a result of the scheme noting that businesses in the area will be affected as a result of the loss of passing trade. One stakeholder suggested, *'our local town depends on the current N2 for its trade and factories. Moving the main N2 away from the town will have a severe impact on the businesses in the town and the employment for all the local people.'*

8.4. Impact on Future Development and Planning Permission

Many respondents also commented on how a new route could impact on future plans for their home and properties – most often in terms of being able to obtain planning permission for future improvements and renovations. Some respondents raised this in a more general sense in relation to younger generations of a family being able to inherit and redevelop property and land in family ownership – including being able to build their own family homes on land owned by their parents. Others referred to specific plans for changes in land use and how these plans could be affected. The term '*land sterilisation*' was often used by respondents when referring to the potential impacts of the project.

8.5. Property Impact – N2 Project Team Feedback

The comments received under the property impact theme have been collated from the submissions as part of this second non-statutory public consultation on the Route Corridor Options. The submissions and opinions expressed have been reviewed by the N2 Project Team and will be considered in the Stage 2 Appraisal of the project. Some of these issues and concerns raised above will be addressed as part of the 'Environment' criteria assessment under the sub-criteria of Landscape and Visual, Agricultural assets, Noise and Vibration.

The N2 Ardee to Castleblayney Road Scheme is approximately 32km in length. It is likely that some residential property will be affected, and it is possible that a small proportion may need to be purchased to facilitate the scheme. Each property is considered a constraint and in so far as possible, the scheme will seek to avoid and/or minimise impacts. If property acquisition is required to facilitate the scheme, affected property owners will be consulted directly by the Project Team as the design of the scheme develops.

Given the scale of the project, it is likely that all lands required for the scheme will be acquired through a Compulsory Purchase Order (CPO). Should any part of a person's private land/property holding be included in the CPO, the land/property owner is entitled to compensation. This may also be the case for a person who may have an interest in any land/property identified in the CPO. Compensation will be provided in accordance with CPO legislation. A guide to the process and the legislation is available on the Citizens Information website www.citizensinformation.ie.

9. Safety

This section relates to comments regarding whether a new road will solve current safety concerns, whether there is scope to address safety issues on the existing N2, impact on emergency services and whether all reasonable safety options have been explored. There were 160 comments made about safety in total.

9.1. Current Safety Issues

Stakeholders raised concerns that safety on the existing road would not be solved by a new road and that action on safety should be taken now. Option C, D, E and F had the largest number of comments about road safety. Several of the comments regarding safety on the existing N2 related to driver behaviour. As a result, many respondents stated that a new road would not necessarily improve safety performance.

A respondent noted, *'any accident to date on this route (N2) is not from cars getting on and off. They were caused by drunk driving, fatigue and overtaking.'*

Another respondent stated, *'it is worth noting how many of the road accidents which have occurred on the N2 were due to speed, drunk driving and use of mobile phones. A dual carriageway will not eliminate these factors - only a Garda Traffic patrol car will make a difference to these behaviours.'*

Another respondent stated, *'it is unclear whether these measures will improve the safety of the N2. Perhaps if the legislation we already have was fully enforced then we would have less collisions on the road.'*

9.2. Safety of the Existing N2

Stakeholders acknowledged that there are safety concerns on the existing N2 and suggested turning lanes and a reduction in the number of right-hand turns would improve safety.

One stakeholder group stated, *'we would raise the question about traffic capacity on the current N2, and if there is a requirement for a new road. We acknowledge the death rate on this road has been too high, but we ask if a combination of speed cameras, barriers and other engineering works could make the current road safer at a much-reduced cost and environmental impact.'*

Stakeholders also noted that a new road would not address safety on the existing N2. One stakeholder stated *'as long as the N2 remains a viable road, either before or after the completion of the new road the safety issues regarding the N2 remain unsolved. Accidents will still occur on the current N2 unless TII chooses the option of upgrading the current N2 and implementing improved safety measures such as reducing exit points, filter lanes at junctions for remaining exits, safety bollards to reduce passing out, and introducing staggered overtaking lanes to name a few'. Another stakeholder commented 'the current N2 will still be in existence if a new road is made and those safety concerns will still be there.'*

Another stakeholder outlined *'why make a new road and leave existing road without any safety measures. It would make sense to spend money on the existing N2 and make it safer.'*

9.3. Safety Considerations in Road Design

While respondents acknowledged that there are safety issues on the existing N2, they still expressed safety concerns in relation to the inclusion of safe road design in the proposed scheme.

Stakeholders expressed concern in relation to how the proposed scheme would impact safety, one stakeholder noted *'bigger roads do not mean safer roads'*. Another respondent stated *'driver behaviour is the key factor in a lot of accidents. There is a lot of access and egress routes onto the existing N2 and with a bit of clever engineering a lot of these can be designed as slip roads onto existing by-roads.'* A stakeholder suggested that by introducing *'a limit of entries and exits on the road and the introduction of implementations such as roundabouts to slow the traffic down it would increase the safety of the roads without ripping a community in half for the third time.'*

One respondent stated that the Project Team did not outline *'the actions they delivered to mitigate accident risk on the existing N2 with a follow up evaluation report before planning to build a new road.'* It was also noted *'if safety is the intended outcome of delivering a new road, how can a dual carriageway be a safe option when linking to a main street in Ardee and/or the N33 single lane carriageway to the M1. Likewise linking a dual carriageway to a 2+1 carriageway at Castleblayney will pose problems with speed reduction when condensed to a one lane carriageway.'*

A respondent expressed concern regarding safety and the impact on smaller roads as a result of the project, outlining their concerns over *'the deterioration of the already poor road due to traffic being forced down because of no access to the N2, this will lead to safety concerns and we would highlight the need to examine the impact on smaller roads.'*

Pedestrian and cyclist safety were also raised as concerns among respondents. One member of a cycling club expressed concern in relation to cyclist safety and stated, *'the new roads should have dedicated cycle lanes that are well maintained...free from debris.'* Another stakeholder highlighted safety concerns in this regard as *'more walkers and cyclists will be affected on the small country roads'* and a further respondent noting *'our local roads will be disrupted for local walkers and cyclists.'*

9.4. Safety – N2 Project Team Feedback

The Ardee to Castleblayney Road Scheme seeks to address issues of safety, journey time and capacity along the national and the TEN-T network of the N2. The project seeks to improve connectivity within the counties of Louth & Monaghan as well as regional and national accessibility between Dublin and the North West.

Safety is a very important aspect of the design process. The comments received under the 'Safety' theme through this non-statutory public consultation on the Route Corridor Options have been collated together with data received from national sources. The feedback received will be considered during the Stage 2 Appraisal of the project. The issues and concerns raised will be considered through the 'Economic', 'Safety' and 'Physical Activity' criteria to be assessed in accordance with *Unit 7.0* of the *TII's Project Appraisal Guidelines*. Details of these appraisals will be included in the Option Selection report which is will be published when a Preferred Route Corridor is confirmed.

10. Quality of Life

A significant number of respondents stated concerns on how the scheme would impact and change their current way of life. This section summarises comments relating to potential impacts on families as a result of a new road being built. A total number of 328 respondents commented under this theme.

10.1. Impact on Quality of Life

Many of the respondents who commented on this issue noted the sentimental value of a home and land that has been in their family's ownership for generations.

Some of these respondents also mentioned the potential impact of a new route on the setting or character of their home, as well as the value or quality of the land. A stakeholder stated, *'I have very happy memories of spending time with my dad and uncle at this house and would love to share these memories with my kids while making new ones with them. I'm concerned about the effect the new road will have on my landscape at the house if the road goes beside it and the safety of my kids around a new road. I would like to pass the house on to my kids and keep it in the family name for as long as possible, as this was the wish of my late uncle. My son has started to think of things he could do with the property to put his own stamp on it while keeping in line with the family connection.'*

A number of respondents mentioned the potential impact of a new route on their quality of life and that of their family. Stakeholders commented on the rural character of their land or the area they live in and the value they attach to this, in some cases noting that this was a key reason why they and others decided to live in a rural area.

Respondents also mentioned the stress and uncertainty they are experiencing currently as a result of not having been aware of the plans previously and not knowing the extent to which they will be affected in the future. A stakeholder stated, *'I have lived at this address for several years, it is my first property, I have made many friends since moving here and if this roadway goes ahead the community and friendships we have here will be lost. This is a major stress and mental health factor as I will have to try starting over again and will be financially and physically exhausted.'*

Most of these respondents also listed several potential impacts resulting from a new road which would affect their quality of life. These impacts - including safety, noise, visual intrusion, air quality and health - are discussed further in other sections of this report. A small number of respondents also mentioned the financial pressure associated with a loss in the value of their property value because of a new route and being unable to relocate.

Many respondents commented more specifically on the impact a new route would have on family life.

Stakeholders expressed concern about the impacts a new route could have on their family and social ties within the local community, particularly if they are forced to relocate. The impact of relocation on work and education, affecting people's access to work and their children's school was highlighted, with one submission stating *'the construction of this road so close to our house will have a major impact on our lives at all levels. We moved to the country, to be in the country and not to be over ran by a road that will take over our very existence of living here. With 3 young children, with exams looming in the near future a disturbance like this would cause havoc with these daily lives and education.'*

10.2. Quality of Life - N2 Project Team Feedback

The feedback received under the 'Quality of Life' theme have been collated through this non-statutory public consultation on the Route Corridor Options. The feedback received will be considered during the Stage 2 Appraisal of the project to identify an Emerging Preferred Route Corridor which will be selected

in accordance with the *TII's Project Management Guidelines* and *Project Appraisal Guidelines*. The issues and concerns raised under this theme will be considered as part of the 'Environment' criteria under the sub-criteria of Landscape and Visual, Agricultural assets, Air Quality, Noise and Vibration, as well in the 'Accessibility and Social Inclusion' criteria to be assessed in accordance with *Unit 7.0* of the *TII's Project Appraisal Guidelines*. Details of these appraisals will be included in the Option Selection report which is due to be published when a Preferred Route Corridor is finalised.

11. Connectivity and Engineering Aspects

This section relates to feedback regarding connectivity and engineering aspects of access. Respondents mentioned themes such as engineering design, e.g. junctions, private accesses and bridges. Engineering cost and complexity and impact on utilities, drainage and flooding also featured. This section also outlines alternative route options suggested through the public consultation process. The impact construction activity would have on road users and residents was also commented on.

Out of 704 general submissions, 249 respondents mentioned issues relating to road access to/from the N2. Increased journey times and severed links due to a new road was the most stated, followed by access restrictions, new junctions and bridges, safety and the impact on utilities.

11.1. Increased Journey Times and Reduced Connectivity

In total, 71 respondents mentioned that they may have increased journey times due to the new road, or their links to their local community or amenities may be severed due to the new road which would result in longer journey times. Respondents who stated they are impacted by Options C, D and E raised this issue the most, followed by Option F. One respondent expressed concern about *'increasing journey times for emergency services to get to us'* as a result of reduced access.

Stakeholders raised concerns on how the proposed scheme would impact their current movements, one submission noted *'my concern is if Route A is selected how would it affect my route to Carrick and Blayney and L[local] based roads.'* Another respondent outlined *'I would have concerns about how we will access the N2 and impact on journey / commute times along with access to local schools in Broomfield and Castleblayney.'*

Many stakeholders raised concerns that the proposed scheme may impact connectivity - a submission noted *'we are worried the local roads we use to visit our children and grandchildren, going to mass and bingo along with other social events will be closed and created into cul-de-sacs and we will be spending a greater time and hassle trying to reach these places by having to use other less direct roads.'* Another submission outlined *'there are currently 2 routes linking Castleblayney to the M1 motorway - N2 + N53. Upgrading the existing routes to manage the traffic flow would be a better option rather than making a new road between both of these. This will mean less disruption of communities and roads solely for the purpose of enhancing connectivity and providing more efficient access to other strategic national roads.'*

A large volume of submissions raised concerns about severing links to communities as a result of the project. One stakeholder raised concerns about *'elderly people being cut off from the rest of the community'*, while a further stakeholder added the scheme *'could potentially cut off a lot of locals from each other and split communities even further.'* Another expressed that they would be *'unable to directly visit friends and neighbours due to blocked roads.'*

11.2. Restrictions on Access

In total, 63 submissions raised concerns about access restrictions, both during construction and once a new road is built.

Stakeholders expressed concern over reducing or limiting access to the N2. A respondent stated *'whichever route is chosen for this upgrade, it should not impact on existing local access. The closure of roads and use of cul-de-sacs should not be part of the N2 upgrade design to allow priority for regional traffic.'* Another stakeholder noted *'because the new routes lead to the blocking of access to the N2, we will be very much inconvenienced.'* It was noted that reduced access to the current N2 would in turn be *'necessitating longer car journeys.'*

Many submissions outlined the need for underpasses and crossings as farming activities would be impacted and access to farmland impaired. One stakeholder from the agricultural sector stated *'losing land is bad enough but splitting property and restricting access is going to increase my costs by having to travel on roads with livestock, slurry, fertiliser, silage, meal, etc. plus the extra time involved in the farming enterprise because of the disruption caused by the road. These road changes have no benefits for me or my farming system.'* Access to local amenities was also expressed as being a concern, with one stakeholder explaining that a change to local access would *'significantly increase our carbon footprint and journey time'* as a result.

49 respondents mentioned that new junctions or bridges will be needed to maintain access to minor roads. Stakeholders requested that the Project Team introduce infrastructure such as bridges and underpasses to improve access for farmers in particular. A stakeholder commented that *'if no bridges are built, it will take an extra 8km to get to each of the farms. Also moving livestock by foot will be impossible.'* Another submission requested that bridges are considered as part of the project to ensure connectivity is maintained. A stakeholder expressed concern that their farm *'will be isolated with limited or possibly no access.'*

11.3. Impact on Utilities

Potential impact on utilities was a concern cited by 42 respondents.

Stakeholders questioned whether broadband would be impacted as a result of the new road, *'I also have good broadband where I am that would probably change if there is a new road put in.'* Another stakeholder added *'broadband is a scheme rolled out a short time ago by the Government. They guaranteed over a million and half businesses would receive this connection, with a brand-new road route this will have massive complications for everyone.'*

Stakeholders also raised concerns whether existing utilities would be impacted, *'concerns have been raised regarding the Public Water Supply due to the impact of the roadworks on local systems.'* Another respondent requested the Project Team *'provide a guarantee that our water source and quality will not be altered as a result of these proposed corridors.'*

11.4. Connectivity and Engineering Aspects – N2 Project Team Feedback

The comments received under the 'Connectivity and Engineering Aspects' theme have been collated through this non-statutory public consultation on the Route Corridor Options. The feedback received will be considered during the Stage 2 Appraisal of the project. The issues and concerns raised above will be considered within the 'Economic', 'Safety' and 'Integration' Criteria set out in *Unit 7.0* of the *TII's Project Appraisal Guidelines*. Details of these appraisals will be included in the Option Selection report which is due to be published when a Preferred Route Corridor is finalised.

12. Project Need

This chapter outlines stakeholder's submissions in terms of the need for the scheme. Topics covered within this chapter include, traffic assessment, economic impacts, and Government policy.

A total of 128 respondents suggested that there is no need for any improvement and indicated they opposed to the project. Most of these respondents went on to discuss specific reasons for opposing the scheme (these reasons are explored in further sections). Around half of these respondents were from County Monaghan and most are impacted by Options C, D, E and F.

A resident stated, *'there are far more important things needed for this area,'* Another respondent stated, *'there is no benefit to a new road when the existing road is fine.'*

12.1. Traffic management options

Many of the 78 respondents who mentioned this issue questioned the need for the project and indicated that better policing and speed enforcement is the change they want to see on the N2, which they say is otherwise fit for purpose.

A farmer and resident stated, *'an increase in Gardaí along this route is all that is needed.'* Another respondent stated, *'the road in my opinion is fine if there were proper safety procedures in place to reduce speed and overtaking.'* A resident stated, *'my preference would be development of the existing N2 route, with enhanced safety and enforcement of safer driving.'* Another resident stated, *'it is quite possible to implement measures to the current N2 to provide a safer road to all users.'*

12.2. Local economy

Comments relating to the local economy, such as the scheme causing a loss of passing trade or not bringing economic benefit to the area were made by 85 respondents, while 84 respondents made comments relating to business or economic viability being affected by the scheme.

One stakeholder stated *'it [Option D] will eliminate passing trade in our local town of Carrickmacross which will impact the whole local economy.'* Another stakeholder noted *'our local town depends on the current N2 for its trade and factories. Moving the main N2 away from the town will have severe impact on the business in the town and the employment for all the local people.'*

A respondent suggested *'the local people will still have to access the existing N2 for reaching the town of Carrickmacross and Castleblayney... I would be worried that the town of Carrick will suffer if the new route is built.'*

Options which involve building on green field land were seen to affect farm and agricultural viability more than improving the existing N2. Respondents who stated that they are impacted by Options C, D and/or E raised this issue the most, followed by Option F.

One stakeholder outlined *'we have an active farm, which may be split as a result of the new roadway. This may affect the viability and financial value of the farm unit.'* Another submission noted the new road will impact businesses stating, *'it will force the closure of businesses who rely on the passing trade of the vehicles along the N2 and as such would be detrimental to the surrounding areas regarding employment and the Government's own tax base.'*

12.3. Government Policy

In total, 33 respondents made comments relating to government policy and decision making.

In the submissions received, 26 respondents made comments relating to spending priorities, stating that the money for the scheme would be better spent elsewhere, *'waste of monies that could be spent on much more important areas like healthcare or homelessness.'*

Another stakeholder stated, *'if they would spend money improving desperate broadband people could work from home meaning less traffic.'*

12.4. Need for the Project – N2 Project Team Feedback

The comments received under the Need for the Project' theme have been reviewed by the N2 Project Team and will be considered in the Stage 2 Appraisal of the project.

In accordance with TII's *PAG Unit 4.0– Consideration of Alternatives and Options (October 2016)* a detailed assessment for the need of the project has also been carried out as part of the Stage 1 Route Options identification stage. Details of this assessment will be included in the Option Selection Report which will be published when a Preferred Route Corridor is confirmed. The Option Selection Report will include 'Do-Nothing', 'Do-Minimum' and 'Do-Something' scenarios as part of the assessment process. The 'Yellow' and to a large extent the 'Yellow and Blue' Route Corridor Options follow the existing N2 road corridor and are being considered as part of the overall Option Selection process.

The scheme is identified within Project Ireland 2040 for prioritisation through the initial stages of scheme planning and design. The project aims to deliver on the strategies and objectives of the National Development Plan (NDP) 2018 - 2027 and National Planning Framework (NPF) - Project Ireland 2040. The project will improve connectivity within Counties Louth and Monaghan as well as regional and national accessibility between Dublin and the northwest.

13. Consultation Process

This section outlines feedback from stakeholders regarding the consultation process, the quality of the information presented, effectiveness of the process and comments on the questionnaire itself. Some respondents were concerned that they had insufficient information about how the Route Corridor Options presented at the public consultation were arrived at and commented that the lack of access to the supporting information from the design process to date limited their ability to effectively participate in the decision making process.

A total number of 95 respondents commented on the public consultation process.

13.1. Level of Information at Consultation

A total of 44 comments were received regarding claims of insufficient information at the consultation and mentioned the level of detail and the quality of the information made available for the consultation. Some questioned if enough information had been made available at this stage in order for people to make an informed assessment of the project. A stakeholder noted, *'the name of the proposed scheme and the project description are indicative of the inadequate information supplied to enable people to fully participate in the decision-making process, as is their right.'*

Another stakeholder stated, *'the very name of the project 'N2 Ardee Castleblayney Road Scheme' coupled with references in both the Monaghan CDP and the NPF to existing routes was at best poor and worst misleading.'*

Several stakeholders felt more information was needed, one respondent stated, *'the consultation process itself presented few viable solutions... the information which had been put forward to the media outlets and communications towards the general public were very misleading.'* Some respondents requested more information or posed specific questions about the project if they could not find the answer within the consultation documents.

Another stated, *'a public consultation process must be, and be seen to be, genuine and meaningful in order for impacted stakeholders to gain a full and proper understanding of the potential impacts. I have concerns about the approach taken given the short duration for the consultation and the limited and incomplete analysis and information made available to the public.'*

Another respondent stated, *'it is our opinion that not enough work has been done on the route Options and there is not enough detail about what the final, chosen route would involve and therefore this consultation process is premature.'*

13.2. Awareness of Public Consultation

Stakeholders also noted that people claimed to be unaware of the public consultation itself. Many comments referred to a lack of publicity around the consultation. A respondent stated, *'many people living in this vicinity only discovered the potential impact of the plans through neighbours and friends.'*

Another stated, *'it is our opinion that the public in Monaghan and Louth, who are going to be affected by whatever plan for the N2 is finally chosen, were not properly informed about the route Options which would impact on their homes, businesses or farms.'*

A landowner stated, *'as far as I am concerned not everybody is aware that their property is on one of the six route Options. I feel this process is invalid unless everybody with property on all of the six route Options returned a submission form.'*

13.3. Questionnaire Comments

A number of submissions commented on the format of the consultation questionnaire. Some people commented on the lack of space to list all comments under Question 4. In addition, several stakeholders commented on Question 3, one stakeholder noted *'I would like it noted that Question 3 is poorly constructed leading to ambiguity which would cause me to question the validity of the data that will be captured, reported and assessed.'* Another commented *'(Question 3) is a very blunt instrument for measuring aspects of this project. How can you measure safety over impact on air / noise, flora / fauna, etc.'*

13.4. Consultation Process – N2 Project Team Feedback

The comments received under the Consultation Process theme as highlighted above have been collated from the submissions received as part of this second non-statutory public consultation on the Route Corridor Options and will be considered by the Project Team when identifying the Emerging Preferred Route Corridor.

Non-Statutory Public Consultation forms a key part of TII's Phase 2 (Option Selection) process for this Project, where a number of consultations are undertaken to generate awareness and initiate participation of the public and key stakeholders, and to obtain feedback for consideration by the Project Team. Along with the completion of Public Consultation 1 (Study Area & Constraints) and 2 (Route Corridor Options), the N2 Project Team will undertake a third round of non-statutory public consultation (Public Consultation 3 - Emerging Preferred Route Corridor). It is currently scheduled that this consultation will be undertaken in 2020. The comments received in relation to this second public consultation process will be considered by the Project Team and will help inform the process when planning the next stage of non-statutory public consultation.

At each stage of these non-statutory consultations the design process is iterative and ongoing, and information and assumptions are subject to ongoing review based on feedback received through the public consultations and based on information gathered during ongoing studies. For this reason the background information which informs the Option Selection process to this point is not yet finalised. After an Emerging Preferred Route Corridor has been identified, a third non-statutory public consultation takes place, and the Preferred Route Corridor will be finalised. The Option Selection Report, which includes the supporting background information relating to the Phase 2 design process, will then be published.

After the Preferred Route Corridor is identified, the design of the road can be developed and an Environmental Impact Assessment carried out. During this phase further engagement with landowners and interested parties will be undertaken as part of the ongoing design process.

14. Duplicate Submissions

In addition to the individual responses received from residents, organisations and other stakeholders, a number of duplicate submissions were received. A duplicate submission is where the same or similar response, using the same or very similar wording, is submitted by multiple people or organisations. The submission may be submitted by members of the same family, by members of a group or local community, or by members of the wider community/area who have come together in response to this proposed project. Responses have been considered a duplicate submission where the same or similar response has been submitted three or more times.

In order to report clearly on these duplicate submissions they have been presented in this separate chapter. For each duplicate submission the issues raised have been summarised and the number of people who submitted the duplicate submission has been stated. It should be noted that duplicate submissions are not given any additional weighting or importance over individual submissions regardless of how many times the submission was received. All issues raised within individual and duplicate submissions will be considered by the N2 Project Team.

Duplicate Submission 1

Duplicate submission 1 had 48 copies. The main issues mentioned in the submission are as follows:

- Support for the existing N2 upgrade and opposition to two of the Route Corridor Options as this submission claimed they are not in keeping with the County Development Plan and the National Framework of Ireland and would affect the local community.
- Dissatisfaction with the lack of information about the proposed Route Corridor Options, the lack of evidence that full consideration has been given to upgrading the existing road before planning to build a new road and the lack of supporting information in relation to engineering, environmental, economic and social impact assessments to justify the proposal.
- Queries around the cost of maintaining two roads instead of upgrading the existing N2 to improve safety, with a comment that maintaining a second road would waste taxpayers' money.
- Concerns about how many roundabouts, bridges/underpasses, and road closures will be built and implemented and how the Council will maintain two roads with a limited budget.
- The new road would adversely impact the livelihoods of local businesses and farmers, especially around Carrickmacross.
- The new road will sever the south Monaghan area and will have negative impact on tourism and agriculture which will have a knock-on effect on local businesses.
- Safety issues on the current N2 are due to driver behaviour, rather than the road itself. Improvement suggestions included better policing and closing access roads onto the existing N2. It was noted that there is no evidence to demonstrate how authorities will reduce the high rate of collisions on the N2.
- Potential risk of flooding from the seven river crossings on one of the Route Corridor Options.
- Increase in Ireland's carbon footprint by encouraging an increase in car usage, as a new route contradicts Ireland's Climate Action Plan and will result in penalties from the EU if Ireland fails to meet its emissions targets.
- Communication during phase one of the consultation was not adequate and letter drops should have been carried out to all those directly affected.
- In phase two of the consultation, the information provided about the N2 road scheme was confusing.
- The submission queried how Monaghan County Council would mitigate the difficulties encountered by vulnerable groups, such as elderly residents and those with disabilities, when their surroundings change as a result of the new road.

- A new route will reduce opportunities for physical activity when people are discouraged from walking or cycling as a result of air pollution, poor safety and poorly maintained cycle and walkways.
- The new road will divide the community by closing route access for young people to go to local facilities such as GAA clubs, leaving them with fewer choices and opportunities for physical activity.

In addition to the collective concerns, 5 members of one family also included additional personal concerns relating to the proposal for a new road. These concerns are;

- The potential number of local road closures if the new road is to be built.
- Personal impact on farming, particularly in relation to the impact on livestock.
- The impact of the construction phase on flood plains, protection of bogs, drainage, flora and fauna.
- Quality of well water.
- Noise mitigation measures.
- Impact on utilities such as broadband, gas supplies, and telecommunications.
- The protection of heritage sites.
- Mitigation of the outbreak of Tuberculosis if badger setts are disturbed.
- Impact on the quality of family life.

Duplicate Submission 2

Duplicate Submission 2 had 8 copies. The submission stated that the N2 is *'more than adequate to supply the traffic need'* in the area but suggested that safety improvements could easily be made. The submission also raised the issue of disruption to the area in the past due to the building of the existing N2 and stated that *'for that reason and many more it would be devastating for another such project to go through the parish again.'*

Duplicate Submission 3

Duplicate Submission 3 had 16 copies. Although there were slight variations according to each respondent's personal circumstances, all 16 responses shared the same concerns and used very similar words to express their concerns. The common themes in this group of responses are outlined below.

- The effect a new road will have on the farming economy in Monaghan and concerns about the impact of a new road on their own land in terms of accessibility and economic viability.
- Whether there are sufficient funds for maintaining both the existing N2 and a new route.
- The need for a new road based on current and predicted traffic volumes.
- Concern about the environmental impact of a new road.
- The impact of a new road on wildlife and the physical landscape, specifically the impact of construction on the drumlins.
- Impacts of increased noise and air pollution on health and wellbeing.
- Access and concerns that a new road will split the community and make accessing amenities such as schools and churches more difficult.
- Concerns regarding the impact of a new road on their family home/land, in terms of inheritance plans and the impact of construction on old buildings.

Duplicate Submission 4

Duplicate submission 4 had 9 copies. Although there are slight variations according to each respondent's personal impacts, the common themes are outlined in the following concerns;

- Support for upgrading the existing N2 for safety reasons. Challenge of the justification of a new route when the existing route can be upgraded and there is space to do so (it was suggested that there is sufficient width along the existing N2 route).
- The proposed scheme does not form part of any St Andrews agreements and therefore there is no financial commitment to upgrade the road.
- The cost of the project and need to achieve value for money.
- The cost implications of maintaining two roads.
- A new route would not address safety concerns.
- Economic impacts such as loss of land and earnings of farmers and businesses.
- If the existing N2 was widened between Ardee and Castleblayney this would ensure safety standards are met as well as supporting increased capacity.
- Access to and the integration of any new route with existing roads.
- The number of existing local roads and access points, diversions, underpasses, overpasses, roundabouts, junctions and redirection of existing roads, when compared to the existing N2.
- Concerns relating to water quality and contamination and how a new route would impact on this.
- The provision of broadband in rural Louth and Monaghan and that any change to the landscape could have impacts on broadband services in the area.
- A Type 2 or 3 road with a central barrier on the existing road would be an overall better solution.
- The Environmental impact of the project, including impact on wildlife and habitats.
- Impacts of increased noise and air pollution on health and wellbeing.
- The new route proposals would not lead to modal shift as outlined by the National Road Authority [TII].
- 500 acres of viable farm land in Louth and Monaghan would be removed by the introduction of a new route.
- Impact on business expansion plans and the knock-on effects on their personal business, employment in the area and the viability of the farming business and passing this down to the next generation.
- Reduced opportunity for cycling and walking by locals if a new road corridor is developed.
- A new road corridor would cut through the community due to proximity to local amenities.
- Impact on the ability of residents to monitor criminal activity.

Duplicate Submission 5

Duplicate submission 5 had 7 copies. The main concerns are outlined below;

- Impacts on the viability of agricultural land as it will be more difficult and less profitable to farm.
- Support for proposals to upgrade the existing N2 due to the wide verges available on either side of the road, and low density of properties along it. The biggest physical impediments to upgrading the existing N2 were seen as existing commercial enterprises. This proposal would have the least impact on the local community and on the environment.
- Suggested other improvements are needed in the area such as widening existing bridges.
- Questioned the need for a new road when there is a high number of roads in the area already.

Duplicate Submission 6

Duplicate submission 6 had 6 copies. The main concerns in this submission are outlined below;

- Clear support for improving the safety of the N2 including access to the wider road network and connectivity.

- Support for an offline road corridor for a number of reasons including economic benefits, improved access, wellbeing and minimising environmental impacts.
- The cost of an offline road corridor would be much less as fewer new link roads and on/off ramps will need to be built.
- Journey times would be improved by an offline road corridor and so would access to Castleblayney and the North and this will have a positive economic impact.
- An offline road corridor would provide the greatest reduction of collisions as they will carry the greatest amount of traffic over the longest length of new route, thus avoiding all the issues that come from connecting to the N2 from existing dwellings and smaller roads.
- Concerns relating to air quality, noise and vibration along the existing route. It was noted an offline road corridor would reduce these impacts to residents on the existing route and provide a safer route for cycling, running and walking than on the existing N2.
- Concerns about the impact on the local community and residential properties alongside the existing route and stated an offline road corridor should be chosen to avoid stress and cost of demolition of properties.
- An offline road corridor would have less impacts on archaeological and cultural heritage.
- An offline road corridor would have better integration with the planned road network into the North.
- An offline road corridor would avoid further traffic build up on the existing N2.

Duplicate Submission 7

Duplicate submission 7 had 4 copies. Their main concerns are outlined below;

- It would be more cost effective to upgrade the existing N2, with improved safety measures. The submission suggested the safety measures to be put in place on the existing N2, including changes to exit points and an overtaking lane.
- Concerns about noise and air pollution, impacts on water supply and potential impacts for flooding, wildlife, and cultural heritage.
- Access to the wider community which will be severed by a new route, impacting journeys to work, school and local facilities.
- Impact on their property and what it means to their family.
- Disappointment about the consultation process, specifically the lack of advertisement leading to low awareness in the local community about the proposals.

Duplicate Submission 8

Duplicate 8 had 3 copies, their main concerns are outlined below;

- The Route Corridor Option will impact access to Carrickmacross.
- Impacts to the economy.
- Support for improving the existing N2.
- Concerns about local heritage, including ring forts and graveyards.
- Concerns about flooding.
- Concerns about the potential impact of the green route on wildlife, noting some of the lands within the Route Corridor Option are within the GLAS scheme.

Duplicate Submission 9

Duplicate submission 9 had 3 copies. Their main concerns are outlined below;

- The impact of one of the Route Corridor Options on their properties including a protected site which is within the grounds. The site contains mature trees and historic gardens as well as being home to many species of wildlife.
- Some of the Route Corridor Options will affect access to amenities such as shops, schools, sporting and community facilities.
- Safety, relating to a divided community potentially leading to increased crime, and impacts on access for the emergency services.
- Light, noise and air pollution from the new route, including flyovers.
- Supportive of upgrading the existing N2 and solving current safety issues.

Duplicate Submission 10

Duplicate submission 10 had 3 copies. Their main concern was the impact of one of the Route Corridor Options on a recently developed property, as well as noise and pollution and how this may potentially impact building property on their land in the future.

Duplicate Submission 11

Duplicate submission 11 had 6 copies. Their main concerns are outlined below;

- Objecting to the proposal of a new road corridor and requesting that the existing N2 is upgraded. They also suggested ways of improving safety in particular areas, for example junctions, overtaking and car breakdown facilities which they considered would substantially reduce the cost of building a new road.
- The cost of maintaining two roads should an offline option be built.
- The impact on commercial trade and tourism in Carrickmacross and Castleblayney.
- Impacts on water quality and drainage due to the geology in the area.
- Impact on utilities including broadband.
- Environmental concerns, including noise and air pollution, disruption of habitats and mature woodland, and archaeological areas of interest such as forts and wells.
- Impacts on the welfare and mental wellbeing of themselves and their neighbours.

Duplicate Submission 12

Duplicate submission 12 had 7 copies. Their main concerns are outlined below;

- The cost of creating a new route and maintaining the current N2 and the impact on local businesses and towns.
- They requested the Project Team upgrade the current N2 and make it safer by closing some minor access roads and improving lighting and signage.
- Impacts on drainage and flooding in the area.
- Structural impact of vibration on their family properties, some of which do not have foundations.
- Impacts of noise and air pollution were a concern.
- The ability to pass on their homes to their children in the future.
- Severed access to the local village of Tallanstown, where their sports activities, schools and social connections are based.

Duplicate Submission 13

Duplicate submission 13 had 5 copies. Their main concerns are outlined below;

- Safety issues on the existing N2 need to be addressed by increased policing and speed checks, reducing local accesses, and provision of underpasses and overpasses where necessary.

- A new route corridor would further divide the community and impact many homes and farmland in the area.
- Impacts on waterways and water sources.
- Impacts on heritage considerations, with a mass rock, ring forts and flax dams all on the site, and wildlife and their habitats.
- Severance of access to local facilities such as GAA, church and the local community centre.
- Impacts on health from increased air pollution.
- Request for a full impact assessment to be made available at the consultation.
- Impact on utilities such as broadband.
- Journey times for local communities.

Duplicate Submission 14

Duplicate submission 14 had 4 copies. Their main concerns are outlined below;

- Impacts on their farm from the plots of land being severed, therefore making each plot smaller in size and access to each of the plots would be difficult.
- Impact of noise and air pollution on the animals and wetlands in this area of ecological importance.
- Impacts on historic assets.
- Family inheritance would also be impacted as children may not be able to build their future homes due to proximity to a major road system.
- Negative effect the new route would have on the value of their properties.
- The risk of water contamination as a result of pollution from the proposed road.
- Impact of soil disturbance during construction which could expose the bacteria in the soil that causes Tuberculosis in cattle.

Duplicate Submission 15

Duplicate submission 15 had 6 copies. Their main concerns are outlined below;

- Lack of appropriate communication during the consultation phase resulting in the lack of awareness of this process.
- Creating a new route would not resolve the existing dangerous concerns on the N2 and this would increase the cost of maintaining two roads.
- The proposed routes would destroy the local farming community because it would restrict access to local towns, thereby affecting local businesses.
- Access issues, increased journey times and higher carbon footprint.
- Environmental impact to natural habitat and local flora and fauna in the area.
- Impact during the construction phase from noise and air pollution which would affect the health and wellbeing of the residents living along the route.
- Increase in social isolation and local businesses impacted through reductions in traffic going into local towns.
- Emergency services having to travel longer routes to reach people.
- Support for the improvement of the existing N2 as this would have less environmental impact on local communities, businesses and schools.

Duplicate Submission 16

Duplicate submission 16 had 8 copies. Their main concerns are outlined below;

- Impacts on farmland that has been in the family for many generations.
- Impacts on their commercial operations.
- Restricted access as a result of the project to and from the farmland, which could be limited to a small public road - this would have an impact on both farming and commercial activities.

Duplicate Submission 17

Duplicate submission 17 had 5 copies. Their main concerns are outlined below;

- Concern that this would cut through their farmland which has been in the family for many generations and would reduce the acreage and make their farm unviable.
- Consideration should be given to reduce the number of cars on the roads and to improve public transport.
- Impact on access to local church, shops, school and the local GAA pitch and increased journey times when trying to visit elderly relatives.
- Concern about the natural bog land along their farm, wildlife and natural habitat including water quality.
- Pollution from the proposed road would affect their health.
- Places of historical interest such as the Fort located on their land needs to be protected.
- Supportive of the upgrade of the existing N2 and suggested putting in a third lane and closing off some existing accesses.
- The submission outlined that it took generations to develop the existing N2 and raised concerns in relation to knock-on effect on communities and families and businesses and that the scheme will change the shape of the community.

Duplicate Submission 18

Duplicate submission 18 had 5 copies. Their main concerns are outlined below;

- Existing N2 needs to be upgraded to improve safety.
- Building a new road would be a waste of taxpayers' money which should be spent on upgrading the N2 or M1 near Dublin.
- It was noted that a new road would not resolve the issue of safety on the existing N2.
- The added costs of maintaining two roads including the additional Garda resources to police the new road.
- The proposed routes would sever their local community and affect access to the local church, GAA clubs and the village.
- Their family home would be impacted by light and noise pollution which would devalue the property and affect the health and wellbeing of the family.

Duplicate Submission 19

Duplicate submission 19 had 3 copies. Their main concerns are outlined below.

- Proposed Options will divide their local community and will block the school bus route.
- Possible environmental impacts such as impacts to flora and fauna, migrating birds, reduction in biodiversity and air quality.
- The land is boggy and already prone to flooding, and the proposed works may cause flooding in other areas previously unaffected by flooding.
- Possible disturbance of sites of historical significance.

Duplicate Submission 20

Duplicate submission 20 had 12 copies. Their main concerns are outlined below;

- Potential environmental, economic and community impacts of the scheme.
- Proposed Option will divide communities and agricultural land, impacting on future inheritance as well as affecting accessibility to local amenities such as schools, shops and church.
- Lack of information on the project available through the public consultation.

Duplicate Submission 21

Duplicate submission 21 had 4 copies. Their main concerns are outlined below;

- Opposed to a Route Corridor Option within the boundary of their family farm.
- Impact on future building plots on their land where family members hoped to build their future homes.
- Impacts on landscape, forested lands and drumlins.
- The proposed route would divide the community and the subsequent impact on relationships.
- Schools may be impacted, with some pupils having to move schools if the proposed route reduces the accessibility to their current school.
- The proposed route may restrict access for ambulances if required in an emergency.
- The negative economic impact the proposed route would have on the farming community.

Duplicate Submission 22

Duplicate submission 22 had 5 copies. Their main concerns are outlined below;

- The land and farming have been in the family for generations and is an income source, so any impact on the farm is of major importance.
- A Route Corridor Option will split the farm and so impact on the day to day operation of the farm.
- The economic impact due to of loss of land.
- Health and safety impacts.
- Impact on the water supply to and within the farm.
- A potential increased risk of Tuberculosis (TB) in a high-risk TB area due to the disturbance of badger setts.
- Other environmental and social impacts including an increase in noise and air pollution.
- Increase in crime and burglaries due to better access to the area.
- Increase in emergency service response times.
- The community will be divided impacting on access to the local town and specifically the GAA pitch.

- The impact one of the Route Corridor Options would have on local traffic patterns with an increase in traffic, HGVs and buses in Inniskeen and other minor routes, leading to an increase in accidents.
- Support for improvements to the existing N2.

Duplicate Submission 23

Duplicate submission 23 had 4 copies. Their main concerns are outlined below;

- Support the proposal to upgrade the existing N2.
- Lack of background information about the proposed Route Corridor Options.
- Impact to local towns and farmers due to loss of land and the property value in the local area.
- Environmental impacts including noise and air pollution.
- Impacts on natural habitats and wildlife.
- Visual impacts.
- Impact on recreation and physical activity for cyclists, walkers and joggers.
- One of the Route Corridor Options would divide the community, affecting access to key community locations leading to an increase in journey times.
- Concerns around safety of a Route Corridor Option.
- Impact on family life, and their quality of life in the countryside.

Duplicate Submission 24

Duplicate submission 24 had 7 copies. Their main concerns are outlined below;

- Questioned the need for a new road based on several factors such as accessibility, traffic capacity, and safety concerns.
- Concerns over impact to communities and accessibility to local shops, clubs and schools.
- Acknowledged the need to improve safety on the N2.
- Access to public transport should be improved in order to decrease the number of vehicles on the new road, decreasing both the probability of accidents and environmental impact.
- Environmental concerns, namely noise pollution and air pollution.
- Impact of a new route on local businesses and farmers.

Duplicate Submission 25

Duplicate submission 25 had 5 copies. Their main concerns are outlined below;

- Opposed to the construction of a new road.
- Impact to farms and businesses.
- Environmental impacts.
- The impact of a new road on Carrickmacross, in relation to loss of trade.
- Suggested upgrading the existing N2 or widening the N2 as an alternative to building a new road.
- Engagement was poor and people were not informed properly of the proposed project.

14.1. Duplicate Submissions – N2 Project Team Feedback

The comments received through the duplicate submissions have been collated through this non-statutory public consultation on the Route Corridor Options. The feedback received will be considered during the Stage 2 Appraisal of the project to identify an Emerging Preferred Route Corridor in accordance with the *TII's Project Appraisal Guidelines*. In identifying, developing and assessing each of the Route Options, a multi criteria analysis will be carried out based on the following criteria in accordance with *Unit 7.0* of the *TII's Project Appraisal Guidelines*;

- Economy;
- Safety;
- Environment
- Accessibility & Social Inclusion;
- Integration; and
- Physical Activity.

The issues raised in this section fall into many of these 6 criteria. Each of these criteria will be assessed and details of these appraisals will be included in the Option Selection report which is will be published when a Preferred Route Corridor is confirmed

15. Separate Technical Submissions Received

Two technical submissions prepared by consultants were received during this stage of consultation on behalf of the N2 Ardee to Castleblayney Concerned Residents Group.

It should be noted that Technical Submissions are not given any additional weighting or importance over individual submissions and all issues raised within individual and technical submissions will be considered by the appraisal team.

A summary of the matters raised in the reports are outlined below.

Report prepared by Environmental Consultant in relation to Environmental Issues;

1. The principal environmental concerns included:
 - The potential habitat loss and associated impact on biodiversity;
 - The potential impact to water quality and particularly the impact to surface water bodies currently designated as being of 'Good' Status;
 - The potential for flood exacerbation as a consequence of the development; and
 - The potential impact on known archaeological / cultural heritage sites.
2. The report stated that several surface waterbodies that will have to be crossed are potentially susceptible to fluvial flooding resulting in loss of floodplain and subsequent loss of water storage. In addition, there is concern that the installation of instream structures for example culverts and badgers will reduce conveyance capacity, thus leading to potential flooding upstream and downstream of the development sites.
3. The report raised concerns in relation to a loss of terrestrial habitat for several protected species previously identified within or in the vicinity of these routes.
4. The report suggested the cultural landscape will be negatively impacted, an inventory of 67 archaeological and architectural sites is included in the report.
5. **Route B:** The report outlined potential flood risk with Annahale Stream in the townland of Thornford. It also identified a potential impact on sites of regional architectural importance, including Saint Patrick's Church, Taplagh, Broomfield County Monaghan.
6. **Route C:** The report outlined a potential flood risk with waterbodies the Annahale Stream, Blittoge Stream, Radrumskean Stream, Corcreeghagh Stream, Knocklore Stream and the River Glyde and Lannat bog woodland. It also identified potential impacts on 15 archaeological and monument sites.
7. The report noted potential impact on aquatic and terrestrial ecology.
8. **Route D:** The report noted potential flood risks with 10 surface waterbodies including the Annahale Stream, Annalittin Stream, Tributary of River Fane (Knockreagh), Drumcattan Stream, Blittoge Stream, Ballykelly Stream, Kilbride Stream, Knocklore Stream, Mapastown Stream and the River Glyde. It also noted potential impact on 30 archaeological and monument sites.
9. The report noted the potential impact on aquatic and terrestrial ecology, including concerns for the Red Bog woodland and Swamp Meadow-grass.
10. **Route E:** repeated environmental concerns of Route C and D.
11. **Route F:** repeated environmental concerns of Route C and D and raised concerns for two further archaeological and monument sites located within the route.

Report prepared by independent consulting engineer in relation to the Option Selection Phase – Stage 1.

1. The report deals with the proposed scheme from an engineering perspective. While it is accepted that the project is at a relatively early stage of the design process the reports stated that absence of any clarity on the road type being proposed makes it very difficult to make any proper assessment of the proposal from a land-take, cost and road safety perspective. It also stated that the absence of engineering detail available is disappointing and adversely impacts on the quality of this submission.
2. The report concentrated on Options A, C and D.
3. **Need:** the report disagreed that there is a need for the project, it stated that the TII National Road Indicators Report (2018) does not show a need under Volume to Capacity Ratio or Level of Service and noted the relatively high standard of the existing N2 from a geometric and structural perspective.
4. **Traffic volume:** The report outlined traffic figures on the existing N2 route between Ardee and the NI Border from four permanent traffic counters installed on this section of the route. This data shows volumes are highest to the south of Carrickmacross, with a slight drop between Carrickmacross and Castleblayney and a significant 40% drop to the north of Castleblayney. It stated that 4,000 of the current daily trips are generated by persons living or working close to the existing N2. The report stated the expected total growth in traffic volumes over the next 30 years ranges from 15% up to 32% with daily flows ranging between 12,100 veh/day up to 13,900 veh/day.
5. **Selection of Appropriate Road Type:** The report suggested that a Type 3 Dual Carriageway is the optimum road type and noted that a portion of the existing N2 is already that road type and TII policy for online upgrades, concluding that it is only suitable for Option A. The other Option would be a Type 2 Dual Carriageway but stated that traffic volumes were too low.
6. **Project benefits:**
 - a. The reports stated that no material difference could be seen between Options on travel time.
 - b. The report stated that the change from an undivided road to a divided road type shall have a positive impact on accident numbers, there may be no material difference in the benefit achieved between a Type 3 and Type 2 Dual Carriageway. Any of the off-line routes result in the existing N2 remaining open to traffic and road accidents would remain at about 40% of current levels.
7. **Project costs:** The report stated that the overall project cost of an online upgrade is significantly less than a new road along a fresh off-line route. This is due to savings on land-cost, residual risks of archaeology finds, modest land-take required at specific locations, reduced road pavement construction.
8. **Horizontal Alignment:** The report stated that by considering the number of horizontal deflections along each route corridor Option A scores best, with Option D next and Option C the worse.
9. **Vertical alignment:** The report stated that by comparing at a macro level using the contoured OS 1:5000 discovery maps of the area, the alignment of the existing N2 weaves its way through the drumlin topography in a much more natural and effective manner and any upgrade of this route (Option A) shall require much more modest earthworks.
10. **Impact on Existing Road Network:** The report outlined that a large number of private access points and local roads on Options C and D and the potential adverse impact if these are closed. It also stated that for the existing N2 a number of junctions would need to be upgraded but the land take and extent of the works would be less than the other Options.
11. **Conclusion:** The report concluded that an upgrade of the existing N2 is preferred and this is backed up by an extract from the Monaghan County Development Plan 2019-2025.

15.1. Technical Submissions – N2 Project Team Feedback

The comments received through the technical submissions have been collated through this non-statutory public consultation on the Route Corridor Options. The feedback received will be considered during the Stage 2 Appraisal of the project to identify an Emerging Preferred Route Corridor which will be selected in accordance with the *TII's Project Appraisal Guidelines*. In identifying, developing and assessing each of the Route Options, a multi criteria analysis will be carried out based on the following criteria in accordance with *Unit 7.0* of the *TII's Project Appraisal Guidelines*;

- Economy;
- Safety;
- Environment
- Accessibility & Social Inclusion;
- Integration; and
- Physical Activity.

The issues raised in this section fall into many of these 6 criteria. Each of these criteria will be assessed and details of these appraisals will be included in the Option Selection report which will be published when a Preferred Route Corridor is confirmed.

16. Conclusion and Next Steps

This post-consultation report aims to set out how the public consultation process was managed, how many people interacted with the project, and summarise the issues and concerns raised throughout the public consultation process. The transparency of the public consultation process is supported by the production of this consultation report to demonstrate that the points raised through the submissions received are being recorded and considered. As discussed throughout this report each submission has been reviewed by the Project Team and the feedback and opinions expressed will be considered through the Option Selection process of the project to identify an Emerging Preferred Route Corridor for the N2 Ardee to Castleblayney Road Scheme.

In addition to receiving feedback about the Route Corridor Options, an important objective of this consultation is to develop and maintain relationships with the communities and interested parties who may be affected. It was noted at the public events that many stakeholders had met the same member of the Project Team whom they had met at the 'Study Area and Constraints' public consultation events, and these stakeholders provided further information to that previous submission or reiterated their points. The Project Team members explained the process for identifying the initial study area, the development and collation of the various constraints within this study area and the development of the Route Corridor Options presented through this 'Route Corridor Options' public consultation. As described in this report, opportunities to meet with members of the Project Team on a one-to-one basis were provided at the N2 Project Office. These one-to-one meetings allowed members of the public to get more information about the project and to discuss their individual situations or concerns with the Project Team.

Feedback received during this second non-statutory public consultation will be considered by the N2 Project Team as part of the Option Selection process to identify an Emerging Preferred Route Corridor of the N2 Ardee to Castleblayney Road Scheme. It is anticipated that a third non-statutory public consultation will take place in late 2020, where the Emerging Preferred Route Corridor will be published. Feedback and submissions will be invited which will be considered by the Project Team as part of the appraisal process before finalising a Preferred Route Corridor.

All information and updates will be posted to the project website at www.N2MonaghanLouth.ie.

Appendix A. Feedback Form

Figure A-1: English feedback form



N2 Ardee to Castleblayney Road Scheme - Route Corridor Options Public Consultation

1. Name

Address:

Phone:

Email:

2. Do you live or have property/land on or adjacent to one of the proposed Route Corridor Options?
 Yes No

If yes, which option(s) affects the property/land:

Route Corridor Option: A B C D E F

And is the property/land:

Farm / Agricultural Land Residential Commercial

Please provide any additional details on the property/land:

3. In your opinion, how important in relation to this project are the following aspects? Rank 1-10 in order of importance with 1 being the most important and 10 being the least important:

Item	Rank	Item	Rank
Improving traffic conditions and capacity	<input type="text"/>	Safety improvements	<input type="text"/>
Impact on communities	<input type="text"/>	Impact on land and property (including agricultural/ industry/commercial)	<input type="text"/>
Effect on archaeological/ historical/ cultural heritage/natural amenities	<input type="text"/>	Scheme costs / Value for money	<input type="text"/>
Effect on flora and fauna	<input type="text"/>	Visual and landscape impact	<input type="text"/>
Impact on air quality and noise	<input type="text"/>	Access to the N2	<input type="text"/>

- 4. If you have specific information or opinion relating to the proposed Route Corridor Options, or if you would like to make any other comments about the proposed scheme, please let us know:

Multiple horizontal text input fields for providing feedback.

Please complete the feedback form and return by email or post by Thursday 19th December 2019:
Email: ArdeeCastleblayney@N2MonaghanLouth.ie
Post: FREEPOST, N2 Ardee to Castleblayney Road Scheme, Monaghan County Council, County Offices, The Glen, Monaghan, H18 YT50, Ireland.

Please tick this box if you wish to be contacted regarding project news and updates

By providing my details in this feedback form, I consent to the use of my personal data in accordance with Monaghan County Council's Privacy Notice which is available at www.monaghan.ie/privacy-notice

THANK YOU FOR YOUR FEEDBACK



Figure A-2: Irish feedback form



Scéim N2 Baile Átha Fhirdia go Bóthar Bhaile na Lorgan – Comhairliúchán Poiblí um Roghanna Conaire Bealaigh

1. Ainm: _____
 Seoladh: _____
 Fón: _____
 R-phost: _____

2. An bhfuil cónaí ort nó an bhfuil maoin/talamh agat ar nó in aice le ceann de na Conairí Bealaigh Molta?

Tá Níl

Má tá, cé acu rogha a bhaineann leis an maoin/talamh:

Rogha Conaire Bealaigh: A B C D E F

An bhfuil an maoin/talamh mar:

Feirm / Talmhaíocht Áit Chónaithe Láthair Tráchtála

Luaigh led thoil aon sonraí breise faoin mhaoin/talamh:

3. I do thuairim, cé chomh tábhachtach don tionscnamh seo is atá na gnéithe seo a leanas? Áirigh 1-10 in ord, 1 ar an ngné is tábhachtaí agus 10 ar an ngné is lú tábhacht:

Gné	Aireamh	Gné	Aireamh
Feabhas ar chúrsaí agus cumas tráchta		Feabhas ar Shábháilteacht	
Tionchar ar phobail		Tionchar ar thalamh agus maoin (talmhaíocht / tionscal / tráchtáil san áireamh)	
Tionchar ar chonláistí seandálaíochta/stairiúla/cultúrtha/oidhreachta/nádúir		Costas na scéime / Margadh maith	
Tionchar ar fhásra agus ainmhithe		Tionchar ar radhairc agus dreach tíre	
Tionchar ar cháilíocht aeir agus gleo		Rochtain ar an N2	

Appendix B. Sample Website Content



Project Background

The N2 Dublin to Derry route is a national primary road linking Dublin to Northern Ireland and the north west of the country, passing through the towns of Slane and Ardee, and bypassing Carrickmacross, Castleblayney and Monaghan before becoming the A5 as it passes through Northern Ireland.

In March 2007 the Chancellor of the UK Exchequer and the Taoiseach announced a major new roads programme that included the A5 Western Transport Corridor from Aghnacloy to Derry (A5 WTC). This major infrastructural project aims to upgrade over 85km of the A5 route in Northern Ireland to dual carriageway standard. Monaghan County Council is also working on a scheme to upgrade 28km of the N2 between Clontibret and the Northern Ireland Border.

Along with other improvements planned on the N2/A5 route, the proposed N2 Ardee to Castleblayney Road Scheme will significantly improve transport connectivity and provide more efficient access to other strategic national roads such as the N33/M1, N52 and N53.



Second non-statutory public consultation completed

The Project Team would like to thank all contributors for taking the time to engage with the project team and for making submissions during the recent non-statutory public consultation period. They will now analyse the feedback received and conduct further studies on the route options. Later in 2020, an emerging preferred route option will be selected based on a wide range of criteria, including the information received from the submissions. This will be open to another public consultation period.

Ardee to Castleblayney Information Brochure - click below

[DOWNLOAD](#)

Ardee to Castleblayney Feedback Form - click below

[DOWNLOAD](#)

Ardee to Castleblayney Information Brochure - Gaeilge click below

[DOWNLOAD](#)

Ardee to Castleblayney Feedback Form - Gaeilge click below

[DOWNLOAD](#)

Ardee to Castleblayney Route Corridor Options Maps - click below

[VIEW MAPS](#)

Scéimeanna Bóithre

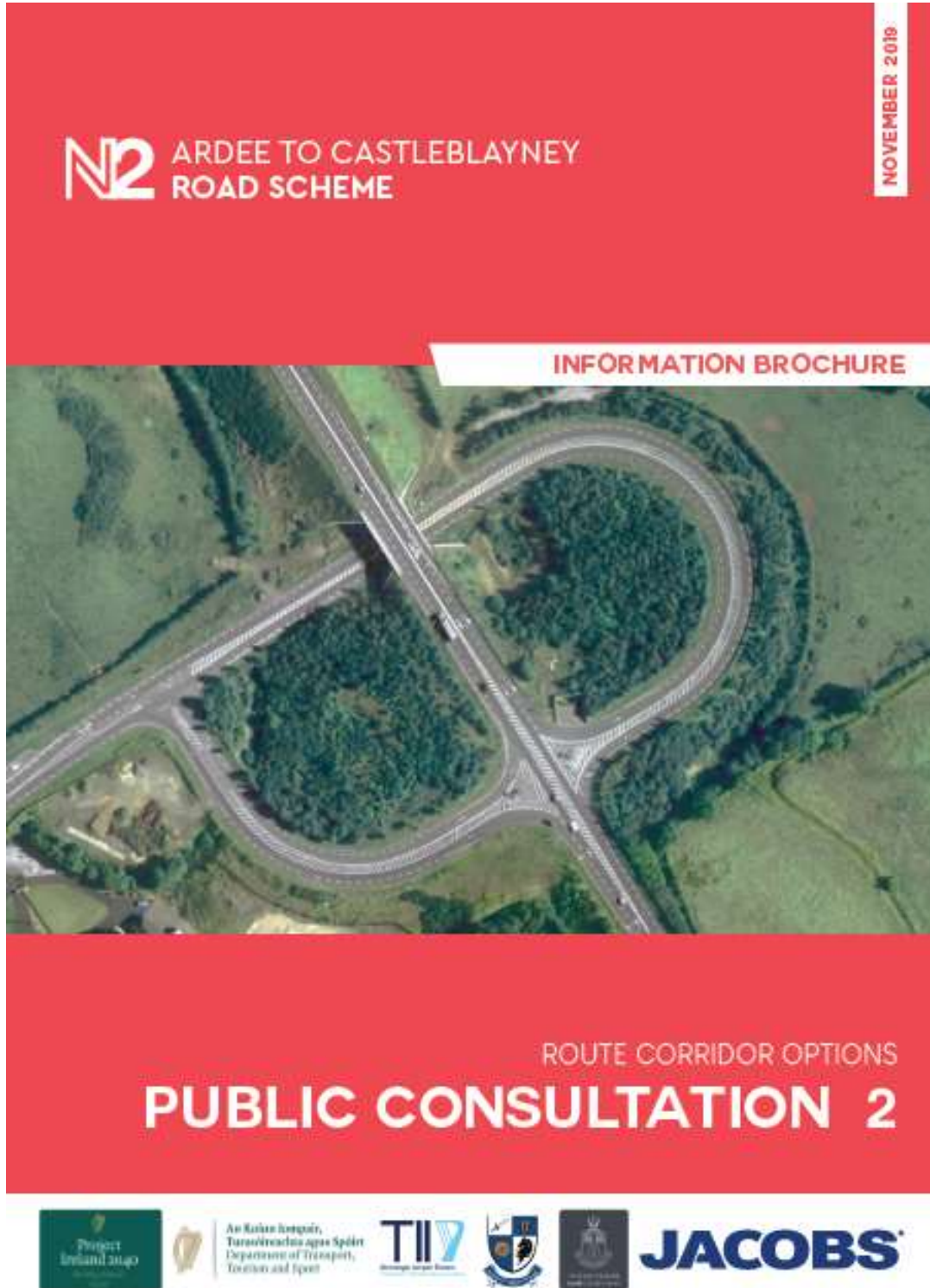
Tá Comhairle Contae Mhuineacháin ag obair i gcomhar le Comhairle Contae Lú agus Bonneagar Iompair Éireann (TII) chun scéim uasghrádaithe a fhorbairt do 32km ar an mBóthar N2/A5 Baile Átha Cliath go Doire. Tá an tionscnamh molta suite sa dá Chontae Muineachán agus Lú, idir Baile Átha Fhirdhia agus Baile na Lorgan. Tugtar Scéim Bóthair N2 Baile Átha Fhirdhia go Baile na Lorgan ar an scéim úd.

Seo tionscnamh tábhachtach chun feabhas a chur ar an gceangailteacht Thuaidh/Theas agus Réigiúnach agus ar shábháilteacht ar bhóithre.

Cheap Comhairle Contae Mhuineacháin Innealtóirí Comhairlaitheach Jacobs chun an tionscnamh a bhreith trín bpróiseas pleanáil agus dearadh. Faoi réir maoiniú ar fáil, forbrófar an dearadh de réir a chéile agus beidh deis ag an bpobal páirt a ghlacadh sna cinntí a thógtar ag gach céim den phróiseas.

Appendix C. Information Brochure

Figure C-1: English Brochure



N2 ARDEE TO CASTLEBLAYNEY ROAD SCHEME

// PROJECT DESCRIPTION

Monaghan County Council is working in partnership with Louth County Council and in association with Transport Infrastructure Ireland (TII) to develop a scheme to upgrade a 32km section of the N2/AS Dublin-Derry Road. The proposed project is in Counties Monaghan and Louth, between Ardee and Castleblayney. This project is called the N2 Ardee to Castleblayney Road Scheme.

This is an important project to enhance key North/South and Regional connectivity and to improve road safety. Monaghan County Council has appointed Jacobs Consulting Engineers (Jacobs) to advance the project through the planning and design process. Subject to funding, the design process will be developed in stages, with opportunities for the public to participate in the decision-making at each stage.

// PROJECT BACKGROUND

The N2 Dublin to Derry route is a national primary road linking Dublin to Northern Ireland and the north west of the country, passing through the towns of Slane and Ardee, and bypassing Carrickmacross, Castleblayney and Monaghan before becoming the A5 as it passes through Northern Ireland.

In March 2007 the Chancellor of the UK Exchequer and the Taoiseach announced a major new roads programme that included the A5 Western Transport Corridor from Aughnacloy to Derry (A5 WTC). This major infrastructural project aims to upgrade over 85km of the A5 route in Northern Ireland to dual carriageway standard. Monaghan County Council is also working on a scheme to upgrade 28km of the N2 between Clontibret and the Northern Ireland Border.

Along with other improvements planned on the N2/A5 route, the proposed N2 Ardee to Castleblayney Road Scheme will significantly improve transport connectivity and provide more efficient access to other strategic national roads such as the N33/M1, N52 and N53.

// WHAT'S HAPPENING NOW

The first public consultation on the 'Study Area and Constraints' took place in June/July 2019. A Post-Consultation Report outlining the feedback received has been published on the project website www.N2MonaghanLouth.ie. The 'Option Selection' Phase has now commenced. It is being undertaken in accordance with TII's 'Project Management Guidelines'.

Option Selection Phase – Stage 1:

Stage 1 of the Option Selection Phase considered the identified constraints and the feedback received through the first public consultation to develop a range of feasible Route Corridor Options within the Study Area. These initial options have been assessed under three criteria; Engineering, Environment and Economy, and six Route Corridor Options have been shortlisted to proceed to Stage 2 of the Options Selection process. These are now referred to as the 'Route Corridor Options'. The six Route Corridor Options are shown on the back page of this brochure.

The Route Corridor Options shown are typically 400m wide. The 400m corridor does not represent the actual width of the road scheme or the lands to be acquired – the corridor indicates the lands within which a road scheme could be developed. It should be noted that the boundary of a route corridor may be subject to change as the project develops to address any new or previously unidentified constraints emerging during the design process.

During this public consultation we are inviting feedback on the Route Corridor Options. Please carefully consider the route corridors and submit your comments by returning the questionnaire accompanying this brochure or available to download from the project website www.N2MonaghanLouth.ie.

Next Steps; Option Selection Phase – Stage 2:

Feedback and submissions received through this Public Consultation will be considered by the project team in Stage 2 of the Option Selection Phase. This stage will involve a detailed assessment of all six Route Corridor Options under the following criteria:

- Economy
- Safety
- Environment
- Accessibility and Social Inclusion
- Integration
- Physical Activity

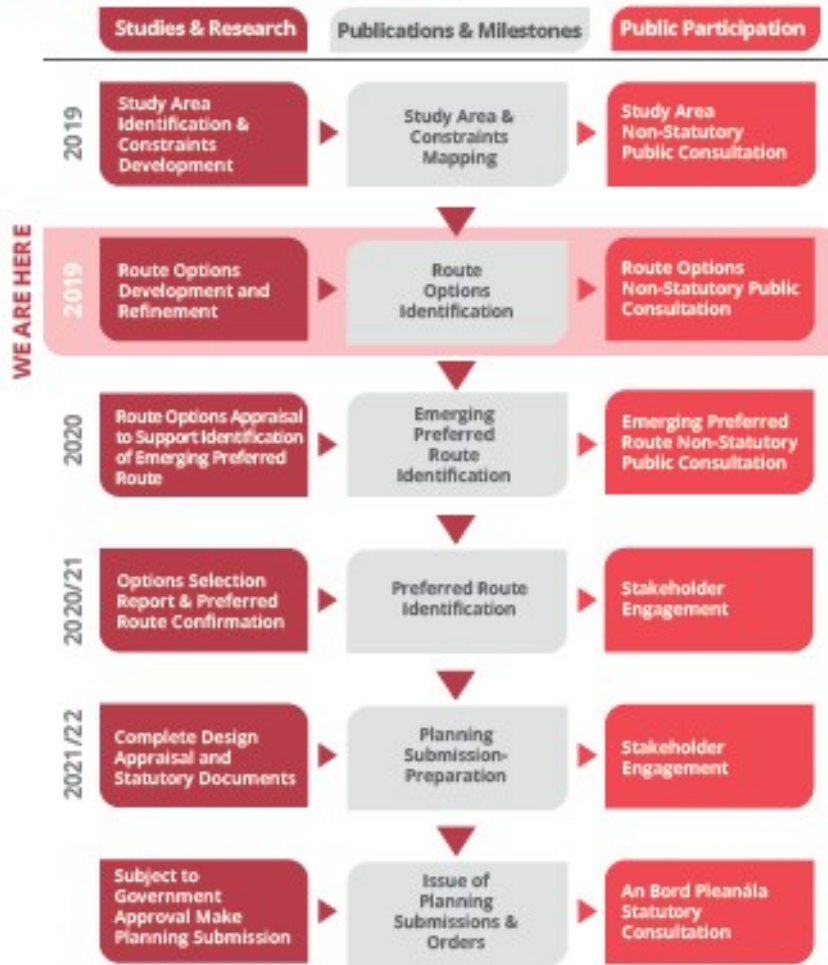
Stage 2 of the Option Selection Phase will identify an Emerging Preferred Route Corridor which will then be displayed at a future Public Consultation – As indicated in the Public Consultation Roadmap on the next page this is expected to take place in 2020. Updates, news and details of future public consultations will be published on www.N2MonaghanLouth.ie. Public consultations will also be advertised in the local press and on social media.



// PUBLIC CONSULTATION

This is the second non-statutory public consultation. We are seeking your feedback on the Route Corridor Options. A Route Corridor Options map and feedback form accompany this brochure, and all the information can also be downloaded from the project website www.n2MonaghanLouth.ie.

// PUBLIC CONSULTATION ROADMAP



// HOW TO MAKE A SUBMISSION

A feedback form accompanies this brochure. A feedback form can also be downloaded from the project website: www.N2MonaghanLouth.ie.

Please make submissions in relation to the Route Corridor Options by Thursday 19th December 2019.

POST: FREEPOST N2 Ardee to Castleblayney Road Scheme, Monaghan County Council, County Offices, The Glen, Monaghan, H18 YT50

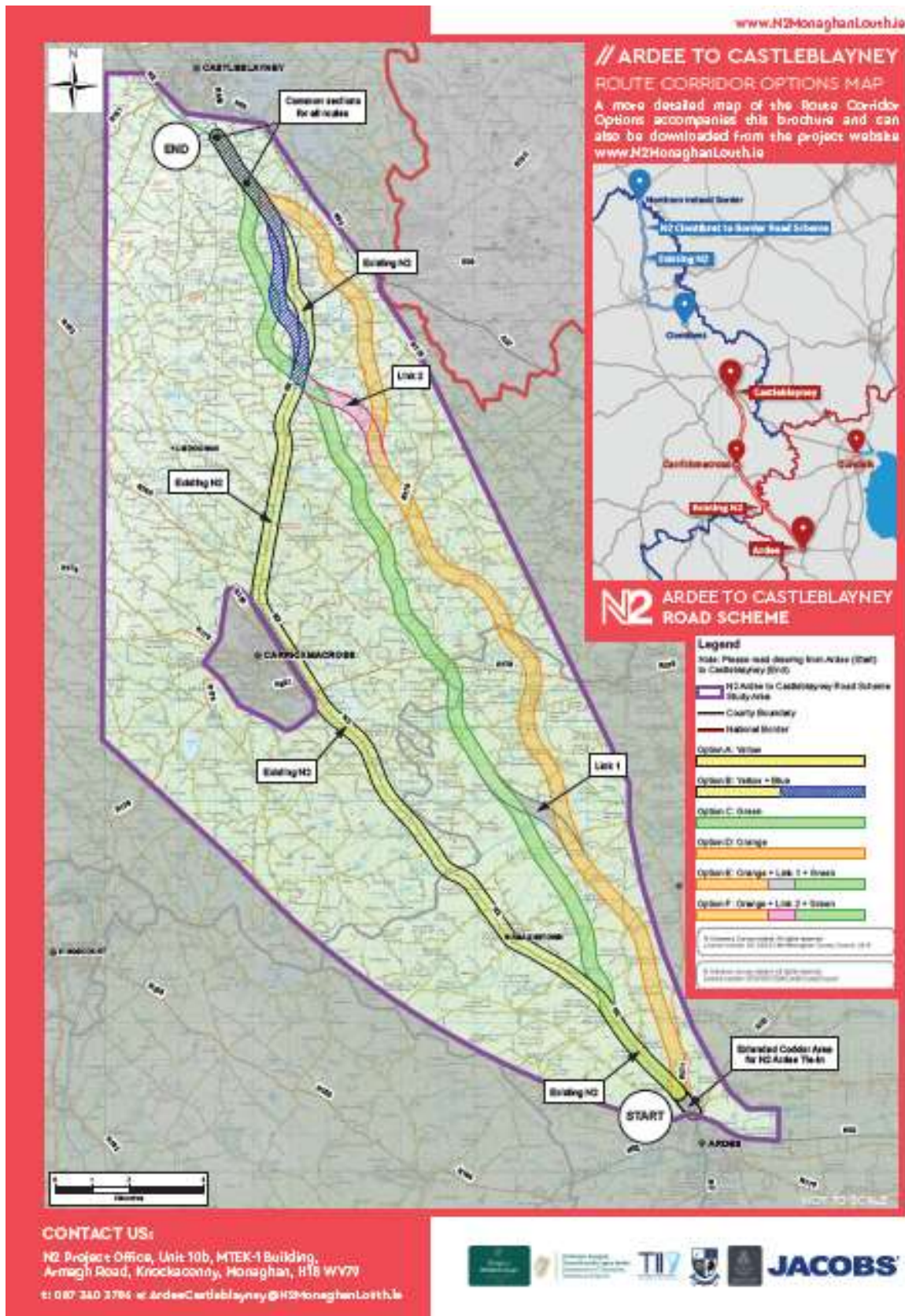


Figure C-2 Irish Brochure

N2 BAILE ÁTHA FHIRDHIA
go BAILE NA LORGAN

SAMHAIN 2019

BRÓISIÚR EOLAIS

ROGHANNA CONAIRE BEALAIGH
COMHAIRLIÚCHÁN POIBLÍ 2

Project Ireland 2040
Tús na hÉireann

An Roinn Iompair,
Turasóireachta agus Spóirt
Department of Transport,
Tourism and Sport

TII
Transport Infrastructure Ireland

UNIVERSITY OF LIMERICK

JACOBS

N2 BAILE ÁTHA FHIRDHIA go BAILE NA LORGAN

// CUR SÍOS AR AN dTIONSCLAMH

Tá Comhairle Contae Mhuineacháin ag obair i gcomhar le Comhairle Contae Lú agus Bonneagar Iompair Éireann (TII) chun scéim uasghrádaithe a fhorbairt do 32km ar an mBóthar N2/A5 Baile Átha Cliath go Doire. Tá an tionscnamh molta suite sa dá Chontae Mhuineachán agus Lú, idir Baile Átha Fhirdhia agus Baile na Lorgan. Tugtar Scéim Bóthair N2 Baile Átha Fhirdhia go Baile na Lorgan ar an scéim úd.

Seo tionscnamh tábhachtach chun feabhas a chur ar an gceangailteacht Thuaidh/Theas agus Réigiúnach agus ar shábháilteacht ar bhóithre. Cheap Comhairle Contae Mhuineacháin Innealtóirí Comhairlaitheach Jacobs chun an tionscnamh a bhreith trín bpróiseas pleanáil agus dearadh. Faoi réir maoiniú ar fáil, forbrófar an dearadh de réir a chéile agus beidh deis ag an bpobal páirt a ghlacadh sna cinntí a thógtar ag gach céim den phróiseas.

// CÚLRA AN TIONSCLAIMH

Príomhbhóthar náisiúnta is ea an N2 a cheanglaíonn Baile Átha Cliath le Doire agus an iarthuaisceart, téitear trín dá bhaile Baile Shláine agus Baile Átha Fhirdhia, seachnaítear Carraig Mhachaire Rois, Baile na Lorgan agus Muineachán sula dtagtar ar an A5 ag gabháil trí Thuaisceart Éireann.

Mí Marta 2007 d'fhógair Seansailéir Stáitchiste an RA agus an Taoiseach clár ollmhór nua a chuimsigh Dorchla Iompair an Iarthair an A5 ó Áth na Cloiche go Doire (A5 WTC). Sa tionscnamh ollmhór bonneagair seo díreítear ar uasghrádú ar bhreis is 85km den bhóthar A5 i dTuaisceart Éireann go caighdeán débhealaí. Tá Comhairle Contae Mhuineacháin ag obair freisin ar scéim chun 28km den N2 Cluain Tiobraid go Teorainn Tuaisceart Éireann a uasghrádú.

Anuas ar na feabhsúcháin mholta don bhealach N2/A5, cuirfidh an Scéim Mholta N2 Baile Átha Fhirdhia go Baile na Lorgan go mór le ceangailteacht iompair agus beidh teacht níos éasca ar bhóithre náisiúnta straitéiseacha mar an N33/M1, N52 agus N53.

// CÚRSAÍ FAOI LÁTHAIR

Tharla an chéad chomhairliúchán faoin 'Limistéar Staidéir agus Baic' i Meitheamh/Iúil 2019. Foilsíodh Tuairisc Iarchomhairliúcháin a mhíniú an aiseolas ar shuíomh idirlín an tionscnamh www.N2MonaghanLouth.ie. Tá an chéim 'Rogha a Dhéanamh' anois ar bun. Maidir leis sin déantar de réir 'Treoracha um bhainistiú Tionscnamh' an TII.

An Chéim um Rogha a Dhéanamh – Babhta 1:

I mBabhta 1 den Chéim um Rogha a Dhéanamh rinneadh machnamh ar na baic aitheanta agus aiseolas faighte trín gcéad chomhairliúchán poiblí chun réimse Roghanna Conaire Bealaigh a fhorbairt laistigh den Réimse Staidéir. Tharla an measúnú úd faoi thrí cinn de chritéir; Innealtóireacht, Comhshaol agus Tíosacht. Tá sé cinn de Roghanna Conaire Bealaigh anois ar ghearrliosta chun dul ar aghaidh go Babhta 2 den bpróiseas Roghnú Conaire. Tugtar 'Roghanna Conaire Bealaigh' anois orthusan. Léirítear na sé cinn de Roghanna Conaire Bealaigh ar chúil an bhróisiúir seo.

De réir cineáil bíonn na Roghanna Conaire Bealaigh úd 400m ar leithead. Ní hé sin an leithead iomlán don scéim bóthair ná na tailte a gheofar – taispeánann an chonair na tailte atá oiriúnach le scéim bóthair a fhorbairt orthu. Ní mór a thuiscint go bhféadfar athrú a chur ar theorainn conaire bealaigh de réir mar a théann an tionscnamh ar aghaidh chun plé le haon bhaic nua nó baic nár aithníodh cheana a thagann chun cinn sa phróiseas deartha.

I rith an phróisis chomhairliúcháin úd táimid ag lorg aiseolais maidir leis na Roghanna Conaire Bealaigh. Smaoinigh go cúramach le do thoil ar na conairí bealaigh agus cuir do thuairimí in iúl trín gceistneoir atá sa bhróisiúir seo nó an leagan ar shuíomh idirlín an tionscnamh a líonadh.

Céim ar Aghaidh; An Chéim um Rogha a Dhéanamh – Babhta 2:

Déanfaidh an meitheal tionscnamh machnamh agus plé ar aighneachtaí faighte mar chuid de Bhabhta 2 den Chéim um Rogha a Dhéanamh. Sa bhabhta seo déanfar measúnú sonraíthe ar na sé cinn de Roghanna Conaire Bealaigh faoi na critéir seo a leanas;

- Tíosacht
- Inrochtaineacht & Imeascadh Sóisialta
- Sábháilteacht
- Slánú
- Comhshaol
- Gníomhalocht Fhisiciúil

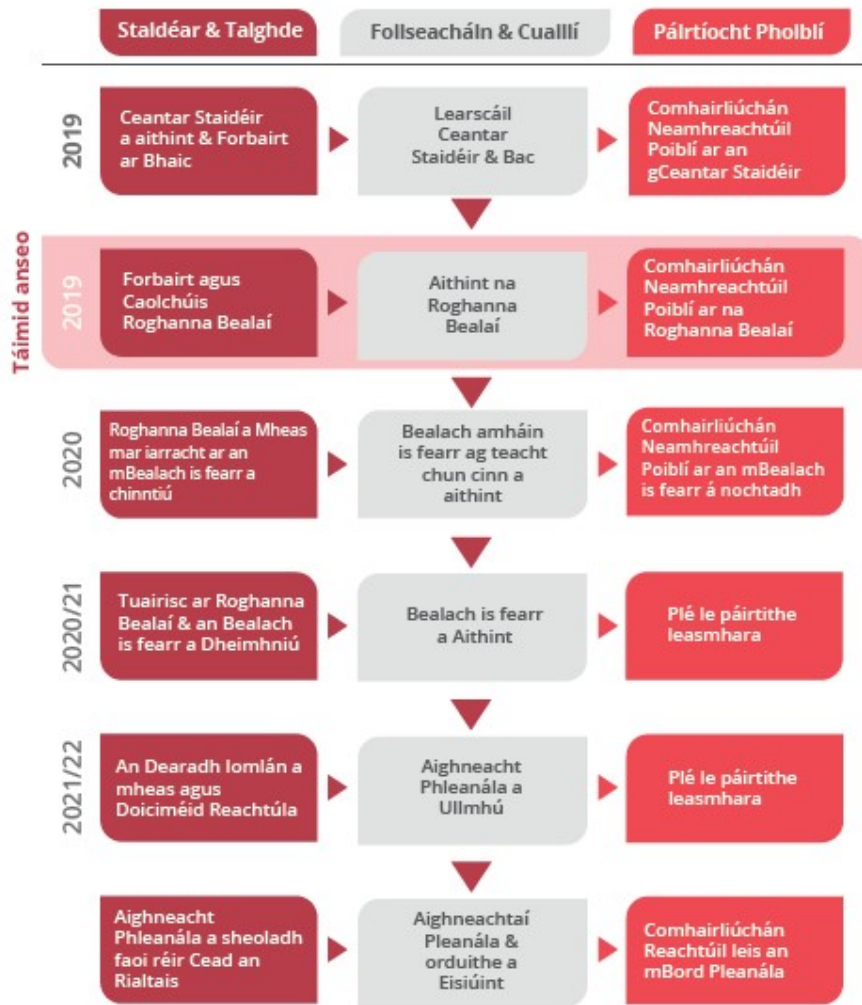
Le linn Babhta 2 den Chéim um Rogha a Dhéanamh aithneofar Conair Bhealaigh Inroghnaithe ag teacht chun cinn agus taispeánfar í sin ag Comhairliúchán Phoiblí amach anseo. Mar a léirítear i Léarscáil na gComhairliúcháin Phoiblí ar an gcéad leathanach eile anso meastar go dtarlóidh sé sin i 2020. Foilseofar uasdátú, nuacht agus sonraí comhairliúcháin poiblí amach anseo ar www.N2MonaghanLouth.ie. Fógrófar comhairliúcháin poiblí freisin sna nuachtáin áitiúla agus ar na meáin shóisialta.



// COMHAIRLIÚCHÁN POIBLÍ

Seo an dara comhairliúchán poiblí neamhrechtúil. Táimid ag lorg aiseolas ar na Roghanna Conaire Bealaigh. Tá léarscáil Roghanna Conaire Bealaigh agus foirm aiseolais leis an mbróisiúr seo, féadfar an t-eolas ar fad a íoslódáil ó shuíomh idirlín an tionscnaimh www.N2MonaghanLouth.ie.

// LÉARSCÁIL NA GCOMHAIRLIÚCHÁN POIBLÍ

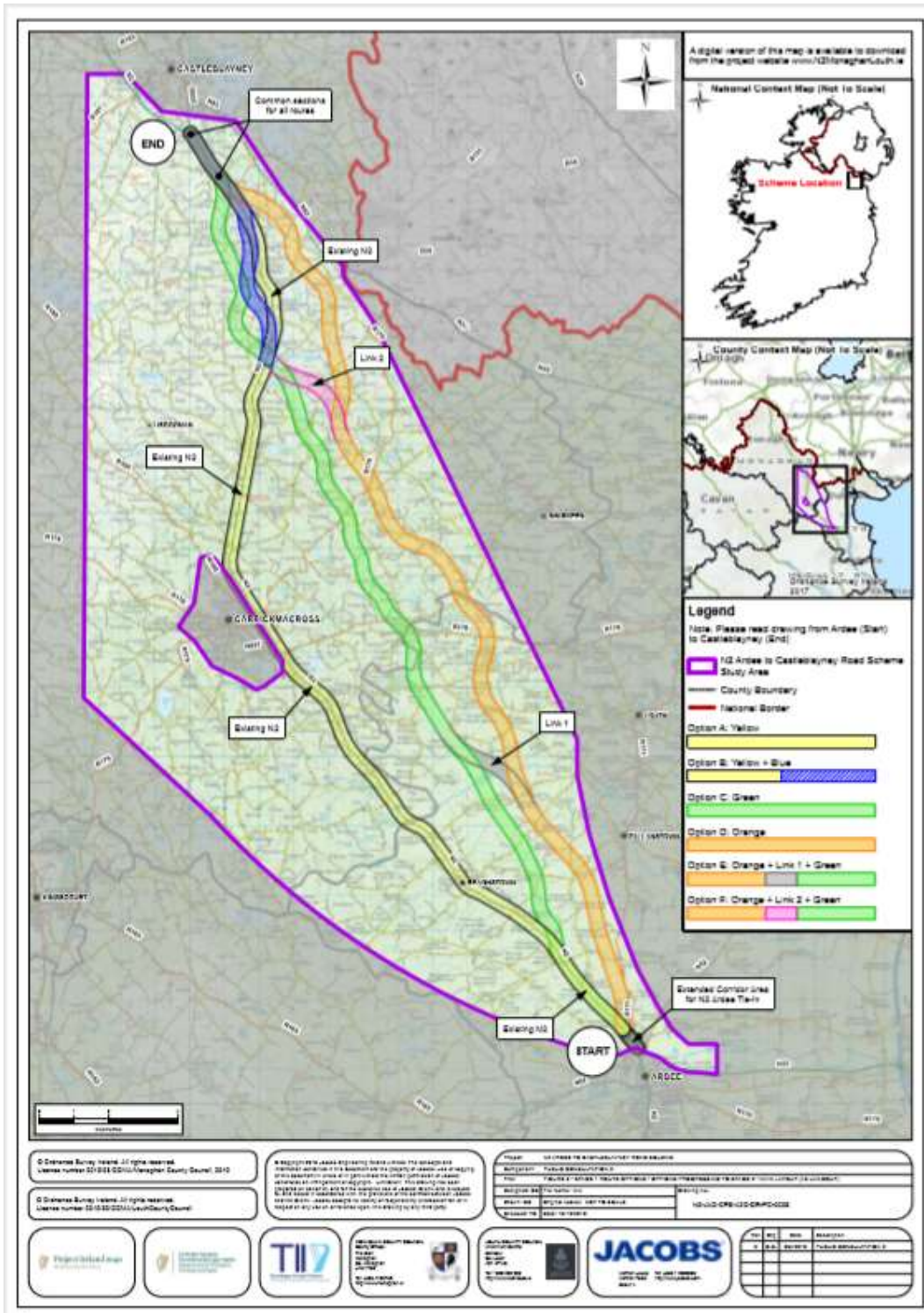


// CONAS AIGHNEACTH A DHÉANAMH

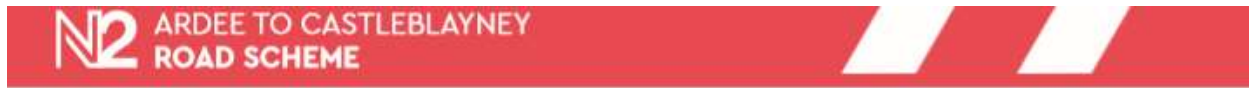
Tá tá foirm aiseolais i dteannta an bhróisiúir seo. Féadfar foirm aiseolais a íoslódáil freisin ó shuíomh idirlín an tionscnaimh: www.N2MonaghanLouth.ie. Seol aighneachtaí le do thoil maidir leis na Roghanna Conaire Bealaigh faoin Déardaoin 19 Nollaig 2019.

Post: FREEPOST, N2 Scéim Cluain Tiobraid go Teorainn, Comhairle Contae Mhuineacháin, Oifigí Contae, An Gleann, Muineachán, H18 YT50, Éire.

Appendix D. Public Consultation Display



Appendix E. Newspaper Advert



N2 ARDEE TO CASTLEBLAYNEY ROAD SCHEME

// PUBLIC CONSULTATION 2

Route Corridor Options

Monaghan County Council is working in partnership with Louth County Council and in association with Transport Infrastructure Ireland (TII) to develop a scheme to upgrade a 32km section of the N2/A5 Dublin – Derry Road. The proposed project is in Counties Monaghan and Louth, between Ardee and Castleblayney. This project is called the N2 Ardee to Castleblayney Road Scheme.

Monaghan County Council has now appointed Jacobs Consulting Engineers to advance the project through the planning and design process. Subject to funding, the design process will be developed in stages, with opportunities for the public to participate in the decision-making process at each stage.

A first period of public consultation on the 'Study Area and Constraints' took place in June/July 2019. A Post-Consultation Report outlining the feedback received has been published on the project website, www.N2MonaghanLouth.ie

The Option Selection Phase has commenced and Route Corridor Options have been developed within the study area. A second period of non-statutory public consultation seeking feedback on the Route Corridor Options will commence on the 5th November 2019. Public consultation events will take place over 3 days in November to provide an opportunity to see the Route Corridor Options, meet the project team and to discuss the planning and design process. All information being made available at the public consultation events can also be downloaded from the project website from 2pm on the 5th November 2019.

For more information please visit www.N2MonaghanLouth.ie

// PUBLIC CONSULTATION EVENTS

Public Consultation Events will take place as follows:

LOCATION	DATE	TIME	VENUE
Carrickmacross	5th Nov 2019	2pm – 8pm	The Nuremore Hotel
Castleblayney	6th Nov 2019	2pm – 8pm	The Glencarn Hotel
Ardee	7th Nov 2019	2pm – 8pm	Ardee Parish Centre

A feedback form will be made available at the public consultation events and can also be downloaded from the project website: www.N2MonaghanLouth.ie

If you would like to make a submission, please send it by post or email by Thursday 5th December 2019 to:

Email: ArdeeCastleblayney@N2MonaghanLouth.ie

POST:
 FREEPOST
 N2 Ardee to Castleblayney Road Scheme,
 Monaghan County Council,
 County Offices, The Glen,
 Monaghan, H18 YT50

For more information please visit www.N2MonaghanLouth.ie

ROUTE CORRIDOR OPTIONS
PUBLIC CONSULTATION 2



Appendix F. Media Coverage

Figure F-2: Northern Standard article 5th December 2019

STEPHEN FORSTER
DENTIST
1 Church Street, Rosine
Co. Fermanagh BT97 7DD

KIM FORSTER
B.D.S.
New Patients Welcome
Full Range of
Dental Services Provided

Telephone
048 677 51800

KATHLEEN HEASLIP B.Sc
Dental Therapist/Hygienist
at Stephen Forster Dental Practice.
1 Church Street Rosine
Direct Access Now Available For:
- Jet Polish
- Periodontal (Gum) Treatments
- Scale and Polish
- Oral Hygiene Programmes
- Flasure Sealants
- Preventative Dentistry

New Patients Welcome
Tel: 048 67751800

Monaghan Dental Centre
Colm Smith Dental
Plantation Road, Monaghan
Tel 047 75575
Dr. Hannah Agnew BDS
Dr. Aoife Kerr B.Dent.Sc.
Dr. Colm Smith B.Dent.ScDPDS (Brist)
Dr. Daniel Linden B.Dent.Sc.
Melissa Hewitt RHD Dental Hygienist
Private, FRSI and Medical Card Patients Welcome
Monday - Saturday

Dr. Ann Smith
BDS, MFDS(RCSEd), MSc
Ortho (Lond), MOrth (RCSEd)
Specialist Orthodontist
Consultation
Monaghan Dental Centre
Colm Smith Dental
Plantation Road
Monaghan 047 75575

Compromise reached on deadline for N2 Ardee-Castleblayney scheme submissions

While the deadline for the receipt of public submissions on the major national road scheme to take place on the N2 from Ardee to Castleblayney will not be further officially extended, a lenient attitude will be taken towards the acceptance of submissions received in the weeks following the deadline, it was stated at Monday's meeting of Monaghan Co Council.

The compromise position was reached after adjournment of discussion of an urgent business motion put forward by Fianna Fáil councillor Aoife McCooney and Aidan Campbell of Fine Gael.

This requested Monaghan Co Council to appeal to Transport Infrastructure Ireland to extend the submission deadline until Friday January 31 2020 to accommodate those affected by the N2 Ardee-Castleblayney scheme in making "strong and fully informed submissions".

Councillors McCooney and Campbell expressed concerns on behalf of communities potentially affected by the Ardee to Castleblayney portion of the N2 scheme, citing recent public mobilisations on the issue in areas such as Donaghmoynne and Annalitan. They appealed for the submission deadline to be further extended to enable residents of the affected areas to have sufficient time to prepare and present their arguments.

Director of Services for Transport Patricia Monahan and Chief Executive Eamonn O'Sullivan both stressed the importance of adhering to the deadline set for the public consultation and submission process, and pointed out that a further period of public consultation would be held when the current six route options under consideration for both the N2 Ardee-Castleblayney and N2 Clontibret to the Border projects were reduced to one preferred route option.

However, after a period of adjournment to facilitate discussions between elected members and Council officials outside the meeting chamber, the urgent business motion was withdrawn on resumption of the debate, after which Ms Monahan told the meeting that, while the closing date for submissions for the Ardee-Castleblayney project would still be December 19, anyone with a

Continued on page 2.

Monaghan Collegiate School

Working together so that we may flourish as individuals'

Annual Sale of Work

In aid of School Development will be held in St. Patrick's Church Hall Monaghan Town
Friday 6th December 2019
From 10.00 am to 2.30 pm.
Usual stalls - Cakes, White Elephants, Farm Produce, Crafts, Transition Year Stalls, Tea, coffee and delicious refreshments served.
All Welcome.
Telephone 047 82060 / 82405
www.monaghancollegiateschool.ie

Monaghan Methodist Church

CHRISTMAS CAROL SERVICE

Sunday 8th December at 7.30pm
Refreshments Afterwards
Everyone Welcome

DON'T SUFFER IN SILENCE

If you are experiencing abuse in your relationship
Contact Tearmann on 047 72311
Mon. - Fri. 9.am - 4.pm
www.tearmann.net
tearmann@eircom.net

Man from Monaghan charged at Newry Court with infant's murder

A 31-year-old Pakistani national with an address in Monaghan Town has been charged at Newry Magistrates Court with the murder of an 11-month-old baby by blunt force on Tuesday, November 26 last.

As Sharyar with an address at Westens Terrace, Monaghan was refused bail and remanded in custody to appear before the court again on December 18.

The Newry court heard the defendant had been in sole care of Hunter McGleeson from 2 pm the day before, whilst the mother attended to her terminally-ill grandmother, who had since died. During a number of police interviews, Mr Ali denied the charge against him, the court was told. The accused claimed the child had accidentally fallen from a low sofa onto a concrete floor. A PSNI detective sergeant opposed a bail application for fear of flight and the possibility of interference with the police investigation.

The court was told that a post mortem report had stated that the fatal head injury suffered by the infant was not accidental. Solicitor for Mr Sharyar John Rocks offered his client's condolences to the family of the child. He said his client was alleging that the injury to the child was caused by way of accident and there was nothing sinister in it. The accused had been "a father figure" to the deceased baby, the solicitor stated.

District judge Eamonn King refused what he called a "pointless" bail application.

"The charge is murder of an infant child whilst in the custody of the defendant," said the Judge. "The defendant took on business and social activities and other matters not appropriate for taking care of an infant child. Bail is refused."

Don't let your actions spoil a good night out and bring tragedy to your family this Christmas.

roads of Co Monaghan and Sergeant Campbell's plea to everyone this Christmas is please do not add to that number.

be deployed to Cavan, three to Carrickmacross, six to Castleblayney and three to Monaghan. They look up duty on Monday last, December 2.

welcomed by those business people in Carrickmacross who have been part of the Shirley Tenants Action Group, a long running campaign formed nearly twenty years ago to update the law, when local

Compromise reached on deadline for N2 Ardee-Castleblayney scheme submissions

Continued from page 1. submission was encouraged to get it in as quickly as they could and if it was a bit behind the deadline she was giving a commitment that it would still be accepted.

Ms Monahan said that officials of the Council and representatives of the consultants on the project would not be attending public meetings, but she encouraged people who had an interest in or concern in relation to the N2 developments to come in and meet with the project team "because that is where they will get accurate information".

Earlier in the meeting, the Director of Services had referred to "misinformation" about the projects which was circulating in the county. She pointed out that full details in relation to the projects were outlined on the n2monaghankouth.ie website, which carried detailed maps and information. Members of the public with concerns could also contact the project team on 087 3403765 where they would be able to talk to team members during office hours Monday-Thursday and a half-day Friday, and if they wished to leave a message outside office hours it would be responded to.

In moving their motion, both Councillors McCooey and Campbell argued strongly for the deadline for submissions on the N2 Ardee to Castleblayney project to be extended to the end of January, referring to a meeting they had attended with people from the Annalitan area and to other largely attended public meetings at which concerns in relation to the development had been aired.

They said it was clear that people with concerns wished to have sufficient time to present fully formed points and did not want to make their submissions in a hurry, with some people wishing to avail of professional help and advice in this regard. Concerns about the way in which the public consultation opportunities in relation to Ardee-Castleblayney scheme were advised were raised during the discussion by Fianna Fáil councillor P J O'Hanlon. Councillor O'Hanlon also took exception to the fact that people who wanted to discuss their concerns with the project team had to travel to Monaghan in order to do so - he thought either the Civic Offices in Carrickmacross or the C:TEK building

in the town should be used for consultation on the Ardee-Castleblayney development. "This is something which will not happen for ten-13 years, if it happens at all," he stated, adding that he did not see why a few more weeks for consultation could not be allowed for. "What is being put here is a very reasonable request," he stated with regard to the urgent business motion.

When independent councillor Hugh McElvaney raised the issue of why officials of the Co Council or representatives of the consultants hadn't been attending the public meetings organised in different communities, Sinn Féin councillor Noel Keelan said he had made requests by phone, in person and in writing for this to happen.

Councillor McElvaney indicated his support for the urgent business motion.

Ms Monahan pointed out that the maps of the scheme were published in detail on the relevant website. She thought that when members talked of 13 years, it was important for them to realise that the N2 schemes were contained in Project Ireland 2040 and the National Development Plan.

"We have been told that not all projects listed will be funded but we are meeting our milestones and it is absolutely crucial that we keep to our schedules," she stated. If they extended the submission deadlines further they would lose six weeks and that would cost them. The consultants had their resources planned and a schedule, and if they changed now they were shooting themselves in the foot.

"We have to stay ahead in the design process so we have the best chance of funding when the opportunity comes," the Director of Services added. They had offered one-to-one meetings with members of the project team which had proven popular, and there was no evidence of unfulfilled demand or a sense that people were queuing up and unable to get a meeting.

It was absolutely vital to the progress of the project that they kept on programme, and they were now trying to move into the next phase of selecting the preferred route. They had six possible corridors at the minute and only one would become the preferred route. "If people have important in-

formation in the future which they feel the project team needs to see, this will be accepted at any point," she noted. Ms Monahan's contribution was applauded by Fine Gael councillor Mary Kerr-Conlon.

PUTTING PEOPLE FIRST
Councillor O'Hanlon said: "When we came in here, we were told we were putting people first", referencing the document title which had ushered in the local government reforms of a number of years ago which resulted in the abolition of the Town Council structure, and which were introduced by then Minister for the Environment (and now EU Commissioner) Phil Hogan.

"This is getting too political," Councillor Kerr-Conlon objected.

"That is a good logo for you now, Eamonn," Councillor McElvaney told the Chief Executive.

Councillor Keelan: It was Phil Hogan who put people first. "What has Phil Hogan to do with the road?" FG's Sean Gilliland asked.

Councillor O'Hanlon said it was extremely sad for the officials to turn around and say to the members that by extending the consultation for another four weeks the project could be in jeopardy. "We live in these communities, we represent these communities, we put the people first but the people are not being put first in this process today," he added.

Cathaoirleach Seamus Coyle (FF) noted that two weeks would be lost over the Christmas period for consultation.

Councillor Keelan said he had initially looked for the initial period of consultation to be extended to December 19 because if people were looking for professional assistance to make a submission this would take time. He suggested that a compromise could be reached and a deadline set for mid-January. "We want to be helpful to the community and also to the executive," he stated.

Councillor O'Hanlon said Councillors McCooey and Campbell were requesting what the people were asking for.

The Chief Executive Mr O'Sullivan noted that quite a discussion about this scheme had taken place earlier in the meeting (see separate report). There were still 17 days remaining in the extended consultation period for the Ardee-Castleblayney project,

he pointed out. Mr O'Sullivan said it was very easy to say putting people first - the Co Council was putting people first by delivering this scheme. The reason they sought support from Transport Infrastructure Ireland and the Department was saving people's lives on what was regarded as statistically the most dangerous road of its type in the county.

The Chief Executive said that Monaghan Co Council was the project lead on behalf of Louth Co Council as well as themselves, and that had to be borne in mind.

He added that they were under contract with the consultants at present and part of that contract was that the consultants would be based in Monaghan and were more easily reachable and contactable. There was no backing or difficulty in facilitating one-to-one consultations and people did not need to engage professionals to do that.

The adjournment of the meeting for a period then took place. Following the withdrawal of the urgent business motion and the assurances given by Director of Services Ms Monahan and reported above, Councillor McElvaney reiterated the view that representatives of the Council and the consultants should be in attendance at the public meetings being held in different communities in relation to the Ardee-Castleblayney scheme.

Councillor O'Hanlon said there were different groups but they all had the same concerns. He also felt that the consultants and Monaghan Co Council officials should come to the meetings, but that was a decision for them.

"There is an awful lot of emotion in relation to this and we have to be seen as public representatives to represent the people as best we can," Councillor O'Hanlon added.

The Cathaoirleach said that a woman had come to him in a terrible state fearing that her house was going to be "taken out of it" by the Ardee-Castleblayney development, and he had attended a public meeting in Donaghmoine as a consequence of that.

Ms Monahan told Councillor Keelan that the project team was more than willing to meet a local committee if they wished this. See Page 10.

Tara Mc... of Salem... Award... products... well thos... port me... www.bo... At its... Drink... Dublin... sented... tence to... foremost... brands... Silver... vale, Co... the Expor... company... and it pro... premium... business... supplying... duct prod... worldwide... Holland, G... and Hong... 80 new jobs... bringing... employees... 24 contract... and south... Last year... aimed to... segment... Chinese ma... of this strat... has increas... by more th... currently exp... per week in... high-end res... The Judge... Farms have... record of... their dedica... best practice... party. They... impressive... competitive... demonstrated... standing of bu... and a strong... their growth... Opening the... for Agriculture... Marine, Mr. M... said it was "a... bration of some... citing, innova... thinking comp... within the Irish... industry. As w... the ambitious... Food Wise 20... and indeed the... have proven the... and ambition to... tor forward... "I'm conscious... ness is not eas... food and drink... to be commende... cess in devel... brand strategie... practices, and ca... sion. From sma... duers to major... the rich tapestry... here today and

Appendix G. Sample Online and Social Media

Monaghan CoCo @MonaghanCoCo · Nov 5, 2019

Public consultation on Route Options for N2 Ardee to Castleblayney Road Scheme is now open! Drop into 1 of the events between 2pm- 8pm in Nuremore Hotel Carrickmacross (today), Glencarn Hotel Castleblayney (Wed 6 Nov) & Ardee Parish Centre (Thur 7 Nov) See N2MonaghanLouth.ie

▼

Dublin - Derry Road. The proposed project is in Counties Monaghan and Louth, between Ardee and Castleblayney. This project is called the N2 Ardee to Castleblayney Road Scheme.

Monaghan County Council has appointed Jacobs Consulting Engineers to advance the project through the planning and design process. Subject to funding, the design process will be developed in stages, with opportunities for the public to participate in the decision-making process at each stage.

A first period of public consultation on the 'Study Area and Constraints' took place in June/July 2019. A Post-Consultation Report outlining the feedback received has been published on the project website, www.N2MonaghanLouth.ie

The Option Selection Phase has commenced and Route Corridor Options have been developed within the study area. A second period of non-statutory public consultation seeking feedback on the Route Corridor Options will commence on the 5th November 2019. Public consultation events will take place over 3 days in November 19, provide an opportunity to see the Route Corridor Options, meet the project team and to discuss the planning and design process. All information being made available at the public consultation events can also be downloaded from the project website from 5pm on the 5th November 2019.

For more information please visit www.N2MonaghanLouth.ie

// PUBLIC CONSULTATION EVENTS

Public Consultation Events will take place at follows:

LOCATION	DATE	TIME	VENUE
Carrickmacross	5th November 2019	2pm - 8pm	The Nuremore Hotel
Castleblayney	6th November 2019	2pm - 8pm	The Glencarn Hotel
Ardee	7th November 2019	2pm - 8pm	Ardee Parish Centre

A feedback form will be made available at the public consultation events and can also be downloaded from the project website, www.N2MonaghanLouth.ie

If you would like to make a submission, please send it by post or email by Thursday 8th December 2019 to:

Email: ArdeeCastleblayney@N2MonaghanLouth.ie

POST
FREEPOST
N2 Ardee to Castleblayney Road Scheme,
Monaghan County Council,
County Office, The Glen,
Monaghan, HR Y70

🗨️
↻
❤️ 2
📤



Monaghan CoCo @MonaghanCoCo · 16 Dec 2019

N2 Ardee to Castleblayney Road Scheme – ‘Route Corridor Options’ Public Consultation. Reminder: Closing date for submissions is Thurs 19 Dec 2019, Details of how to make a submission by Email or by FREEPOST can be found on the project website: n2monaghanlouth.ie/a2c-public-con... #YourCouncil



Louth County Council @louthcoco · 14 Nov 2019

N2 Ardee to Castleblayney Road Scheme – ‘Route Corridor Options’ Public Consultation

Due to feedback received during the **public consultation** period, the date for submissions has been extended by 2 weeks until Thursday, 19th Dec 2019.

#Louthops

see link. louthcoco.ie/en/louth_count...




Louth County Council @louthcoco · 14 Nov 2019


N2 Ardee to Castleblayney Rd Scheme – Based on feedback received the submission period for the ‘Route Corridor Options’ public consultation has been extended until Thurs 19th Dec. For further info, please contact 087 340 3786 or see N2MonaghanLouth.ie #Louthinfrastructure



Facebook post

 **Monaghan County Council**
16 December 2019 · 🌐

N2 Ardee to Castleblayney Road Scheme – 'Route Corridor Options' Public Consultation Reminder – the closing date for submissions for the N2 Ardee to Castleblayney Road Scheme is this Thursday, 19th December 2019. Details of how to make a submission by Email or by FREEPOST can be found on the project website; <https://n2monaghanlouth.ie/a2c-public-consultation-2>





Search here... [Search icon]

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Contact Details

Monaghan County Council

N2 Road Schemes – ‘Route Corridor Options’ Public Consultation Extension

Posted on November 13, 2019 by sconolly2

N2 Road Schemes – ‘Route Corridor Options’ Public Consultation

Due to feedback received during the public consultation period, the date for submissions has been extended for both road schemes.

N2 Clontibret to Border Road Scheme – The date for submissions has been extended until Thursday, 5th December 2019

N2 Ardee to Castleblayney Road Scheme – The date for submissions has been extended until Thursday, 19th December 2019.

Members of the public who have any queries about the projects can contact the project phoneline on 087 340 3786 to talk to a member of the project team or to arrange an appointment in the project office. Public consultation documents and submission forms can be downloaded from the project website www.N2MonaghanLouth.ie.



N2 ARDEE TO CASTLEBLAYNEY



N2 CLONTIBRET TO BORDER

Posted in Archive

The screenshot shows the Louth County Council website. At the top left is the council's logo and name. On the right, there are links for 'Skip to Content | Gaeilge', 'Contact', and a search bar. A navigation menu includes 'Home', 'Services', 'Your Council', 'Publications', and 'Access to Info'. The main content area features a breadcrumb trail 'Home > Your Council > Latest News' and a large orange heading for the 'N2 Ardee to Castleblayney Road Scheme'. To the left is a sidebar menu with categories like 'Your Council', 'Latest News', 'Cathaoirleach of Council', 'Membership', 'Agenda Council Meetings', 'Borough District of Drogheda', 'Boundary Maps', 'Bye Laws of Council', and 'Committees of Council'. The main text under the heading reads: 'Route Corridor Options' Public Consultation. Due to feedback received during the public consultation period, the date for submissions has been extended by 2 weeks until Thursday, 19th December 2019. Members of the public who have any queries about the projects can contact the project phonenumber on 087 340 3786 to talk to a member of the project team or to arrange an appointment in the project office. Public consultation documents and submission forms can be downloaded from the project website www.N2MonaghanLouth.ie

The screenshot shows the header of 'The Northern Standard' website. The masthead features the newspaper's name in a large, stylized font. To the right, it says 'Louth Fermanagh' and includes social media icons for Facebook and RSS. Below the masthead is a navigation bar with links for 'HOME', 'NEWS', 'SPORTS', 'EPAPER', 'LOCAL RESOURCES', 'BOOK AN AD', 'MONAGHAN WEATHER', 'LOCAL SERVICES', 'ABOUT US', 'CONTACT US', and 'THE EIRGRID FILES'. A search bar on the right contains the text 'Search the archive...' and a 'GO' button.

Home > General News

“POSITIVE ENGAGEMENT” OVER N2 ROAD SCHEMES

24 JANUARY 2020 NO COMMENTS BY THE NORTHERN STANDARD

Michael Fisher

Monaghan County Council has received over 1,000 submissions concerning the six potential routes for the upgrading of the N2 Dublin Derry road between Ardee and Castleblayney (a 32km section) and from Clontibret to the border with Co.Tyrone, a stretch of 28km.

By early January over 900 submissions had been submitted concerning the N2 Ardee to Castleblayney section and over 230 submissions had been received for the Clontibret to the Border scheme. A Council spokesperson said there had been positive engagement from businesses, farmers and residents during the nonstatutory public consultation period that was extended during December.

The County Council thanked members of the public who engaged in the consultation on the two schemes. The Council is the lead partner and is working with Louth County Council and Transport Infrastructure Ireland (TII) to upgrade these two important sections of the national road in order to enhance

Extract from Northern Sound website news page

Submissions for N2 Ardee to Castleblaney Road Scheme closes today

By [News Northern Sound](#) - 19th December 2019



Today is the closing date for submissions to the N2 Ardee to Castleblaney Road Scheme.

In recent weeks, there had been calls for the closing date for submissions to be extended.

Councillors Aoife McCooney and Aidan Campbell tabled a motion for today's deadline to be extended until the end of January.



However, this motion wasn't passed by the Council.

But while the Council refused to extend today's deadline, it agreed that late submissions will be accepted within reason.

Carrickmacross Chamber website:

Public Consultation N2 Ardee to Castleblayney

Details

 Published: 29 October 2019

Public Consultation on the N2 Ardee to Castleblayney Road Scheme

Monaghan County Council is working in partnership with Louth County Council to upgrade a 32km section of the N2 National Primary Road between Ardee and Castleblayney. A public consultation will take place to get feedback on the Route Options.


Public information events are being held in the Nuremore Hotel, Carrickmacross on Tuesday the 5th November, in the Glencarn Hotel Castleblayney on Wednesday 6th November, and in Ardee Parish Centre on Thursday 7th November. Drop in between 2pm and 8pm each day to meet the project team, view the route options and find out how to make a submission.

More information can be found on the project website www.N2MonaghanLouth.ie.

THE ARGUS


News Sport Entertainment Lifestyle Local Notes Opinion ≡ Sections

Ad



Monitoring of microservices?

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 Dynatrace [Sign Up](#)

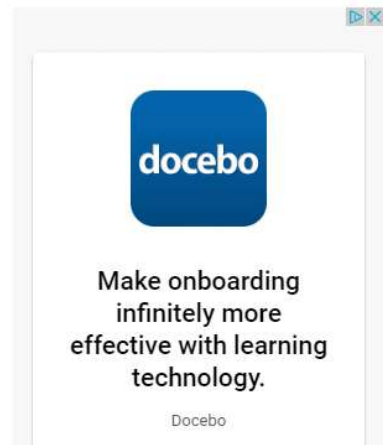
Local community raise concerns over new N2 route

February 01 2020 12:00 AM



Submissions to the public consultation on the proposed N2 Ardee to Castleblayney Road Scheme have reached over 900 as affected residents express their concerns about the potential impact to their homes, farms, livelihoods and the environment.

Spokesperson for the N2 Ardee to Castleblayney Concerned Resident’s Group Emma Payne said “We agree that the N2 should be upgraded for safety reasons, but research shows that this can be achieved using the existing road. The proposal of creating a totally new road would, not only be costly to the environment and the tax payer, but would decimate our existing rural communities. There is a very real human cost involved as all of the proposed



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