



Monaghan
County Council



SOUTH DUBLIN STREET & BACKLANDS REGENERATION SCHEME

Public Consultation – Summary Report



March 2022

1 INTRODUCTION

Monaghan County Council and its Design Team Consultants (RPS) have consulted with the public, local communities, and various stakeholders in respect of scheme proposals for the initial phase of the South Dublin Street and Backlands Regeneration Plan.

This report summarises the consultation process, including the steps undertaken to inform the community and stakeholders about the development. It also outlines the feedback received and how the key issues raised have been considered and addressed, where appropriate, within the design proposals for the scheme.

1.1 Project Background

Monaghan County Council is committed to supporting and delivering successful regeneration initiatives throughout Monaghan Town, and its vision and strategy for Dublin Street is set out in the **Dublin Street and Backlands Regeneration Plan 2018**. This Plan sets out the strategic regeneration approach for this part of the town centre, which focuses on consolidating the urban structure, to create new streets and public spaces which integrate seamlessly with the existing town centre and introduce a new backlands quarter.

The principal regeneration objective for Dublin Street is to enhance permeability of the area, create a legible network of connections and spaces for pedestrians and traffic, and provide an attractive place where people wish to live, work and visit. The regeneration vision for the area is summarised below:

Dublin Street together with its Backlands offers a unique opportunity to create a new and viable town centre quarter, with the potential to accommodate additional shopping, office, cultural, residential and new employment zone. It offers the opportunity to address the weaknesses of the area and to maximise its strengths; to enhance pedestrian and vehicular movement, to enhance the existing built heritage; to integrate with the historic streetscape in a manner that is both contemporary and forward looking while complimenting the built heritage; to create an integrated and commercially robust, viable proposal, and a vibrant and sustainable new urban quarter in Monaghan.

The Dublin Street Regeneration Plan 2018 incorporates the aims and objectives of the Dublin Street Regeneration Plan for Monaghan Town (October 2017). The original regeneration masterplan design process involved public consultation and engagement with a range of stakeholders, the general public and landowners during 2016 and 2017, and included a Public Exhibition, a Public Meeting and an invitation to the public and stakeholders to provide submissions and representations on the draft proposals.

The Dublin Street Regeneration Plan is part of the statutory planning policy framework for Monaghan town centre, and it is an objective of the County Development Plan 2019-2025 that all development proposals in this area have regards to the Plan.

Short Term Vision

The Dublin Street and Backlands Regeneration Plan 2018 sets out the short term vision for the South Dublin Street area, which incorporates:

- Upgrading existing public spaces, streets, spaces, and footpaths.
- Creation of new connections, with new streets and spaces to enhance the urban structure.
- Provision of new high quality public realm in the Quarter, (footpaths, street furniture, wayfinding, signage, landscaping etc).

The intention is that new high quality public realm will set the standard for future new developments within the area and will encourage the reuse and adaption of existing structures. This short term vision forms the basis for the current detailed design proposals and the planning application which the Council intends to submit to An Bord Pleanála (ABP) in due course.

1.2 The Proposed Development

The proposed development for South Dublin Street and its backlands, comprises a number of elements which are summaries below:

- Creation of a new urban space, comprising a multi-functional area including a street, junction and pedestrian space, to connect Dublin Street through to its backland areas. The area will comprise shared surfaces and high quality public realm, to encourage pedestrian activity and provide a gateway into the new urban neighbourhood. It will be a multi-use space, capable of being temporarily cordoned off for use as an event space or market space for pop-up commercial/retail uses. The Dublin Street and Backlands Regeneration Plan suggested that this area might be known as 'Gavan Duffy Place'.
- A new 'mews' street connecting the proposed Gavan Duffy Place to the Courthouse (which may be known as Church Walk), to provide a pedestrian and vehicular connection along the east/west axis of the regeneration area.
- The provision of high quality public realm within the existing alleyways and pedestrian links, from Dublin Street into the backlands, to provide network of linked spaces to accommodate and encourage greater pedestrian movement through the area.
- The development of new spaces and improved network of routes provides the opportunity to create two new future development plots. These will provide the opportunity in the future to create new built development with modern, high quality facades, designed to integrate seamlessly with the existing historic streetscape, and the new network of movement routes.
- Realignment of Castle Road, connecting the upper and lower Courthouse car parks, with enhanced pedestrian, cycle and vehicular facilities, to improve flows, provide better crossing points, and enhance connectivity. Minor improvements to the junction of Castle Road and Broad Road, are also proposed.
- Upgrading both Courthouse Car parks to improve existing levels, provide new surfaces, improve internal traffic movements, to ensure safe and accessible pedestrian movement routes throughout. Relocation of 57 long stay spaces to the former Eircom site on Market Road (opposite Dunnes Stores).
- Public realm improvements including a range of streetscape features, including high quality natural stone paving and kerbs, new street lighting, street furniture, soft landscaping, services / utilities and signage.

The proposed development will cover an area of approximately 2.11ha within the Town Centre core and aims to create new connections with new streets and spaces which enhance the urban structure and quality of the public realm of the Dublin Street quarter and improve traffic flows.

An Environmental Impact Assessment Report and Natura Impact Statement has been prepared in support of the planning application, which will be submitted to An Bord Pleanála.

1.3 The Approach to Consultation

Monaghan County Council, in conjunction with RPS, has undertaken a comprehensive consultation exercise to inform stakeholders and the local community about the proposed development, and to obtain their views to assist in the development of the design proposals. The consultation strategy was developed on the basis of the following principles:

- Recognition that engaging communities is an essential part of an effective and inclusive planning system.
- The importance of gaining an understanding of the local communities who may be affected by the project.
- Providing local communities with the information required to enable them to understand and respond to the development proposals.
- Developing a strategy that utilises a variety of methods to ensure that all sections of the community can engage effectively in the planning process.
- Proposals are sufficiently developed to allow for meaningful comment but not so detailed that flexibility to amend the proposal has diminished; and

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- The level, extent and methods of pre-application engagement should be proportionate to the scale and the complexity of the proposed development.

The formal consultation process included the following core elements:

- An online consultation exhibiting the draft design proposals during April – May 2021, inviting feedback / submissions. There were options for providing submissions by email, telephone, hard copy and in-person.
- A consultation event (by appointment only) in May 2021 with the design team to discuss the proposals.
- Targeted engagement and meetings with several key stakeholders, including public bodies and landowners.

Due to the Government restrictions in place for the COVID-19 pandemic, the public consultation was held online, with one *appointment only* in-person event to ensure those with no digital access could engage with the Design Team Consultants.

2 THE CONSULTATION PROCESS

2.1 Stage 1: Stakeholder Database

The Council and RPS prepared a stakeholder matrix, to identify, establish contact with and explore opportunities for engagement with the following stakeholders:

- Local Community / General Public
- Landowners / Businesses within the study area
- Elected Representatives
- Internal Monaghan County Council Departments
- Government Departments / Prescribed Authorities
- Public bodies likely to have an interest in the proposals
- Umbrella organisations, such as the Monaghan Town Team, Chamber of Commerce & Industry
- Other interested parties, such as utility and service providers, public transport operators
- Local Groups / organisations, such as Monaghan Tidy Towns, and Monaghan Disability Network, Monaghan Public Participation Network (PPN).

Information on the relevant landowners and business owners within the study area was identified from the previous consultation exercise in 2017 and made available for inclusion in the stakeholder matrix. This was treated as a fluid document which was kept under constant review for the duration of engagement to ensure that other stakeholders who emerged through the process could be added to the database.

2.2 Stage 2: Preparation of Project information / Feedback Materials

2.2.1 Public Notices

At the outset of the project, a public notice was placed in the Northern Standard on 12th March 2020 highlighting that work had commenced on the South Dublin Street and Backlands Regeneration Project. The advert invited all land and property owners within the study area to get in touch with RPS to establish contact / land ownership details, and to discuss the project in general. The advert was also placed on the Monaghan County Council website on 12th March 2020.

A public notice was placed in the Northern Standard on Thursday 15th April 2021 announcing the intention to carry out a public consultation on the South Dublin Street and Backlands scheme. It noted that the draft design proposals would be available for inspection online between 19th of April and 14th of May 2021, and views were sought from members of the public and stakeholders on these proposals.

The notice also included the following information:

- Brief summary of the proposed development and location.
- Website link to view the proposals online
<https://monaghan.ie/south-dublin-street-and-backlands-regeneration-scheme/>
- Details of an in-person consultation event with RPS on Wednesday 5th May and how to book an appointment.
- Details of how to book a telephone appointment with RPS to discuss the proposals.
- Details of how to make a submission or provide feedback via email and post/hard copy.
- The deadline for receipt of submissions or feedback, which was 21st May 2021.

2.2.2 Door-to-Door Information Leaflet Distribution

As a means of encouraging maximum participation in the public consultation process, and to guarantee all those directly affected by the proposals were given sufficient opportunity to provide feedback, a door to door information leaflet distribution was undertaken during the week commencing 12th April 2021.

A letter and feedback form were distributed to all individual businesses and residents located within the streets and buildings adjoining the study area boundary alerting them to the forthcoming public consultation. The letter invited them to view the draft design proposals online (website provided) and engage with the process by submitting feedback or comments via the contact details provided. It comprised the same information, as outlined in Section 2.2.1.

2.2.3 Social Media Announcements

In addition, the Council placed a number of infographics on their various social media channels at intervals before and during the public consultation, highlighting the details of the public consultation. The infographic was published on both Facebook and Twitter and it directed the viewer to the online consultation website.

2.3 Stage 3: The Online Consultation

2.3.1 Website and Dedicated Email

The public consultation website went live on Monday 19th of April 2021 at the link below:

<https://monaghan.ie/south-dublin-street-and-backlands-regeneration-scheme/>

The website comprised:

- The main page providing an overview of the scheme proposals, consultation details, timeframes, and contact details.
- A link to download and view the presentation boards detailing the draft design proposals.
- Details of the consultation event on 5th May 2021 and how to book an appointment
- A feedback form available to download in MS Word format, and options on how to submit the feedback.

In addition to this, a specific email address was set up specifically for this consultation process: pacc@rpsgroup.com, to ensure the public/stakeholders could forward their completed feedback forms or submit general queries and comments in relation to the scheme proposals. This email address was advertised in the public notice and all other consultation materials.

2.3.2 Consultation Event

A consultation event (by appointment only) was proposed to encourage greater engagement by different groups of people, and to ensure those (especially vulnerable groups) who did not have internet access or were unable to communicate by digital means, were given an opportunity to liaise with members of the design team.

This event was originally scheduled for Wednesday 5th May, however due to the Government COVID-19 restrictions in place at that time, it became necessary to postpone the event by 7 days. The event was rescheduled for Wednesday 12th May in the Garage Theatre, Monaghan Education Campus, Armagh Road, Monaghan Town. All attendees with appointments booked were contacted and offered an appointment on the rescheduled date. All attendees were facilitated, and eight groups of people attended this event to discuss the proposals and provide comments.

All issues raised were noted by RPS and circulated within the design team for further consideration.

2.3.3 Survey feedback forms

Feedback forms were prepared as a way of obtaining feedback from members of the public. The forms were available to download from the public consultation website and were provided in hard copy with the letter drop. Details on how to submit the feedback by post or email were provided on the form. It sought information on the proposal, namely views on:

- The principle of the scheme.
- The regeneration potential.
- Suggestions for improvements on the scheme

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- Other idea or view of the proposals.
- The format of the consultation.
- High level information on the responder (optional).

2.3.4 Targeted Meetings

RPS presented the draft design proposals to the Elected Members of Monaghan Municipal District and held an online consultation with Members on Tuesday 13th April 2021.

RPS contacted a range of stakeholders during the public consultation process, highlighting the public consultation on the draft proposals, the website link, and sought views / feedback on the information. The Council and RPS offered the opportunity of a one-to-one targeted meetings, to any group or individual, to discuss the draft design proposals. Due to the Government COVID-19 restrictions, virtual meetings were encouraged.

A virtual meeting was requested by Monaghan Fire and Civil Protection to discuss the proposals, and this was held on 28th of April 2021. A virtual meeting was also requested by An Garda Siochana in relation to the proposals, which was held on 19th of May 2021, and followed by a site meeting on 24th of May 2021.

The following stakeholders were also contacted:

Stakeholders Consulted			
Monaghan Municipal District – Elected Members	The Heritage Council	Monaghan CoCo Planning	Bus Eireann
An Bord Pleanala	Geological Survey of Ireland (DECC)	Monaghan CoCo Regeneration	Aircoach
Department of Culture, Heritage & the Gaeltacht (DAU)	Department of Housing, Local Government and Heritage	Monaghan CoCo Tourism	Irish Day Tours
Department of Tourism, Culture, Arts, Gaeltacht, Sport & Media	Birdwatch Ireland	Monaghan CoCo Environment (Waste / Water)	Ulsterbus
Transport Infrastructure Ireland	Monaghan County Museum	Monaghan CoCo Roads	Monaghan Public Participation Network (PPN)
Faillte Ireland	Irish Cycling Advocacy Network	Monaghan CoCo Community & Development Officer	Monaghan Tidy Towns
Chomhairle Ealaion	Monaghan Fire Station	Monaghan CoCo Heritage Office	National Council for the Blind of Ireland
An Taisce - The National Trust for Ireland	Monaghan Courthouse (Courts Service)	Irish Water	Transition Monaghan
Coras Iompair Eireann (CIE)	Garda Siochana Monaghan	ESB	National Disability Authority
Environmental Protection Agency (EPA)	St Patricks Church of Ireland, Church Square	EIR	Monaghan Disability Network
National Monuments Service	Monaghan Credit Union	Flogas	Monaghan Integrated Development CLG

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Office of Public Works (Head Office)	Monaghan Shopping Centre	Three	Disability Federation of Ireland
Department of the Environment, Climate & Communications	Chamber of Commerce & Industry	Vodaphone	Monaghan Town Team
National Parks & Wildlife Service (NPWS)	Siro		
National Inventory of Architectural Heritage (NIAH)	Electric Ireland		
Eastern and Midlands Regional Assembly			

2.3.5 Landowner Engagement

Engagement and consultation with property owners and landowners directly affected by the scheme proposals has been ongoing throughout the project. Monaghan County Council and RPS Design Consultants met with several landowners on Monday 24th of May 2021 to discuss the detail of the draft scheme proposals in respect of their specific land/property holding, during the public consultation period. Consultation with various land and property owners has continued following the public consultation. A Valuation Office has been engaged by the Council for the project and negotiations have commenced and are ongoing with affected property owners within the scheme area.

3 COMMUNITY & STAKEHOLDER RESPONSE

Overall, there was a moderately high number of responses received during the public consultation process with a total of 48 submissions (46 written submissions and 2 submissions via telephone) received. These submissions provided feedback on a range of issues, including the proposals for demolition, the historic nature of the streetscape, the importance of protecting the towns heritage, the active travel design measures, and the wider regeneration objectives/details.

All submissions made to the Council during the public consultation process were thoroughly reviewed and considered by Monaghan County Council and the Design Team Consultants. The following table contains a summary of the issues raised, consideration of these, and recommendations for amendments, where appropriate to the draft design proposals.

Having regard to the issues raised during the consultation process, additional architectural imagery depicting the amended design proposals and conceptual development proposals within the scheme area has been prepared. The objective of this exercise was to ensure that any design amendments continue to respect the guiding regeneration principles and embrace the aspirational vision for the wider area, as set out in the original Dublin Street Regeneration Plan 2018. This imagery has been uploaded to the Monaghan County Council website for reference in conjunction with this Summary Report.

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Issues / Potential Design Changes Raised through Stakeholder Discussions	Monaghan County Council and RPS Response
Review all existing connections (water, waste, electrical) to St Patricks Church of Ireland to ensure they are not interrupted by the project.	The proposed design has been reviewed to ensure that all existing service connections to retained buildings and adjoining properties are not compromised. All existing connections will be maintained and protected in place.
Relocate the proposed tree outside the fire exit from the Church Hall adjacent to St Patricks Church of Ireland, to ensure people can congregate safely in the event of an emergency.	The proposal is amended to realign the proposed tree planting along the northern boundary of the Courthouse area, to ensure the existing access and egress points from the Church Hall are maintained.
Review all proposed pedestrian links, particularly those through the alley ways and to the rear of Sherry's Pub, in terms of features to deter anti-social behaviour	<p>The proposal has been reviewed and amendments include:</p> <ul style="list-style-type: none"> • New LED lighting provided to all linkages proposed to provide a well-lit and welcoming environment (with additional imagery to ensure optimal lighting in pedestrian priority environments). • No seating proposed within the linkages to reduce potential for linkages to become a 'gathering' area / anti-social behaviour. • Linkages are free from other street furniture (as far as reasonably possible) to provide clear forward visibility for pedestrians – to create a welcoming and safe through route. • Council to continue engaging with the Gardai to consider if further CCTV coverage is required (in addition to current proposals for greater CCTV throughout the town centre).
Review of the pedestrian link proposed between 18 – 19 Dublin Street, in terms of proximity of dwelling, space created, agglomeration of rear/service accesses, anti-social behaviour, pedestrian circulation and path widths.	<p>Proposed improvements to existing pedestrian link to be removed from scheme proposals:</p> <ul style="list-style-type: none"> • Narrow width restricted by existing building locations. • Potential negative amenity issues close to existing residential receptor. • Indirect route obscures visual link which could potentially be unsafe / unwelcoming. • Multiple rear access points / emergency exits to properties fronting Dublin St. • Multitude of boundary treatments within small area likely to require reconfiguration. • Potential issues raised by Gardai regarding safety (visual/lighting/width) • Area to remain as existing.
Scheme should provide as many ECV charging points as possible	Proposal design incorporates several ECV charging stations. Design has been reviewed and amended to maximise ducting to accommodate future connections and more ECV stations. The Council and Design Team are continuing to liaise with ESB Networks in relation to design details and supply capacity.
Further car parking should be removed throughout the car parks to 'green' the area further.	The South Dublin Street and Backlands Regeneration Plan will deliver considerable regeneration benefits throughout the town centre, supporting new development opportunities, renewing the urban fabric, and encouraging people to spend more time in the urban area. The planned investment in the public realm and streetscape will deliver considerable environmental quality and physical amenity improvements, with a mix of new high quality natural stone surfacing, new street trees, high quality street furniture and street signage, to enhance and compliment the town centre experience, both functionally and aesthetically.

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	<p>The delivery of the Plan will reduce parking provision within the existing car parks within the study boundary. This will be offset by new parking provision on the former Eircom site, and therefore no overall net loss of car parking within the town. However, the enhancements proposed to the public realm, cycle infrastructure, and pedestrian links will also encourage a modal shift away from the car and provide greater travel choices, in line with Government policies on sustainable travel. The Council is working towards improving active travel measures throughout the town and is in discussions with the National Transport Authority on further measures to facilitate and promote walking, cycling and public transport throughout the town and wider County.</p> <p>The Council consider that the current proposals achieve the careful balance of adequate parking provision to support economic activity and investment in the town centre, whilst maximising the potential for a more vibrant and higher quality streetscape experience for people visiting and using the town centre.</p>
<p>Careful consideration to be given to tree species. Trees that shed a lot of leaves on a regular basis can interfere with services & require more regular cleaning/maintenance</p>	<p>The proposed tree species have been reviewed and discussed with the Council, including their maintenance department. They are considered suitable street trees, do not shed leaves, and are consistent with tree species existing in the town centre.</p>
<p>Consideration should be given to a new door/access and c.2 windows on the new boundary of No.7 Monaghan Boot Company, facing onto Gavan Duffy Place (GDP) providing a new aspect</p>	<p>The Council and Design Team have engaged with the landowner for No. 7 Dublin Street, and new voids (windows & doors) with the new gable structure have been provisionally agreed. This is viewed as a positive intervention and will provide active frontage and natural surveillance onto the proposed new Gavan Duffy Place (GDP). It will encourage vibrancy and activity within the new urban space created.</p> <p>In addition, the new natural stone paving proposed along GDP will be extended to the rear elevation of No. 7 Dublin Street, and the building elevation will be rendered to provide a new aesthetically pleasing frontage onto GDP. The proposals for the new gable structure forming part of the new elevation onto GDP will be designed to the highest architectural standards and will serve to complement and enhance the surrounding townscape.</p>
<p>The new pedestrian linkage alongside Peaky Blinders pub:</p> <ul style="list-style-type: none"> • Consideration to be given to improving the exposed elevation along Peaky Blinders, following removal of the existing blue hoarding. This is current part rendered / concrete blockwork. • The pub may consider future openings onto the adjacent pedestrian area (doors / windows) and would welcome pre-application discussions with the MCC Planning Department. 	<p>The Council consider all improvements to existing elevations as a positive intervention in support of the regeneration proposals, providing a more aesthetically pleasing outlook onto the proposed GDP. New openings would provide active frontage and natural surveillance onto proposed new pedestrian linkages, which would encourage vibrancy and activity within the new space created.</p> <p>The Council will facilitate discussions between the landowners and its Planning Department regarding improvements on aesthetics on the elevation, if required.</p>
<p>There are no definitive project timelines identified, which make it difficult for landowners with tenants to consider tenancy agreements and future proposals.</p>	<p>The Council recognise the uncertainties for landowners, landlords and tenants regarding the timelines for delivery of the project and acknowledge the challenges they face in relation ongoing tenancies and establishing legal title. The Council and Design Team will continue to liaise with the landowners keeping them informed of project progress. A Valuation Office has been engaged by the Council for the project and negotiations have commenced and are ongoing with affected property owners within the scheme area.</p>

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<p>The appointed contractor must ensure that the access to existing properties adjacent to the proposal is always maintained during the construction works.</p>	<p>The Council and the Design Team appreciate that access must be maintained for those landowners, business owners, users, tenants, and visitors during the construction process. A clause will be included in the project specification and contract documents requiring this, and the appointed Contractor will be required to liaise with all affected landowners/property owners.</p>
<p>Consideration should be given to designing the entrance to GDP similar to the current entrance off Glaslough Street into the lake / rear of the Shopping Centre/Flemings.</p>	<p>The Council and the Design Team have reviewed the detailed design proposals for the vehicular access arrangements in the vicinity of the proposed Gavan Duffy Place (GDP). Several aspects were explored:</p> <ul style="list-style-type: none"> • The South Dublin Street Regeneration Plan identifies the overarching objective of the proposed GDP to be the creation of a new connection through from Dublin Street into the backlands area, which will host the new urban quarter. This connection will enable greater permeability throughout the new quarter for both pedestrians and vehicles, creating a strong base for new development, and providing new linkages into the existing Broad Road network. • The proposed GDP is will be a multi-use space – it will be an attractive space for pedestrians to spend time in, with soft landscaping, high quality natural stone paving, and new street lighting. The urban space will be represented by a new shared surface (natural stone) which will prioritise pedestrians and allow them to move freely and safely throughout the space. • This area will also accommodate a carriageway to facilitate traffic turning right off Dublin Street to connect into the backlands and beyond. However, raised tables are proposed on the carriageway, along with a change of surface material to signify entry into the proposed GDP and to slow vehicle speeds highlighting pedestrian primacy. Road markings have also been minimised to reduce the potential dominance of vehicle activity in the area. • A similar junction arrangement to that existing on Glaslough Street was explored – this arrangement is solely to provide access to the car parking area to the rear (i.e., an access only arrangement in the context of DMURS¹ standards). The objective with the proposed GDP has a wider focus than access only as identified above, hence the junction arrangement has been designed differently, in accordance with the appropriate DMURS standards.
<p>The proposals should be considered within the context of the wider Cycling to School strategy, which promotes safe and attractive cycleways for children cycling to/from school.</p>	<p>The Council is committed to promoting cycling as an alternative mode of transport within the town, both as a sustainable transport solution, and as an encouragement toward a healthier lifestyle for families.</p> <p>The Council has recently adopted the County Walking and Cycling Strategy 2021-2026. This strategy aspires to create more cycle networks within the urban area as part of a wider network, which creates links between key urban locations including school, shops, businesses, and residential communities. The section proposed along Castle Street (Farney Road) is one such section linking Broad Road with the Shopping Centre, the car parks, the Monaghan Town Greenway route, the future development plots, and the wider town centre.</p>

¹ Design Manual for Urban Roads and Streets

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	The Council is also working towards providing a range of active travel measures throughout the town and is in discussions with the National Transport Authority on further measures to facilitate and promote walking, cycling and public transport throughout the town and wider County.
Future development of the land / development plots needs to be informed by market demand, and the range of acceptable uses should be widened to include uses such as education/student accommodation.	The Council acknowledge and accept that market forces will play an integral part in determining the future development plots, shape land uses and end users within this area, and will be an important element in its future success. They are committed to ensuring that the appropriate skills are employed to advise Council accordingly. New development proposals in later phases of the project will be subject to individual planning applications, and members of the public will have the opportunity review and comment on the proposals.
Consideration of the nature and extent of ESB substations is required to establish existing and proposed capacity, in the context of the emerging regeneration proposals.	The Council and the Design Team have been actively engaging with ESB Networks in relation to the capacity of its current substations within and adjacent to the regeneration proposals. These discussions are ongoing, and additional capacity may be required to serve future development proposals.
Issues Raised through All Other Feedback	Monaghan County Council and RPS Response
Traffic, Road Design & Car Parking	
Potential contraflow should be considered at the junction between Dublin Street and the proposed Gavan Duffy Place (GDP)	<p>The Council and the Design Team have reviewed the detailed design proposals for the vehicular access arrangements in the vicinity of the proposed Gavan Duffy Place (GDP). Several aspects were explored:</p> <ul style="list-style-type: none"> • The South Dublin Street Regeneration Plan identifies the overarching objective of the proposed GDP to be the creation of a new connection through from Dublin Street into the backlands area, which will host the new urban quarter. This connection will enable greater permeability throughout the new quarter for both pedestrians and vehicles, creating a strong base for new development, and providing new linkages into the existing Broad Road network. • The proposed GDP will be a multi-use space – it will be an attractive space for pedestrians to spend time in, with soft landscaping, high quality natural stone paving, and new street lighting. The urban space will be represented by a new shared surface (natural stone) which will prioritise pedestrians and allow them to move freely and safely throughout the space. • This area will also accommodate a carriageway to facilitate traffic turning right off Dublin Street to connect into the backlands and beyond. However, raised tables are proposed on the carriageway, along with a change of surface material to signify entry into the proposed GDP and to slow vehicle speeds highlighting pedestrian primacy. Road markings have also been minimised to reduce the potential dominance of vehicle activity in the area. <p>A similar junction arrangement to that existing on Glaslough Street was explored – this arrangement is solely to provide access to the car parking area to the rear (i.e., an access only arrangement in the context of DMURS² standards). The</p>

² Design Manual for Urban Roads and Streets

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	<p>objective with the proposed GDP has a wider focus than access only as identified above, hence the junction arrangement has been designed differently, in accordance with the appropriate DMURS standards.</p>
<p>Car parking:</p> <ul style="list-style-type: none"> • The potential loss of spaces should be considered further. • The need for car parking does not override the needs of people to live, work and play in an attractive location. • The retention of the car parks reduces the potential for the area to be viewed as an attraction and new urban quarter 	<p>The South Dublin Street and Backlands Regeneration Plan will deliver considerable regeneration benefits throughout the town centre, supporting new development opportunities, renewing the urban fabric, and encouraging people to spend more time in the urban area. The planned investment in the public realm and streetscape will deliver considerable environmental quality and physical amenity improvements, with a mix of new high quality natural stone surfacing, new street trees, high quality street furniture and street signage, to enhance and compliment the town centre experience, both functionally and aesthetically.</p> <p>The delivery of the Plan will reduce parking provision within the Courthouse car parks, which currently provides a mix of short and long stay parking, managed by the Council. There is community, business and political support for adequate car parking facilities in this location, to support the wide range of town centre uses. The proposed reduction in spaces at this location (c. 57 spaces) will be offset by new parking provision on the former Eircom site³, therefore no overall loss of car parking is anticipated within the town as a result of this proposal.</p> <p>It should be noted that the enhancements proposed to the public realm, cycle infrastructure, and pedestrian links will also encourage a modal shift away from the car and provide greater travel choices for those travelling to, from and within the town, in line with Government policies on sustainable travel. The Council is working towards improving active travel measures and is in discussions with the National Transport Authority on further measures to facilitate and promote walking, cycling and public transport throughout the town and wider County.</p> <p>The Council believe that the current proposals achieve a careful balance of adequate parking provision to support economic activity and investment in the town centre, whilst maximising the potential for a more vibrant and higher quality streetscape experience for people visiting and using the town centre.</p>
<p>The town centre should be closed off to traffic (Dublin Street to be pedestrianised), similar to many European towns and cities, to promote better business and decrease carbon emissions.</p>	<p>This aspect was not part of the original design concept for the Dublin Street and Backlands Regeneration Plan 2018 and has therefore not brought forward as part of this project. It is noted that Dublin Street is a strategically important N54 National Secondary Route, and its closure to vehicular access is not within the remit of the South Dublin Street and Backlands Regeneration Plan.</p> <p>It is noted that whilst the concept of pedestrianisation within a town centre location can realise positive benefits, it requires a comprehensive and wide-ranging feasibility study to examine all aspects of how the town centre works and the potential impacts such a measure might have. This type of feasibility study is not part of the South Dublin Street and Backlands Regeneration Plan.</p>

³ This proposal will be the subject of a Part 8 planning application by Monaghan County Council.

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	<p>Dublin Street is a national secondary road (N54) under the remit of Transport Infrastructure Ireland (TII) and is an important part of the traffic circulation network within the town centre – any feasibility study would need to understand and assess the implications of such a scheme on the traffic network, the impact on other roads with increased traffic, traffic and junction modelling, and the impact on future development areas in North Dublin Street and beyond. This would also require detailed junction and road repositioning to facilitate this change, if consented – the nature and extent of this study would require investment and time and is outside the remit of the current scheme.</p>
<p>The proposals will result in increased vehicular traffic and:</p> <ul style="list-style-type: none"> • Negatively affect the residents of Dublin St. • Create a more hostile environment. • Not lead to or facilitate a modal shift / create more vehicle use. • Conflict with the Monaghan LUTS Study • Will not enhance cycle safety • Result in additional vehicle movements around Old Cross Square • Increase vehicle movements throughout the town. • A Traffic Impact Assessment has not been prepared • Does not create additional footfall on Dublin Street, and therefore does not offset the loss of business in the historic streets. 	<p>The South Dublin Street and Backlands Regeneration Plan is part of the wider Dublin Street Regeneration Plan 2018, which was incorporated into the Monaghan County Development Plan 2019-2025 giving it a statutory basis. These regeneration proposals were developed in the context of prevailing national, regional and county planning and transportation policy, as well as the Monaghan Land Use and Transport (LUTS) Study, and are considered compliant with Government policy on promoting alternative modes of transport.</p> <p>These draft proposals are the initial phase of the South Dublin Street and Backlands Regeneration Plan, which focus on the delivery of the core infrastructure, public realm and services/utilities to support the wider scheme. As such, there are no new buildings and floorspace proposed as part of this scheme, and therefore no increase in traffic vehicle movements predicted along Dublin Street or Old Cross Square. New development proposals in later phases of the project will be subject to planning applications, and the potential impacts on the traffic network from these proposals will be assessed at that time.</p> <p>To inform the detailed design of the draft proposals, the design team undertook an extensive traffic modelling analysis to consider the impacts of these draft proposals on the surrounding road network and adjacent junctions in the area. It concluded that the redistribution of traffic is localised and will not significantly impact on the junctions. The proposals will result in a relocation of parking and along with the redistribution of trips, there will be a noticeable reduction in congestion along Dublin Street. There are no new buildings or floorspace proposed as part of this scheme, and therefore no increase in vehicle movements in Dublin Street. A traffic impact assessment has been prepared as part of the Environmental Impact Assessment Report (EIAR) which will accompany the planning application submission to An Bord Pleanála (ABP).</p> <p>The draft proposals outline a clear separation between vehicular, cyclist and pedestrian circulation on Broad Road, which links to the Shopping Centre, car parks, the Monaghan Town Greenway route, future development plots, and the wider town centre, and will become part of a wider cycling network in the future. The Council has recently adopted the County Monaghan Walking and Cycling Strategy 2021-2026. This strategy aspires to create more cycle networks within the urban area as part of a wider network, which creates links between key urban locations including school, shops, businesses, and residential communities.</p>

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	<p>The enhancements proposed to the public realm, cycle infrastructure, and pedestrian links will also encourage a modal shift away from the car and provide greater travel choices, in line with Government policies on sustainable travel. The Council is working towards improving active travel measures throughout the town and is in discussions with the National Transport Authority on further measures to facilitate and promote walking, cycling and public transport throughout the town and wider County.</p>
<p>Clarification on the design standards for emergency vehicles</p>	<p>All proposed roads, streets and junctions are designed to the standards outlined in the Design Manual for Urban Roads and Streets (DMURS) which allows for the passage of fire engines and ambulances.</p>
<p>The proposed cycleway results in the removal of green infrastructure – it should come from a carriageway or traffic calmed area.</p>	<p>The draft proposals outline a carriageway width of 6.5m which is required to allow for the comfortable passage of larger vehicles, to service the existing shopping centre and the proposed new development. This design accords with current design standards in the Design Manual for Urban Roads and Streets (DMURS).</p>
<p>No proper priority is given to pedestrians and cyclists in this development, and does not accord with mandatory requirements of DMURS:</p> <ol style="list-style-type: none"> 1. All side road entrances / junctions have no priority pedestrian or cycle crossings 2. Cycle tracks are too short, not continuous, do not continue across side exits, and do not link with major desire points 	<p>The detailed design of the proposal for South Dublin Street seeks to ensure that the space for pedestrians and cyclists are optimised, connectivity and integration with the existing network is maximised, and the green infrastructure design is high quality and to standard.</p> <p>In relation to the technical design specification, the proposed cycle tracks could be considered short however they will become part of a wider cycling network within the town. Cyclists can avail of the cycle track along Castle Road but will be encouraged to park their bikes at the cycle parking to the north of Castle Road and walk around the area. Providing additional cycle tracks and lanes throughout the Plan area will result in a wider crossing width for pedestrians to cross, which could deter pedestrian movements and detract from the target modal shifts attractiveness.</p> <p>The continuation of cycle tracks through the Gavan Duffy Place is also not considered to be beneficial due to the narrow carriageway and footpath along Dublin Street, which cannot accommodate a cycle track linkage.</p> <p>There is also a challenging gradient throughout the Plan area - the gradient from north to south on the proposed Gavan Duffy Place could encourage cyclists to travel at speed through this section. As the area is envisaged to be highly trafficked by pedestrians, there is a heightened risk of conflict should a pedestrian stray on to a cycle track. A shared area for vehicles and cyclists has therefore been considered most appropriate and has the added benefit of a heightened awareness between drivers and cyclists that can help to self-regulate speeds.</p> <p>The Council has recently adopted the County Walking and Cycling Strategy 2021-2026. This strategy aspires to create more cycle networks within the urban area as part of a wider network, which creates links between key urban locations including school, shops, businesses, and residential communities. The section proposed along Castle Street (Farney Road) is one such section linking Broad Road with the Shopping Centre, the car parks, the Monaghan Town Greenway route, the future development plots, and the wider town centre.</p>

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	<p>The Council is also working towards providing a range of active travel measures throughout the town and is in discussions with the National Transport Authority on further measures to facilitate and promote walking, cycling and public transport throughout the town and wider County.</p>
<p>Alleyways, Pedestrian Linkages, and Public Spaces</p>	
<p>The proposed street (to be called Gavan Duffy Place):</p> <ul style="list-style-type: none"> • Should not be built, there is no demonstration of need, it is not needed. • Creates a more hostile pedestrian environment along Dublin St, • Severs movement from The Diamond to Old Cross Square • Equal priority given to car / pedestrian • Severs pedestrian circulation on Dublin St • Has no active frontage • Is not a 'space' or 'place' • The addition of a footpath does not make it a high quality public realm. 	<p>The South Dublin Street and Backlands Regeneration Plan is part of the wider Dublin Street Regeneration Plan 2018, which was incorporated into the Monaghan County Development Plan 2019-2025 giving it a statutory basis. The Dublin Street Regeneration Plan 2018 draft design concept was published in 2017 and the local community were invited to engage with the design team (Sheridan Woods – Architects & Urban Planning Consultants) to provide feedback and comment on the core regeneration aspects of the concept and strategy. All the issues raised at that stage were taken on board and addressed in the final report.</p> <p>These draft proposals are the initial phase of the South Dublin Street and Backlands Regeneration Plan, which focus on the delivery of the core infrastructure, public realm and services/utilities to support the wider scheme. It is considered that these draft proposals are in conformity with the original design concept and the objectives of the Monaghan County Development Plan 2019-2025</p> <p>This original design concept proposed the creation of a new street and space (proposed as Gavan Dufy Place - GDP) linking Dublin Street through to its backland areas, creating opportunities for new development, with the aspiration of reinvigorating the town centre. It aims to open up Dublin Street, removing considerable overshadowing, encouraging natural light into the area to create a natural draw into the wider area, to encourage pedestrians to move throughout the area with ease.</p> <p>The design of the proposed Gavan Duffy Place has evolved as a shared space, with the aim of enhancing / encouraging prioritising pedestrian movement within the area, encouraging greater footfall – the design includes a clear definition between pedestrian and vehicular areas through careful location of street furniture, new planting, and use of paving materials, which will create a distinct and separate space within the streetscape. The detailed design of this concept now proposes a flush, shared surface with high quality natural stone paving giving priority to pedestrians within the area, which connects into the new and improved alley ways, encouraging connectivity and activity in the surrounding areas. It is also notable that this area is a flexible space, in that it can be closed off to the public and utilised as a civic space for festivals or markets.</p> <p>The draft proposals are now incorporating new voids (windows and doors) into the new gable elevations to ensure that the adjacent commercial activities can spill out onto Gavan Duffy Place, creating activity and vibrancy, and adding an element of natural surveillance to the new space. The creation of the new space provides many opportunities for new</p>

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	<p>development / redevelopment in adjoining plots in the future, to enhance the active frontage and architectural quality of the area.</p> <p>The original design identified the removal of several buildings (some derelict) along Dublin Street to enable delivery of this new urban space and the creation of two new development plots. These future development plots are core components of the regeneration plan and are integral to realising the regeneration benefits throughout the town centre. They provide an opportunity to redevelop underutilised land, create new urban fabric and streetscape, and reinvigorate this section of the town centre. The creation of the proposed Gavan Duffy Place compliments this, and creates an opportunity bring people into the heart of this new Quarter, creating an attractive light space to spend time in.</p> <p>The detailed design of the proposal seeks to improve pedestrian linkages and circulation around the town centre and through Dublin Street (South) in particular. The improvements to and opening up of pedestrian linkages from Dublin Street provides the opportunities for various retail, commercial and retail services to open out onto the new high quality public area, inviting footfall, within a safe attractive area with high quality lighting. The improvements to these linkages along Dublin Street, in addition to new signage throughout the scheme will ensure that footfall is encouraged and promoted throughout the wider area.</p>
<p>The proposed Courthouse Square is not a square, it is a car park</p>	<p>The original design concept proposed within the Dublin Street Regeneration Plan 2018 proposed to redefine the area to the rear and side of the courthouse as a new major public space. It was envisaged that the space would be multi-functional, providing a flexible space for outdoor gatherings / events (such as farmers markets), whilst allowing for day to day parking. It would be designed with high quality materials and appropriate soft landscaping.</p> <p>The draft design proposals have achieved the objective of a flexible multi-functional space, through the reconfiguration of the existing parking layout, and improvements to the new public realm.</p>
<p>Concerns were raised that the alleyways will attract anti-social behaviour. It is critical that good lighting is provided to create a safe and secure place for walking. At moment, the town centre is not safe for women walking on their own.</p>	<p>A core element of the original design concept was development of new and improvement of existing pedestrian linkages between the town centre, Dublin Street, and the backlands area to improve pedestrian circulation, increase footfall, and make the area more attractive to the public.</p> <p>A key design aim was to ensure that all new links were safe, attractive, well-lit, and deterred anti-social behaviour. To this end, the proposals include:</p> <ul style="list-style-type: none"> • New LED lighting to be provided to all linkages proposed for inclusion within the scheme to provide a well-lit and welcoming environment. • No seating to be provided in the linkages to reduce potential for linkages to become a 'gathering' area / anti-social behaviour • Linkages to be free from other street furniture (as far as reasonably possible) to provide clear forward visibility for pedestrians – to create a welcoming and safe through route.
<p>Clarification on whether the alleyway between NS / Ulster Bank is to get a facelift.</p>	<p>This location was not included in the original Dublin Street Regeneration Plan 2018, and therefore does not form part of the current scheme.</p>

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<p>The proposed connections can be improved without the demolition of historic buildings</p>	<p>The South Dublin Street and Backlands Regeneration Plan is part of the wider Dublin Street Regeneration Plan 2018, which was incorporated into the Monaghan County Development Plan 2019-2025 giving it a statutory basis. The Dublin Street Regeneration Plan 2018 draft design concept was published in 2017, and the local community were invited to engage with the Council and their design team (Sheridan Woods – Architects & Urban Planning Consultants) to provide feedback and comment on the core regeneration aspects of the concept and strategy.</p> <p>This original design concept proposed the creation of a new urban space to be called Gavan Dufy Place (GDP) linking Dublin Street through to its backland areas, creating opportunities for new development, with the aspiration of reinvigorating the town centre. The aim is to open up Dublin Street, removing considerable overshadowing, encouraging natural light into the area to create a natural draw into the wider area, to encourage pedestrians to move throughout the area with ease.</p> <p>The original design identified the removal of several buildings (some derelict) along Dublin Street to enable delivery of this new street and the creation of two new development plots. These future development plots are core components of the regeneration plan and are integral to realising the regeneration benefits throughout the town centre.</p> <p>They provide an opportunity to redevelop underutilised land, create new urban fabric and streetscape, and reinvigorate this section of the town centre. The creation of Gavan Duffy Place compliments this, and creates an opportunity bring people into the heart of this new Quarter, creating an attractive, light space for the community and visitors to spend time in.</p>
<p>The proposals focus on creating vehicle links not pedestrian links</p>	<p>The South Dublin Street and Backlands Regeneration Plan is part of the wider Dublin Street Regeneration Plan 2018, which was incorporated into the Monaghan County Development Plan 2019-2025 giving it a statutory basis. The Dublin Street Regeneration Plan 2018 draft design concept was published in 2017 and the local community were invited to engage with the design team (Sheridan Woods – Architects & Urban Planning Consultants) to provide feedback and comment on the core regeneration aspects of the concept and strategy.</p> <p>The proposed Gavan Duffy Place has been designed as a shared space which prioritises pedestrian movement within the area – the design includes a clear definition between pedestrian and vehicular areas through careful location of street furniture, new planting, and use of paving materials, which will create a distinct and separate streetscape</p> <p>The detailed design of the proposal seeks to improve pedestrian linkages and circulation around the town centre and through Dublin Street (South) in particular. The improvements to and opening up of pedestrian linkages from Dublin Street provides the opportunities for various retail, commercial and retail services to open out onto the new high quality public area, inviting footfall, within a safe attractive area with high quality lighting. The improvements to these linkages along Dublin Street will create a more permeable and attractive pedestrian network, complimented with new signage to encourage footfall throughout the town centre.</p>

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	<p>These draft proposals are the initial phase of the South Dublin Street and Backlands Regeneration Plan, which focus on the delivery of the core infrastructure, public realm and services/utilities to support the wider scheme.</p>
<p>Along Castle Road, there is no active kerbside frontage, only car park, blank façade and a service yard, which does not create an inviting and desirable entrance to the town.</p>	<p>The proposals for Castle Road include a realignment of the area to provide pedestrian and cycle facilities. The service yard and boundary fencing are a core part of the circulation and servicing operations for the Tesco and the Shopping Centre, which must remain for operational reasons.</p> <p>The Council and the Design Team have engaged with both Tesco and the Shopping Centre, during the public consultation, and communicated that this area would benefit from design improvements to improve the aesthetics and animation along the service yard.</p>
Demolition / Building Removal	
<p>Concerns raised regarding the demolition of No.10 Dublin St and the loss of important heritage for Monaghan – this should be resisted.</p>	<p>The South Dublin Street and Backlands Regeneration Plan is part of the wider Dublin Street Regeneration Plan 2018, which was incorporated into the Monaghan County Development Plan 2019-2025 giving it a statutory basis. The Dublin Street Regeneration Plan 2018 draft design concept was published in 2017, and the local community were invited to engage with the Council and their design team (Sheridan Woods – Architects & Urban Planning Consultants) to provide feedback and comment on the core regeneration aspects of the concept and strategy.</p> <p>This original design concept proposed the creation of a new street (to be called Gavan Dufy Place - GDP) linking Dublin Street through to its backland areas, creating opportunities for new development, with the aspiration of reinvigorating the town centre. The original design identified the removal of several buildings (some derelict) along Dublin Street to enable delivery of this new street and the creation of two new development plots. These future development plots are core components of the regeneration plan and are integral to realising the regeneration benefits throughout the town centre.</p> <p>It is understood that the original design concept considered a number of options to create an opening along Dublin Street, to facilitate pedestrian permeability and vehicular movements through to the backlands. This concluded that the current location was preferable on the basis there were opportunities to form an attractive space context with the stone fronted façade on Dublin Street (North), loss of a reduced level of recently constructed backland development, increased potential for the reuse and adaptation of existing historic gables and facilitates an appropriate space width.</p> <p>As part of a separate legislative process, the Monaghan County Council Elected Members voted to remove No.10 Dublin Street from the Record of Protected Structures. The Members considered several aspects within their decision making process. This included comments and submissions from the public made following a statutory consultation process. A detailed report was prepared which included an assessment of the conservation and heritage value of the existing building, which was the birth place of Charles Gavan Duffy. This report concluded that whilst the social significance of the location remains, the building itself has limited architectural significance, and its overall significance has been compromised by the internal and external alterations over the past number of years. In addition, they considered the</p>
<p>No 10 is a building of historical significance and should not be demolished.</p>	
<p>Dublin St should remain as existing; it is a beautiful traditional street with buildings that have stood the test of time. It should be preserved for future generations.</p>	
<p>All for buildings on Dublin St should be retained and restored within the historic street</p>	
<p>Dublin St should be regenerated to make the most of its wonderful character and historic streets (to make it buzzing with</p>	
<p>No 10 should be restored and used as a visitors centre.</p>	
<p>Demolition rather than construction is short term planning</p>	
<p>No 10 should become a National Heritage</p>	
<p>The removal of buildings to create a road is not integration, is not contemporary with current planning and urban design, and does not compliment built heritage.</p>	
<p>A mural will not improve the historical significance of the site / person.</p>	
<p>The removal of the buildings of heritage value will destroy our heritage.</p>	

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	<p>benefits which could be gained over a longer term, through the South Dublin Street and Backlands Regeneration project, as well as the new opportunities it presents to celebrate the birthplace and life of Charles Gavan Duffy further as part of the wider project.</p> <p>The Design Team are considering further options to embrace the heritage value of the area within the draft design proposals to celebrate Charles Gavan Duffy.</p>
Consultation	
<p>Queries over the extent of landowner engagement to date, and a request that engagement with the relevant landowners continues.</p>	<p>The Council and the Design Team have made considerable efforts to identify all landowners involved in the study area. All known landowners and key stakeholders have been contacted as part of the consultation process and the Council and Design Team are committed to continuing this engagement as the project progresses. A Valuation Office has been engaged by the Council for the project and negotiations have commenced and are ongoing with affected property owners within the scheme area.</p>
<p>The Consultation Event should be a drop in event – the appointment system could deter elderly people from attending.</p>	<p>As a public body, the Council is committed to carrying out consultation exercises in a safe and accessible manner. In the context of COVID restrictions at the time of consultation, Government guidance precluded the holding of a ‘drop – in’ event.</p> <p>It should be noted that the events were advertised in the local newspaper, on social media and on the Council website. In addition, there was a letter drop within and adjacent to the study area alerting the public to the project and its consultation exercise, and the landowners and key stakeholders were contacted directly.</p> <p>There was an option for attendance at the appointment only event, a telephone consultation, submission of a feedback letter via post or an email submission to ensure as many people as possible had optimum options to provide representations to the process.</p>
<p>The legend in the drawings does not cover all aspects proposed. Some elements are not consistent over all drawings e.g. proposed walkway.</p>	<p>All drawings and design information have been reviewed for consistency and accuracy.</p>
Land Ownership	
<p>Query over whether landowners had been contacted.</p>	<p>The Council and RPS Design Team have made considerable efforts to identify all landowners involved in the study area. All known landowners and key stakeholders have been contacted as part of the consultation process and the Council and Design Team are committed to continuing this engagement as the project progresses. A Valuation Office has been engaged by the Council for the project and negotiations have commenced and are ongoing with affected property owners within the scheme area.</p>
Other Issues Raised	

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<p>The proposed street names require further discussion / consideration:</p> <ul style="list-style-type: none"> • There is a road off Old Cross Square which is currently named and referred to as the Mall; therefore the new road should be amended in this context; • Farney Road is not acceptable name for the realigned road, due to: <ul style="list-style-type: none"> ○ It is not inclusive for all religions. Any new name should reflect all the communities within the town. ○ Future street names should not be named after deceased people. ○ It relates to South Monaghan not the County. ○ Oriel Way / Oriel Road is a suggested alternative. 	<p>The street names identified in the draft design proposals were proposed within the Dublin Street and Backlands Regeneration Plan 2018 and carried through to the South Dublin Street and Backlands Regeneration scheme. The draft design proposals for public consultation continued to utilise the proposed street names for ease of reference.</p> <p>However, the Council acknowledge and appreciate that the naming of streets is an important part of any development process and endeavour to consider this aspect further with the Elected Members subject to grant of planning approval.</p>
<p>This project should not be progressed / project direction should be changed:</p> <ul style="list-style-type: none"> • There are alternative options to increase footfall • There are alternative options to increase visitors to businesses in Dublin Street, • Consideration should be given to increasing development funding for existing businesses and increasing grant start up for new businesses. • The backlands can be developed without damaging Dublin Street, if done correctly • Businesses are currently struggling, and livelihoods will be further compromised 	<p>The Council is committed to delivering the comprehensive regeneration proposals set out in the Dublin Street Regeneration Plan 2018, to improve and reinvigorate the centre of Monaghan Town. This commitment is endorsed by the incorporation of the Plan in the County Development Plan 2019-2025, and the design proposals should be developed in accordance with its objectives.</p> <p>The Council is committed to the regeneration of Monaghan town centre, and this project represents a significant investment in Dublin Street and its backlands, with the aim of reinvigorating the urban structure, providing new infrastructure and services, and creating attractive new development areas for new uses. It directs funding to the heart of the town centre, to improve aspects such as public facilities and services, for the people of Monaghan – the residents, users, visitors and tourists alike</p> <p>In addition, these proposals formed the basis for a successful bid for funding from the Urban Regeneration and Development Fund (established through the National Development Plan 2018-2027) to deliver the wider regeneration project, and bring considerable benefits to the people who work, visit and spend time in Monaghan town centre.</p>
<p>Query on location of proposed water hydrants</p>	<p>The Council and the Design Team have been engaging with Irish Water, the Council Water Services Team, and the Fire & Civil Protection Team regarding the detail of various water infrastructure. The draft design proposals show the hydrants at locations near existing buildings.</p>
<p>The study should consider additional land close to the study area, which is available for redevelopment. Consideration should also be given to constructing a footbridge from the lower Courthouse Car Park to this site (Cormeen Cabinets Ltd, on Broad Road near the roundabout).</p>	<p>This location was not included in the original Dublin Street Regeneration Plan 2018, and therefore does not form part of the current scheme.</p>
<p>The proposal is a car park development, not regeneration (similar to entrance to the car park on Glaslough St to Swan Lake)</p>	<p>The boundary of the South Dublin Street and Backlands Regeneration Plan incorporates the two existing Courthouse car parks. These draft proposals are the initial phase of this Regeneration Plan, and focus on the delivery of the core infrastructure, public realm and services/utilities to support the wider regeneration scheme.</p>

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	<p>The scheme will deliver considerable regeneration benefits throughout the town centre, supporting new development opportunities, renewing the urban fabric, and encouraging people to spend more time in the urban area. The planned investment in the public realm and streetscape will deliver considerable environmental quality and physical amenity improvements, with a mix of new high quality natural stone surfacing, new street trees, high quality street furniture and street signage, to enhance and compliment the town centre experience, both functionally and aesthetically.</p> <p>Car parking is one element in the overall regeneration scheme, and these draft proposals will reduce parking provision within the Courthouse car parks, which currently provides a mix of short and long stay parking, managed by the Council. There is community, business and political support for adequate car parking facilities in this location, to support the wide range of town centre uses. The proposed reduction in spaces at this location (c.57 spaces) will be offset by new parking provision on the former Eircom site, therefore no overall loss of car parking is anticipated within the town as a result of this scheme proposal.</p> <p>It should be noted that the enhancements proposed to the public realm, cycle infrastructure, and pedestrian links will also encourage a modal shift away from the car and provide greater travel choices for those travelling to, from and within the town, in line with Government policies on sustainable travel.</p>
<p>All legal requirements need to be followed before demolition can take place, particularly protected structures (including newspaper adverts, Council meetings, laws of compliance etc)</p>	<p>Monaghan County Council and Design Team are committed to ensuring that the draft proposals are designed and delivered in accordance with the relevant statutory and legislative obligations set out in the Planning and Development Act 2000, as amended and the Planning and Development Regulations 2001, as amended.</p>
<p>Query on location of CCTV throughout the scheme in respect of existing proposals.</p>	<p>The Council can confirm that the existing CCTV proposals will be maintained, and discussions are ongoing between the design team, the Council and the Gardai regarding potential additional locations.</p>
<p>The car park area will remove retail activity from traditional streets leading to dereliction and decay in those streets. A retail impact assessment should be prepared and submitted as part of the planning application.</p>	<p>The boundary of the South Dublin Street and Backlands Regeneration Plan incorporates the two existing Courthouse car parks. These draft proposals are the initial phase of this Plan, which focus on the delivery of the core infrastructure, public realm and services/utilities to support the wider scheme and later phases of development. There is no new floorspace being generated by this proposal, therefore a retail impact assessment is not required. This scheme will be a catalyst for increasing footfall and retail activity within the traditional streets and will bring benefits to the area.</p> <p>Future development proposals for the newly created development plots will be subject to a detailed design process and a planning application. Should these proposals include retail use, such proposals will be assessed in terms of the prevailing planning policy and may include the requirement for a retail impact assessment.</p> <p>The proposals include the demolition of six existing buildings, four of these from the main Dublin Street. At this stage, three small units provide retail / retail services.</p>

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<p>Proposed land uses within the Plan area:</p> <ul style="list-style-type: none"> • People who live in existing apartments/houses or proposed apartments require high quality open space. • Residential development should not be proposed as part of the scheme, due to the lack of public open space, green infrastructure, and the views overlooking a car park and service yard. • Do not provide any detail of the uses provided on the two development plots – multi-national retail or residential uses should not be encouraged. • Do not include the regeneration of former shops and buildings, which could be used to help alleviate housing shortages 	<p>The draft proposals are the initial phase of the South Dublin Street and Backlands Regeneration Plan, which focus on the delivery of the core infrastructure, public realm and services/utilities to support the wider regeneration scheme to create an attractive investment location and a robust framework for future urban development. The draft proposals in this phase do not propose any new floorspace.</p> <p>Future development proposals for the newly created development plots will be subject to a detailed design process and a planning application. Should these proposals include residential use such proposals will be assessed in terms of the prevailing planning policy which includes a requirement for public and private amenity and communal open space.</p> <p>In respect of the future development plots created in this phase of the works, it is possible that residential uses will be considered, along with other town centre uses. Residential uses and living over the shop are encouraged within Monaghan Town Centre, and the Council welcome any proposals to increase residential properties within the study area. Residential is likely to be one of the uses to be considered within the future development plots to be created which should assist in addressing future housing shortages within the town and wider County.</p>
<p>The approach and application are contrary to:</p> <ul style="list-style-type: none"> • The County Development Plan 2019-2025 • National Planning Guidelines • International best practice for Market Towns. • Programme for Government • Town Centres First concept 	<p>The Council and Design Team are of the opinion that the proposals are compliant with national regional and local planning policy.</p> <p>The South Dublin Street and Backlands Regeneration Plan is part of the wider Dublin Street Regeneration Plan 2018, which was incorporated into the Monaghan County Development Plan 2019-2025 giving it a statutory basis. These Plans were developed in the context of prevailing national, regional and county planning and transportation policy, and their compliance was confirmed with their incorporation into the County Development Plan. The detailed design of the proposals has continued to evolve in the context of prevailing planning policy and complies with all current design and best practice standards.</p>
<p>The proposals contravene the National Biodiversity Action Plan:</p> <ul style="list-style-type: none"> • Public & private sector relevant policies will use best practice in SEA, AA and other assessment tools to ensure proper consideration of biodiversity in policies and plans • All public authorities move towards no net loss of biodiversity through strategies, planning, mitigation measures, appropriate off-setting and/or investment in blue-green infrastructure. 	<p>A Natura Impact Statement is being prepared to support and inform the proposals, and an ecological impact assessment is being prepared as part of the Environmental Impact Assessment (EIA) process.</p>
<p>The proposals are at odds with:</p> <ul style="list-style-type: none"> • The MCC Climate Change Adaptation Strategy 2019-2024 (G2, G4, G5) 	<p>In relation to Policy TP 2 in the current County Development Plan, the draft proposals are considered compliant in that they support the creation of cycling and walking facilities within this section of the town centre. In addition, RPS undertook a traffic modelling analysis to consider the impacts on the surrounding road network and adjacent junctions in the area. It concluded that redistribution of traffic is localised and will not significantly impact on the junctions. In addition, there is no floorspace proposed as part of this scheme, and therefore no new traffic generation to increase congestion.</p>
<p>The proposals are contrary to the Monaghan County Development Plan 201-2025:</p> <ol style="list-style-type: none"> 1. Policy TP2, in that they encourage traffic into The Diamond, Dublin St and Old Cross Square, which will increase congestion. 2. MP04 in that it directly contradicts this policy by demolishing 4 properties 	<p>In relation to Policy MPO 4, it is noted that the Council will encourage new developments which refurbish existing buildings and backlands to eliminate dereliction and reinforce the town centre. It is considered that the overall South</p>

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	<p>Dublin Street and Backlands project is aimed at regenerating the town centre and eliminating dereliction. The policy does not discourage proposals which do not include refurbishment of existing buildings.</p> <p>This project promotes a significant investment in the regeneration of this part of the town, with the aim of reinvigorating the urban structure, providing new infrastructure and services, and creating attractive new development areas for new uses. This project directs funding to the heart of the town centre, to improve facilities, services and health of the people of Monaghan – the residents, users, visitors and tourists alike.</p>
<p>Many former shops & buildings have been vacant and or derelict for a long time, they are too small to be viable as standalone retail spaces. If the units were able to incorporate part of the footpath or street into their retail space, this would become more attractive to retailers and would likely make retail units more economically viable and attractive.</p>	<p>The draft proposals are the initial phase of the South Dublin Street and Backlands Regeneration Plan, which focus on the delivery of the core infrastructure, public realm and services/utilities to support the wider regeneration scheme to create an attractive investment location and a robust framework for future urban development.</p> <p>The plot size and urban grain within the current spaces along Dublin Street are traditional in many market towns and are a characteristic / feature of Monaghan town. There are similar plot widths/grain throughout Glaslough Street, which has become a vibrant and lively shopping street. The aspiration is that these comprehensive proposals in South Dublin Street will help instil a new and improved streetscape and setting for all properties along Dublin Street, which will reinvigorate this area of the town. The reinvigoration of the pedestrian linkages will increase footfall and activity within the new spaces and will provide for many opportunities for new development or redevelopment in adjoining plots in the future.</p>
<p>Entrance / exit to Church Square should be pedestrianised</p>	<p>This location was not included in the original Dublin Street Regeneration Plan 2018 and does not form part of the current scheme design. The current operational movements around Church Square remain unchanged in the current design proposals (i.e. the existing ingress and egress routes on either side of the Courthouse and Church Square).</p>
<p>The proposals:</p> <ul style="list-style-type: none"> • Lack greenery and are unimaginative • Do not develop a high quality connection to the Shambles Water Body 	<p>The draft proposals are the initial phase of the South Dublin Street and Backlands Regeneration Plan, which focus on the delivery of the core infrastructure, public realm and services/utilities to support the wider regeneration scheme to create an attractive investment location and a robust framework for future urban development.</p> <p>The soft landscape proposals maximise the space available within new urban structure, providing new street trees - and reflect the existing species in the Diamond. The proposed tree species have been reviewed and discussed with the Council, including the maintenance department, and are considered suitable street trees. The future development of the new plots will include new, high quality built development which will include new amenity areas and hard landscape.</p> <p>The existing green space along the Shambles River is retained within the scheme, and consideration has been given to reinvigorating the street furniture and tree planting within this area, to ensure the design reflects the optimal use of the open space in this location.</p>

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<p>The pedestrian crossing on Farney Road / Castle St does not link to clear pedestrian desire lines and is an uncontrolled crossing – this should be a zebra crossing. Other crossing points and desire lines are not connected.</p>	<p>The Council and RPS Design Team can confirm that this is a courtesy crossing which has been designed in accordance with the relevant standards in Design Manual for Urban Roads and Streets (DMURS). In addition, desire lines have been considered throughout the scheme area and pedestrian crossings have been strategically placed to guide and connect pedestrians between the car park areas, various buildings, and town centre locations. All crossings within the design proposals are uncontrolled and support pedestrian priority.</p>

4 CONCLUSION

Monaghan County Council and RPS Design Team Consultants have undertaken meaningful and effective public consultation with the public, local community and various stakeholders in relation to the proposed development of South Dublin Street and Backlands Regeneration scheme, in line with best practice consultation guidance.

In the context of the ongoing COVID-19 pandemic during the relevant consultation period, the public consultation strategy utilised a range of methods to engage with citizens, local communities and stakeholders to gather views, comments and feedback on the draft design proposals. These methods were considered appropriate in terms of the nature, scope and complexity of the project, and has enabled active engagement and feedback on the project during the public consultation phase.

A total of 48 submissions were received during the consultation period, providing feedback on a range of issues, including the proposals for demolition, the historic nature of the streetscape, the importance of protecting the towns heritage, the active travel design measures, and the wider regeneration objectives/details.

All submissions made to the Council during the public consultation process were thoroughly reviewed and considered by Monaghan County Council and the Design Team Consultants. The previous table contains a summary of the issues raised, consideration of those issues and recommendations for amendments, where appropriate to the draft design proposals.

Having regard to the issues raised during the consultation process, additional architectural imagery depicting the amended design proposals and conceptual development proposals within the scheme area has been prepared. The objective of this exercise was to ensure that any design amendments continue to respect the guiding regeneration principles and embrace the aspirational vision for the wider area, as set out in the original Dublin Street Regeneration Plan 2018. This imagery has been uploaded to the Monaghan County Council website for reference in conjunction with this Summary Report.

Monaghan County Council and RPS Design Consultants would like to acknowledge and thank all members of the public, affected property owners, Elected Members, local community groups, local businesses and other relevant stakeholders who made a submission and participated in the public consultation process.