

South Dublin Street & Backlands Regeneration Project

Environmental Impact Assessment Report (EIAR)

rpsgroup.com

South Dublin Street & Backlands Regeneration Project

EIAR Volume I Main Report

Chapter

01

Introduction

CHAPTER 1 - INTRODUCTION

1.1 The Proposed Development

This Environmental Impact Assessment Report (EIAIR) has been prepared by RPS on behalf of Monaghan County Council (MCC) in respect of regeneration proposals for Dublin Street and its backland areas, in Monaghan Town Centre, Co. Monaghan.

The EIAIR has been revised as required to reflect changes to the proposal that are further set out in summary below and in further detail in Chapter 2, Project Description. EIAIR chapters are amended where the assessment of the amended proposals necessitated such change.

The following chapters and appendices have been amended to take account of the re-assessment of the revised proposals:

- Chapter 1: Introduction
- Chapter 2: Project Description
- Chapter 3: Scoping & Consultation
- Chapter 4: Noise
- Chapter 5: Flood Risk & Drainage
- Chapter 6: Water Quality
- Chapter 9: Traffic & Transportation
- Chapter 14: Townscape & Visual
- Chapter 15: Cultural Heritage and Architectural Heritage
- Non-Technical Summary

For the convenience and ease of reference of An Bord Pleanála and other interested parties reading this EIAIR any changes to the text have been completed in red font.

The design options have been further explored by the applicant and their specialist advisers in the context of the submissions made to An Bord Pleanála (ABP) and the Further information request dated 13th February 2023.

The applicant has sought to comprehensively address the issues raised. Outlined below is a summary of the actions undertaken by the Council and their professional support team in the consideration of the issues and in the development of appropriate revisions to the proposals:

- In response to the further information request issued on 13th February 2023, Monaghan County Council have engaged with the Department of Housing, Local Government and Heritage in relation to the issues and concerns raised in their submission. The Council held a meeting with the Department to discuss intended amendments to the proposed development to address relevant concerns. As detailed in the attached correspondence received from the Development Application Unit within the Department (EIAIR, Volume II Appendix 3B), the Department are now inclined to set aside observations detailed in their previous submission to An Bord Pleanála.
- To address concerns regarding active elevations for the existing properties adjacent to the proposed new pedestrian square (Charles Gavan Duffy Place), Monaghan County Council engaged architectural consultants to examine development options. MCC and the architectural consultants, in consultation with the relevant property owners, have prepared proposals for the redevelopment of the plots adjacent to the proposed new pedestrian plaza. These redevelopment proposals illustrate how the plots can be developed for residential and commercial use, which would support an active and vibrant square. The relevant floor plans, elevations, and visuals of the redevelopment proposals

for the relevant properties can be viewed at EIAR Volume II Appendix 2G CGDP Frontage Development. These proposals are located outside the defined red line boundary of the site submitted to ABP, and for procedural reasons it is consequently not proposed that they be formally considered as part of the scheme at this stage.

- Monaghan County Council's Housing Department in consultation with architectural consultants have prepared proposals for the development of social housing units (6 no. apartments) on the plot of No. 15 Dublin Steet which is adjacent to Monaghan Spice Restaurant (formally Peaky Blinders public house). The housing units have been designed in accordance with "Sustainable Urban Housing Design Standards for New Apartments", providing adequate living floor area, storage, amenity space and refuse storage. The relevant floor plans, elevations, and visuals for the proposed housing units can be viewed at EIAR Volume II Appendix 2H Social Housing Units Development.
- MCC have secured Stage 1 Approval from the Social Housing Capital Investment Unit in the Department of Housing, Local Government and Heritage ((EIAR Volume II Appendix 3C DHLGH Stage 1 Approval). The Local Authority believe this housing proposal supports the ambitions of the Housing for All and Town Centre First policies, and subject to the property acquisition, it is intended that this development proposal will be progressed under a separate planning application in the near future.

The detailed design proposals have been revised to address issues raised by the FI request. The revised proposals are set out in Chapter 2 Project Description. The EIAR has been updated to reflect the assessment of the revised proposals. Where the text of any chapter has been amended it is set out in red font to assist An Bord Pleanála and other participants in this process.

The proposed revised development proposals focus on a major regeneration scheme within Monaghan town Centre, which includes the following elements:

- The demolition of buildings and structures, including street frontage buildings No's 8-11 Dublin Street and associated outbuildings and structures; partial removal of the rear section of the Northern Standard building fronting the Lower Courthouse car park; storage sheds, walls, and fencing.
- Construction of structural masonry walls and new facades/side elevations to No's 7 and 12-13 Dublin Street.
- Creation of new urban structure comprising an enhanced hierarchy of streets and civic spaces, pedestrian pavements, steps, and cycle routes to provide new connections between Dublin Street, the backland quarter and the wider historic town centre.
- Construction of new fully pedestrianised civic plaza comprising new surfaces, kerbing, integrated seating and raised planters, pop-up power supplies, street lighting and trees, cycle parking and signage.
- Clearance, regrading and creation of two potential development areas with supporting embankments, hardcore surfacing and boundary fencing.
- New boundary treatments comprising walls, railings and fencing.
- Alterations to the existing car parking layouts within the Courthouse car park and Lower Courthouse car park, and a reduction in long stay parking spaces.
- Upgrading and installation of new utility services, CCTV, and a new ESB sub-station.
- All associated site development works

The proposed development incorporates properties at 7- 13 Dublin Street, lands to the rear of 1-9 The Diamond and 1-26 Dublin Street, incorporating sections of the Northern Standard property, the Courthouse car park, Lower Courthouse car park, Castle Road, and N54 Macartan (Broad) Road, in the townlands of Roosky and Tirkeenan, Monaghan Town Centre, Monaghan, and covers approximately 2.72ha of the town centre.

The Council has developed these regeneration proposals as part of their commitment to delivering the **Dublin Street Regeneration Plan 2017**. This Plan sets out a strategic regeneration vision and strategy for this part of the town centre, which focuses on consolidation of the urban structure, to create new streets and public spaces which integrate seamlessly with the existing town centre and introduce a new backland 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. These proposals represent the short-term vision for the lands south of Dublin Street, which aims to create a strong urban framework for developing new urban quarter or neighbourhood in the town centre, and focuses on:

- Upgrading existing public spaces, streets, spaces, and footpaths.
- Creating new connections, with new streets and **a new fully pedestrianised civic plaza (Charles Gavan Duffy Place)** that enhances the urban structure and **connects Dublin Street through to its backland areas, opening up new sites for development, enhancing pedestrian linkages throughout this area and encouraging people into the area.**
- Provision of new high quality public realm incorporating footpaths, street furniture, signage, landscaping etc.

The intention is that this new high quality public realm will set the standard for and attract future new developments into the area and will also encourage the reuse and adaption of existing buildings and structures. It is anticipated that proposals for any new development and/or the reuse/adaption of existing buildings within this area, will come forward as separate planning applications in the future.

Funding has been secured under Project Ireland 2040 through the Urban Regeneration Development Fund (URDF) to progress these works.

This Environmental Impact Assessment Report supports a planning application to An Bord Pleanála under Section 175 of the Planning and Development Act 2000 (as amended) which seeks full planning permission for the proposed development. This Report also includes a Nature Impact Statement

RPS prepared an EIA Screening Report on the basis that the proposal is identified as a class of development specified in Part 2, Schedule 5 Planning and Development Regulations. The project was screened under Category 10(b)(vi) Infrastructure Projects, and due to its size (Boundary of application site/red line is 2.72ha) at the early planning stages, it exceeded the size thresholds under this category for a proposal within a business district. As such the proposed development is considered an EIA development and this Environmental Impact Assessment Report (EIAR) has been prepared in support of the planning application, which will be submitted under Section 175 Planning and Development Act 2000 (as amended).

In tandem, RPS carried out a Screening for Appropriate Assessment (AA) to assess whether the proposed development, individually or in combination with any other plans or projects, was likely to have a significant effect on any European site. The report concluded that a Stage 2 Appropriate Assessment was required, and a Natura Impact Statement is included within the planning submission. The planning application also seeks permission under Section 177AE of the Planning and Development Act 2000 (as amended).

1.2 Site Location

The site of the proposed development is located in the central core of Monaghan Town Centre, Co. Monaghan. The site location is shown in Figure 1.1.

The site is located south / southwest of The Diamond and the main arterial route, Dublin Street, which flows through the town centre, and due north of Macartan (Broad) Road. It adjoins community, ecclesiastical, retail and commercial buildings to the northeast and west along The Diamond and Dublin Street. The Shambles River defines part of the southern boundary, with existing car parking to the south/east, and a large shopping complex (Monaghan Shopping Centre) and car parking to the south/west.

The site currently comprises several retail /commercial buildings (both vacant and in-use) and back land areas comprising vacant / derelict land and properties, storage areas, and rear access points. It also contains extensive areas of existing car parking, roads/road infrastructure, pedestrian alleyways, and incidental green space.

The red line boundary of the proposed development works extends to approximately 2.72ha.

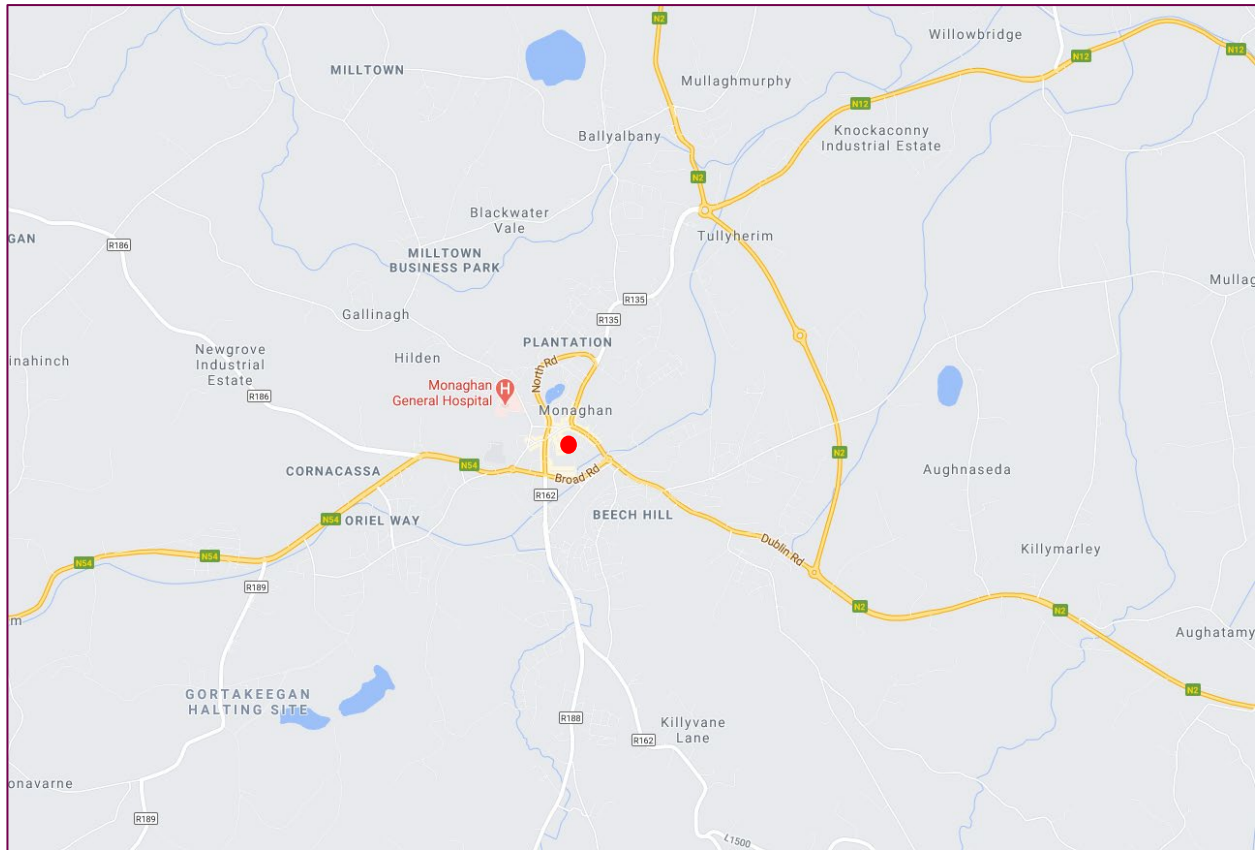


Figure 1.1 Site Location (Source: Google Maps 2021)

1.3 Environmental Impact Assessment Report (EIAR)

1.3.1 Proposed Structure

The proposed structure of the EIAR and the various environmental topics to be considered are set out in this section. The EIAR comprises:

- **Non-Technical Summary (NTS);**
- **Volume I Main Report;**
- **Volume II Technical Appendices; and,**
- **Volume III Technical Drawings & Figures.**

1.3.2 Schedule 6 Planning and Development Regulations Required Information

The EIAR will include all information identified in Schedule 6, Planning and Development Regulations 2001 (as amended), including:

- A description of the proposed development comprising information on the site, design, size, and other relevant features of the proposed development.
- A description of the likely significant effects on the environment of the proposed development.
- A description of the features if any, of the proposed development and the measures, if any, envisaged to avoid, prevent or reduce and if possible, offset likely significant adverse effects on the environment of the development.
- A description of the location of the development.

- A description of the physical characteristics of the whole development, including, where relevant, requisite demolition works, and the land–use requirements during the construction and operational phases.
- A description of the relevant aspects of the current state of the environment (baseline scenario) and an outline of the likely evolution thereof without the development as far as natural changes from the baseline scenario can be assessed with reasonable effort on the basis of the availability of environmental information and scientific knowledge.
- A description of the main characteristics of the operational phase of the development (in particular any production processes), for instance, energy demand and energy used, nature and quantity of the materials and natural resources (including water, land, soil and biodiversity) used.
- An estimate, by type and quantity, of expected residues and emissions (such as water, air, soil and subsoil pollution, noise, vibration, light, heat, radiation) and quantities and types of waste produced during the construction and operation phases.

The EIAR will also include a description of the reasonable alternatives studied by the applicant, which are relevant to the proposed development and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects.

1.3.3 EIA Amendment Directive (2014/52/EU)

On the April 2014, the EIA Directive (2014/52/EU) (the EIA Amendment Directive) was adopted by the Council of the European Union (EU) and amended Directive 2011/92/ELJ on the assessment of the effects of certain public and private projects on the environment. Article 2 of the EIA Amendment Directive required all Member States to bring the Directive into force by 16th May 2017.

The EIA Amendment Directive clarified aspects of the preceding Directive 2011/92/ELJ to bring it into line with intervening European Court of Justice (ECJ) judgements and introduced additional provisions and procedural options. Therefore, compliance with the EIA Amendment Directive (2014/52/EU) will automatically ensure compliance with Directive 2011/92/EU. In Ireland: the EU (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (SI 296 of 2018), came into effect on the 1st September 2018 and gave effect to Directive 2011/92/EU as amended by the EIA Amendment Directive.

An EIAR document is produced as the key component of the environmental impact assessment (EIA) process. It provides a description of:

- a) The baseline environment.
- b) Identification of the potential effects (if any - both positive and negative) that are predicted to be incurred as a result of the proposed development; and,
- c) A description of any control and mitigation measures required to avoid, reduce or eliminate such potential effects.

The EIA Directive and its implementing Regulations requires that an environmental impact assessment must identify, describe, and assess in an appropriate manner, in light of each individual case, the direct and indirect significant effects of a project on the following factors and the interaction between those factors:

- population and human health.
- biodiversity, and in particular species and habitats protected under Council Directives 92/43/EEC (the Habitats Directive) and 2009/147/EC (the Wild Birds Directive);
- land, soil, water, air and climate.
- material assets, cultural heritage and the landscape.

1.3.4 Reference Documents

This EIAR has been prepared in accordance with the requirements of the following legislation:

- Planning and Development Act, 2000 (as amended);
- Part 11 of the first Schedule of the European Communities (Environmental Impact Assessment (EIA)) (Amendment) Regulations, 1999 S.I. No. 93 of 1999);
- The Local Government Planning and Development Regulations 2001 — 2018 (S.I. No. 600 of 2001, and subsequent amending legislation); and,
- European Union (EU) (Planning and Development) (Environmental Impact Assessment) Regulations, 2018.

The following guidance was also considered in preparing this EIAR:

- EPA Advice notes on current practice in the preparation of Environmental Impact Statements (EPA, 2003).
- EPA Guidelines on the information to be contained in Environmental Impact Statements (EPA, 2002).
- European Commission Interpretation of definitions of project categories of Annex I and II of the EIA Directive (European Commission, 2015).
- European Commission Guidance on the preparation of the Environmental Impact Assessment Report (European Commission, 2017) (European Commission, 2001a).
- EPA Guidelines on the Information to be contained in Environmental Impact Assessment Reports (Draft) (EPA, 2022).
- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (Department of Housing, Planning and Local Government, 2017) (Department of Housing, Planning and Local Government, 2014 and
- EPA Guidance on Soil & Stone By-Products in the context of Article 27 of the European Communities (Waste Directive) Regulations 2011 (Environmental protection Agency (EPA), 2011).

1.3.5 Methodology

The methodology employed in the EIAR provides for a staged approach, which can be summarised as follows:

- **Scoping/ consultation exercise:** to be undertaken to compile relevant background data and identify issues and constraints.
- **Baseline surveys:** including walk-over visits, detailed specialist surveys and discussions with relevant statutory and other consultees to determine the nature and extent of the existing environment.
- **Identification of potential significant effects:** predicting the likely significant environmental effects of the development during construction and operation of the facility for the range of predicted uses as well as setting the scene for the identifying appropriate mitigation for the development.
- **Mitigation:** on-going development and description of mitigation proposals which will be incorporated into the project design as it evolves, including regular review and evaluation, to mitigate the potential environmental effects.
- **Monitoring:** if considered necessary, monitoring requirements may be identified for both the construction and operational phase of the development.
- **Residual and cumulative effects:** consideration of the residual effects remaining after mitigation.
- **Reporting:** preparation of the EIA Report, including Non-Technical Summary.

The assessment of whether the proposed development is likely to have significant effects on the environment will be undertaken through a variety of methods:

- Professional judgement and experience based on published guidance criteria
- Assessment of both temporary and permanent effects
- Assessment of cumulative effects
- Assessment of duration, frequency and reversibility of effects
- Assessment against local, regional and national planning policy
- Consultation with statutory and non-statutory consultees

Significance criteria will be based on the type of potential consequences, the probability of the consequence occurring and the magnitude of the consequence. Individual chapters set out the scale that will be used to evaluate significance of effect, thus providing a consistent approach throughout the EIAR. Each topic chapter will identify significant effects relevant to each topic having regard to this scale.

Table 1.1 sets out the chapters contained within Volume I of the EIAR.

Table 1.1: EIAR Structure

Document	Heading/Description
Non-Technical Summary	
Non-Technical Summary (NTS)	The NTS contains an overview of the proposed development and summarises the most salient points and findings of the EIAR in a non-technical language.
EIAR Volume I – Main Report	
Chapter 1	Introduction
Chapter 2	Project Description
Chapter 3	Scoping and Consultations
Chapter 4	Noise and Vibration
Chapter 5	Flood Risk and Drainage
Chapter 6	Water Quality
Chapter 7	Soils, Geology and Contaminated Land
Chapter 8	Terrestrial Biodiversity
Chapter 9	Traffic and Transportation
Chapter 10	Air Quality & Climate
Chapter 11	Waste
Chapter 12	Population and Human Health
Chapter 13	Land Use & Material Asset
Chapter 14	Townscape and Visual
Chapter 15	Cultural Heritage & Architectural Heritage
Chapter 16	Interactions
EIAR Volume II – Technical Appendices	
Technical Appendices	Appendix 2A Preliminary CEMP (pCEMP)
	Appendix 2B Preliminary DCWMP
	Appendix 2C Conditions Survey Report
	Appendix 2D Dublin Street Asbestos Survey Report
	Appendix 2E Northern Standard Asbestos Survey Report
	Appendix 2F Outdoor Lighting Report
	Appendix 2G: CGDP Frontage Proposals
	Appendix 2H: Housing Proposals
	Appendix 2I: Design Statement
	Appendix 3A An Bord Pleanála Scoping Opinion
	Appendix 3B: DHLGH Correspondence

Document	Heading/Description
	Appendix 3 C: DHLGH Stage 1 Approval
	Appendix 4A Baseline Noise Monitoring Survey
	Appendix 4B Construction Noise Assessment
	Appendix 7A Monaghan Public Realm Preliminary Risk Assessment Final March 2021
	Appendix 7B IGSL Ground Investigation Factual Report
	Appendix 8A Data Gathered from National Biodiversity Data Centre (NBDC)
	Appendix 8B Invasive Species Survey Report
	Appendix 8C Ecological Survey for Bats
	Appendix 9A Scoping Study
	Appendix 9B RSA Stage 1
	Appendix 9C Existing Traffic Flows
	Appendix 9D Committed & Base Traffic Flows
	Appendix 15A Photographic Record
	Appendix 15B Cultural Heritage Figures
	Appendix 15C Cultural Heritage Site Inventories
	Appendix 15D Previous Licenced Archaeological Excavations
	Appendix 15E Placenames Review
EIAR Volume III –Technical Drawings & Figures	
	CDG-DR-A-20-001 - Existing and Proposed Dublin Street Elevations (A2)
	A2156-Proposed Elevations to No.7 and No.12 Dublin Street -200-104
	Figure 5.1 CFRAM Flood Extents
	Figure 5.2 Flood Zone Map
	Figure 6.1 Site location in the Context of the WFD Sub Basins
	Figure 6.2 Water Framework Directive Water Body Status
	Figure 6.3 Natura 2000 Designated Sites
	Figure 8.1 Study Area
	Figure 8.2 Designated Sites
	Figure 8.3 Extended Phase 1 Survey
	Figure 14.2 Townscape Character Area
	Figure 14.2 Viewpoint Locations
	Figure 14.4a: Viewpoint 01 Dublin Street Looking East Existing View
	Figure 14.4b: Viewpoint 01 Dublin Street Looking East Proposed View
	Figure 14.5a: Viewpoint 02 Dublin Street Looking West Existing View
	Figure 14.5b: Viewpoint 02 Dublin Street Looking West Proposed View
	Figure 14.6a: Viewpoint 03 Farney Road Towards Gavan Duffy Place Existing View
	Figure 14.6b: Viewpoint 03 Farney Road Towards Gavan Duffy Place Proposed View
	Figure 14.7a: Viewpoint 04 Towards Courthouse Car Park Existing View
	Figure 14.7b: Viewpoint 04 Towards Courthouse Car Park Proposed Vie;
	Figure 14.8a: Viewpoint 05 Castle Road Existing View;
	Figure 14.8b: Viewpoint 05 Castle Road Proposed View
	Figure 14.9a: Viewpoint 06 Dublin Street towards Gavin Duffy Place to backlands Existing View
	Figure 14.9b: Viewpoint 06 Dublin Street towards Gavin Duffy Place to backlands Proposed View
	MGT0528-RPS-00-XX-DR-C-BU1001_Demolitions and Removals_P02.01 (Planning Issue)

Drawings, graphics and figures

Document	Heading/Description
	MGT0528-RPS-00-XX-DR-C-CS1014 - Long Sections (Planning Issue)
	MGT0528-RPS-00-XX-DR-C-DR1001 - Drainage (Planning Issue)
	MGT0528-RPS-00-XX-DR-C-UT1005 – Foul Sewer
	MGT0528-RPS-00-XX-DR-C-UT1002 – Watermain Works
	MGT0528-RPS-00-XX-DR-C-LA0001-01_Site Location_P02.02 (Planning Issue)
	MGT0528-RPS-00-XX-DR-C-LA0002-01_Topographical Survey_(Planning Issue)
	MGT0528-RPS-00-XX-DR-C-RM1001 - Road Markings (Planning Issue)
	MGT0528-RPS-00-XX-DR-C-SC1001 - Site Clearance (Planning Issue)
	MGT0528-RPS-00-XX-DR-C-SK0013 - ESB SUBSTATION (Planning Issue)
	MGT0528-RPS-00-XX-EW-C-EW0001 - Earthworks (Planning Issue)
	231932_DSS_OP_G_100-1_ _General Arrangement (Planning Issue)
	231932_DSS_OP_G_101-1_General Arrangement Key Plan 1
	231932_DSS_OP_G_102-1_General Arrangement Key Plan 2
	231932_DSS_OP_G_103-1_General Arrangement Key Plan 3
	MGT0528-RPS-00-XX-M2-C-KP1003_Construction Details (Planning Issue)
	MGT0528-RPS-00-XX-M2-C-KP1004_Northern Standard Elevation (Planning Issue)
Additional Plans & Images for lands outside application site (subject to separate planning process)	
	A2156-CGDP East Edge Development - Proposed Plans & Elevations -200-102
	A2156-CGDP West Edge Development - Proposed Plans & Elevations -200-101
	A2156-Housing Development Site- Proposed Plans & Elevations -200-103.
	DSS - Revised Housing Elevation & Visuals
	CGDP - Images
	Alleyways - Images

This structure facilitates incorporation into the EIAR of those environmental topics both highlighted by and scoped in by Scoping Opinion and as specified in the EIA Regulations and allows those topics to be comprehensively assessed.

1.3.5.1 Accidents & Major Disasters

In ABPs Inspectors Report (ABP-309071-21), dated 23rd April 2021, a request was made to assess major accidents and disasters. The specific text is as follows:

The EIAR should also provide an assessment of the expected effects arising from the vulnerability of the project to major accidents and disasters that are relevant to the project. These risks should be considered in the context of the factors of the environment.

In accordance with the recommendation from ABP and with reference to the EPA guidance (May 2022)¹, the risk of accidents and unplanned events which may be caused or have an impact on the proposed

¹ Guidelines on the information to be contained in Environmental Impact Assessment Reports, EPA May 2022

development have been assessed. A risk-based approach has been employed and is referenced in the following chapters and appendices:

Chapter 6 Water Quality

Chapter 7 Soils, Geology & Contaminated Land

Chapter 8 Biodiversity

Chapter 10 Air Quality & Climate

Chapter 11 Waste

Appendix 2A Preliminary CEMP (pCEMP)

1.4 Cumulative Effects

1.4.1 Definition of Cumulative Effects

This EIAR considers and assesses the potential for cumulative effects arising from the proposed development in association with other developments as detailed below in Table 1.2.

The cumulative effects of a development refer to the way in which an environmental resource may be subject to a particular type of impact from more than one proposed development. The impacts from multiple projects may overlap or act in combination at a particular location or upon a particular resource, thereby leading to more significant environmental impacts than if the impacts were considered in isolation.

The EIA Directive 2014/52/EU specifies at Annex III that:

"the likely significant effects of projects on the environment must be considered [...] taking into account [inter alia] the cumulation of the impact with the impact of other existing and/or approved projects"; and at Annex IV that "a description of the likely significant effects of the project on the environment resulting from, inter alia [...] the cumulation of effects with other existing and/or approved projects, taking into account any existing environmental problems relating to areas of particular environmental importance likely to be affected or the use of natural resources" is required.

1.4.2 Cumulative and In-Combination Impacts

Cumulative effects are assessed in each chapter in respect of impacts resulting from the accumulation of impacts generated by the proposed development on the same receptors and the impacts potentially arising from adjacent or nearby developments together with those predicted for the proposed development.

The following guidelines and publications were considered when determining the other projects to be considered for their potential to generate cumulative effects with the proposed development:

- European Commission (EC) Guidelines for the Assessment of Indirect and Cumulative Impacts (1999).

The first step in determining cumulative effects comprised the identification of a list of:

- Projects which may have the potential to overlap with the proposed development based on available information.
- Projects for which a development consent application has been submitted or consent granted were included.

- Projects whose impacts could foreseeably overlap with the construction or operation of the proposed development or where construction impacts may be consecutive but cumulative, were considered.

Cumulative effects are changes to the environment that are caused by an action in combination with other actions. They can arise from a number of sources, where relevant, including:

- the interaction between all of the different projects in the same area; and
- the interaction between the various impacts within a single project.

The cumulative effects of the proposed development, in conjunction with other proposed projects, are considered within each topic chapter. Relevant developments considered within the cumulative assessments include those which are:

- under construction;
- permitted, but not yet implemented;
- submitted, but not yet determined; and
- identified in the Development Plan (recognising that much information on any relevant proposals is limited).

Each topic chapter further considers whether there are significant cumulative effects which are likely to arise as a result of interaction between effects as part of the same project, so as to identify potential secondary, cumulative or synergistic effects.

1.4.2.1 Planning History

A planning history search was carried out to establish the most recent planning applications within and immediately adjacent to the site boundary, for the purposes of cumulative assessment. Several applications were identified as small scale new development, change of town centre uses, and refurbishments to existing buildings within the immediate area. It is unlikely that any of these will result in any significant cumulative effects on the environment.

One notable application is an extant permission granted in 2019 at No 24 Dublin Street, for a change of use from residential use to retail commercial uses, including alterations and extensions.

Table 1.2 identifies all those projects which have been assessment with regards to cumulative impacts. As part of this review, several other larger planning applications were considered, however discounted due to the distance from the scheme and were highly unlikely to have significant cumulative impacts.

Table 1.2: Projects to be assessed for Cumulative Impacts

Planning Reference	Address	Applicant	Proposal	Current Status
17453	Land at the junction of Macartan Road (N54) and the R162 Glen Road, Monaghan Town	Aldi Stores	Discount Foodstore (single storey), gross floor area 1814 sqm & associated works	Approved
2015	Existing Go Filling Station, Mall Road, Monaghan Town (opposite Farney Rd)	Lissan Coal Co Ltd	Redevelopment of existing Filling Station Forecourt, for an unattended 24hr filling station (retain signage, new pumps, kerbing, boundaries, drainage etc)	April 2018
9830001	New Road Tirkeenan Monaghan	Frank Kierans	Proposed modifications to site layout including proposed public entrance at existing works entrance position also proposed redestrian access walkways at development	Refused May 1998
9630020	Tirkeenan Monaghan	Frank Kierans	Mixed Development comprising of commercial/retail units/apartments/associated car parking and associated development works	Sept. 1996
19474	Rear of 6/7 The Diamond, Roosky Td., Monaghan	JCEP Developments Ltd.	Permission to develop a mixed-use residential/commercial infill development. The proposed development is to contain 25 no. apartments arranged in two blocks over 4/5	Refused December 2019

			floors, linked via landscaped courtyard garden with lower level office/storage space beneath.	
ABP-306360-20	Site to the rear of No & 7 The Diamond, Rooskey TD, Monaghan, Co Monaghan	JCEP Developments	Mixed Use residential and commercial development	Dismissed (on Appeal) Sept. 2020
9530014	Diamond Monaghan	Northern Standard	Increase height of existing boundary wall	Unknown
1230003	Rooskey, Monaghan	DPT Mixed Use Dev. Ltd	Reinstate original ground levels to provide car park for 239 car, lighting, trolley bays, parking meters, bring-bank facility & reinstatement of boundary wall, fences & gates to Monaghan First Presbyterian Church (Protected Structure)	April 2012
0430079	Nos. 8 & 9 The Diamond & No. 1 Dublin Street	Kieran McGuigan	Demolish all buildings to the rear of the offices of Monaghan Town Council whilst protecting & retaining intact the protected facade of the above mentioned building & construct New 5 storey over ground Hotel complex with two storey underground car park	February 2005
PL72.214598	Nos 8 & 9 The Diamond & 1 Dublin Street Monaghan	Kieran McGuigan	Demolish existing structures & construct a hotel with two-storey ug car parking. Refused on impacts on character, protected structure, nuisance, amenity and substandard form	Dismissed (on Appeal) April 2006
9930095	8 The Diamond, Monaghan	Kieran McGuigan	Change of use of first floor living accommodation to offices, second floor living accommodation to 2 No. Apartments, Construct new extension incorporating new offices on first floor, 6 No. Apartments on second floor on top of premises already granted Planning Permission on foot of M.U. 74/97 - 8 The Diamond, Monaghan and M.U. 75/97 - 9 The Diamond, Monaghan with accommodation stairs, roof garden and ancillary works at premises currently known as Aladins Cave and Top Lady.	January 2000
0130018	The Diamond, Monaghan	Kieran McGuigan	Change of use of first floor living accommodation to Offices, second floor living Accommodation to 2 no. Apartments, construct new extension incorporating new offices on first floor, 6 no Apartments on second floor on top of premises already granted	Sept. 2001
0430054	No.8 The Diamond Monaghan	Kieran McGuigan	Alterations & material change of use premises. The development will consist of the following (a) Extension of coffee shop known as Greedy B into premises known as Fe.Mail.Com (b) change of use of premises known as Fe.mail.com from commercial unit to a licensed coffee shop/restaurant (c) change of elevation including new shop-front, new entrance & erection of new signage. This application relates to a protected structure in an area of Architectural Conservation.	April 2005
23109	8 The Diamond, Monaghan, Co. Monaghan	Kieran McGuigan	permission for a development consisting of a change of use from the current permitted use of a bank/financial institution related to a restaurant with takeaway use and all associated site works. This application relates to a protected structure and these premises are also situated in an architectural conservation area.	Approved April 2023
0330023	Nos 2 & 3 Dublin Street Monaghan	Terry Connolly	Full planning permission to demolish single and two storey rear extensions and replace with 3 storey extension consisting of ground floor shop and extension of 2 no. existing shop units, erection of 2 no. shop fronts, first and second floor offices and extension of existing residential accommodation and associated site works at no.'s 2 & 3 Dublin Street, Monaghan.	July 2003
178011	Monaghan Town Hall Building, Dublin Street, Monaghan	Monaghan CC	Permission to renovate and restore the former Town Hall which is a Protected Structure, to demolish the 1929 rear extensions to the	February 2018

			original structure and to erect a new single and 2 storey extension of office accommodation measuring 328m ²	
9630036	24 Dublin Street Monaghan	Thomas Sherry	Convert & renovate existing flat and store to dwellinghouse at rear of existing premises	October 1996
19465	24 Dublin Street Monaghan	Tony Sherry	Permission for development consisting of change of use of existing 2 storey stone buildings from residential use to commercial retail use, to include associated internal alterations, to construct an extension to the south west facing elevation (facing the town carpark) and all associated site works	March 2020
2360040	Sherry's Public House, No.24 Dublin St, Monaghan Town, Co. Monaghan	Tony & Bernard Sherry	permission for separation of public house and residential use, change of use of first floor rear rooms from public house to residential use, to form a public house 64m ² and a 4bedroom dwelling circa 223m ² . Works to comprise: 1. Reinstatement of entrance door in ground floor public house shopfront,2. Separating dwelling stairwell from public house use,3. Upgrading ground floor ceiling/1st floor to 1 hour fire rating,4. New window / door with guarding to 1st floor living room to south elevation, 5.removal of upper structure of existing rear kitchen to form new balcony with opaque glass screens/handrills, 6.widen existing window/door to new balcony to north elevation,7.relocate metal flue to rear west elevation,8.modification to 1st floor return modern internal partition layout,9.remove existing external metal fire escape stairs to side / south gable elevation,10.modification to 2nd floor return modern internal partition layout,11. Removal of modern wardrobes and replacement of section of partition wall to 2nd floor front bedroom,12.new rooflight to rear return northern elevation and all associates siteworks. Sherry's Public House is a protected structure	Approved April 2023
PL18.300998	24 Dublin Street, Monaghan Town	Tony Sherry	CoU from residential to retail/commercial use including extensions and alterations	Approved
0430080	No's 16-22 Dublin St., Rooskey Td, Monaghan Town	George Wright & Bellevue Tavern Ltd	(a) Demolish all buildings to the rear of the building known as "The Bellevue Tavern" whilst protecting and retaining intact the protected facade of the above mentioned building and construct a new building comprising of 3 no. ground floor shop units, one facing Dublin St. and the others facing the public right of way to public car park with 3 no. first floor and 3 no. second floor self contained apartments over together with connection to all existing services and all ancillary site works, shop fronts and signage. (b) construct new ground floor licensed premises to rear of No's 15,16,17,18,19,20,21 & 22 Dublin street which will front onto public access to the car park and the public car park with first floor office space over and 4 no. self contained apartments on second floor, provide on site car park space for 11 no. vehicles and ancillary bin storage and access to car parking spaces. (c) connect to all existing town services and all ancillary site works	February 2005
1130022	Nos 22 & 23 Dublin Street, Monaghan	Gerard Trainor	(a) Alterations and extension of existing Butcher Shop (No. 22 Dublin Street) to extend into adjacent building (No. 23. Dublin Street). (b) Provision of new shop front and signage. (c) Alterations and rear extension at first floor level above Flower Shop (No. 23 Dublin Street) to provide independent access to the existing apartment above existing Butcher Shop (No. 22 Dublin Street), the further information/ revised plans consist of the following: Omission of the	April 2012

			alterations and rear extension at first floor level above Flower Shop (No. 23 Dublin Street) to provide independent access to the existing apartment above existing Butcher Shop (No. 22 Dublin Street)	
030073	Nos. 16 & 17 Dublin Street Monaghan	Noel McConnell	Part Demolition, addition of two storey extension and refurbishment of existing public house	March 2001
9630043	The Shamrock Bar, 16 Dublin Street, Monaghan	Noel McConnon	New shop front and single storey extension to kitchen and stories to the rear	October 1996
0130072	No.13 Dublin Street, Monaghan	Helen Drum	Construct, alter rear elevations, demolish rear section of No.12 and change of use from retail to restaurant and takeaway at No.13 Dublin St. Construct one bedroom apartment to first floor and alter entrance to apartment to No.12 Dublin St. at this level. Construct two -bedroom apartment at second floor level	January 2001
0230024	No.12 & 13 Dublin St., Monaghan	Helen & Vincent Drum	Change of use of retail shop to Takeaway Restaurant. Extension to rear of premises & alterations to front elevations premises	July 2002
0630070	12 & 13 Dublin Street, Rooskey, Monaghan Town	Helen Drum	changes made to structure under previously granted planning reference M.T. 24/02. Retention planning permission is required for - Demolition of extensions to the rear of the property. Extension to existing apartments and construction of a new apartment to the rear of the property.	January 2007
0230030	No.11 Dublin Street, Monaghan	Leslie Crawford	Demolition of existing cold storage facility and storage areas, provision of one no. one bedroom apartment over existing retail unit including new concrete flat roof over existing food preparation room, to form access relocation of existing connection to town sewerage and water mains and all associated works	August 2002
0430085	No.11 Dublin Street, Monaghan	Leslie Crawford	Two N. Two storey townhouses, connection to town sewer and town mains and all associated site development works, all at the rear of premises	Refused Feb 2005
0030031	No.14 Dublin Street, Monaghan	Robert Scott	Pedestrian pathway, boundary walls and works to car park at rear of No.14 Dublin St	October 2000
0030084	Nos 9 &10 Dublin Street, Monaghan	Housten Scott	Demolish existing building & erect a funeral home to rear of Aileens & access onto public car park at 9 & 10 Dublin St	Refused Feb 2001
1330021	No. 2 Dublin Street, Monaghan	Thomas Hughes	Retention permission for COU of 3 shops to casino at ground floor of a 3-storey building, signage and all associated site works	May 2014
0230068	No. 2 Dublin Street, Monaghan	Thomas Hughes	To demolish existing single storey snooker hall and construct 3 storey building consisting of 3No. ground floor shop unit, first floor and second floor snooker halls and second floor offices and associated site works.	Aug 2005

There are several wider regeneration initiatives being progressed within the town at present. These have also been considered within the cumulative and in combination assessments. These are outlined in the subsequent sections.

1.4.2.2 Dublin Street Regeneration Plan 2017

The Dublin Street Regeneration Plan 2017 sets out a vision and framework for the overall regeneration of the wider Dublin Street area over the coming years. This has been incorporated in the County Development Plan 2019-2025, which provides a statutory basis to guide all redevelopment within the area.

The proposed development is the initial stage of the Dublin Street Regeneration Plan, which focuses on Dublin Street South and its backlands and focuses on creating a new urban structure with a new

streetscape, pedestrian, and cycle network, within this area to attract in new town centre development. Later stages of this Plan envisage a mix of new development accommodating new office, retail, commercial and community spaces, within new urban blocks opening onto the new streetscape and civic spaces.

As part of the Dublin Street Regeneration Plan, design principles and objectives are provided to guide the development of these plots in the future, in the form of potential building envelopes, heights, access and siting. High level guidance on potential town centre land uses at these locations is also provided. The proposed development creates two new large development plots to facilitate future new development in this location, and the design concept within the Plan suggests two potential, high level development options for these areas. For the purposes of the cumulative assessment, option 2 has been considered which comprises the following elements (as shown in Figure 1.2):

- Central development plot developed as a full urban block solution, with semi-basement car parking supporting major retail, or office, or hotel / mixed use commercial, or residential use, over 4-4.5 storeys in height;
- Eastern development plot developed for residential / commercial uses, over 3-storeys in height;

The proposed development does not include detailed proposals for these future development plots. It is anticipated that proposals for these plots will be brought forward by either the Council or third parties as separate planning applications for development at some point in the future and assessed under the relevant planning and environmental considerations at that time.

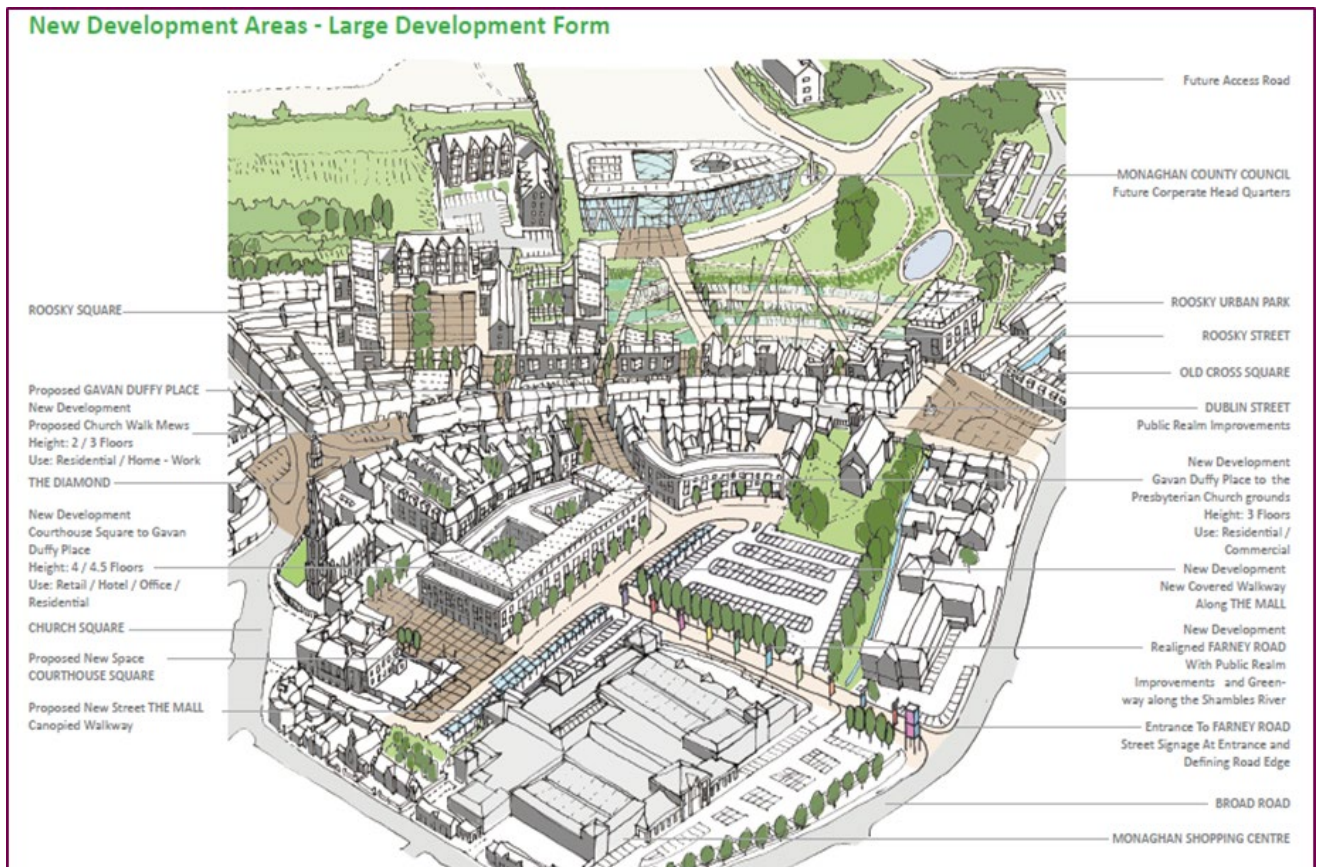


Figure 1.2: Option 2 – South Dublin Street

1.4.2.3 Dublin Street North Regeneration Plan 2022

The North Dublin Street and Backlands Scheme has also evolved from the overall Dublin Street Regeneration Plan, and funding has been secured to develop the conceptual detail for regeneration proposals throughout this area. This is area is the subject of a Local Area Action Plan and is supported by

the objectives of the Monaghan County Development Plan 2019 - 2025. The North East lands encompasses the lands outlined in Figure 1.4 overleaf.



Figure 1.3: Boundary of Dublin Street North lands

The Vision for these lands focuses on adopting a placemaking approach that makes sustainable use of the assets and potential of this town centre area, to create a desirable and convenient place to live, work and recreate through the reuse and adaption of existing structures, with new development areas to create new homes, with businesses and services that will create new employment opportunities. This will be achieved within a high-quality public realm that is connected to the existing street network, to achieve a sustainable urban quarter, providing increased footfall and population critical mass in Dublin Street, and the wider Monaghan Town Centre, that will underpin quality urban spaces, amenities, vibrancy and a diverse and vibrant town centre living environment that promotes people's health, happiness and well-being. The vision translates into a concept Regeneration Plan Strategy.

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

An architectural and urban planning consultancy team Sheridan Woods Architects & Urban Planners produced draft regeneration proposals for this area, which were placed on public consultation early 2022. Following public consultation and agreement with Elected Members, the final proposals were incorporated into the County Development Plan by way of variation in April 2022, giving statutory weight to the regeneration framework for this area.

The Dublin Street North Regeneration Plan provides a conceptual level of design detail for the future development parcels, within its design concept which is shown in Figures 1.4 and 1.5.



Figure 1.4: The Vision for the Dublin Street North area

A series of regeneration principles and objectives underpin the Regeneration Plan including the following:

- To adopt a placemaking approach that strengthens the role of Dublin Street and the Regeneration Plan Area as a place to live, shop, work, and do business.
- To create an attractive desirable place for people to live, shop, work and do business.
- To become an exemplar for sustainable town centre development.
- To create a sustainable residential and mixed use neighbourhood to compliment and strengthen the mix of uses in the town centre.
- To create an accessible and permeable neighbourhood and an enhanced pedestrian experience.
- To create an appropriate entrance to Monaghan Town from the east and tot the proposed Roosky Masterplan area.
- To provide a high quality public realm and attractive public spaces adopting a people first priority.
- To enhance the setting of historic buildings and consolidate the character of the area.
- Architectural design standards

The proposals and layout presented in Figure 1.4 is a concept strategy and indicative only. The regeneration of Dublin Street North will be subject to detailed design at a later date. It is anticipated that this development will be brought forward by the Council and/or third parties in the future and will be subject to separate planning application(s). Any relevant environmental assessments required would be requested as part of the planning process when a full level of design detail would be available.

1.4.2.4 The Roosky Lands Masterplan

Monaghan County Council recently acquired a land holding from the Health Services Executive Saint Davnets Campus in Monaghan Town Centre, with a view to redeveloping the lands for a range of town centre uses including residential and offices. This land (referred to as the Roosky Lands) lies directly north and northwest of Dublin Street, and directly adjacent to the Dublin Street North lands as shown in Figure 1.5 below:



Figure 1.5: Boundary of the Roosky Lands Masterplan

The Roosky Master Plan area offers a unique opportunity to make sustainable use of a significant portion of land within Monaghan town Centre. The vision for the Master Plan is to adopt a placemaking approach that makes sustainable use of this town centre area to create a desirable and convenient place to live, work and thrive through the provision of attractive, affordable urban housing, with businesses and services that will create new employment opportunities. This will be achieved with a high quality and accessible public realm with its own identity and sense of place, that promotes pedestrian and cycle movement, that integrates with the historic street network and built form to complement and enrich the architectural character of the area, creating a connected sustainable community in Monaghan Town Centre and place where people choose to live, work and invest.

The Vision translates into a concept Master Plan which comprises new streets and spaces that connect new urban spaces defined by a mix of uses and building forms and heights that create a strong sense of place and identity. The plan area integrates with the site topography, existing street network the distinctive character areas of Dublin Street, Old Cross Square, Roosky Vale and St. Davnet's and the Dublin Street North and Dublin Street South Regeneration Plans. The plan incorporates the Monaghan Civic Offices as a central part of the plan to act as a catalyst for the development of the overall Master Plan area.



Figure 1.6: The Vision for the Roosky Lands

An architectural and urban planning consultancy team (Sheridan Woods Architects & Urban Planners Ltd) produced a draft masterplan for this area, which was placed on public consultation early 2022. The Master Plan Strategy creates plateau and terraces to address the sloping topography. The terraces/plateaus form new urban spaces of varying hierarchy and use. The urban spaces are connected with pedestrian, cycle and vehicular access routes. The urban spaces and access routes define the potential development areas.

The development areas are linked with access projects and routes from the Dublin Street North Regeneration Plan area, with potential future links to Glaslough Street, Old Cross Square and St. Davnet's Campus. Following public consultation and agreement with Elected Members, the final proposals were incorporated into the County Development Plan in April 2022 by way of variation, giving statutory weight to the masterplan for this area. The Dublin Street Regeneration Plan provides a conceptual level of design detail for the future development parcels, within its design concept (as shown in Figure 1.2 above). The

design concept has been developed further by the architectural consultant team, for the purposes of the public consultation, and the most recent proposals are identified in Figure 1.5 below.

The Roosky Master Plan layout outlined in Figure 1.6 is a concept strategy and indicative only. The regeneration proposals within the Roosky Master Plan will be subject to detailed design at a later date. It is anticipated that this development will be brought forward by the Council or third parties, in the future, and will be subject to separate planning applications. Any relevant environmental assessments required, will be requested as part of the planning process, when a full level of design detail would be available.

1.5 Transboundary Effects

Article 5(1) sets out what must be included as a minimum in the EIA Report. Annex IV to the Directive, expands on these requirements. In short, this includes the following:

Effects on the environment: a description of the likely significant effects of the project on the environment.

Such significant effects include direct and indirect, secondary, cumulative, transboundary, short-term, medium-term and long-term, permanent and temporary, and positive and negative, as appropriate.

Effects are also considered, and categorised, in terms of being direct and indirect, secondary, cumulative, transboundary, short-term, medium-term and long-term, permanent and temporary, and positive and negative, and are discussed in relevant Chapters of the EIAR as appropriate.

1.6 EIAR Scoping

This section sets out an overview of the consultation undertaken as part of the EIA process and the related scope of the assessment undertaken. Full details of stakeholder and public consultation are set out in Chapter 3 of the EIAR.

1.6.1 Formal Scoping Request

RPS issued an EIA Scoping request to An Bord Pleanála (ABP) under Article 95 Planning & Development Regulations 2001, as amended (for proposed development under S. 175 Planning & Development Act 2000, as amended) on behalf of Monaghan County Council on 23rd December 2020.

ABP replied to this request on the 3rd February 2021 confirming that it had circulated a request for a response from the following bodies (in accordance with article 95 of the Planning and Development Regulations, 2001):

1. Department of Communications, Climate Action and Environment
2. An Chomhairle Ealaíon
3. An Taisce
4. Department of Tourism, Culture, Arts, Gaeltacht, Sport and Media
5. Department of Culture, Heritage and the Gaeltacht (Development Applications Unit)
6. Eastern and Midlands Regional Assembly
7. Environmental Protection Agency
8. Fáilte Ireland
9. The Heritage Council

Please refer to Volume II Technical Appendices, Appendix 1A for details on a copy of the ABP scoping correspondence.

The revised development proposals and updated assessments of those proposals have taken account of the submissions made to ABP during the processing of this application.

1.7 Project Team

The production of the EIAR has been co-ordinated by RPS. The EIAR structure, responsibility and qualified input for each chapter are detailed in Table 1.4.

The Applicant has appointed new architectural consultants (McAdam Design) and public realm specialists (OPEN) to re-consider the design approach in the context of the submissions received by An Bord Pleanála and to develop new design that addresses the matters raised in those submissions and reflected in the FI request.

Table 1.4: EIAR Project Team

Chapter of EIAR	Lead Author(s)	Company	Subject	Qualifications
EIAR Project Director	Raymond Holbeach	RPS	Project Director	Director BSc (Hons) Env Sc CMLI
Chapter 1	Stephen McAfee	RPS	Introduction	Senior Associate BSc (Hons) MSc CSci MIAQM AIEMA
Chapter 2	Aideen McFerran	RPS	Project Description	Senior Associate BSc (Hons) MSc MRTPI
Chapter 3	Aideen McFerran	RPS	Scoping and Consultations	Senior Associate BSc (Hons) MSc MRTPI
Chapter 4	Catriona Cooper	RPS	Noise and Vibration	BSc (Hons) PG Dip MCIEH MIOA
Chapter 5	Diane McGinnis	RPS	Flood Risk and Drainage	Associate BEng, MSc, CMIEI, CMICE
Chapter 6	Mark Magee	RPS	Water Quality	Senior Associate BA (Mod) MSc CSci CEnv CWEM MCIWEM
Chapter 7	Joseph McGrath	RPS	Soils, Geology & Contaminated Land	Associate BSc (Hons) MSc CSci C.WEM MCIWEM
Chapter 8	Samuel O'Hara	RPS	Terrestrial Biodiversity	Senior Ecologist BSc (Hons) ACIEEM
Chapter 9	Stephen Houlihan	RPS	Traffic & Transportation	Associate BSc (Hons) CMILT MTPS
Chapter 10	Stephen McAfee	RPS	Air Quality & Climate	Associate BSc (Hons) MSc CSci MIAQM AIEMA
Chapter 11	Ciara Devine	RPS	Waste	Senior Scientist BSc MSc MCIWM
Chapter 12	Stephen McAfee	RPS	Population & Human Health	Senior Associate BSc (Hons) MSc CSci MIAQM AIEMA
Chapter 13	Stephen McAfee	RPS	Material Assets & Land Use	Senior Associate BSc (Hons) MSc CSci MIAQM AIEMA
Chapter 14	Raymond Holbeach	RPS	Townscape & Visual Impact	Director BSc (Hons) Env Sc CMLI
Chapter 15	Martin McGonigle (Cultural Heritage) Camilla Brännström (Cultural Heritage) Megan Nelson-Nilehn (Architectural Heritage) Michael O'Connor	John Cronin Associates Consarc Design Group	Cultural Heritage & Architectural Heritage	Martin McGonigle (BSc, MSc) Camilla Brännström (MA) Megan Nelson-Nilehn (BSc, MSc)

	(Architectural Heritage & Design) Ben Palmer (Public Realm)	McAdam Design OPEN		Michael O'Connor BA (Hons) Dip.Arch DAAS Ben Palmer MA(Hons) CMLI
Chapter 16	Multiple	RPS	Interactions	All above

Chapter
02

Project
Description

CHAPTER 2 PROJECT DESCRIPTION

2.1 Introduction

This chapter of the EIAR describes the Proposed Development and its context in respect of the development site and its relationship with the surrounding area. The detailed proposals previously submitted to An Bord Pleanála (ABP) have been reviewed in the context of the concerns raised by ABP and prescribed bodies as reflected in the Further Information (FI) request and the submissions to ABP during the processing of the application to date.

The applicant has sought to address the issues raised through a comprehensive review of the development proposals incorporating further consultations with the Department of Housing, Local Government and Heritage, the appointment of new architectural and public realm consultants and direct engagement with property owners in respect of buildings that directly adjoin the new public plaza (Charles Gavan Duffy Place) and 3 other alleyways that provide important connections between the existing historic town centre and the new backlands quarter. A summary of the actions undertaken by the Council and their professional support team in the consideration of the issues and in the development of appropriate revisions to the proposals has been provided in Chapter 1 – Introduction and further explanation of the extent of the work undertaken by the applicant is set out below.

As directed by ABP in the FI request, Monaghan County Council (MCC) have carried out further engagement with the Department of Housing, Local Government and Heritage in relation to the issues and concerns raised in their submission. MCC held a meeting with the Department to provide further clarity on the approach to delivery of the regeneration objectives of the Dublin Street Regeneration Plan 2017, as incorporated into the Monaghan County Development Plan and to discuss intended amendments to the proposed development to address relevant concerns. As a result, the Department has now confirmed that they have a detailed in the attached correspondence received from the Development Application Unit within the Department (EIAR, Volume II Appendix 3B), the Department are now inclined to set aside observations detailed in their previous submission to An Bord Pleanála.

Monaghan County Council engaged new architectural consultants (McAdam Design) and public realm specialists (OPEN) to re-consider the design approach in the context of the additional information by An Bord Pleanála and to develop new design proposals that address the matters raised in those submissions and reflected in the FI request. In conjunction with the new design team, MCC have developed amended design proposals and high-quality architectural images for a new pedestrian civic plaza (Charles Gavan Duffy Place) that is centred on a pedestrian first priority that complies with prevailing planning and urban regeneration policies and will create an enlivened vibrant space that will encourage frontage development, outdoor seating and an attractive space that people want to spend time in.

The new pedestrian civic plaza utilises bespoke high end public realm materials (paving, street furniture, landscaping, lighting), with collaborative and joined up design proposals that have been developed in the context of marketing the area to attract additional footfall, attract inward investment and sell the regeneration ambitions and objectives for the area. The new pedestrian plaza demonstrates an appreciation of Charles Gavan Duffy with an appropriate commemorative incorporated into the design.

To address concerns regarding active elevations for the existing properties adjacent to the proposed new pedestrian square (Gavan Duffy Place), Monaghan County Council and their architectural consultants, in consultation with the relevant property owners, have prepared proposals for the redevelopment of the plots adjacent to the proposed new pedestrian plaza (Charles Gavan Duffy Place). These redevelopment proposals illustrate how the plots can be developed for residential and commercial use, which would support an active and vibrant square. The relevant floor plans, elevations, and visuals of the redevelopment proposals for the relevant properties can be viewed at EIAR Volume II Appendix 2G CGDP Frontage Development. These proposals are located outside the defined red line boundary of the site submitted to ABP, and for procedural reasons it is consequently not proposed that they be formally considered as part of the scheme at this stage.

The revised design also updates proposals for the 3 existing alleyway connections from Dublin Street to the backlands quarter area to incorporate new high-quality public realm (paving, street furniture, wayfinding, signage, landscaping etc) to create enlivened spaces and provide opportunities for new frontage developments and encourage the reuse and adaption of existing building in these locations.

Monaghan County Council's Housing Department, in consultation with the architectural consultants, have prepared proposals for the development of social housing units (6 no. apartments) on the plot of No. 15 Dublin

Steet which is adjacent to Monaghan Spice Restaurant (formally Peaky Blinders public house). The housing units have been designed in accordance with “Sustainable Urban Housing Design Standards for New Apartments”, providing adequate living floor area, storage, amenity space and refuse storage. The relevant floor plans, elevations, and visuals for the proposed housing units can be viewed at EIAR Volume II Appendix 2H Social Housing Units Development. MCC have secured Stage 1 Approval from the Social Housing Capital Investment Unit in the Department of Housing, Local Government and Heritage (EIAR Volume II Appendix 3C DHLGH Stage 1 Approval) for the housing proposal which the Local Authority consider supports the ambitions of the Housing for All and Town Centre First policies. Subject to the property acquisition, it is intended that this development proposal will be progressed through a separate planning process in the near future.

The revised proposals place increased emphasis on the creation of a new backland quarter that delivers enhanced multi-use town centre public realm focused on pedestrian connectivity that facilitates seamless integration with the existing historic town centre.

The objective is to utilise the existing network of laneways and to provide new connections centring on Dublin Street to enhance the permeability of the area into and through the new backland quarter. It is also an objective to provide an attractive place where people wish to live, work and visit.

In that context the vision for the area in the short term is to plan for the upgrading of existing public spaces, streets, spaces and footpaths and to utilise and create new connections with new streets and spaces which enhance the urban structure, and quality of the public realm of the Dublin Street quarter as development sites come on-stream. This new high-quality public realm (footpaths, street furniture, wayfinding, signage, landscaping and other ancillary developments) will set the standard for new developments and ensure existing structures are reused and adapted.

The proposals that are the subject of this planning application will deliver the necessary enhanced urban framework that will act as a catalyst for and enable the longer-term regeneration of the backlands quarter and the wider town centre area.

The detailed proposals that form part of the planning application are set out further in the relevant sections below. In summary the key elements of the planning application are:

- Creation of a new fully pedestrianised civic plaza (Charles Gavan Duffy Place) that connects Dublin Street through to the backland areas, creating an enlivened, vibrant space that people will want to spend time in, will attract footfall, and that will encourage frontage development and other inward investment that will deliver the regeneration objectives for the area.
- Enhanced public realm proposals for 3 existing alleyways that provide inviting connections between Dublin Street and the backlands quarter that will also provide opportunities for new frontage development and encourage the reuse and adaption of existing building in these locations.
- Enhanced vehicle and pedestrian/cycle connections from Macartan Road to the backland area, including improved connections between the Lower Courthouse area and the new Charles Gavan Duffy Place and the alleyways, and around the backland quarter to create new serviced development plots for future mixed use development, that are well connected to the both the historic town centre and the wider road network.

The longer-term vision is to enable and encourage delivery of the wider regeneration goals through the development of urban blocks in the backlands quarter and through adaptation, conversion and infill developments. The development proposals brought forward in this planning application essentially form the foundations, core and first phase of the overall regeneration project, seeking to provide the framework that will be the catalyst for further investment and regeneration.

The design concept highlights those areas where adaptive reuse, conversion and infill development, and where new development blocks will be accommodated and encouraged. This concept envisages strong building blocks along the edges of and fronting onto the new spaces and movement routes, to provide a high level of activity throughout the day, provide visual interest, animate the spaces, and create a natural surveillance within the area.

In that context the detailed design proposals have, in consultation with the relevant landowners, been developed for the buildings that will front onto the new Charles Gavan Duffy Place and for housing units in existing alleyway to the rear of 15 Dublin Street. These design proposals have been developed in accordance with the principles set out in the Dublin Street Regeneration Plan and Monaghan County Development Plan, seeking to integrate within the existing historic town centre context incorporating policy objectives in respect of Living Over the Shop, creating active ground floor uses and positive interaction between space and the

built form that sets a context for a design led approach to the redevelopment of infill and new development sites.

These design proposals relate to development just outside the application site boundary and will therefore be brought forward separately through the planning process. However, in recognition of the need to integrate such future development projects within the context of the overall regeneration framework, the design proposals and their potential environmental impacts are assessed in this EIAR.

Further details in respect of the project description are set out in the relevant sections below.

2.2 Location of the Proposed Development

The application site is located in the central core of Monaghan town centre, Co. Monaghan. The site boundary is shown below in Figure 2.1.

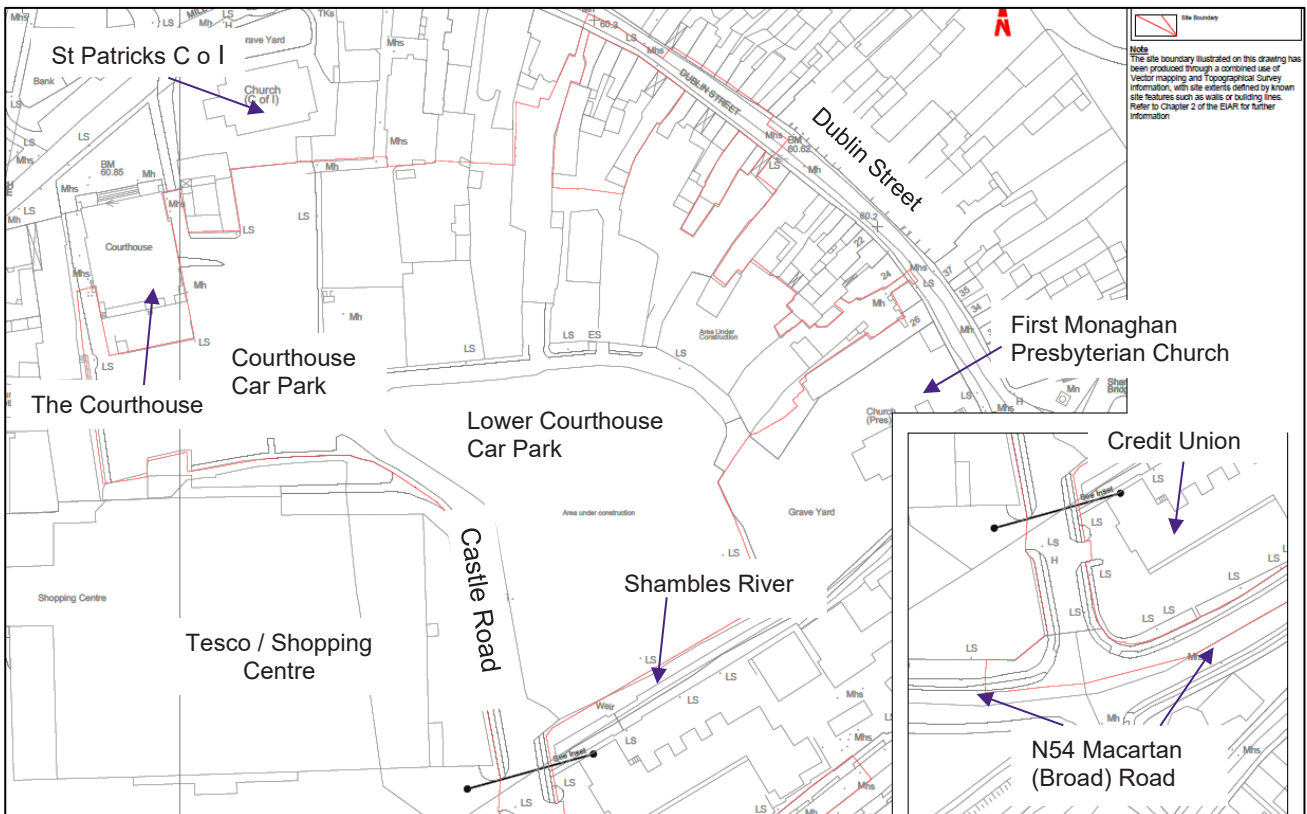


Figure 2.1: Location of the Proposed Development

Monaghan town is strategically located at the juncture of the N2 Dublin – Derry/Letterkenny and the N54 Belfast to Galway National Routes and is on a key east west corridor linking Dundalk and Newry to Sligo. In the context of National Planning Framework (NPF) Monaghan is located in the Northern and Western Region, with important cross-border linkages with Northern Ireland. As the Tier 1 Principal Town in the County, it performs important economic, employment, retailing and administrative functions, and supports a wider rural hinterland and network of towns and villages.

The site is located within the town centre boundary as defined in the Monaghan County Development Plan 2019-2025. The wider context is dominated by town centre uses, including retail, business and commercial, residential, and community / ecclesiastical uses.

The site is located to the southeast of the town core, extending from The Diamond to the northwest, south eastwards along Dublin Street, and is defined to the southeast by the First Monaghan Presbyterian Church to the south at Old Cross Square. The Shambles River and the development of European Union House/Credit Union building defines part of the southern boundary along with Castle Road. Monaghan Shopping Centre, built in the 1990's defines the southwest and western boundaries, with the rear of several properties fronting Dawson Street, such as McElvaney's Pub and Monaghan Courthouse defining the north-west boundaries. St Patricks Church and Church Square define the northern boundaries of the project area.

2.3 The Site

The site location includes the terraces of buildings fronting onto Dublin Street, between No 7 and No 12/13 Dublin Street (Figure 2.2). These incorporate several buildings between 2 and 3 storeys in height, with a variety of architectural styles, generally of two and three bays in width. These are interspersed with lane ways through archways (Figure 2.3) and gaps, which lead through to courtyards, smaller rear outbuildings, backlands, gardens and service areas for various commercial properties. These are a mix of retail / commercial properties, residential properties, and vacant properties.



Figure 2.2: 7-9 Dublin Street

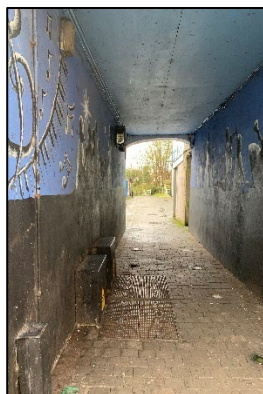


Figure 2.3: Alleyway between 14-15 Dublin St



Figure 2.4: Courthouse Car Park

Some of these properties fronting Dublin Street have long rear annexes, which extend down to the service road bounding the Lower Courthouse public car park, and there is a vehicular access from this service road into the property of No. 7 Dublin Street.

The site also incorporates the linear backland areas of other properties, fronting 1-9 The Diamond, 1-6 Dublin Street, and 14-26 Dublin Street. Much of this land is vacant, underutilised, or service areas, except for the Northern Standard newspaper which currently operates out of premises adjacent to the Courthouse public car park (Figure 2.4), St Patricks Church of Ireland, Church Square / The Diamond. There is sporadic, mature tree cover located within these areas, along with various types of boundary fencing, walls and gates.

The lower Courthouse public car park is accessed via Castle Road and accommodates 240 car parking spaces (primarily long stay). It also accommodates recycling facilities, amenity landscape and street lighting. The Shambles River provides the southern boundary to the site and this car park.

Castle Road provides the main vehicular and pedestrian access into the site, and provides connections into Monaghan Shopping Centre, Lower Courthouse car park, Courthouse car park, and service areas to the rear of properties fronting onto The Diamond, Dublin Street, and Church Square. It is regularly used as a short cut, to avoid the traffic lights at the junction of Macartan Road and Dawson Street, during peak times, exiting at Church Square. Castle Road is bounded by pedestrian footpaths and amenity planting/grass on either side of the carriageway, with close boarded fencing delineating its boundary with the Shopping Centre. The pedestrian footpaths connect into the front entrance of the Shopping Centre, the Courthouse car park, and lead into Church Square.

The front entrance to Monaghan Shopping Centre defines the southwest boundary of the site and sits at a lower ground level than the application site. The Courthouse car park (Figure 2.4) accommodates 153 short stay car parking spaces. The wall of the Courthouse identifies the boundary of the site to the north, with a one way in/out system on either side of it. There are existing vehicular access points along the wall of the Courthouse to be maintained, as well as a pedestrian access into St Patricks Church. There are public toilets and a bicycle storage area adjacent to the Courthouse.

There are considerable gradient differences throughout the site, with numerous changes in levels in several directions. The lands generally slope down from The Diamond in the north, eastwards to Old Cross Square to the southeast, and also down from Dublin Street southwards toward the car park to the rear. There is approximately 2-3m differences in levels between the Courthouse Car park and the adjacent Northern Standard building and the Lower Courthouse Car Park.

The area within the red line boundary defining the application site extends to approximately 2.72ha.

2.4 The Overall Design Concept

The proposed development is the first step in delivering the regeneration proposals for the Dublin Street area and its backlands set out in the **Dublin Street Regeneration Plan 2017**. This Plan sets out a strategic regeneration vision for Dublin Street and its environs, which focuses on consolidating the urban structure, to create new streets and public spaces which will integrate seamlessly with the existing town centre and introduce a new backland quarter. The Plan was adopted by Monaghan County Council and incorporated into the statutory Monaghan County Development Plan 2019-2025 (Monaghan Town Centre Objective MPO2 and Appendix 20).

The regeneration objective for Dublin Street is to enhance permeability of the area, facilitate new and more compact development, 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. A well-defined and clear urban structure is fundamental in delivering a successful new neighbourhood. The Plan provides an overall design concept to guide the detailed design and delivery of this regeneration vision, which 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 regeneration vision above highlights the Councils key aspirations for a new vibrant and sustainable urban quarter to the south of Dublin Street. Successful development in this area depends on good access and connections, to encourage a range of activities and uses for a diverse range of people. The design concept at the heart of the Dublin Street Regeneration Plan 2017 (shown in Figure 2.5) aspires to revitalise the urban structure and create a coherent framework for future development, by setting out the arrangement of streets, buildings, development areas, open space, and landscape areas, as the foundation to reinvigorating this part of the town centre.

Short Term Vision

The initial phase of development focuses on the short-term vision, as set out in the Regeneration Plan – in the context of the design concept, this focuses on the upgrading of existing public spaces, streets and footpaths, and the creation of new connections, with new streets and spaces, which enhance the urban structure, and provide high quality public realm, as a new setting for future development. The spaces between and surrounding new and future buildings are as important as the buildings themselves, and it is essential that they aspire to create a permeable, accessible, and connected environment which integrates into the existing fabric of the town centre.

In summary, the design concept provides for the provision of a new primary urban space and street, connecting Dublin Street through the underutilised backland areas, through to the Shopping Centre, Castle Street and the N54. The focus is on creating a thriving street space designed to accommodate town centre uses within a safe and attractive environment, which has a sense of ownership and community. It prioritises pedestrians, cyclists and public transport, but also accommodates necessary vehicular movements.

In addition, new and improved secondary movement routes are proposed to provide key linkages and connections with the existing urban fabric, generally comprising new streets, improved entries and footpaths where pedestrian and cycle priorities are maximised. These highly connected spaces are clearly defined and convenient for all users, ensuring access to employment, retail and local community facilities. A key design focus is creating safe and secure links within these spaces and ensure high levels of natural surveillance.

A core component of the new spaces is the provision of high-quality public realm, which plays a central role in creating a well-connected, safe and enjoyable environment within this new and improved part of Dublin Street. Within these new and improved spaces, there is a key emphasis on ensuring that the demands of vehicles for

movement, access and deliveries does not compromise the creation of an urban quarter which encourages people to walk and cycle.

This planning application and EIAR focuses on the design and delivery of these new spaces, as the foundation for a new and improved urban structure, providing an enhanced setting for new buildings and uses anticipated in the future (i.e., the longer-term vision). These new spaces are outlined in further detail in Section 2.5.

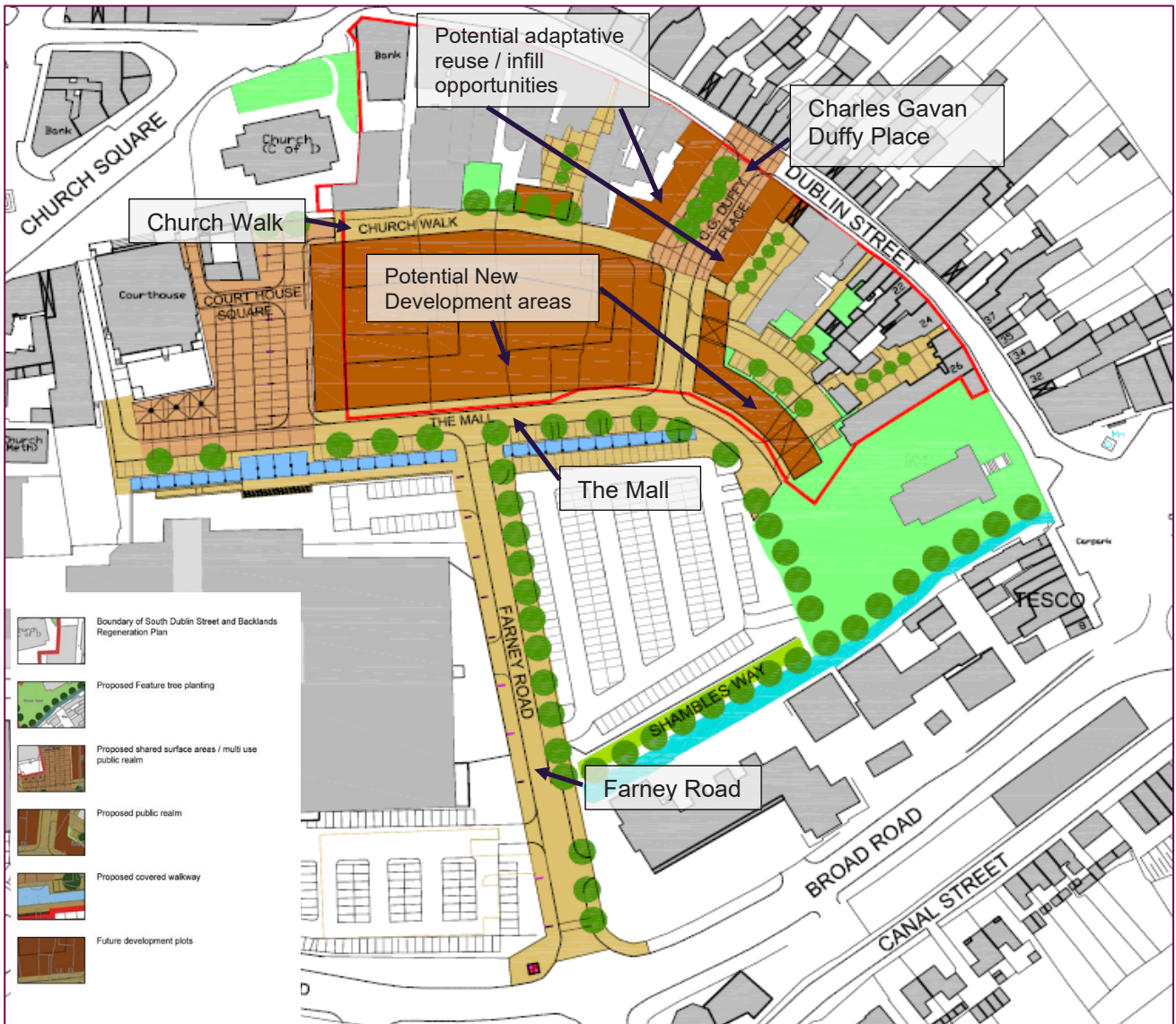


Figure 2.5: Dublin Street Regeneration Plan - Design Concept

(Source: Excerpt from Dublin Street Regeneration Plan 2017, Sheridan Woods, 2017)

The Council has secured funding from Project Ireland 2040 through the Urban Regeneration Development Fund (URDF) to progress the project (short term vision) through Design and Planning phases.

Longer Term Vision

The longer-term vision foresees the regeneration of the existing urban fabric through a combination of redevelopment of existing buildings and spaces, as well as new development and urban blocks within the framework of new and improved spaces and movement routes (short term vision). These new developments would aspire to improve upon and enhance the Dublin Street area and provide a new ‘façade’ to the backland area, creating a new identity for the newly regenerated Dublin Street Quarter.

The design concept encourages new development by:

- Adaptive reuse and conversion of existing buildings and underutilised property, and infill development

- The development of new urban blocks, either large scale or through incremental growth

The design concept highlights those areas where adaptive reuse, conversion and infill development, and where large-scale new development blocks will be encouraged (areas highlighted in brown, on the Design Concept, Figure 2.5). This concept encourages new buildings and uses in strong building blocks along the edges of and fronting onto the new spaces and movement routes, to provide a high level of activity throughout the day, provide visual interest, animate the spaces, and create a natural surveillance within the area.

This new development will encourage opportunities for new town centre uses and activities to locate in the area, which will reinvigorate the town centre and foster a renewed vibrancy. High quality urban spaces, which are safe, attractive, and well-connected will encourage footfall and dwell time, and will optimise opportunities for social interaction. The design concept aspires to create a sustainable, flexible environment, which generates an inclusive and cohesive community where people will want to live, work, and socialise.

The proposed development (and this planning application and EIAR) does not include development proposals for adaptation, conversion and infill of existing urban fabric/structures, or proposals for new development blocks / uses. Rather it seeks to deliver a new high quality public realm and new network of spaces and streets that will act as a catalyst for future redevelopment and new development in the surrounding urban areas. It is envisaged that proposals for new development / redevelopment will be brought forward by either the Council or third parties through a separate planning process some point in the future and assessed under the relevant planning and environmental considerations at that time.

2.5 Description of the Design Proposals

2.5.1 Proposed Development Design Drawings

The proposed development works that are the subject of the EIA process are outlined in the planning drawings included in EIAR Volume III Technical Drawings & Figures, and are summarised below:

- Drawing LA0001-01 Site Location
- Drawing LA0002-01 Topographic Survey (Existing Levels)
- Drawing BU1001 Demolitions & Removals
- Drawing SC1001 Site Clearance
- Drawing DSS_OP_G_100 Proposed General Arrangement
- Drawing DSS_OP_G_101 Proposed General Arrangement Key Plan Area 1
- Drawing DSS_OP_G_102 Proposed General Arrangement Key Plan Area 2
- Drawing DSS_OP_G_103 Proposed General Arrangement Key Plan Area 3
- Drawing A-20-001 Existing & Proposed Elevations
- Drawing A2156 200-104 Proposed Elevations to No7 & No 12 Dublin Street
- Drawing CS1014 Long Sections
- Drawing DR1001 Drainage
- Drawing DR-C-DR1003 – Attenuation Section.
- Drawing KP1003 Construction Details
- Drawing EW0001 Earthworks
- Drawing RM1001 Road Markings
- Drawing SK0013 Proposed ESB Sub-Station
- Drawing KP1004 Northern Standard Elevation

A summary of the proposals is included in the subsequent sections.

The proposed development works that will be the subject of the EIA process are also supported by the following Volume II Technical Appendices:

- Appendix 2A Preliminary Construction Environmental Management Plan (pCEMP)
- Appendix 2B Preliminary Demolition & Construction Waste Management Plan
- Appendix 2C Conditions Survey Report
- Appendix 2D Dublin Street Asbestos Survey Report
- Appendix 2E Northern Standard Asbestos Survey Report
- Appendix 2F Outdoor Lighting Report

The development proposals outlined in the planning drawings referenced above (and provided in EIAR Volume III –Technical Drawings & Figures) have been designed within the extents of the project area, as defined by the topographical survey undertaken in 2020. It is considered that this survey provides the most up to date and accurate representation of the proposed development area, in terms of building boundaries and existing site features on the ground. In overlaying the topographical data onto the vector mapping, for the purposes of the planning application, it has become apparent that there are clear inconsistencies in the location of known site features and / or building lines and boundaries.

In this context, the red line boundary of proposed development as shown on Planning Drawing LA0001-01 has been derived through a combination of the vector mapping and the topographical survey data of the area. As a result, the detailed proposals outlined on [Drawing 231932_DSS_OP_G_100 Proposed General Arrangement](#) do not extend fully up to the red line boundary, in a number of locations due to the inconsistencies in site feature boundaries.

In addition, there are a number of locations where the red line boundary (shown on Planning Drawing LA001-01) extends somewhat further than the extent of development proposed on [Planning Drawing 231932_DSS_OP_G_100](#) – primarily along the existing road network i.e., along the N54 Macartan (Broad) Road, Dublin Street, and the Courthouse car parks. This relates to the proposed below-ground connections required to tie into existing utilities and services.

Lands outside the application site

In order to address concerns regarding active elevations for the existing properties adjacent to the proposed new pedestrian square (Gavan Duffy Place), Monaghan County Council and their architectural consultants, in consultation with the relevant property owners, have prepared proposals for the redevelopment of the plots adjacent to the proposed new pedestrian plaza (Charles Gavan Duffy Place). These redevelopment proposals illustrate how the plots can be developed for residential and commercial use, which would support an active and vibrant square.

These proposals are located outside the defined red line boundary of the site submitted to ABP, and for procedural reasons it is consequently not proposed that they be formally considered as part of the scheme at this stage.

The proposed floor plans, elevations, and visuals of the redevelopment proposals for the relevant properties are listed below:

- EIAR Volume II Appendix 2G CGDP Frontage Development.
- A2156 200-101 Development to West Edge of CGDP – Proposed Floor Plans & Elevations
- A2156 200-102 Development to East Edge of CGDP – Proposed Floor Plans & Elevations

The revised design also updates proposals for the 3 existing alleyway connections from Dublin Street to the backlands quarter area to incorporate new high-quality public realm (paving, street furniture, wayfinding, signage, landscaping etc) to create enlivened spaces and provide opportunities for new frontage developments and encourage the reuse and adaption of existing building in these locations.

Monaghan County Council's Housing Department, in consultation with the architectural consultants, have prepared proposals for the development of social housing units (6 no. apartments) on the plot of No. 15 Dublin Steet which is adjacent to Monaghan Spice Restaurant (formally Peaky Blinders public house). The housing units have been designed in accordance with "Sustainable Urban Housing Design Standards for New Apartments", providing adequate living floor area, storage, amenity space and refuse storage.

MCC have secured Stage 1 Approval from the Social Housing Capital Investment Unit in the Department of Housing, Local Government and Heritage (EIAR Volume II Appendix 3C DHLGH Stage 1 Approval) for the

housing proposal which the Local Authority consider supports the ambitions of the Housing for All and Town Centre First policies.

Subject to the property acquisition, it is intended that this development proposal will be progressed through a separate planning process in the near future.

The proposed floor plans, elevations, and visuals for the proposed housing units are listed below and can be viewed at:

- EIAR Volume II Appendix 2H Social Housing Units Development.
- A2156 200-102: Housing Development Site Proposed Floor Plans & Elevations.

2.5.2 New urban spaces, streets, and linkages

In line with the regeneration strategy outlined in the Dublin Street Regeneration Plan 2017, and as incorporated into the County Development Plan, the proposals involve creation of a hierarchy of pedestrian civic plazas and other spaces, where pedestrians have priority, alongside enhanced connections to existing car parking and new serviced development plots to provide the foundation of the new urban structure proposed south of Dublin Street. The long-term aspiration is that this new high-quality setting will be a catalyst to encourage new development into the town centre, to enrich the quality of the urban area.

The design approach in relation to the development of the public realm is set out in the Public Realm Design Statement provided at EIAR Volume II, Technical Appendices Appendix 2I.

Further details on the proposals are set out under the specific headings in the ensuing sections. The key components of the proposals (in summary) are:

- **Charles Gavan Duffy Place:** The creation of a new fully pedestrianised civic plaza (**Charles Gavan Duffy Place**) that will connect Dublin Street through to its backland areas, comprising high quality public realm, to encourage pedestrian activity, social interaction and provide a connection to a new reimagined urban place. The detailed proposals are set out in section 2.5.3 below.
- **Church Walk:** A new 'mews' street (**Church Walk**) connecting the proposed new Charles Gavan Duffy Place to the Courthouse, to provide a pedestrian and vehicular connection along the east/west axis of the regeneration area. The detailed proposals are set out in section 2.5.4 below.
- **The Mall:** A formal street (**The Mall**) is proposed along the northern boundary of the Lower Courthouse car park through realignment of the existing road, to create a promenade along the rear of the site and a strong boundary to the south of the new potential development areas.
- **Farney Road:** The proposed realignment of Castle Road, (to be known as **Farney Road**) which connects the existing Courthouse car parks and The Mall and provides a direct route onto the N54 Macartan (Broad) Road. The detailed proposals in respect of the Mall and Farney Road are set out in section 2.5.5 below.
- **Upgrade of existing Courthouse car parks:** The proposed upgrade of both existing Courthouse car parks to improve existing levels, provide new surfaces, greater accessibility in terms of space provision, and improve internal traffic movements, to ensure safe and accessible pedestrian movement routes throughout. The realignment of the car parking area within the Lower Courthouse car park is also enabled by the realignment of Farney Road. The detailed proposals are set out in section 2.5.6 below.
- **High quality public realm** is proposed throughout the proposed development area, to provide a clearly defined linkages and legible movement routes. Within the existing alleyways and pedestrian links from Dublin Street into the backland areas the aim is to provide an integrated network of linked spaces to accommodate and encourage greater pedestrian movement through the area. The detailed proposals are set out in sections 2.5.7-2.5.10 below.
- **Serviced Development Plots:** The development proposals enable creation of two serviced development plots that could be developed for mixed town centre uses in the future.

The new public spaces and realigned roads/streets have been designed in accordance with the Design Manual for Urban Roads and Streets (DMURS), as directed by TII Publication DN-GEO-03031, using a design speed of 30km/h to encourage great pedestrian usage and accessibility.

The street names identified above and in the proposed development designs were proposed within the Dublin Street Regeneration Plan 2017. It is acknowledged that the naming of streets is an important part of any development process and following a grant of approval, engagement with Elected Members will take place

regarding the final street names. For the purposes of the EIAR and the project description, the street names proposed in the Regeneration Plan (and noted above) are retained within the proposed development design drawings and documents for ease of cross-reference.

2.5.3 Creation of Charles Gavan Duffy Place (CGDP) Civic Plaza

In line with the principles of the Dublin Street Regeneration Plan (DSRP) and the County Development Plan (CDP), a core element of the proposals is the creation of a new public place connecting Dublin Street to the backland area through the demolition of existing structures on Dublin Street.

As set out in the DSRP and CDP, this new space will be formed through the demolition of a limited number of buildings fronting onto Dublin Street, namely No's 8, 9, 10 and 11 and their associated backland areas. The extent of demolition in this location is identified on Figure 2.6, which is an excerpt from Planning Drawing BU1001 (EIAR Volume III Technical Drawings and Figures) and Figure 2.7.

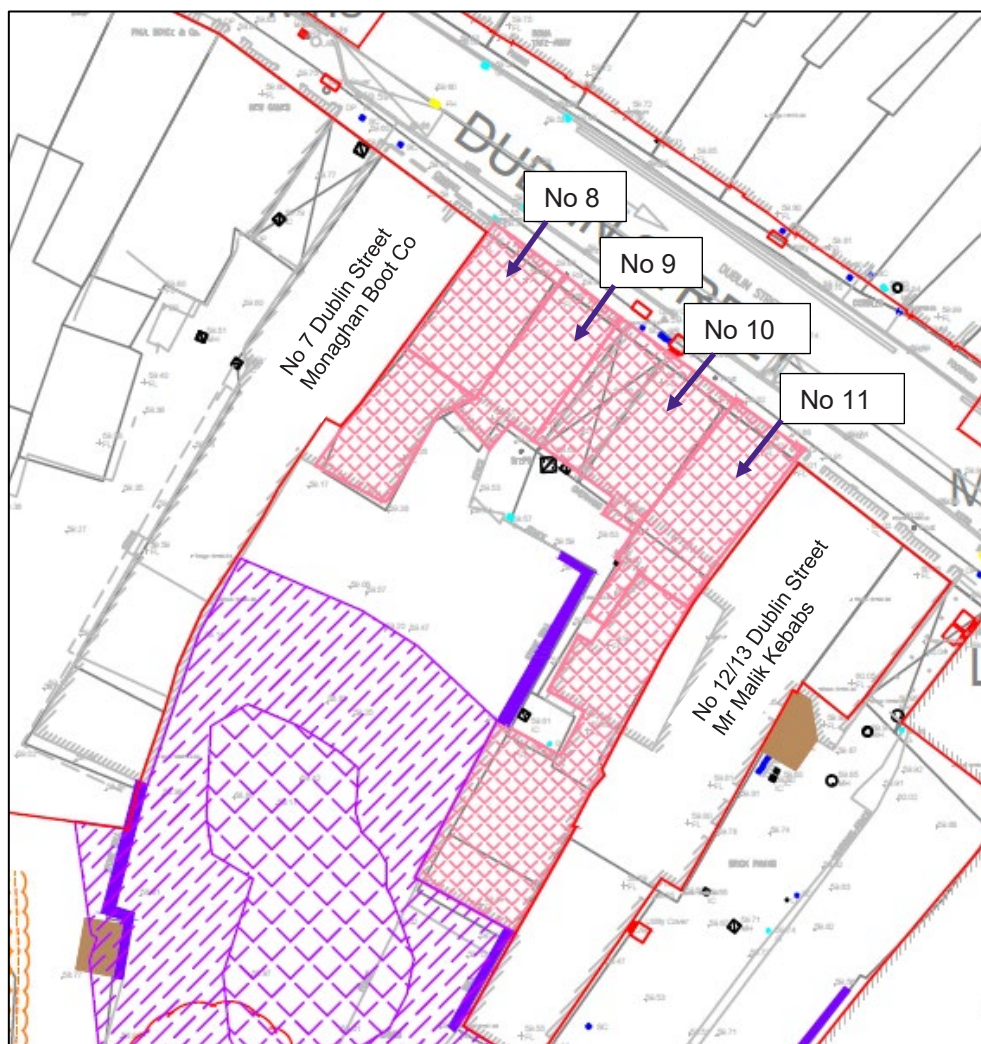


Figure 2.6: Demolition of properties along Dublin Street



Figure 2.7: Buildings Proposed for Demolition along Dublin Street

Monaghan County Council engaged new architectural consultants (McAdam Design) and public realm specialists (OPEN) to re-consider the design approach in the context of the An Bord Pleanála FI request. While the DSRP and the CDP propose that the public space should incorporate a new street alongside public space, MCC, in conjunction with the new design team, have developed amended design proposals and high-quality architectural images for a new pedestrian civic plaza (Charles Gavan Duffy Place) that is centred on a pedestrian first priority that complies with prevailing planning and urban regeneration policies and will create an enlivened vibrant space that will encourage frontage development, outdoor seating and an attractive space that people want to spend time in.

The new pedestrian civic plaza utilises high quality public realm materials (paving, street furniture, landscaping, lighting), with collaborative and joined up design proposals that have been developed in the context of marketing the area to attract additional footfall, attract inward investment and sell the regeneration ambitions and objectives for the area. The new pedestrian plaza demonstrates an appreciation of Charles Gavan Duffy with an appropriate commemorative incorporated into the design.



Figure 2.8: Proposed General Arrangement of Charles Gavan Duffy Place / Dublin Street

New Civic Plaza

Figure 2.8 provides an excerpt from Planning Drawing 231932_DSS_OP_G_102 (EIAR Volume III –Technical Drawings & Figures) outlining the various elements of the proposed development within this location. A new pedestrian civic plaza is defined using high quality natural stone paving, laid in various unit sizes, creating texture and interest. New stone paving along Dublin Street creates a new sense of arrival into this gateway along Charles Gavan Duffy Place.



Figure 2.9: Representative View of New Civic Plaza - Charles Gavan Duffy Place from Dublin Street

The new natural stone paving within the boundaries of Charles Gavan Duffy Place will be unique to the space, ensuring the space has a distinctive identity within the surrounding public realm and wider Monaghan Town Centre.



Figure 2.10: Representative View of New Civic Plaza - Charles Gavan Duffy Place from South

The space is designed with integrated seating and raised planters, pop-up power supplies, street lighting and trees. The paving design provides a structure to the open space using a random pattern with different sizes and finishes of paving slabs, setts and smaller units.

Charles Gavan Duffy Place will benefit from a southerly orientation and will increase light onto Dublin Street. This area is intended as a multi-use space that can host events, open-air markets, pop-up commercial/retail uses, or occasional festivals. Vehicular access will be restricted to deliveries to commercial premises and waste collection for residential and commercial units. The proposed space creates a new setting and enables new opportunities for future infill development and reuse / adaptation of existing underutilised buildings on either side of the new space, creating opportunities for new commercial and residential activity. It is proposed that this space will be dedicated to Charles Gavan Duffy, in recognition of his historical connections to this area, with aspirations to provide an appropriate high quality 'totem' information sign commemorating Charles Gavan Duffy.



Figure 2.11: Representative View of New Civic Plaza - Charles Gavan Duffy Place from Dublin Street

The proposals look to create a pedestrian priority environment where vehicles are treated as 'guests'. This is balanced with providing legibility for those moving through and to Charles Gavan Duffy Place that may have mobility, visual or sensory impairments. Where the carriageway is flush along Dublin St the edge of the footway will be defined with contrasting coloured tactile paving (dark grey) to help provide a legible streetscape, reduce conflicts, provide a strong visual and textural contrast and highlight the footway edge. These design measures seek to improve the pedestrian environment for those with visual and mobility impairments, providing a warning alert to a 'danger' on the road. At the southern end of Charles Gavan Duffy Place, Church Walk intersects it with the carriageway running flush with the adjacent space.

Charles Gavan Duffy Place has been designed to cater for a range of uses, and it is hoped the Council may be able to use it for events or civic activities. The flush paved surface provides a zone for the gathering of people at an event, and there are opportunities to enable temporary staging areas, event spaces, or markets with several pop-up power points located along the length of the new public space. The new civic plaza will feature a range of street furniture to support activity and provide various opportunities for seating and to encourage people to spend more time in a high-quality public space closely connected to the rest of the historic town centre. The street furniture includes:

- Raised planters containing a range of multi-stem trees, shrubs, ornamental grasses, perennials and bulbs.
- Seating integrated into raised planters and included as standalone benches and seats. A proportion of these will have backrests and armrests to cater for a wide range of ages and abilities.

- Mature tree planting will be included in structural tree pits with recessed grilles infilled with paving matching the adjacent surfaces.
- New street lighting is proposed at various intervals to ensure a safe and well-lit environment for all people moving through the space. A lighting design has been prepared for the scheme, and comprises a variety of single headed lighting columns, with pendant lantern head (up to 10m in height) **as well as string lighting to enhance the night-time environment and support the night-time economy.**
- New inground illumination bars (strip lighting) are positioned **along building frontages**, to provide additional lighting within the public space. This will assist in illuminating the adjacent walls / elevations, and will also improve safety within the space, and deter anti-social behaviour.



Figure 2.12: Representative Night-Time View of New Civic Plaza - Charles Gavan Duffy Place from Dublin Street

Active Elevations onto the New Civic Plaza

MCC and the architectural consultants have given careful consideration to the treatment of elevations onto the new civic plaza following the demolition of the buildings at No's 8-11 Dublin Street.

Following demolition of the buildings, a temporary support system will be put in place to ensure the existing gable walls of No.7 and No 12/13 are protected and supported against outward movement. This is likely to take the form of a temporary raking system or support scaffolding, which will be in place until new permanent masonry walls are constructed and connected into the existing buildings (as shown in Figure 2.13). Although more detailed structural surveys will be required to examine and confirm stability, loading and existing foundations, it is proposed to construct these masonry walls with piers pinned into the existing properties, to stabilise and support these existing buildings. The shape and height of the new gable will be designed to replicate the existing property shape, where the demolished building has left exposed wall. The new gable will be finished in a smooth render.

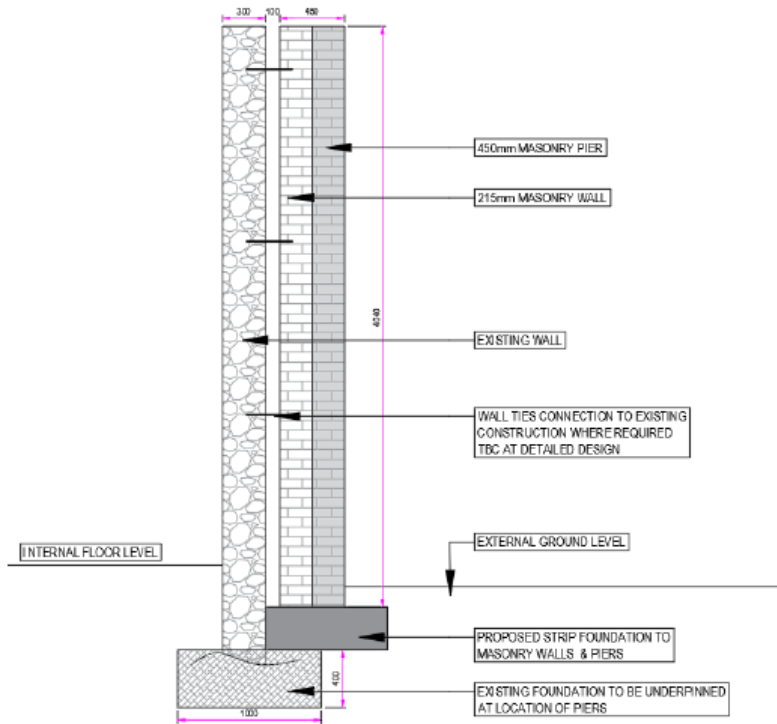


Figure 2.13: Section of the proposed masonry wall creating a new façade onto CGDP.

Planning drawing A-20-001 indicates the masonry wall construction providing the new elevation onto CGDP (an excerpt is shown below on **Figure 2.14**). It notes that the masonry wall will be designed to provide structural stability for the retained properties at No. 7 and No 12/13 Dublin Street, and with the rainwater goods and roof connected and made good. These new masonry walls will create a strong and defined building line at the gateway to CGDP.

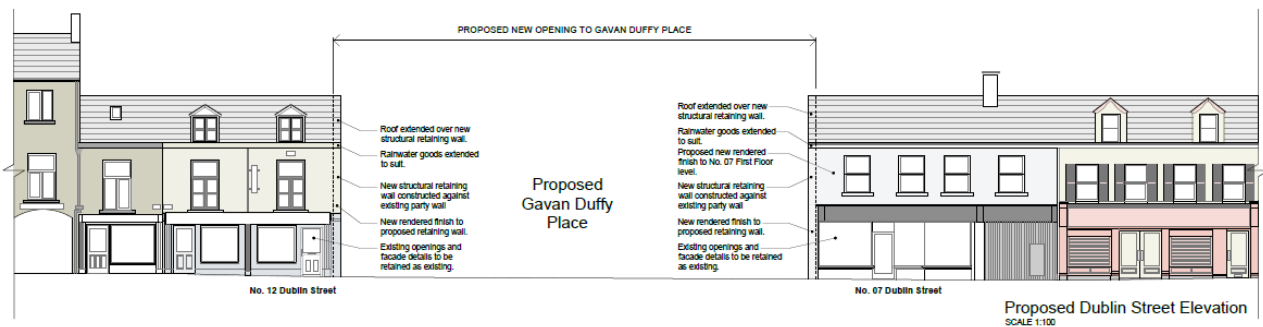


Figure 2.14: Excerpt from Planning Drawing A-20-001 showing the new opening on Dublin Street

The elevations of No 7 and No 12/13 fronting Dublin Street will be unaffected by these works, and their existing openings and façade details will remain as existing.

The construction of new gable elevations on both these properties provided opportunities to create a new aspect out onto the new civic plaza (CGDP), with new active frontage and an animated edge to the new urban space. In this context, Monaghan County Council and RPS have engaged with both affected property owners, and the proposed elevations (as set out on **Planning Drawing A-20-002**) have been agreed. Careful consideration was given to creating active frontage on both gable elevations where possible, to promote people activity, encourage social interaction, ensure a natural surveillance. The openings both at ground floor and first floor aim to provide a distinctive edge to these prominent corner spaces, with the aim of introducing visual quality and interest into the streetscape, complimenting the new public realm and attracting in new footfall.

To address concerns regarding active elevations for the existing properties adjacent to the proposed new pedestrian civic plaza (Charles Gavan Duffy Place), Monaghan County Council engaged architectural consultants to examine development options. The Local Authority, in consultation with the relevant property owners, have prepared proposals for the redevelopment of the plots adjacent to the proposed new pedestrian

square. These redevelopment proposals illustrate how the plots can be developed for residential and commercial use, which would support an active and vibrant square. The approach to providing an active and vibrant frontage onto the new civic plaza is set out in the Design Statement provided by McAdam Design provided in EIAR Volume II Technical Appendices Appendix 2I.

The Design Statement confirms that the approach adopts the key principles of the DSRP, including:

- Development should *complement and integrate* with the existing context. Integrate with the historic streetscape in a manner that is both contemporary and forward looking while complimenting the built heritage.
- Complimentary Contemporary Expression - High Quality Development – appropriate contemporary expression to compliment and act as an appropriate backdrop to existing historic structures.
- Living over the shop - with careful planning the upper floor levels have the potential to create attractive accommodation that would activate the street and provide passive surveillance. In this regard uses such as office, and smaller apartment dwellings may be appropriate.
- Active ground floor uses, fronting onto CGDP.
- Provide positive interaction between spaces and the built form, e.g building frontages, windows and entrances should face onto and overlook the street and public spaces.
- The urban form should contribute to the consolidation of the fine grain urban structures and the pattern of street blocks and buildings in the area. New developments should promote legibility in terms of the articulation of street level and roof top, the distinction of public and private areas, and primary circulation and entrances. Ensure that the height and massing of proposed new development does not impact negatively on the sustainable conservation of protected structures and the social and historic heritage of the town.
- Promote a *design led approach* to the redevelopment of infill and new development sites.
- Ensure that development delivers quality, attractive urban environments and a high level of amenity for commercial and residential developments. Promote building design that are sympathetic to and enhance the established built heritage and street patterns. Provide a new interpretation of the development of Monaghan town centre, while reinforcing its unique qualities and providing it with a new distinct identity.
- Provide for the use of high-quality materials which are durable and require a low level of maintenance, use of local or indigenous materials. Promote new design which is clearly modern and embrace recent construction methods.



Figure 2.15: Photomontage showing the proposed elevation on the new gable of No 7 Dublin Street (Monaghan Boot Co)

Figure 2.15 provides a photomontage of how the proposed new gable elevation of No.7 Dublin Street will relate to the new civic plaza on Charles Gavan Duffy Place. Detailed plans and elevations are provided in the EIAR Volume III Technical Drawings & Figures as Figure 2.16 below.

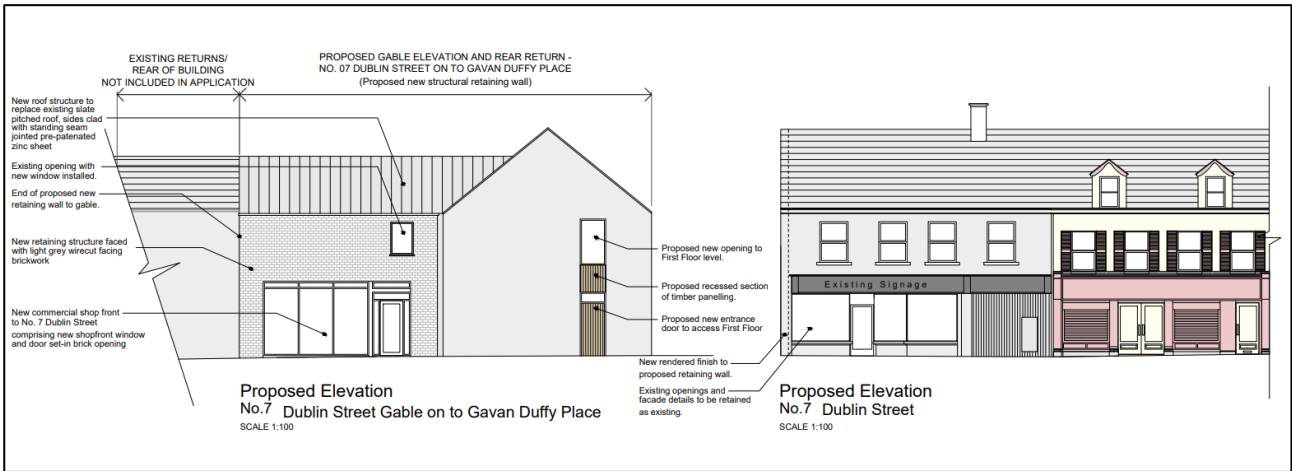


Figure 2.16: Proposed Elevation on the new gable of No 7 Dublin Street (Monaghan Boot Co)

The development to the western edge of the new CGDP civic plaza is made up of a number of components.

In the new gable to No.7, a single door at ground floor provides own door access to the residential apartment on the first floor, complimented by a first-floor window. A new shopfront opening into the ground floor commercial unit is created to provide a new shop frontage. A new window is provided at first floor (to the residential apartment) to add variety and create an element of passive surveillance. To mirror the gable on the opposite side of CGDP (12/13 Dublin St) the main pitched roof element is rendered, whilst the return element is clad in a light-coloured brick to eaves level. Above eaves level a vertical plane of pre-patented zinc standing seam is set back and weathered into the rear of the main roof pitch. This subtle change in material and style provides a transition between traditional vernacular streetscape to modern building forms that are to replace the existing built form to the rear elevations of No 7 Dublin Street.

It is proposed to increase the building scale from Dublin Street to the southern extremities of CGDP from 2 to 2½ to 3 storeys on both sides. This should create a greater sense of place by forming strong built form of a suitable scale and interest to define the extents of CGDP. The proposed use of the new built form is to accommodate ground floor commercial/retail units, to create an active frontage, with duplex residential units over which will greatly increase the passive surveillance of the public space. Past the retaining wall works the proposed elevations are a strategic vision developed in consultation with the building owners. It is envisaged that the council will collaborate with the private building owners to achieve this long-term goal.



Figure 2.17: Photomontage showing the proposed elevation on the new gable of No 12/13 Dublin Street (Mr Malik Kebab)

Figure 2.17 provides a photomontage of how the proposed new gable elevation of No.12/13 Dublin Street will relate to the new civic plaza on Charles Gavan Duffy Place. These will be delivered as part of this project. Detailed plans and elevations are provided in the EIAR Volume III Technical Drawings & Figures as shown in Figure 2.18 below.

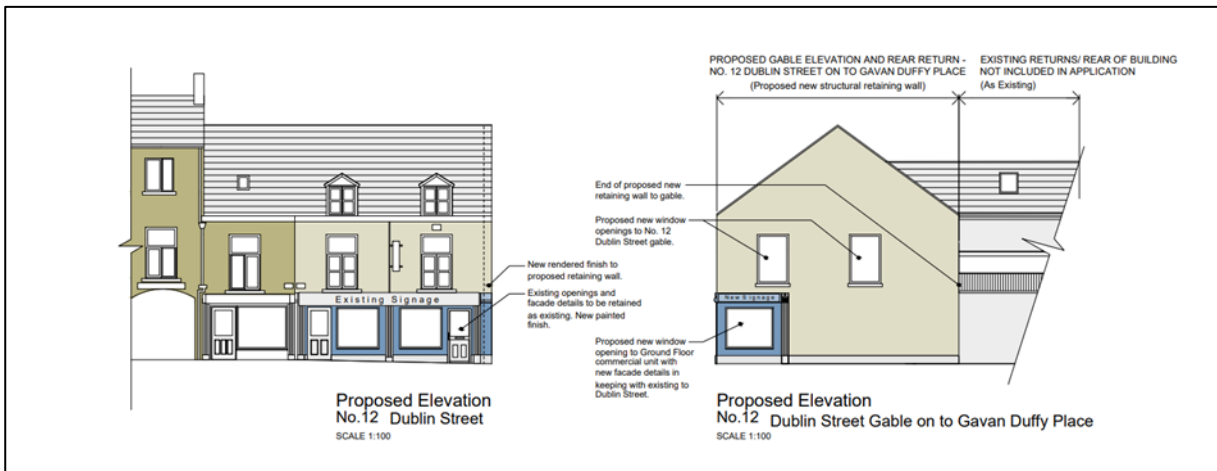


Figure 2.18: Proposed Elevation on the new gable of No 12/13 Dublin Street (Mr Malik Kebab)

A new commercial window is provided at ground floor (synced with the location of the internal commercial unit) and two new window openings are provided at first floor, into the existing residential unit.

The Dublin Street Regeneration Plan 2017 has identified both these rear areas as locations where adaptive reuse and / infill development will be encouraged – the aim is to create new / improved building blocks along the new **civic place**, with new retail, commercial and / or residential uses to build on, and develop the new urban space further. Proposals for adaptive reuse and infill development are expected to be brought forward separately and will be subject to current statutory planning policy requirements.

Pending redevelopment by the property owners, buildings to the rear No. 7 and No 12/13 Dublin Street, these building elevations will be exposed following the demolition of the main frontage buildings and creation of the new gable elevations.

Further extensive design development work has been undertaken by MCC and the architectural consultants in consultation with the property owners to address the issue of providing active elevations onto the new civic plaza in Charles Gavan Duffy Place.

Plans and elevations have been designed for all of the buildings abutting the new civic plaza to deliver active frontage and provide positive interaction between spaces and the built form, ensuring that building frontages, windows and entrances face onto and overlook the street and public spaces.

These proposals are located outside the defined red line boundary of the site submitted to ABP, and for procedural reasons it is consequently not proposed that they be formally considered as part of the scheme at this stage.

On the western side of CGDP the proposals provide for active frontage and ‘living over the shop’ comprising 3 no. ground floor commercial units (shops, cafes, professional services) with duplex residential units above.

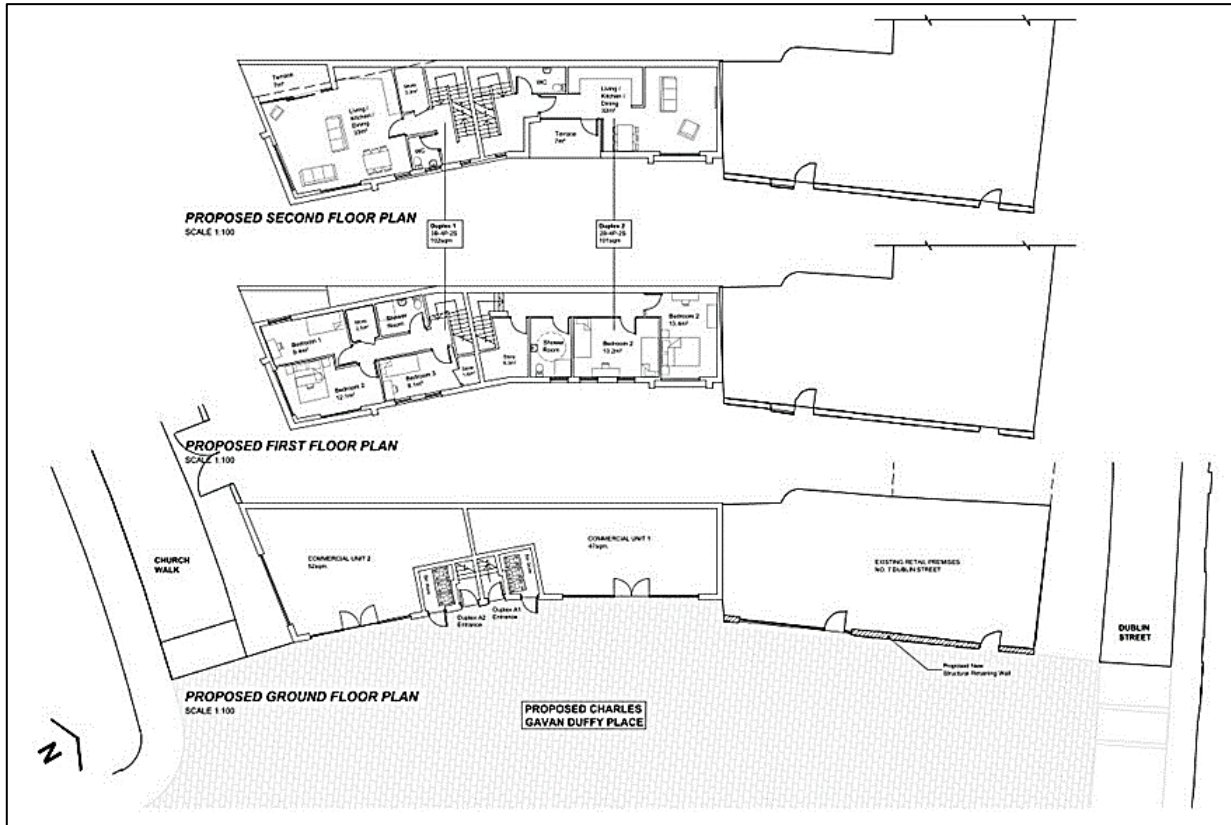


Figure 2.19 Floor plans of commercial & residential units – Western Edge CGDP



Figure 2.20: Proposed Elevations Western Edge of CGDP



Figure 2.21: Proposed Elevations Eastern Edge of CGDP

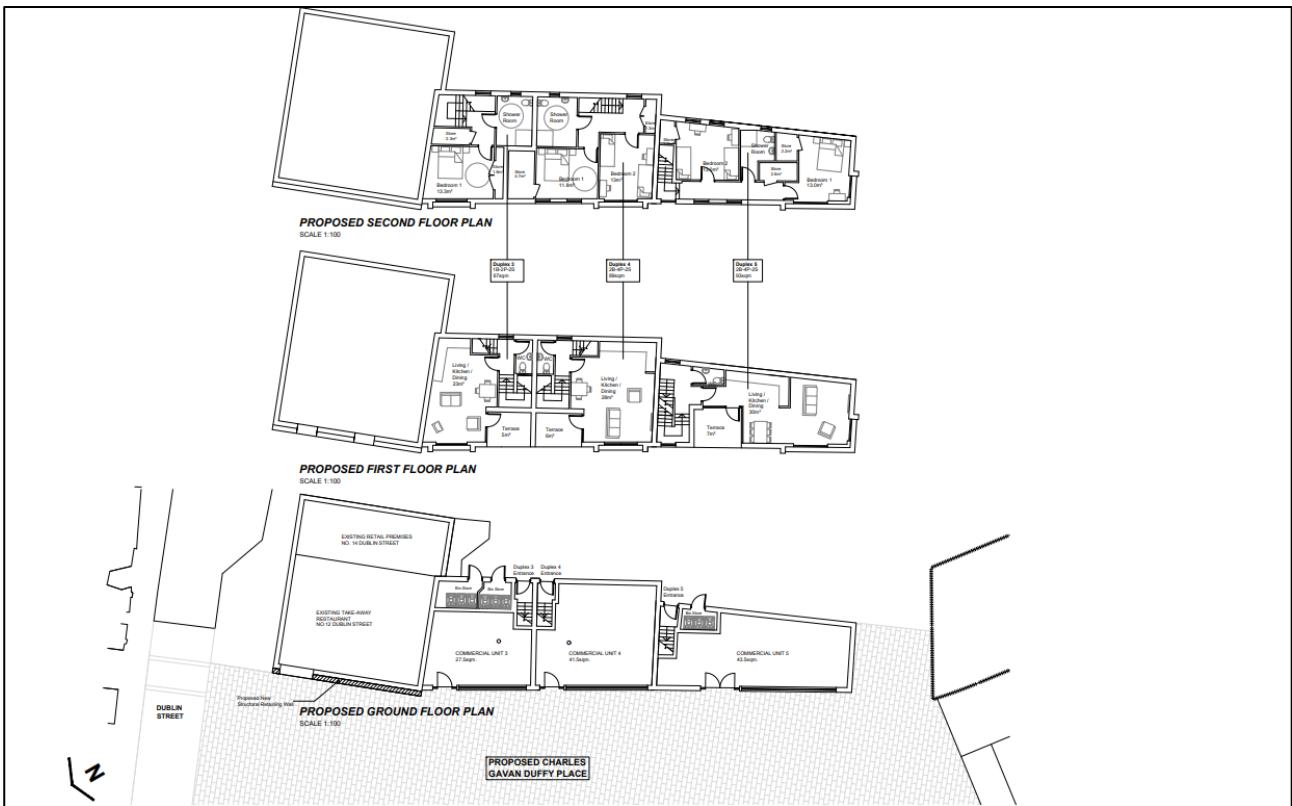


Figure 2.22 Floor plans of commercial & residential units – Eastern Edge CGDP

These proposals are located outside the defined red line boundary of the site submitted to the Bord, and for procedural reasons it is consequently not proposed that they be formally considered as part of the scheme at this stage.

The design approach to the eastern edge of CGDP is identical to the western side, seeking to ensure that the new development is designed to provide a *complimentary contemporary expression* to the existing built heritage and to provide CGDP with a new unique identity.

In essence the new CGDP will be ‘book ended’ to Dublin Street by new retaining walled gables to the existing buildings either side of the new ‘opening’ and to the new Church Walk by 3 storey contemporary ‘gateway’ developments with rendered upper floors, punched openings and expansive double height corner glazed elements.

These proposals are located outside the defined red line boundary of the site submitted to the Bord, and for procedural reasons it is consequently not proposed that they be formally considered as part of the scheme at this stage.

2.5.4 Proposed linkage - Church Walk

A new pedestrian and vehicle linkage is proposed to connect Charles Gavan Duffy Place to the Courthouse car park. The Dublin Street Regeneration Plan 2017 suggests that this might be called Church Walk, in recognition of the views of the spires from St Patricks Church of Ireland and the First Monaghan Presbyterian Church.

This linkage is formed through the clearance of backland areas, and the demolition of a section of the Northern Standard premises which currently fronts onto the Lower Courthouse car park. **Figure 2.22** outlines the proposed demolition which includes part of the building and the associated car park. The removal of this part of the split-level building will expose a previous external elevation, which is represented (as best practically possible) on Planning Drawing KP1005, which includes a small pedestrian door and large window, set within a traditional brick elevation. This door would open onto a newly created pedestrian pavement, as outlined on the proposed general arrangement drawings (excerpt shown in **Figure 2.22**). Several walls, trees, and structures are also removed, and the land is reprofiled to create the new linkage.

The current Northern Standard premises comprises several buildings, of different ages and construction types covering a site with considerable changes in the ground levels. **Figure 2.22** provides an overview of this wider site. The buildings highlighted in yellow appear to be the original building, accommodating the main commercial office activity. The buildings in cyan and red have been subsequently added on over the years. It is proposed to remove all buildings identified in red, to construct the proposed Church Walk. The connecting walkway indicated in cyan will be retained – this covered walkway has an external masonry wall along its southern boundary, which will be retained as the main elevation onto Church Walk.

Figure 2.16 outlines the proposals in this area. A new single lane, one-way carriageway (3.5m width) is created connecting the Courthouse car park with Charles Gavan Duffy Place – this will be one way from the corner of the car park right through to CGDP. A vehicle layby area is provided along this carriageway, close to the potential central development area, to accommodate large vehicles servicing the large central development area adjacent. It has been designed to accommodate one-way traffic only, and its use as a through-road will be discouraged.



Figure 2.22: Proposed demolition of part of the Northern Standard premises to facilitate Church Walk (aerial image)

Consideration was given to creating a fully shared surface along Church Walk (similar to CGDP) however, given its likely use by larger vehicles and the presence of the loading bay, it was considered that a more formal separation between vehicles and pedestrians would ensure the safety of pedestrians was paramount.

Pedestrian footpaths are provided to connect the CGDP space through to the Courthouse car park, with a continuous surfacing of natural stone paving to enhance legibility and ease of movement for those on foot. Smaller paving unit sizes and dropped kerbs demarcate vehicular access points into private property within the wider area.

New street trees, street lighting and bicycle stands are proposed at the top of the Courthouse car park at the entrance to Church Walk, and adjacent to the Church of Ireland and current alleyway connecting through to The Diamond. The current pedestrian access, gates and walls of the Church of Ireland are not impacted by this development. The existing elevation of the Northern Standard will be retained, and this provides openings onto the new streetscape.

The existing linkage through from the Lower Courthouse car park through to Dublin Street at the rear of Monaghan County Council Planning Office is retained, and the proposals include for a resurfacing of this link in the same natural stone paving provided throughout the scheme to optimise legibility and ease of movement. Contrasting paving is provided on those areas where accessible parking spaces take priority.

It should be noted that agreement has been reached with ESB Networks to relocate a nearby substation within the new public realm area. Its design has been provided by ESB, and this is included in Planning Drawing SK0013 – two new 2.4m high wing walls are also proposed to provide enclosure to this essential utility. Similarly, a Council owned/operated oil tank associated with the Council offices is proposed for relocation within a secure enclosure adjacent to this linkage, screen with a 2.4m boundary wall. The detailing for all boundary walls, railings and fencing to private property is provided on Planning Drawing KP1003.

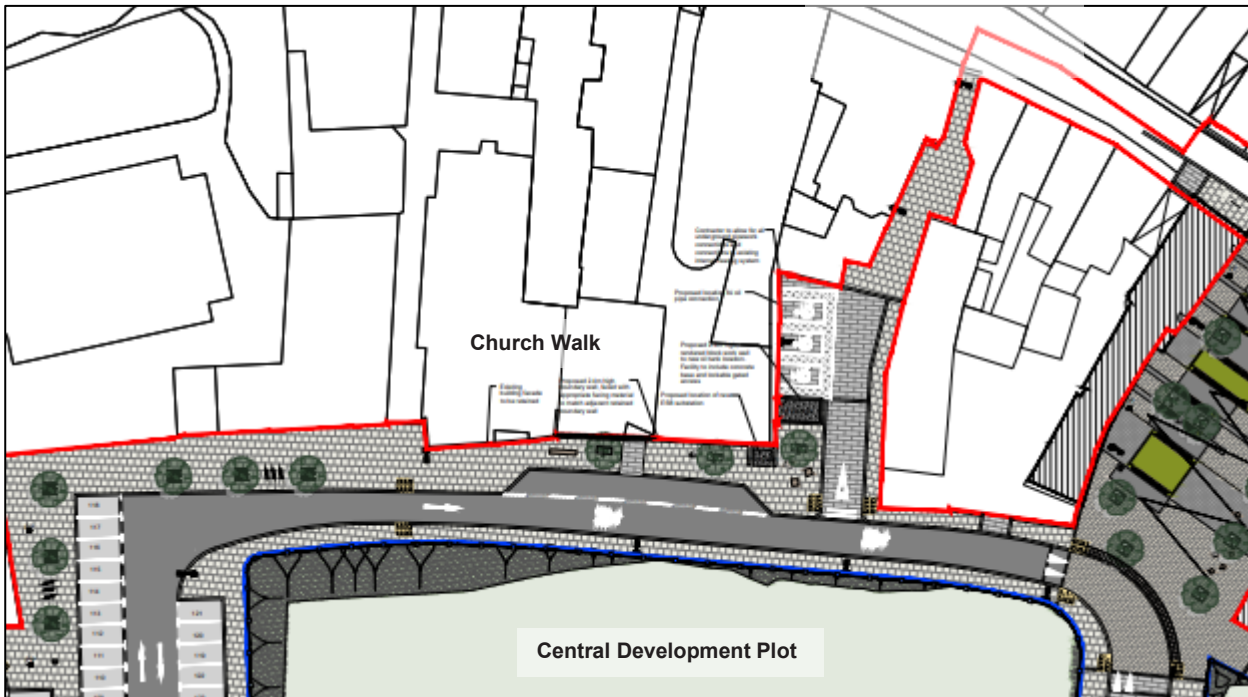


Figure 2.23: Excerpt from Planning Drawing 231932_DSS_OP_G_100 showing the proposed Church Walk

overall regeneration objectives in accommodating new building blocks and town centre uses at some point in the future. The southern boundary of the pedestrian footpath adjacent to the development area will be demarcated by 2.4m high security fencing, as an interim measure until future development is brought forward.

2.5.5 The Mall, Farney Road and the junction with N54 Macartan (Broad) Road

The proposed development includes both the realignment Castle Road from the N54 Macartan (Broad) Road into the application site, and the current service road connecting the two existing car parks with Castle Road.

The Dublin Street Regeneration Plan 2017 suggests that the realigned service road may be renamed as The Mall. This formal street will traverse the site in an east/west direction connecting the Courthouse car parks, the Monaghan Shopping Centre, and Charles Gavan Duffy Place. Formal footpaths are created along both roads, connecting into and extending the legible new pedestrian network into the Courthouse car park, Church Walk and CGDP. Crossing points are indicated at regular intervals along these linear streets. The proposed development in this area is shown as an excerpt in Figure 2.23.

The main spine road connecting the N54 Macartan (Broad) Road to the application site, known as Castle Road, will be realigned and potentially renamed as Farney Road. The realigned junction of the Farney Road and The Mall will form part of a staggered junction with CGDP and proposed considerable improvements to pedestrian facilitates significant pedestrian upgrades, with numerous crossing points and tactile paving areas.



Figure 2.23: Excerpt from Planning Drawing 231932_DSS_OP_G_101 showing the proposed Mall and connection to Farney Road

Farney Road will terminate at a T-junction with The Mall - this new junction arrangement will compel traffic heading north on Farney Road to stop before proceeding further, thereby reducing the speed of vehicles entering those areas of high pedestrian activity. This proposed design takes cognisance of the guidance given in Section 3.4.1 of DMURS where it states, “Drivers are more likely to maintain lower speeds over shorter distances than over longer ones. As drivers can access individual properties more directly from access/link streets (where speeds are more moderate) they are more likely to comply with lower speed limits on Local streets (see Figure 3.21)”. DMURS also advises that permeable street layouts provide more frequent junctions, which have a traffic-calming effect as drivers slow and show greater levels of caution. In this context, a raised table (of a contrasting colour) and a courtesy crossing are proposed at this T-junction, to reduce speeds, and prioritise pedestrian and cycle activity in this area.

There are several public realm improvements along this access route – new cycle lanes (asphalt) and pedestrian footpaths (high quality concrete paving) will be provided on both sides of the realigned 6.5m carriageway, to encourage pedestrian and cycle movements into the areas. These are complemented by new cycle stands in various locations throughout the site, to promote safe bicycle storage.

N54 Macartan Road / Farney Road priority junction

The N54 Macartan Road (Broad Road) forms part of the Monaghan to Cavan National Secondary. It is proposed to upgrade the pedestrian facilities at the junction of the N54 Macartan Road (Broad Road) and Farney Road as illustrated on Figure 2.24 with a reduction in the carriageway width on Farney Road to facilitate pedestrian movements. The existing vehicular traffic arrangement at this junction will be maintained and no realignment of the N54 is proposed.

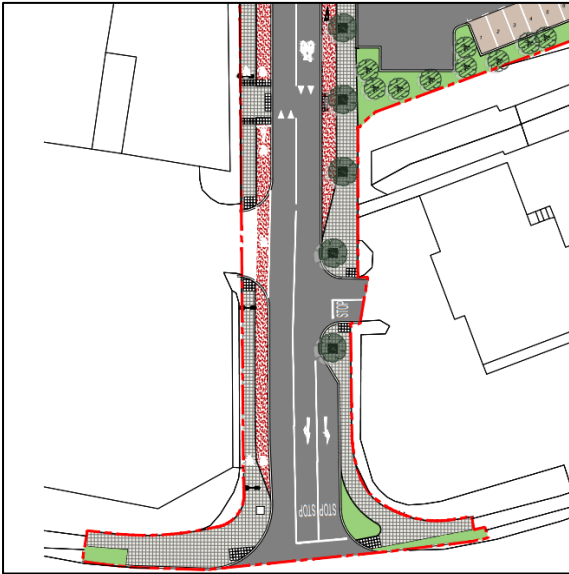


Figure 2.24: Excerpt from Planning Drawing 231932_DSS_OP_G_103 showing the junction with the N54

2.5.6 Reconfiguration of the existing Car Parks

There are 393 car parking spaces currently provided within the **existing car parks that are situated within the application site**. These include 240 no. spaces associated with the Lower Courthouse and 153 no. spaces located at the Courthouse. The car parks consist of a mixture of long and short stay parking with a split of approximately 53% (209) long stay and 47% (184) short stay spaces available.

This proposal includes a reconfiguration of both car parks (**Figures 2.25 and 2.26**) to accommodate the enhanced alignment of The Mall and Farney Road, and to maximise the area available for walking, cycling and shopping activities. New Parent & Baby Spaces have been identified on the northern boundary of the Lower Courthouse car park. The reconfiguration of spaces has also facilitated a consolidation of the existing disabled bay parking spaces.

As part of their wider car parking strategy, MCC have opened a new Council-operated car park on the former Eircom site, between the Margaret Skinner Roundabout N54 Macartan Road / Glen Road / Dawson Street signalised junction. The new carpark has 88 spaces (66 long stay, 18 short stay and 4 disabled spaces, it also has infrastructure for electric vehicle charging, although this is not operational as yet). The new MCC operated car park at this location provides a suitable replacement for the reduction of parking provision resulting from the development proposals that are the subject of this planning application.

Further information is provided in Chapter 9 of the EIAR.

Both **existing car parks** will be resurfaced with asphalt **alongside natural stone and block paving to parking bays**, bounded by newly paved pedestrian footpaths / kerbing in natural stone finish. These pedestrian areas will become part of the wider enhanced pedestrian network, with the natural stone finish providing continuity and legibility throughout the pedestrian network. A wide pedestrian plaza area is retained and enhanced at the front of the Shopping Centre, with the same natural stone finish. These areas are complemented by a mix of corduroy and tactile paving areas to denote key crossing points.

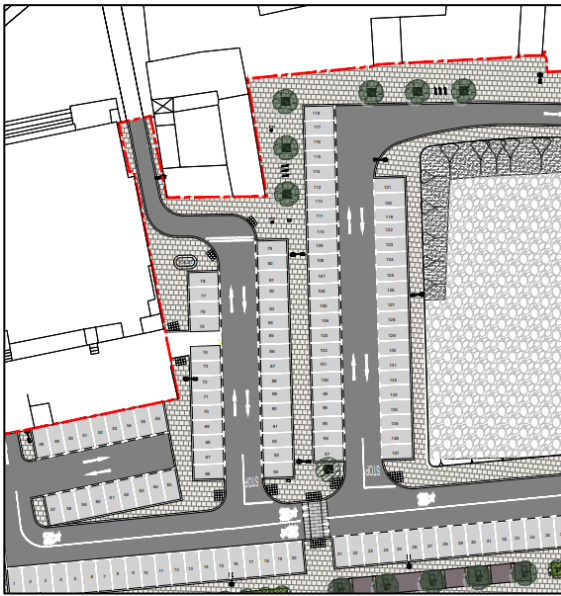


Figure 2.25: Courthouse Car Park



Figure 2.26: Lower Courthouse Car Park

The Dublin Street Regeneration Plan 2017 identifies part of the existing Courthouse car park as a new major public space, with high quality landscaping, potential covered areas that will accommodate car parking, a farmers' market and an event space. The aspiration is for a flexible space, which can provide for an outdoor gathering space whilst allowing for day to day parking and will be defined by the rear /side façade of the Courthouse, boundary of the Church of Ireland, and defined by new building on the central development plot.

The proposed development creates an upgraded space throughout the Courthouse car park, with realigned spaces, kerbing, natural stone paving delineating key pedestrian linkages, tactile paving, soft landscape and new street lighting to generally improve the public realm. **The proposals also include provision of electric vehicle charging points in the Lower Courthouse car park which will complement the 2 fast charging points already in situ in the Upper Courthouse carpark beside the courthouse building.** The proposed development provides for the realignment of the carriageways and parking spaces in line with current design standards, the requirements for parking in support of town centre uses, as well as access to the Courthouse, however it also creates a multi-functional space, which can be utilised for a range of uses at different times. The alignment as proposed allows the key access routes (on either site of the Courthouse) to be temporarily blocked off, with diversion of traffic along Church Way, to create a space for a market or special event when required. A pop-up power supply is also provided to accommodate events and markets which may require access to services to operate. The new and improved pedestrian network supports the movement of pedestrians in/out of this space (particularly along Church Walk), facilitating access on foot from other locations within the town centre. Whilst its design may not conform exactly with the physical aspirations of a 'square', the aspirations for a multi-functional space have been realised within the proposed development, and they can be accommodated adequately within the current proposals.

2.5.7 Sherry's Lane & The Alleyways

The proposed development includes for improvements to the existing movement route from Dublin Street to the rear of No 24 Dublin Street (Sherry's Pub). **MCC and the Design Consultants have revised the design proposals for the area to ensure the outbuilding to the rear of No. 24 is now retained to allow the property owner to refurbish the building for alternative use in the proposed new public realm area.**

Sherry's Pub is a protected structure and the revised regeneration proposals incorporating the retention of the stone outbuilding to the rear of the Pub is in line with the County Development Plan policy requirements to preserve and enhance such structures and in recognition of a current planning permission for an alternative use as retail premises.

The existing narrow entry into this location is restricted by the buildings on either side, but it opens into a pleasant, intimate courtyard space to the rear of the frontage buildings. It is proposed to create a movement

route for pedestrians from Dublin Street through this space, alongside the potential easterly development area, out into the Lower Courthouse car park and connecting into The Mall pedestrian network. Currently access is restricted through the site.

Figure 2.27 shows new natural stone paving is proposed throughout this area, consistent with the pedestrian priority surfaces throughout the scheme, supported with new kerbing, and tactiles at crossing points. New street lighting and inground strip lighting is provided throughout this area, to ensure a safe and attractive movement route could be provided. Similarly, minimal street furniture is provided in this particular location, to ensure that anti-social behaviour is discouraged. A private gated access is provided to the rear of No 23 and No 24 Dublin Street to facilitate access and servicing.

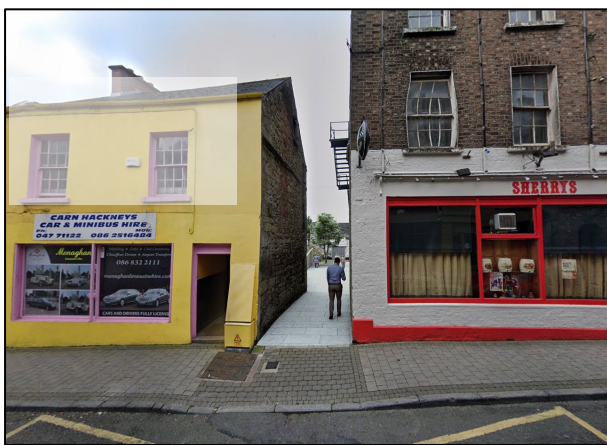


Figure 2.27: Excerpt of the proposals for Sherry's Lane

In accordance with the Dublin Street Regeneration Plan 2017, the aspiration is for the adaptation, infill and reuse of those buildings which currently define this space. This would encourage uses into the space, attracting people and footfall to enjoy spending time in this reinvigorated space.

The new pedestrian movement route from Dublin Street through Sherry's Lane will connect into the proposed pedestrian movement network, and there is a direct pedestrian footpath link into the area to the rear of the former Belleview Tavern and the entry to the rear of No. 14 Dublin Street. Due to the nature of the existing and proposed ground levels, providing pedestrian access in this location was challenging with up to a 3m level difference in certain parts of the site. The maximum gradients identified in DMURS could not be achieved, therefore steps represented the best design solution to gradually allow the pedestrian to adapt to the changing gradient.

Adjacent to the steps, an alternative servicing area for the former Peaky Blinders pub (now Monaghan Spice restaurant) has been provided, enclosed in a new boundary wall. This facilitates the storage of the beverages and kegs associated with the Pub/Restaurant, which are transported through the pub from Dublin Street.

The existing pedestrian entry adjacent to No. 14 Dublin Street is retained within the proposal and identified as an important and well-used pedestrian link. This area will connect into Dublin Street and proposed CGDP, and it is proposed to create a seamless connection for pedestrians throughout the area. There are a number of residential apartments to the rear of No 12 and 13 Dublin Street. No 15 is a former public house (Belleview Tavern) which is currently derelict and enclosed with a blue hoarding. This site has been identified as a potential housing opportunity site. Monaghan County Council's Housing Department, in consultation with architectural consultants, have prepared proposals for the development of social housing units (6 no. apartments) on the plot of No. 15 Dublin Street which is adjacent to Monaghan Spice Restaurant (formally Peaky Blinders public house). The housing units have been designed in accordance with "Sustainable Urban Housing Design Standards for New Apartments", providing adequate living floor area, storage, amenity space

and refuse storage. The relevant floor plans, elevations, and visuals for the proposed housing units can be viewed at EIAR Volume II Appendix 2H Social Housing Units Development.

MCC have secured Stage 1 Approval from the Social Housing Capital Investment Unit in the Department of Housing, Local Government and Heritage (EIAR Volume II Appendix 3C DHLGH Stage 1 Approval). The Local Authority believe this housing proposal supports the ambitions of the Housing for All and Town Centre First policies, and subject to the property acquisition, it is intended that this development proposal will be progressed separately through the planning process.

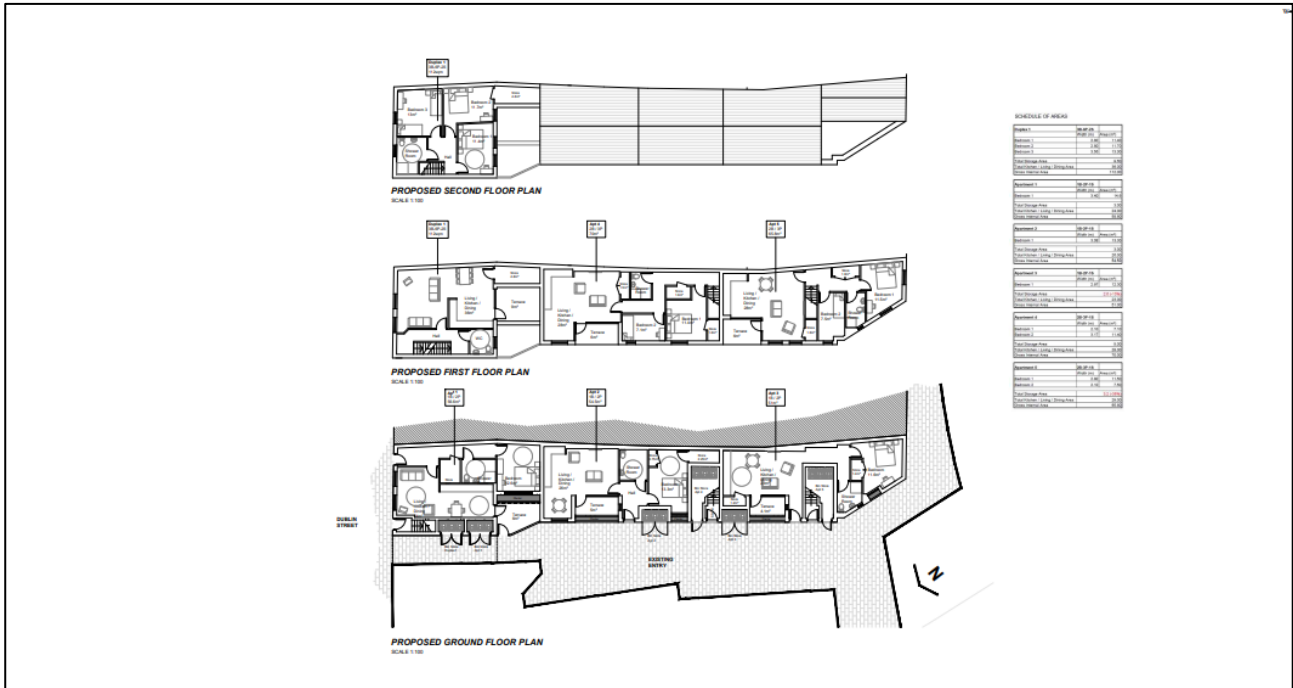


Figure 2.28 Floor Plans of Proposed Housing Development



Figure 2.29 Elevations of Proposed Housing Development



Figure 2.30: Representative View of Housing Units at & to rear of 15 Dublin Street



Figure 2.31: Representative View of Housing Units at & to rear of 15 Dublin Street from South

Development of this site for housing will enhance the usage and passive surveillance of this entry. No 16-17 Dublin Street has recently changed from Peaky Blinders gastro pub to a new restaurant. New public realm within this area comprises a continuation of the high-quality natural stone paving, new tree planting and new streetlights to improve the pedestrian connection, the residential amenity, and provide a safe and pleasant space to dwell in.

2.5.8 New / Upgraded Pedestrian Linkages

The scheme proposes a strong network of pedestrian linkages connecting the new development with the town centre, Dublin Street, and the historic core. The new footpath widths vary from a minimum width of 2m to widths greater than 5m. A pedestrian plaza area has been provided to the west of Farney Road, adjacent to the Shopping Centre to support greater pedestrian activity in this area. There are clear and legible linkages to the backland areas to the northeast of the scheme, through to Dublin Street. The plaza area and footpaths (where width is sufficient) will feature street furniture to encourage people to stay within these pedestrian areas.

Pedestrian crossing points have been provided throughout the scheme at pedestrian desire lines identified by the design team and the independent Road Safety Audit (RSA) team. All pedestrian crossings points will be uncontrolled, supported by the traffic management proposals to reduce speeds, including the raised tables and courtesy crossing points. The aspiration is that the area will encourage greater pedestrian activity to, from and throughout the area, with free-flowing pedestrian movements.

It is proposed that Charles Gavan Duffy Place is fully pedestrianised civic plaza, to create increased and safer pedestrian footfall through the area and provide a comfortable space within which people can dwell. The aspiration is that this area may also facilitate ad hoc fairs, events or community gatherings, as part of the numerous festivals hosted by the town (including Harvest Time Blues, Country Music Festival, and the Taste of Monaghan). It is anticipated that this event space will accommodate the multifunctional space within the Courthouse car park. Corduroy tactile paving is provided along the footpath edge along Dublin Street at the entrance to Charles Gavan Duffy Place to warn those with visual impairments to the potential hazard of the vehicles. It also provides a colour contrast for partially sighted users to define pedestrian and vehicle areas.

More specifically, a variety of tactile paving is proposed throughout the scheme:

- Use of guidance paving as mentioned above
- Use of buff coloured (blister) tactile paving at all uncontrolled crossing associated with raised tables
- Use of buff coloured (blister) tactile paving at all uncontrolled crossings elsewhere within the scheme area
- Use of buff coloured corduroy (hazard warning) paving to top and bottom of steps
- Use of buff coloured tactile paving on cycle lanes – cycle track / footway surface (ladder and tramline)

Throughout the scheme, soft landscape planting is proposed along the edge of carriageway to visually differentiate pedestrian footpaths from both shared surface areas and the carriageway. It is proposed to use a mix of moveable tree planter boxes and fixed tree planting in purpose-built pits. Formal uncontrolled pedestrian crossing points will be provided at either end of the shared surface to encourage formalised crossing.

2.5.9 New Cycle Linkages

Segregated cycle tracks are proposed along Farney Road as shown in Figure 2.32. In the northbound direction, the cycle track will terminate at the plaza area on the western side of Farney Road (corner of the shopping centre) where cycle parking facilities will be provided.

In the southbound direction, cyclists will be required to walk their bicycles across Farney Road at the pedestrian crossing provided adjacent to the cycle parking facility, before mounting and using the segregated cycle track in the southbound direction. This cycle track will terminate at the location of the courtesy crossing on Farney Road, due to land take boundary constraints and a lack of connecting cycle facilities on the N54 Macartan Road (Broad Road). Cyclists will be able to utilise the existing Zebra crossing on the N54 Macartan Road (Broad Road) to access the Ulster Canal Greenway located off Castle Road from the site.

Spatial limitations and concerns of greater risk of conflicts with pedestrian activity within the Courthouse car park have restricted the ability to deliver further cycle lane provision to connect into the proposed cycle network infrastructure to the north of the town, as shown in the Monaghan Land Use & Transportation Study (LUTS) Existing and Proposed Cycling Routes Map Rev D. Similarly, at the junction of Farney Road and the N54 Macartan (Broad) Road, these cycle facilities can easily be integrated into the future cycle network infrastructure identified in the LUTS study and the existing Greenway. The proposed cycle facilities have been designed, and will be constructed, in accordance with the National Cycle Manual.

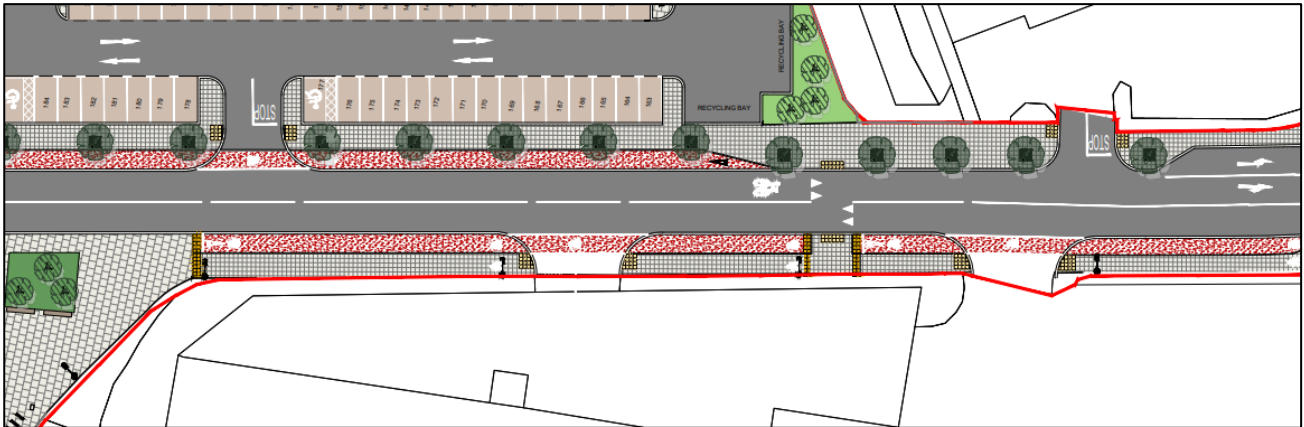


Figure 2.32: Cycle routes incorporated into design

2.5.10 Public Realm Improvements

A range of public realm improvements including several proposed streetscape features, including:

- Removal of all existing lighting infrastructure and replacement with new lighting columns and luminaires throughout.
- New inground illumination bars (strip lighting) along **building frontages** on either side of the proposed Charles Gavan Duffy Place.
- Street furniture, to include bins, bollards, benches, cycle stands.
- New trees and **planting within raised planters and integrated tree pits**.
- Services and charging points to facilitate events in the area, including a pop-up power supply in Charles Gavan Duffy Place.

2.5.10.1 Street Lighting

The detailed proposals for Public Lighting, CCTV and 5G are included on the Planning Drawings EIAR Volume III – Technical Drawings & Figures KP1003 and a Report on Public Lighting in EIAR Volume II – Technical Appendices, Appendix 2D. The proposals for lighting have been designed to achieve a C2 class of illuminance throughout the scheme extents, in accordance with TII and Council requirements, utilising a variety of columns heights, ranging from 6m to 10m overall height. Proposed lighting column locations, as illustrated on the Planning [Drawings 231932_DSS_OP_G_100-103](#) are required in order to provide the C2 class illumination across the scheme which has been designed by a separate lighting consultant. All of the existing lighting columns within the site boundary will be removed.

The proposed CCTV and 5G ducts and infrastructure will be placed adjacent to public lighting ducts. The inclusion of 5G ducting is for future use (futureproofing) and it is not envisaged that 5G will be included in the area until after this scheme is complete. 5G ducting has been placed at locations where it is envisaged that antennas can be included within lighting columns structures to avoid the need for additional columns.

2.5.10.2 Footpaths

The new pedestrian civic plaza in CGDP is created using high quality natural stone paving (various unit sizes and laying pattern). The presence of new stone paving on approach along Dublin Street creates a new sense of arrival into this gateway along Charles Gavan Duffy Place. The new natural stone paving within the natural boundaries of Charles Gavan Duffy Place will be a different stone type, colour and finish than that proposed elsewhere under this development and that existing elsewhere in Monaghan town. This is to ensure that Charles Gavan Duffy Place has a unique identity within the surrounding public realm and enhance its place-making qualities. The paving design provides a structure to the open space using a semi-random linear pattern with different sizes and finishes of paving slabs, setts and blocks. The space is designed to be a high quality public outdoor space where people can relax and socialise, read a book, make a destination, enjoy outside

eating and drinking, listen to a busker, or an organised event eg. a market, street theatre, musical performance etc.

Notwithstanding the particular design solution applied to CGDP, high quality natural stone paving is proposed throughout the scheme. The natural stone paving will be laid on a mortar bed with a foundation depth of 150mm in areas where pedestrian activity only is envisaged and a foundation depth of 225mm in areas where there is or likely to be vehicle usage (based on assumed ground conditions, to be reviewed following site investigations). An 80mm depth paver will be used in areas where pedestrian activity only is envisaged and a 150mm paver where there is likely to be vehicle usage. The additional paver and foundation depth in vehicle areas will ensure robustness. All pedestrian crossing points will be enhanced to the required DMURS standards using appropriate tactile crossing paving, dropped kerbs and raised crossing points to increase safety for pedestrians.

The benefit of using a natural stone product over other products relates to the overall visual quality / aesthetics of the improved streetscape, which are perceived as better with a natural stone paving unit. Natural stone paving is generally more robust in terms of general wear and tear and therefore likely to last longer when compare with a concrete product.

2.5.10.3 Soft Landscape

The soft landscaping elements will comprise tree planting, raised planters and grass. The following species are proposed for use in the respective landscape areas.

Street Tree Planting in Hard Landscape: Mature and Semi-Mature standard tree planting located within hard landscape areas. Size dependent on location, with larger specimens generally being used within key spaces such as Charles Gavan Duffy Place. To include proprietary tree pit and tree grille coordinating with adjacent paving. Trees to have clear stem to 2.5m to allow eye level views. Species to include:

- Pin Oak (*Quercus palustris*)
- Cypress Oak (*Quercus robur* 'Fastigiata')
- Lime (*Tilia cordata* 'Greenspire')
- Hornbeam (*Carpinus betulus* 'Frans Fontaine') and
- Cherry (*Prunus* 'Sunset Boulevard')

Street Tree Planting in Soft Landscape: Semi-Mature standard tree planting located within soft landscape areas. Trees to have clear stem to 2.5m to allow eye level views. Species to include:

- Rowan (*Sorbus* Spp)
- Lime (*Tilia x euchlora*)
- Cherry (*Prunus* Spp.) or Maple (*Acer campestre* 'Streetwise')

Multi-stem Tree Planting in Raised Planters: 3.5 – 4.0m tall multi-stem specimen trees with between 5 – 7 natural stems. Species to include:

- Birch (*Betula pendula*)
- Snowy Mespil (*Amelanchier Lamarkii*)
- Japanese Maple (*Acer* sp.)
- Cherry (*Prunus* sp.)

Shrub Planting: A mixture of specimen / evergreen shrubs, ornamental grasses, perennial species and bulb planting to provide year-round visual interest and a biodiverse species mix.

2.5.10.4 Street Furniture

There are new stainless steel bicycle racks, bollards and new seating benches provided at various locations throughout the scheme, with a design consistent with the furniture already in the existing Diamond area in the town centre. Within the proposed Charles Gavan Duffy Place, there are new trees proposed in both raised planters and tree pits.

2.5.11 Future Development Plots

The proposed development includes the creation of two new serviced plots to facilitate future mixed use development (shown in Figure 2.33), in the backland areas in accordance with stated objectives of the Dublin Street Regeneration Plan (DSRP). These plots are created through some site clearance works and by the proposed enhanced connections from Macartan Road through and within the backlands area.

The MCC regeneration objective reflects that of DSRP seeing these development plots as the focus of new urban development in the future, creating new building forms, strong blocks of modern design along the new movement routes, and with active frontages. DSRP envisaged that the scale of the sites are such that frontage could occur facing Church Walk to the north and The Mall to the south. MCC anticipate that the development of these plots will take place incrementally as new investors/development partners are attracted to the area. In that context it is envisaged that future development proposals will progress through separate planning processes, sub-dividing the overall plots into smaller development parcels with connections within the site, the surrounding backlands quarter and wider town centre. Appropriate uses would include retail at ground, and residential or office use at upper floor levels. This may be as a large footprint building or incremental block development, which would accommodate new mixed town centre uses and activities, so a degree of flexibility is required to attract suitable investment. This future development will form a core part of the new façade of the Dublin Street Quarter and would be designed to integrate seamlessly into the existing urban fabric/streetscape and new network of movement routes.

The largest development plot is in the central area to the rear of those properties fronting onto The Diamond and 1-7 Dublin Street. It will be created by the demolition of properties and structures in the backlands, and construction of the newly created/re-aligned streets and spaces within Church Walk, the Mall and Farney Road.

The finished ground levels within this plot will be located approximately 2-3m below proposed ground level of the carriageway and footpath proposed along Church Walk. This movement route will be supported at this higher level by an earth embankment with slope of 1:2 within the plot, formed by the regrading of soil throughout the site where possible. This structure will be somewhat temporary, as it is expected that any development proposed in the future is likely to be replaced with appropriate supporting structures as an integral part of the design of the area. The proposed development includes for the creation of this future development area, construction of the supporting embankment with clean soil/fill material with grass seed, placing of hardcore, and boundary treatment, which is a 2.4m high green mesh paladin security fence.

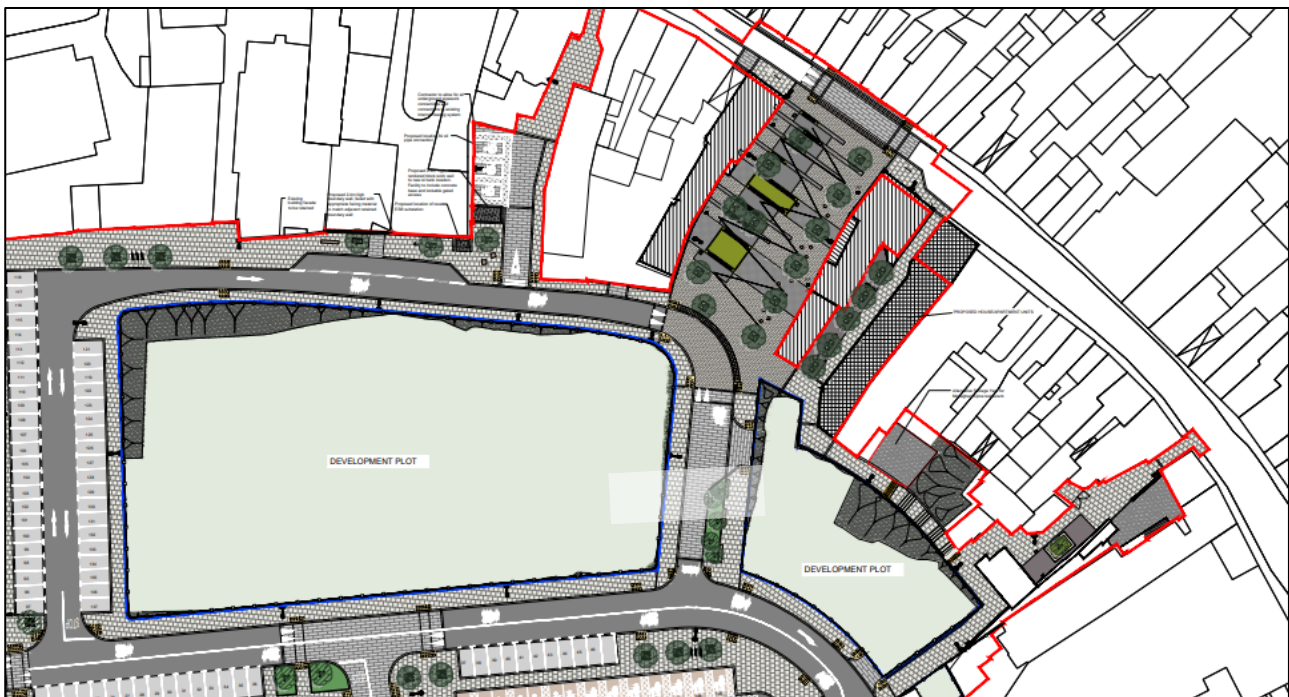


Figure 2.33: Two potential development areas

The proposed future development area towards the eastern section of the site, will be created by the site clearance. The finished ground levels in this area will vary, with c.3-4m level difference in places between its

boundary with The Mall Road and the east-west pedestrian linkage proposed between Charles Gavan Duffy Place and the existing pedestrian link between Dublin Street, to the rear of Sherry's Pub. This level difference will also be supported by an earth embankment structure within the site, with a proposed slope of 1:2, which it is anticipated, will be replaced with an appropriate supporting structure integral to the end development proposal. The embankments will comprise clean soil/fill and grassed, with hardcore on the ground. The site will be bounded by a 2.4m high green mesh paladin security fence.

The proposed development does not include proposals for the future development plots identified within the wider regeneration concept. **The objective in creating these future development plots in this planning application is to create a positive context to enable investment in future town centre regeneration projects that are well connected to the historic town centre via the new Charles Gavan Duffy Place and the enhancement of the existing backland alleyways and as necessary to the wider transport network via the enhanced linkage to the Macartan Road to the south of the backlands quarter. Proposals for appropriate mixed use developments will allow for the sustainable use of underused town centre lands in line with prevailing policy** These will be brought forward by either the Council or third parties as separate planning applications and assessed under the relevant planning and environmental considerations at that time.

2.5.12 Material Assets

2.5.12.1 Surface Water

The majority of existing surface water is collected in pipes and discharged to the Shambles River. Some of this water is collected is discharged to the Shambles River via a stone attenuation area under the main Car Park area.

Please refer to EIAR Volume III Technical Drawings & Figures, Planning Drawing DR1001 – Drainage for details of the new surface water networks proposed, which will include for future development within the area. The main surface water network will collect the majority of surface runoff within the project site and discharge to a proprietary attenuation crate system and pass through a petrol interceptor chamber before discharging to the Shambles River. Discharge into the river from this network will be limited to a maximum discharge rate of between 5 l/sec during the 1 in 100 year critical duration storm event using a hydrobrake chamber prior to the outfall. The attenuation system will be constructed underneath the main car park area. **(See drawing MGT0528-RPS-)-XX-DR-C-DR1003 – Figure 5.3, EIAR Volume III Technical Drawings & Figures) 20% additional flow has been included in the simulations for the surface water networks to account for Climate Change.**

A smaller surface water network will be provided to collect runoff from sections of the Farney Road and the car park where lower surface elevations prevent this runoff from being connected into the proprietary attenuation crate system. Therefore, a section of the Farney Road and car park will continue to drain unattenuated into the Shambles River. To reduce the environmental impact of this, a petrol interceptor will be installed at the outlet of this network to prevent pollutants entering the river.

SuDS drainage systems are provided throughout the project site. All chambers and gullies shall have catchpits to reduce the volume of sediment that outfalls to the river, porous paving shall be provided over a substantial area of the car park with runoff infiltrating into the attenuation system and an infiltration trench has been provided on the grass verge on the south side of the car park to provide some long-term storage in the network. Due to the high risk of flooding indicated on the CFRAMS mapping for the area, non-return flow valves shall be fitted to all network outfall pipes to prevent river flood flows from inundating the networks and resuspending sediments stored in the petrol interceptor chambers through back washing. Manual penstocks shall also be fitted to network outfalls to enable networks to be closed in the event of an accidental spillage.

2.5.12.2 Foul Water

A new foul water sewer network to service the new development sites is proposed. Foul water will be separated from storm water and discharged into an existing foul sewer network at Macartan (Broad) Road. This foul sewer crosses an existing culvert on Farney Road at the Shambles River. It is proposed that this sewer will pass underneath the culvert. The construction method used to carry this out will likely be directional drilling but will be an individual Contractors decision based on safety and environmental impact which will be required to be agreed with the applicant before being carried out.

2.5.12.3 Earthworks

Ground investigation's (GI) were carried out during June to October 2021, consisting of the following:

- Slit Trenches
- Boreholes
- Rotary Core Drilling
- BRE365 Testing
- Environmental Testing
- CBR Testing
- Reinstatement Works

The results of this GI are contained in the '*Monaghan Town – South Dublin Street and Backlands Regeneration Project - Ground Investigation*' report, which is summarised in Chapter 7 of this EiAR.

Most of the area comprises made ground approximately 1.0m thick. The GI identified this as a combination of scrap metal, timber, concrete, pottery brick, macadam, plastic, PVC pipes and lead pipes, glass, slate roof tiles, timber and coal. The made ground is followed by slightly sandy gravelly clay which is underlain by slightly sandy clayey gravel.

For slightly sandy gravelly clay, the undrained strength is between 6kPa to 70kPa and the drained strength in terms of friction angle is between 32° to 40°.

The bedrock is encountered as 5.5m below the ground level. The bedrock is very strong to strong Limestone. Groundwater is encountered at around 3.0m below the ground level. The permeability test reports a value of 2.2E-04 m/s indicating medium permeability. The soil provides a slightly aggressive chemical environment for concrete.

2.5.12.4 Utilities

Consultation was carried out with individual utility providers and the proposals take cognisance of their requirements.

2.5.12.4.1 ESB

There are 2 no. ESB substations which will be affected by the works - one is located in lands adjacent to rear of the Monaghan County Council offices on Dublin Street, and one located on the edge of the lower Courthouse Car Park close to the eastern development area.

The proposed development includes for the relocation of an existing substation currently located within an area to be cleared close to the Monaghan County Council Planning Offices, and its proposed siting to the rear of the footpath proposed along Church Walk. ESB Networks has provided a proposed design, as shown on Planning Drawing SK0013

It also proposes the new substation on lands adjacent to the First Monaghan Presbyterian Church adjacent to the Courthouse car park.

There are a number of small ESB and electrical pillars and cabinets that will be removed and replaced to facilitate the new electrical equipment layout. It will be a contractual requirement for the Works Contractor to maintain power and service connections throughout the works unless with prior agreement from individual utility providers. Where buildings are to be demolished their connections to ESB plant and equipment will be removed as agreed with ESB.

A significant network of new MV and LV 125mm ducting will be installed throughout the scheme to facilitate potential future developments, without the need to carry out further excavations in the new footpaths or roads in the future. Electric car charging points are also identified on the proposed General Arrangement drawing, the aesthetics and installation method of which will only become known following procurement as individual providers have different equipment. **The proposals also include provision of electric vehicle charging points in the Lower Courthouse car park which will complement the 2 fast charging points already in situ in the Upper Courthouse carpark beside the courthouse building.**



Figure 2.34: Existing ESB sub station

2.5.12.4.2 EIR

There is minimal amount of existing EIR ducting and cabling recorded in the works area. Where buildings are to be demolished their connections to EIR plant and equipment will be removed as agreed with EIR. New EIR 110mm ducting has been provided throughout the scheme to facilitate new EIR and fibre optic cabling for future developments.

2.5.12.4.3 Watermains

There is a minimal amount of existing watermains which will be required to be diverted to facilitate this development and potential future developments. A significant network of new 250mmPE watermains, complete with sluice valves, scour vales, hydrants and meters will be installed throughout the scheme with individual connection points to the proposed development sites included to facilitate potential future developments. All watermains works proposed will be constructed in strict accordance with Irish Water Standards.

2.5.12.4.4 5G

As part of the proposed development, it is planned to lay a significant amount of 110mm spare ducting with the intention to use for future 5G connection. This ducting will follow the route of the Public Lighting ducting with the intention that should 5G equipment be required to be installed at a future date that it could be mounted to public lighting columns if considered feasible at such a time.

2.5.12.4.5 CCTV

Ducting will be put in place to provide power and communication network connection for the future instalment of CCTV cameras by An Garda Síochána. The infrastructure provided in this scheme aims to minimise the potential disruption that may be caused to the new surface treatment when the installation of CCTV cameras is carried out by An Garda Síochána. The locations of ducting and advanced infrastructure for these cameras have been agreed between RPS, An Garda Síochána and MCC.

2.5.12.4.6 Parking Meters

It is proposed to retain the existing parking meters, however these will be relocated to more appropriate locations, as shown on the layout drawings. New 125mm ducting will be provided to these meters and a new electrical supply also fitted through these ducts.

2.5.12.5 Demolition and Site Clearance

Several properties and structures are to be demolished as part of the proposed development. Please refer to EIAR Volume III Technical Drawings & Figures, Drawings BU1001 Demolitions and Removals and SC1001 for details.

A considerable amount of Japanese Knotweed has been identified within the site, because of early ecological surveys. Due to the nature of the urban location and the works involved in the proposal, it is proposed to excavate the relevant areas and remove the infected material (including material within a surrounding buffer area) off site to landfill. This is discussed further in Chapter 8 and its associated appendices.

Planning Drawing BU1001 Demolitions and Removals provides a good overall summary of the extent of the Japanese Knotweed within the lands, and to be removed as part of this project.

2.5.13 Construction

2.5.13.1 Construction Programme

It is estimated that the proposed work will take between approximately 24 months to complete on site. Subject to the allocation of funding, land acquisition and the grant of planning approval, it is hoped that construction can commence in late 2024, subject to the grant of planning permission. The following steps are anticipated:

- Pre-Construction Surveys, Japanese Knotweed Treatment
- Demolition & Site Clearance (including remediation of Japanese Knotweed, tree removal, archaeological monitoring, removal of hazardous material, temporary prop works)
- Supporting / Prop structures
- Façade reinstatement & new openings
- Slab / asphalt removal
- Drainage and services installation
- Road/street construction
- Traffic management
- Hard landscaping
- Soft Landscaping, street furniture, ECV
- White lining, signage
- Finishes

2.5.13.2 Construction Management

Details of the predicted impacts and mitigation measures associated with the construction of the proposed development are included within the relevant chapters of this EIAR. In general, disturbance from construction works will include various activities comprising:

- Site clearance and preparatory works
- Diversion of services
- Demolition of buildings and structures
- Noise and vibration from plant
- Excavation and fill operations
- Stockpiling and handling
- Construction Traffic
- Duration and timing of the construction phase

During the construction phase, the methods of working will comply with all relevant legislation and best practice in reducing the environmental impacts of the proposed works. By their nature, construction phase impacts will be short-term and localised. These impacts will be reduced as far as practicable through compliance with the mitigation measures identified within this EIAR and the relevant industry standards and guidelines.

A preliminary Construction Environmental Management Plan (pCEMP) has been prepared, which consolidates all the environmental mitigation measures identified within this EIAR. It also includes procedures for monitoring the effectiveness of the environmental protection measures. This will be updated by the Contractor following their appointment, and in advance of the commencement of construction. Please refer to Volume II Technical Appendices, Appendix 2A Preliminary Construction Environmental Management Plan (pCEMP) for details.

2.5.13.3 Construction Access

It is proposed that the main vehicular access / egress will be via Castle Road at the southern access with N54 Macartan (Broad) Road.

2.5.13.4 Construction Operating Hours

The operating hours will be agreed with the Local Authority prior to the commencement of the proposed works and will be specified in the CEMP. Hours will generally be limited to 7am to 7pm Monday to Friday and 9-4pm on a Saturday. Construction works outside these hours will be limited to works necessary for health and safety reasons or to protect the environment.

2.5.13.5 Temporary Facilities

The construction phase will require the provision of a temporary Contractors Compound and welfare facilities. A temporary connection to water supply and foul sewer will be provided to accommodate these welfare facilities. Temporary car parking for contractors' vehicles will be provided within the temporary compound.

2.6 Alternatives

This section of the Project Description identifies and outlines the alternatives considered for the proposed development. The EIA Regulations indicate that the Report must provide a description of the reasonable alternatives studied by the applicant, which are relevant to the project and its specific characteristics, and an indication of the main reasons for the chosen options, taking into account the effects of the project on the environment.

This section has been updated to reflect the further consideration and development of the design solutions now proposed.

2.6.1 The Do Nothing Alternative

In this scenario, the application site would remain as an existing part of the established urban fabric within the town centre, with underutilised land, unconnected streets, with little and limited potential or stimulus for regeneration within the town centre. The lack of a comprehensive vision or framework for forward planning will result in a missed opportunity for the delivery of compact urban development which would reduce the demand for the development of greenfield sites and facilitate the greater adoption of sustainable modes of transport such as walking and cycling. The absence of the planned regeneration and renewal of the site will also result in a missed opportunity to deliver wider positive impacts on the sustainability of town centre, as increased residential development, businesses, and ancillary uses and activities through the development of the site will assist in maintaining and enhancing the vitality and viability of the surrounding town centre.

Future development is likely to evolve in a limited and piecemeal manner, outside of a comprehensive vision or framework for forward planning. In this context, the area would not realise the significant benefits of planned and co-ordinated urban renewal, provision of upgraded / new pedestrian linkages and cycle lanes within the urban environment, with little or no potential for a future civic space. Significant opportunities would be lost for land consolidation and creation of larger development plots to attract new town centre uses into the area to regenerate and rejuvenate the town centre. This proposal provides a co-ordinated opportunity to benefit from future regeneration development potential, and to reintegrate the area back into the urban fabric.

Although the site contains a sizeable amount of established vegetation that offers biodiversity potential for habitats for species such as bats, birds and bees, and in a 'do nothing' scenario these habitats will endure and flourish, it is considered that the sustainable and coordinated comprehensive redevelopment of the site provides the opportunity to integrate, re-establish and enhance these existing habitats through the introduction of replacement vegetation and habitat features. Furthermore, without the proposal it is possible that the existing Japanese knotweed areas would remain untreated and become the dominant vegetation, thereby limiting the diversity of vegetation within the site and its attractiveness to other species.

2.6.2 Alternative Locations

A Collaborative Town Centre Health Check (CTCHC) carried out in Monaghan Town, the Town Centre Land Use Survey 2016, identified a high level of vacancy on Dublin Street. Given that the primary objective is the proposed regeneration of Dublin Street and its environs, the consideration of alternative locations is limited to the Dublin Street area and environs. Consequently, the alternative locations comprise:

- the area to the north of Dublin Street
- the area to the south of Dublin Street (the application site area)

The area to the north of Dublin Street was the subject of a local area action plan in 2011. The Lands to North-East of Dublin Street LAAP sets out a long-term framework for the comprehensive redevelopment of the backlands to the north of Dublin Street. Although this LAAP has been in place for a period of time, the multitude of plots, the complexity of the land ownership involved and restricted accessibility means that the progression of this local area action requires further work. In addition, it was decided that a new LAAP for this area north of Dublin Street should be produced to reflect up to date concepts and practices that have emerged in the last decade. In the absence of a new updated LAAP for this area, proposals for development in this area are not included in the proposed development at this stage.

The area to the south of Dublin Street was the subject of a LAAP in 2017. As there are a limited number of plots within the area and the area has good accessibility via Castle Road and the Courthouse car park entrances, the ability to progress the redevelopment of this area can be realised at a quicker pace than the area to the north of Dublin Street. The proposed development presents an opportunity to improve connectivity between Monaghan Shopping Centre and Dublin Street (existing town core) and it is considered that area would be relatively easier to develop than the Dublin Street North area, as there is already existing access in place, and availability of existing car parking spaces. Given that the Dublin Street Regeneration Plan 2017 had been adopted in the last 3-4 years, it is considered that this plan takes account of up to date concepts and practices that have emerged in the last few years. Although the Regeneration Plan has a specific site area, it is outward looking and seeks to integrate the existing activities outside the plan area into the framework proposals, incorporating the Court House car park, Castle Road (referred to as Farney Road) and the Lower Courthouse car park within the concept plans.

2.6.3 Alternative Designs and Layouts

Alternative Design Concepts & Layouts

The design concept of the proposed development has evolved through a master planning process as part of the Dublin Street Regeneration Plan 2017. The purpose of the plan is to provide guidance on the regeneration options for the future development of the Dublin Street Regeneration Plan 2017 study area. The plan seeks to create a new urban space and guidance is provided in the form of a framework plan, conceptual visualisations of building heights and massing, or other appropriate format, addressing land uses, pedestrian and vehicular movement, car parking and amenity. As referenced above, the Regeneration Plan seeks to integrate the existing activities outside the plan area into the framework proposals and concept plans. To enable this broader concept to be progressed the proposed development incorporates the Courthouse car park, Castle Road (referred to as Farney Road) and the Lower Courthouse car park within the site area.

The Dublin Street and Backlands Regeneration Plan prepared by Sheridan Woods in 2018 “combines the aims and objectives of the Monaghan Town – Dublin Street Regeneration Plan (October 2017), and the Local Area Action Plan for the lands to the north east of Dublin Street, (March 2011), and proposes the overall regeneration of the area as a coherent and integrated development proposal....

The vision for the area in the short term is to plan for the upgrading of existing public spaces, streets, spaces and footpaths – and to utilise and create new connections with new streets and spaces which enhance the urban structure, and quality of the public realm of the Dublin Street quarter as development sites come on-

stream. This new high-quality public realm (footpaths, street furniture, wayfinding, signage, landscaping etc) will set the standard for new developments and where existing structures are reused and adapted.”

One of the key constraints identified in the Regeneration Plan is barriers to connectivity and accessibility and in that context a hierarchy of spaces and streets were proposed in the plan area including modifications to existing street layouts and new streets and spaces.

The Plan proposed a new street and public space to connect Dublin Street to the backland area (Charles Gavan Duffy Place). The new street is to be formed by the demolition of existing structures to form a new opening in Dublin Street. The Plan recommended that the space is sufficiently wide to accommodate two way vehicular traffic and a pedestrian space. The edges of the street are to be created by new gables to existing structures, and adaptive reuse/ infill development.

During the master-planning process, Sheridan Woods Architects and Urban Planners identified two alternative locations along Dublin Street for the location of this opening (refer to **Figures 2.35 and 2.36**). These locations were selected due to their central location along Dublin Street and the relatively flat topography at this point along Dublin Street which would facilitate a useable public space.

The proposal to locate the opening at 12-15 Dublin Street involves the demolition of four street frontage properties and ancillary rear buildings as indicated in Figure 2.30 below. In terms of contribution to streetscape the buildings are a mixture of styles and storeys and with the exception of No.15, which is a protected structure and a four-storey building of traditional architectural merit. While the demolition of buildings Nos. 12-14 would not adversely impact upon or result in the loss of distinguishing features along the streetscape, No.15 Dublin Street is the only example of four storey building along Dublin Street and its demolition would be a loss of a notable feature along Dublin Street.

Although the recent rear return development attached to No.16 and to No.12/13 with appropriate façade treatment would present an opportunity to frame the newly created public space at this location, there is limited separation distance between these rear returns to provide a public space of sufficient and useable size. The demolition of the recent rear return development attached to No.12/13 would facilitate a larger public space, but this would result in no enclosing structures to one side of the space. Although two of the buildings on the opposite side of Dublin Street at this proposed opening (No. 49, 50, 51 and 52) are within the Dublin Street Architectural Conservation Area this façade would present a poor northern elevation to the new public space.



Figure 2.35: Opening at 12-15 Dublin Street



Figure 2.36: Opening at 8-11 Dublin Street



Figure 2.37: Frontage Buildings at 12-15 Dublin Street

The proposal to locate the opening at 8-11 Dublin Street also involves the demolition of four street frontage properties and ancillary rear buildings as indicated in [Figure 2.38 below](#). In terms of contribution to streetscape, the buildings are a mixture of styles and storeys and with little architectural merit. Although No 10 Dublin Street was previously on the Record of Protected Structures for County Monaghan, this was primarily for historical reasons as it was the birthplace of Charles Gavan Duffy who was a notable writer, Irish nationalist and Australian politician.

The National Inventory of Architectural Heritage describes the building at No 10 Dublin Street as a modest building with the typical characteristics of buildings in Irish provincial towns, such as the shopfront and the archway allowing access to a yard to the rear. The demolition of these buildings would not adversely impact upon or result in the loss of distinguishing features along the streetscape. Due to the historic and social significance of this location as the birthplace of Charles Gavan Duffy, it was concluded that the creation of a public space at this location and the naming of the space to commemorate Charles Gavan Duffy would be an appropriate dedication and highlight the fact in a more prominent way than currently exists.

The rear return development attached to No.7 and to No.12/13 with appropriate façade treatment would presents an opportunity to frame the newly created public space at this location, and there is sufficient distance between these rear returns to provide a public space of sufficient and useable size. Although the buildings on the opposite side of Dublin Street at this proposed opening (No. 54, 55, 56 and 57) are not within the Dublin Street Architectural Conservation Area, they are all on the Record of Protected Structures and the attractive stone façade and relative intact shop front stone archways of these buildings would present an appropriate northern elevation to frame the new public space.



Figure 2.38: Frontage Buildings at 12-15 Dublin Street

Having regard to the above it was considered that the proposed opening and public space should be located at 8-11 Dublin Street.

The guiding principle of the Dublin Street Regeneration Plan 2017 is to identify ways to reuse, adapt and where appropriate extend the existing historic fabric, where new development will integrate with the historic streetscape, and where new development will complement the existing built heritage. Furthermore, it was considered that an opportunity should be facilitated to enable Dublin Street properties to present a new façade to the redevelopment area by the creation of a new street along the immediate rear of the structures.

In addition, given that an existing road and car parking exists immediately adjacent to the Plan area, it was considered that this existing infrastructure could be utilised, as opposed to its removal and replacement at alternative locations. It was considered important that sizeable plots for redevelopment were established within the Plan area, and that the layout of streets and public spaces should be arranged to facilitate this requirement. Therefore, in addition to the new street to the immediate rear of the Dublin Street properties, the Plan proposed the realignment of the existing road to the south of the plan area (The Mall) to better facilitate the consolidation of the redevelopment area.

The Dublin Street Regeneration Plan 2017 focuses on two areas where there is existing development, a block to the east extending from The Diamond to the proposed Charles Gavan Duffy Place, which is defined by Dublin Street to the north and the proposed new street (Church Walk) to the rear, and a block to the south west extending from the proposed Charles Gavan Duffy Place to the grounds of the Presbyterian Church at Old Cross Square, which is defined by Dublin Street to the north east, and the existing road to the south west (The Mall). The Regeneration Plan also identifies two areas for new development, a large block to the east extending from the Court House car park to the proposed Charles Gavan Duffy Place, which is defined by the proposed new street (Church Walk) to the north and the proposed realigned existing road to the south, and a smaller block to the south west extending from the proposed Charles Gavan Duffy Place to the grounds of the First Monaghan Presbyterian Church at Old Cross Square, which is defined by the rear of the properties along Dublin Street to the north east, and the proposed realigned existing road to the south west (The Mall).

Further alternatives were considered in respect of the layout of Sherry's Lane to the rear of No.24 Dublin Road (Sherry's Pub). In that instance, although the 2017 Plan includes the existing small single storey building to the rear of the Pub, it is now proposed to remove this building as part of the scheme. The building is a traditional urban form, provides an interesting architectural space, and adds visual interest to the Courtyard. However, in terms of the movement route this building prevents views for pedestrians coming into the alley onwards to the car park, restricts the footpath widths, and creates areas that are hidden from general view and could be unsafe in providing opportunities for crime and anti-social behaviour.

During discussions with the landowner in respect of 2019 planning approval for the building, it was confirmed that the internal floorspace was very limited. The requirements to meet current building standards (provision of toilets, stairs etc) restricted the internal area available for commercial use, thereby restricting its usefulness

and marketability. Building regulations required external improvements (toilets) to bring the building up to standard, which if implemented, would restrict the external space available around the building for people movement. On balance, and in the context of the development objectives for the Dublin Street Regeneration Plan 2017, where the aspirations are to enhance safe pedestrian movements and permeability, and create opportunities for sustainable and commercially viable proposals, the decision was taken to remove the building and open up the area to create an open, spacious courtyard area which remains enclosed and intimate, and suitable for outdoor dining uses and activities. In addition, it was considered that there were numerous opportunities for new development through adaptive reuse, infill and conversion of those underutilised and vacant buildings fronting Sherry's Lane, which could provide viable opportunities for new uses, active frontages, and natural surveillance.

The vision for the area set out in the Dublin Street Regeneration Plan 2017 in the short term is to plan for the upgrading of existing public spaces, streets, spaces and footpaths and 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 as development sites come on-stream. This new high quality public realm (footpaths, street furniture, wayfinding, signage, landscaping etc) will set the standard for new developments and where existing structures are reused and adapted.

Alternative Detailed Design Elements

A detailed design process was undertaken to provide a greater level of detail to the various elements outlined in the Dublin Street Regeneration Plan 2017, and through this process, various alternative designs or iterations of the design elements were considered. These are summarised below.

- Consideration was given to a fully shared surface to the length of Church Walk, however following discussions regarding potential servicing requirements to the central development site, which included allowance for delivery lorries, provision of lay-by for delivery lorries and emergency vehicle access and accommodation, the area of shared surfacing was reduced due to concerns regarding longevity of the paved surface treatment and loading categories required. This has resulted in a reduction to the area of paved carriageway, and the provision of separate footpaths to the north and south of Church Walk rather than a full shared surfaced area.
- Several iterations for the realignment of the car parking spaces within the Courthouse car parks were undertaken to explore car parking space provision and the following considerations were uppermost in the design process:
 - Spatial requirement for provision of additional cycle lanes and appropriate footpath widths, to encourage movement on foot and bicycle and provide greater choice for people entering the town centre
 - Provide an increase in suitably designed accessible and family spaces throughout the layout. Mother and toddler spaces and disabled bay locations were amended and re-located to northern section of the Lower Courthouse parking area to provide direct access onto the pedestrian circulation along the southern edge of The Mall, with easy access to raised table crossing points.
 - Minimising the loss of spaces, which was highlighted as a major concern through stakeholder consultation, to ensure space were optimised to support the surrounding town centre retail uses and local economy.
 - The spatial requirements for future electrical car charging points as well as recycling facilities, future proofing parking provision was also considered, and numerous iterations were undertaken to ensure current and future provision was accommodated.
- The use of high quality (natural stone), medium quality (concrete paving) and lower quality (asphalt) surfacing materials to pedestrian circulation, cycle lanes and new vehicle circulation routes was considered throughout the design process. The overarching aspiration was to create a high quality, aesthetically pleasing environment that also created an attractive setting for future development, whilst creating a safe and attractive setting for pedestrian usage and circulation. The use of medium quality paving materials on the main access, ties in with surrounding areas identifying this section as the main 'through route' and access into central / core area of the proposal. It was considered that natural stone is a durable material, which would create a high-quality finish, easily maintained, and would weather well

The use of high-quality natural stone paving within much of the scheme (central and new pedestrian linkages through to Dublin Road) identifies a different aesthetic feel that ties in with the town centre core,

whilst providing an attractive setting for both the future development area, along Gavin Duffy Place and other pedestrian linkages to Dublin Road.

- A variety of street lighting column and lantern head styles were considered as part of the overall streetscape aesthetics. The proposed street lighting columns and lantern heads provided within the scheme are considered to provide a good aesthetic fit within the scheme, whilst providing light levels in accordance with current TII requirements for public realm / circulation routes.
- Consideration was given to the provision of a covered walkway along The Mall, which would extend from the front of the Shopping Centre to the end of the Parent and Baby car parking Space along The Mall. This was originally intended to encourage connectivity and pedestrian activity, however following detailed consideration of the potential visual impacts coupled with the land gradients in this area, it was agreed that this element should not be included in the final design as it would block the view of the existing shopping centre entrance and could result in a negative economic effect on the businesses within it.
- Changes to the junction with the N54 Macartan (Broad) Road were considered which included the reduction of the two lane exit from Farney Road to N54 Macartan (Broad) Road to one lane. In order to future proof the area for likely traffic volumes as a result of new developments within the development plots. It was not considered to be favourable to new development to make the existing road network more restrictive to traffic growth at this stage. An assessment of pedestrian desire lines was undertaken to compare the increased pedestrian crossing distance at this junction as opposed to a single exit lane arrangement and it was concluded that the proposed design is not deemed to be critical to pedestrian movements within the area. This junction consideration was presented to the TII in the form of a memo response to a Departure Request review of the scheme and subsequently approved by on 15th March 2022.
- Road gradients have been designed in accordance with DMURS. Footpath gradients throughout the scheme have been designed in accordance with DMURS. Where the desirable footpath gradients could not be achieved in certain areas, it is not considered to be restrictive to the scheme in accordance with DMURS Section 4.4.6 where it states: *“The inclusion of streets that exceed these gradients may not be significant within a network where there are alternative routes that can be taken between destinations and where steeper gradients may in fact have placemaking benefits”*.
- The detailed design process to the northern boundary of the eastern development area to provide suitable footpath gradients and level areas for accommodation works within the context of existing and proposed levels was challenging, and numerous iterations were progressed. A detailed longitudinal section outlined the proposed gradients in this location to be up to 18%, which is considered too steep to be comfortable for pedestrians to move through and particularly for those with mobility issues. This was considered an impediment to general movement in / out of the area. A stepped solution was agreed at this location to address the issue – whilst not ideal for those with mobility impairments, it is considered that there are ample alternative linkages through the scheme which will address this need.
- Similarly, in addressing the gradient issues in this area, it became apparent that retaining structures would be required to support the network of paths and in particular the creation of the central and eastern development plots. Consideration was given to the visual and structural elements of various stabilising techniques, including gabion walls and reinforced concrete structures. However grassed embankments are proposed as a softer and more aesthetically pleasing approach to establishing the development sites, rather than levelling these sites and providing retaining walls.
- Consideration was given to the junction of Dublin Street and proposed CGDP, which included:
 - a change to the Masterplan developed by Sheridan Woods to reduce the two-way traffic flow along Charles Gavan Duffy Place to a one-way flow. This was considered to add little benefit to the scheme. Considering the proposed development sites are likely to attract people to the area, and in order to prevent any future adverse effect on congestion in the area which could lead to a negative experience for all users, including pedestrians, it was not considered to be an appropriate change. The use of a shared surface treatment at this area will contribute to creating a pedestrian dominated atmosphere. This shared surface will also be easily adapted to a solely pedestrianised street due to its carriageway and footpaths being of flush level in the future should traffic trends change to reduce private motorised vehicle ownership.
 - Several iterations of the junction realignments between Dublin Street and the proposed Charles Gavan Duffy Place were considered, including an arrangement similar to the Glaslough Street layout. However, this arrangement could not be designed within the acceptable limits identified in DMURS, given that its role is greater than solely access.

Further Detailed Design Development

The detailed proposals previously submitted to An Bord Pleanála (ABP) have been reviewed in the context of the concerns raised by ABP and prescribed bodies as reflected in the Further Information (FI) request and the submissions to ABP during the processing of the application to date.

The applicant has sought to address the issues raised through a comprehensive review of the development proposals incorporating further consultations with the Department of Housing, Local Government and Heritage, the appointment of new architectural and public realm consultants and direct engagement with property owners in respect of buildings that directly adjoin the new public plaza (Charles Gavan Duffy Place) and 3 other alleyways that provide important connections between the existing historic town centre and the new backlands quarter. A summary of the actions undertaken by the Council and their professional support team in the consideration of the issues and in the development of appropriate revisions to the proposals has been provided in Chapter 1 – Introduction and further explanation of the extent of the work undertaken by the applicant is set out below.

As directed by ABP in the FI request, Monaghan County Council (MCC) have carried out further engagement with the Department of Housing, Local Government and Heritage in relation to the issues and concerns raised in their submission. MCC held a meeting with the Department to provide further clarity on the approach to delivery of the regeneration objectives of the Dublin Street Regeneration Plan 2017, as incorporated into the Monaghan County Development Plan and to discuss intended amendments to the proposed development to address relevant concerns. As a result, the Department has now confirmed that they have a detailed in the attached correspondence received from the Development Application Unit within the Department (EIAR, Volume II Appendix 3B), the Department are now inclined to set aside observations detailed in their previous submission to An Bord Pleanála.

The revised proposals place increased emphasis on the creation of a new backland quarter that delivers enhanced multi-use town centre public realm focused on pedestrian connectivity that facilitates seamless integration with the existing historic town centre.

The objective is to utilise the existing network of laneways and to provide new connections centring on Dublin Street to enhance the permeability of the area into and through the new backland quarter. It is also an objective to provide an attractive place where people wish to live, work and visit.

In that context the vision for the area in the short term is to plan for the upgrading of existing public spaces, streets, spaces and footpaths and to utilise and create new connections with new streets and spaces which enhance the urban structure, and quality of the public realm of the Dublin Street quarter as development sites come on-stream. This new high-quality public realm (footpaths, street furniture, wayfinding, signage, landscaping and other ancillary developments) will set the standard for new developments and ensure existing structures are reused and adapted.

The proposals that are the subject of this planning application will deliver the necessary enhanced urban framework that will act as a catalyst for and enable the longer-term regeneration of the backlands quarter and the wider town centre area.

The detailed proposals that form part of the planning application are set out further in sections 2.5.2-2.5.12.. In summary the key elements of the planning application are:

- Creation of a new fully pedestrianised civic plaza (Charles Gavan Duffy Place) that connects Dublin Street through to the backland areas, creating an enlivened, vibrant space that people will want to spend time in, will attract footfall, and that will encourage frontage development and other inward investment that will deliver the regeneration objectives for the area.
- Enhanced public realm proposals for 3 existing alleyways that provide inviting connections between Dublin Street and the backlands quarter that will also provide opportunities for new frontage development and encourage the reuse and adaption of existing building in these locations.
- Enhanced vehicle and pedestrian/cycle connections from Macartan Road to the backland area, including improved connections between the Lower Courthouse area and the new Charles Gavan Duffy Place and the alleyways, and around the backland quarter to create new serviced development plots for future mixed use development, that are well connected to the both the historic town centre and the wider road network.

The longer-term vision is to enable and encourage delivery of the wider regeneration goals through the development of urban blocks in the backlands quarter and through adaptation, conversion and infill developments. The development proposals brought forward in this planning application essentially form the foundations, core and first phase of the overall regeneration project, seeking to provide the framework that will be the catalyst for further investment and regeneration.

The design concept highlights those areas where adaptive reuse, conversion and infill development, and where new development blocks will be accommodated and encouraged. This concept envisages strong building blocks along the edges of and fronting onto the new spaces and movement routes, to provide a high level of activity throughout the day, provide visual interest, animate the spaces, and create a natural surveillance within the area.

In that context the detailed design proposals have, in consultation with the relevant landowners, been developed for the buildings that will front onto the new Charles Gavan Duffy Place and for housing units in existing alleyway to the rear of 15 Dublin Street. These design proposals have been developed in accordance with the principles set out in the Dublin Street Regeneration Plan and Monaghan County Development Plan, seeking to integrate within the existing historic town centre context incorporating policy objectives in respect of Living Over the Shop, creating active ground floor uses and positive interaction between space and the built form that sets a context for a design led approach to the redevelopment of infill and new development sites.

These design proposals relate to development just outside the application site boundary and will therefore be brought forward separately through the planning process. However, in recognition of the need to integrate such future development projects within the context of the overall regeneration framework, the design proposals and their potential environmental impacts are assessed in this EIAR.

The main elements of the revised design package now under consideration are set out below.

Demolition of Buildings on Dublin Street:

The Dublin Street Regeneration Plan is incorporated within the Monaghan County Development Plan 2019-2025 (CDP) and it is an objective of the CDP that all new development in the Dublin Street regeneration area and its associated backlands has regard to this plan. Policy MPO 2 reinforces that position stating that: 'all development proposals within the Dublin Street Regeneration Plan area must have regard to the regeneration strategy and development objectives of the Dublin Street Regeneration Plan.

The proposal to form a new public space connecting Dublin Street to the backlands area reflects Figure 3.2 of the Dublin Street Regeneration Plan which has also been carried through into the Dublin Street and Backlands Regeneration Plan 2018. Both plans show delivery of this public space and linkage, that is critical to the overall regeneration objectives, through demolition of properties fronting onto Dublin Street. This new space will be formed through the demolition of No's 8, 9, 10 and 11 Dublin Street and their associated backland areas.

Amended Design Proposals

Monaghan County Council engaged new architectural consultants (McAdam Design) and public realm specialists (OPEN) to re-consider the design approach in the context of the submissions received by An Bord Pleanála and to develop new design proposals that address the matters raised in those submissions and reflected in the FI request. In conjunction with the new design team, MCC have developed amended design proposals and high-quality architectural images for a new pedestrian civic plaza (Charles Gavan Duffy Place) that is centred on a pedestrian first priority that complies with prevailing planning and urban regeneration policies and will create an enlivened vibrant space that will encourage frontage development, outdoor seating and an attractive space that people want to spend time in.

The new pedestrian civic plaza utilises bespoke high quality public realm materials (paving, street furniture, landscaping, lighting), with collaborative and joined up design proposals that have been developed in the context of marketing the area to attract additional footfall, attract inward investment and sell the regeneration ambitions and objectives for the area. The new pedestrian plaza demonstrates an appreciation of Charles Gavan Duffy with an appropriate commemorative incorporated into the design.



Figure 2.39: Representative View of the New Civic Plaza – Charles Gavan Duffy Place

To address concerns regarding active elevations for the existing properties adjacent to the proposed new pedestrian square (Gavan Duffy Place), Monaghan County Council and their architectural consultants, in consultation with the relevant property owners, have prepared proposals for the redevelopment of the plots adjacent to the proposed new pedestrian plaza (Charles Gavan Duffy Place). These redevelopment proposals illustrate how the plots can be developed for residential and commercial use, which would support an active and vibrant square. The relevant floor plans, elevations, and visuals of the redevelopment proposals for the relevant properties can be viewed at EIAR, Volume II Appendix 2G. These proposals are located outside the defined red line boundary of the site submitted to ABP, and for procedural reasons it is consequently not proposed that they be formally considered as part of the scheme at this stage.



Figure 2.40: Representative View of the New Civic Plaza – Charles Gavan Duffy Place

The revised design also updates proposals for the 3 existing alleyway connections from Dublin Street to the backlands quarter area to incorporate new high-quality public realm (paving, street furniture, wayfinding, signage, landscaping etc) to create enlivened spaces and provide opportunities for new frontage developments and encourage the reuse and adaption of existing building in these locations.



Figure 2.41: Representative View of the Development in Alleyways

Monaghan County Council's Housing Department, in consultation with the architectural consultants, have prepared proposals for the development of social housing units (6 no. apartments) on the plot of No. 15 Dublin Steet which is adjacent to Monaghan Spice Restaurant (formally Peaky Blinders public house). The housing units have been designed in accordance with "Sustainable Urban Housing Design Standards for New Apartments", providing adequate living floor area, storage, amenity space and refuse storage. The relevant floor plans, elevations, and visuals for the proposed housing units can be viewed at EIAR, Volume II Appendix 2H. MCC have secured Stage 1 Approval from the Social Housing Capital Investment Unit in the Department of Housing, Local Government and Heritage (EIAR, Volume II Appendix 3C) for the housing proposal which the Local Authority consider supports the ambitions of the Housing for All and Town Centre First policies. Subject to the property acquisition, it is intended that this development proposal will be progressed through a separate planning process in the near future.

The proposals have been amended to retain the outbuildings to the rear of Sherry's Pub (24 Dublin Street) in acknowledgement of the Department's position that the structure is protected by virtue of its situation in the curtilage of Sherry's Pub. The proposals have been developed around its retention and likely use as retail premises in accordance with a recent planning permission.

The revised design proposals for CGDP involve creation of a new pedestrian civic plaza with a distinctive identity within the surrounding public realm and wider Monaghan Town Centre. The space is designed with integrated seating and raised planters, pop-up power supplies, street lighting and trees. The structure of the space is provided by the paving design using a random pattern with different sizes and finishes of paving slabs, sets and smaller units. The proposals for CGDP create a high-quality public place that can facilitate both day-to-day activity and events. The re-designed space engages with the adjacent building uses along the northern and southern edges and creates a place where people can relax and socialise, read a book, enjoy outside eating and drinking, listen to a busker, or attend an organised event such as a market, street theatre, or musical performance.

As set out in more detail in Section 2.5 above, this design option proposes CGDP is a pedestrian priority environment where only essential service vehicles are permitted. It seeks to provide legibility for those moving

through and to Charles Gavan Duffy Place that may have mobility, visual or sensory impairments with design specific design elements to address that issue and facilitate access for all.

In essence the new CGDP will be 'book ended' to Dublin Street by new retaining walled gables to the existing buildings either side of the new 'opening' as reflected in the design drawings and by further development options on adjoining lands.

In that context consideration has also been given to the overall environment of the new CGDP and in particular to the properties that will front onto the new public space. The detailed design principles are set out further in the Design Statement prepared by the project architects (see EIAR Volume II Technical Appendices Appendix 2I). While these properties are outside the application site, they are immediately adjacent to it, and it is important to demonstrate how the proposals that are the subject of the planning application will form the context for subsequent development projects that will progressively deliver the regeneration objectives. Monaghan County Council, in consultation with the relevant property owners, have prepared proposals for the redevelopment of the plots adjacent to the proposed new pedestrian square. These redevelopment proposals illustrate how the plots can be developed for residential and commercial use, which would support an active and vibrant square.



Figure 2.42: Representative View of the New Civic Plaza – Charles Gavan Duffy Place from Dublin Street

The relevant plans and visual images of the redevelopment proposals for the relevant properties can be viewed at EIAR, Volume II Appendix 2G.

Proposals for the existing alley ways are also enhanced to integrate with the overall design concept and to provide areas where pedestrians are free to stroll and have additional reasons to access the backlands quarter.

Monaghan County Council’s Housing Department in consultation with architectural consultants have prepared proposals for the development of social housing units (6 no. apartments) on the plot of No. 15 Dublin Street which is adjacent to Monaghan Spice Restaurant (formally Peaky Blinders public house). No. 15 Dublin Street consists of a derelict building (Bellevue Tavern – former public house) and rear site area. Monaghan County Council is in advanced negotiations with the property owner to acquire the property to facilitate the housing units. Notwithstanding the restricted urban site, the housing units have been designed in accordance with “Sustainable Urban Housing Design Standards for New Apartments”, providing adequate living floor area, storage, amenity space and refuse storage.



Figure 2.43: Representative View of Housing Units at & to rear of 15 Dublin Street from South

The relevant plans and visual images for the proposed housing units can be viewed at EIAR, Volume II Appendix 2H.

As previously referenced, Monaghan County Council recently obtained Stage 1 Application (Approval in Principle) to the Housing Advisory Unit in the Department of Housing, Local Government and Heritage. This housing proposal supports the ambitions of the Housing for All and Town Centre First policies, and subject to the property acquisition, it is intended that this development proposal will be progressed through a separate planning process in the near future.

The future new development is designed to provide a *complimentary contemporary expression* to the existing built heritage and to provide CGDP, the alley ways and other associated public spaces with a new unique identity through careful consideration of the urban grain, scale and massing, provision of appropriate active frontage, and the materials palette, all set in the context of the key principles of the Dublin Street Regeneration Plan.

The detailed design proposals that are located outside the defined red line boundary of the site submitted to ABP, cannot, for procedural reasons, be considered as part of this planning application and it is consequently not proposed that they be formally considered as part of the scheme at this stage.

The design drawings have been provided on a '*For information*' basis to illustrate how the proposals that are part of this application will facilitate subsequent complimentary new development proposals for the progressive regeneration of Dublin Street south and its backlands quarter.

Chapter
03

**Scoping and
Consultations**

CHAPTER 3 SCOPING AND CONSULTATION

3.1 Introduction

The proposed development has been informed by a comprehensive scoping and consultation process, to draw on local knowledge and experience and to assist with design iteration. The purpose of the scoping process is to establish aspects of the environment to be considered in the EIAR and those sensitive aspects which require more in-depth study and assessment.

This chapter addresses the scoping and consultation process undertaken and provides a summary of the issues raised and considered within the EIA process. The Chapter has been prepared by Aideen McFerran. Aideen is a Senior Associate in within the RPS Planning and Environmental Team, with particular expertise in stakeholder consultation. Aideen is a chartered town planner, a member of the Royal Town Planning Institute, and has almost 20 years' experience in stakeholder consultation for major development projects.

3.2 EIAR Scoping

On behalf of the Council, RPS prepared an EIA Scoping Report and submitted it to An Bord Pleanála (ABP) under Article 95 Planning & Development Regulations 2001, as amended (for proposed development under S.175 Planning & Development Act 2000, as amended) on behalf of Monaghan County Council on 23rd December 2020.

ABP replied to this request on the 3rd February 2021 confirming that it had circulated a request for a response from the following bodies (in accordance with article 95 of the Planning and Development Regulations, 2001):

1. Department of Communications, Climate Action and Environment
2. An Chomhairle Ealaíon
3. An Taisce
4. Department of Tourism, Culture, Arts, Gaeltacht, Sport and Media
5. Department of Culture, Heritage and the Gaeltacht (Development Applications Unit)
6. Eastern and Midlands Regional Assembly
7. Environmental Protection Agency
8. Fáilte Ireland
9. The Heritage Council

The Bord provided a written opinion on 8th June 2021 in respect of the draft proposals, and the information to be contained in the EIAR. Please refer to EIAR Volume II Technical Appendices, Appendix 3A An Bord Pleanála Scoping Opinion for details on a copy of the ABP scoping response, which includes a response from An Taisce.

3.3 Non-Statutory Consultation

In accordance with best practice guidelines, the EIAR was informed by non-statutory stakeholder and public consultation. The Council and their consultant team RPS prepared a stakeholder matrix, which formed a basis for a comprehensive engagement and discussion in relation to various aspects of the project. The stakeholders included:

- Landowners / Businesses within the study area
- Elected Representatives
- Internal 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.

3.3.1 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
- The level, extent and methods of pre-application engagement should be proportionate to the scale and the complexity of the proposed development.

3.3.2 The Consultation Process

3.3.2.1 Core Consultation Elements

The consultation process focused on 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.
- Ongoing engagement and meetings with several key stakeholders, including public bodies and landowners.

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

3.3.2.2 Public Notices

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

Prior to the commencement of the consultation process, a public notice was published 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 online between 19th April and 14th of May 2021, and views were sought from members of the public 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 a 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 was the 21st May 2021.

3.3.2.3 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.

3.3.2.4 Social Media Announcements

In addition, the Council posted 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.

3.3.2.5 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.

3.3.2.6 The 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

3.3.2.7 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
- Other idea or view of the proposals.
- The format of the consultation.
- High level information on the person providing comments (optional)

3.3.2.8 Stakeholder Engagement

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 (shown in Table 3.1 below), 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.

The following stakeholders were also contacted seeking feedback on the draft proposals:

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)
Failte 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

EIAR

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			

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.

3.3.2.9 Landowner Engagement

Engagement and informal consultation with property owners and landowners directly affected by the scheme proposals has been ongoing throughout the project from summer 2020. Monaghan County Council and RPS Design Consultants met formally 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.

3.3.3 The 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.

The table has been updated to take account of the revised design proposals now before ABP.

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). • Revised design proposals have been developed to provide active frontage looking on to the new public plaza at CGDP and in the alleyways. The enhanced public realm will encourage more footfall through these areas, encourage people to spend more time there and as a result deliver safer environments.
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	<p>Proposal design incorporates several ECV charging stations. Design has been reviewed and amended to maximise ducting to accommodate future connections and more ECV stations.</p> <p>The proposals also include provision of electric vehicle charging points in the Lower Courthouse car park which will complement the 2 fast charging points already in situ in the Upper Courthouse carpark beside the courthouse building.</p>
Further car parking should be removed throughout the car parks to ‘green’ the area further.	The proposed development comprises an enhancement and rationalisation of existing car parking provision to deliver high quality public realm rather than increasing car parking or dependence on the car.

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	<p>This proposal includes a reconfiguration of the existing Lower Courthouse and Courthouse car parks to accommodate environmental improvements through realignment of The Mall and Farney Road, and to maximise the area available for walking, cycling and shopping activities. New Parent & Baby Spaces have been identified on the northern boundary of the Lower Courthouse car park. The reconfiguration of spaces has also facilitated a consolidation of the existing disabled bay parking spaces.</p> <p>The South Dublin Street & Backlands Regeneration Project 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 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>The tree species have been updated to reflect the revised design proposals and are appropriate to the location.</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 Charles Gavan Duffy Place (GDP) providing a new aspect</p>	<p>MCC and the architectural consultants have given careful consideration to the treatment of elevations onto the new civic plaza following the demolition of the buildings at No's 8-11 Dublin Street. The construction of new gable elevations on both these properties provided opportunities to create a new aspect out onto the new civic plaza (CGDP), with new active frontage and an animated edge to the new urban space.</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 Charles Gavan Duffy Place (GDP). It will encourage vibrancy and activity within the new urban space created.</p>

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	<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>Monaghan County Council's Housing Department, in consultation with the architectural consultants, have prepared proposals for the development of social housing units (6 no. apartments) on the plot of No. 15 Dublin Steet which is adjacent to Monaghan Spice Restaurant (formally Peaky Blinders public house). The housing units have been designed in accordance with "Sustainable Urban Housing Design Standards for New Apartments", providing adequate living floor area, storage, amenity space and refuse storage. The relevant floor plans, elevations, and visuals for the proposed housing units can be viewed at EIAR Volume II Appendix 2H Social Housing Units Development. MCC have secured Stage 1 Approval from the Social Housing Capital Investment Unit in the Department of Housing, Local Government and Heritage (EIAR Volume II Appendix 3C DHLGH Stage 1 Approval) for the housing proposal which the Local Authority consider supports the ambitions of the Housing for All and Town Centre First policies. Subject to the property acquisition, it is intended that this development proposal will be progressed through a separate planning process in the near future.</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>
<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 Charles 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 N54 Macartan (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.

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	<ul style="list-style-type: none"> • 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 DMURS*¹ 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 look to create a pedestrian priority environment where vehicles are treated as 'guests'. This is balanced with providing legibility for those moving through and to Charles Gavan Duffy Place that may have mobility, visual or sensory impairments. Where the carriageway is flush along Dublin St the edge of the footway will be defined with contrasting coloured tactile paving (dark grey) to help provide a legible streetscape, reduce conflicts, provide a strong visual and textural contrast and highlight the footway edge. These design measures seek to improve the pedestrian environment for those with visual and mobility impairments, providing a warning alert to a 'danger' on the road. At the southern end of Charles Gavan Duffy Place, Church Walk intersects it with the carriageway running flush with the adjacent space. This pedestrian priority area will reinforce that vehicles are the 'guests' within the space through design, therefore reducing vehicle speeds.</p>
<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 N54 Macartan (Broad) Road with the Shopping Centre, the car parks, the Monaghan Town Greenway route, the future development plots, and the wider town centre.</p> <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>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.</p>	<p>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</p>

¹ Design Manual for Urban Roads and Streets

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	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 Charles Gavan Duffy Place (GDP)	Under the revised proposals CGDP will be a new fully pedestrianised civic plaza that connects Dublin Street through to the backland areas, creating an enlivened, vibrant space that people will want to spend time in, will attract footfall, and that will encourage frontage development and other inward investment that will deliver the regeneration objectives for the area. Vehicular access will be restricted to service and other essential vehicles only.
<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 & Backlands Regeneration Project 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 site², 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>

² This proposal will be the subject of a Part 8 planning application by Monaghan County Council.

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	<p>As part of their wider car parking strategy, MCC have opened a new Council-operated car park on the former Eircom site, between the Margaret Skinner Roundabout N54 Macartan Road / Glen Road / Dawson Street signalised junction. The new carpark has 88 spaces (66 long stay, 18 short stay and 4 disabled spaces, it also has infrastructure for electric vehicle charging, although this is not operational as yet). The new MCC operated car park at this location provides a suitable replacement for the reduction of parking provision, resulting from the development proposals that are the subject of this planning application.</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>The revised proposals focus on the creation of a fully pedestrianised civic plaza in CGDP - a pedestrian priority environment where vehicles are treated as 'guests'. A new pedestrian space is defined using high quality natural stone paving laid in various unit sizes, introducing texture and interest. New stone paving along Dublin Street creates a threshold, marking the boundary of Charles Gavan Duffy Place. The new natural stone paving within the boundaries of Charles Gavan Duffy Place will be unique to the space, ensuring the space has a distinctive identity within the surrounding public realm and wider Monaghan Town Centre. The space is designed with integrated seating and raised planters, pop-up power supplies, street lighting and trees. The paving design provides a structure to the open space using a random pattern with different sizes and finishes of paving slabs, setts and smaller units. Charles Gavan Duffy Place is designed to be a high-quality public place that can facilitate both day-to-day activity and events, and engages with the adjacent building uses along the northern and southern edges. It is a place where people can relax and socialise, read a book, enjoy outside eating and drinking, listen to a busker, or attend an organised event such as a market, street theatre, or musical performance. This pedestrian priority area will reinforce that vehicles are the 'guests' within the space through design, therefore reducing vehicle speeds.</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 emphasis is on the new fully pedestrianised civic plaza is to connect Dublin Street through to its backland areas, opening up new sites for development and enhancing pedestrian linkages throughout this area. The proposals focus on fully pedestrianised high quality public realm, to encourage activity, social interaction and provide connections to a new reimagined urban place. New building frontages along No's 7 and 12/13 Dublin Street provide a strong urban form, animated edges to the new space, and an element of surveillance at this gateway location. The new fully pedestrianised public space will benefit from a southerly orientation and will increase light onto Dublin Street. This area is intended as a multi-use space that can host events, open-air markets, pop-up commercial/retail uses, or occasional festival events. Vehicular access will be restricted to deliveries to commercial premises and waste collection for residential and commercial units and so the emphasis is on active mobility rather than the car.</p> <p>The scheme proposes a strong network of enhanced vehicle and pedestrian/cycle connections from Macartan Road to the backland area, including improved connections between the Lower Courthouse area and the new Charles Gavan Duffy Place and the alleyways, and around the backland quarter to create new serviced development plots for future mixed use development, that are well connected to the both the historic town centre and the wider road network.</p>

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	<p>The new footpath widths vary from a minimum width of 2m to widths greater than 5m. A pedestrian plaza area has been provided to the west of Farney Road, adjacent to the Shopping Centre to support greater pedestrian activity in this area. There are clear and legible linkages to the backland areas to the northeast of the scheme, through to Dublin Street. The plaza area and footpaths (where width is sufficient) will feature street furniture to encourage people to stay within these pedestrian areas. The new pedestrian civic plaza utilises bespoke high quality public realm materials (paving, street furniture, landscaping, lighting), with collaborative and joined up design proposals that have been developed in the context of marketing the area to attract additional footfall, attract inward investment and sell the regeneration ambitions and objectives for the area.</p> <p>The proposed development comprises an enhancement and rationalisation of existing car parking provision to deliver high quality public realm rather than increasing car parking or dependence on the car.</p> <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>
Clarification on the design standards for emergency vehicles	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.
The proposed cycleway results in the removal of green infrastructure – it should come from a carriageway or traffic calmed area.	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>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 Charles 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 Charles Gavan Duffy Place could encourage cyclists to travel at speed through this section. As the area is envisaged to be highly</p>

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	<p>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 N54 Macartan (Broad) Road with the Shopping Centre, the car parks, the Monaghan Town Greenway route, the future development plots, and the wider town centre.</p> <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>
Alleyways, Pedestrian Linkages, and Public Spaces	
<p>The proposed street (to be called Charles 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 revised proposal focus on the creation of a fully pedestrianised public space to connect Dublin Street through to its backland areas, opening up new sites for development and enhancing pedestrian linkages throughout this area. This area is formed by the demolition of existing structures fronting Dublin Street and their associated backland areas. The proposals focus on fully pedestrianised high quality public realm, to encourage activity, social interaction and provide connections to a new reimagined urban place. New building frontages along No's 7 and 12/13 Dublin Street provide a strong urban form, animated edges to the new space, and an element of natural surveillance at this gateway location. The new space will benefit from a southerly orientation and will increase light onto Dublin Street. This area is intended as a multi-use space that can host events, open-air markets, pop-up commercial/retail uses, or occasional festival events. Vehicular access will be restricted to deliveries to commercial premises and waste collection for residential and commercial units. The proposed space creates a new setting and enables new opportunities for future infill development and reuse / adaptation of existing underutilised buildings on either side of the new space, creating opportunities for new commercial and residential activity. The Dublin Street Regeneration Plan 2017 suggested that this area might be known as 'Charles Gavan Duffy Place'. It is proposed that this space will be dedicated to Charles Gavan Duffy, in recognition of his historical connections to this area, with aspirations to provide an appropriate high quality 'totem' information sign commemorating Charles Gavan Duffy at a later date.</p> <p>The design concept highlights those areas where adaptive reuse, conversion and infill development, and where new development blocks will be accommodated and encouraged. This concept envisages strong building blocks along the edges of and fronting onto the new spaces and movement routes, to provide a high level of activity throughout the day, provide visual interest, animate the spaces, and create a natural surveillance within the area.</p> <p>In that context the detailed design proposals have, in consultation with the relevant landowners, been developed for the buildings that will front onto the new Charles Gavan Duffy Place and for housing units in existing alleyway to the rear of</p>

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	<p>15 Dublin Street. These design proposals have been developed in accordance with the principles set out in the Dublin Street Regeneration Plan and Monaghan County Development Plan, seeking to integrate within the existing historic town centre context incorporating policy objectives in respect of Living Over the Shop, creating active ground floor uses and positive interaction between space and the built form that sets a context for a design led approach to the redevelopment of infill and new development sites.</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>The design concept highlights those areas where adaptive reuse, conversion and infill development, and where new development blocks will be accommodated and encouraged. This concept envisages strong building blocks along the edges of and fronting onto the new spaces and movement routes, to provide a high level of activity throughout the day, provide visual interest, animate the spaces, and create a natural surveillance within the area. In that context the detailed design proposals have, in consultation with the relevant landowners, been developed for the buildings that will front onto the new Charles Gavan Duffy Place and for housing units in existing alleyway to the rear of 15 Dublin Street. These design proposals have been developed in accordance with the principles set out in the Dublin Street Regeneration Plan and Monaghan County Development Plan, seeking to integrate within the existing historic town centre context incorporating policy objectives in respect of Living Over the Shop, creating active ground floor uses and positive interaction between space and the built form that sets a context for a design led approach to the redevelopment of infill and new development sites.</p> <p>These design proposals relate to development just outside the application site boundary and will therefore be brought forward separately through the planning process. However, in recognition of the need to integrate such</p>

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	<p>future development projects within the context of the overall regeneration framework, the design proposals and their potential environmental impacts are assessed in this EIAR.</p>
<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>
<p>The proposed connections can be improved without the demolition of historic buildings</p>	<p>The South Dublin Street & Backlands Regeneration Project 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 Duffy 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>MCC, in conjunction with a newly appointed architectural and public realm consultants team, have developed amended design proposals and high-quality architectural images for a new pedestrian civic plaza (Charles Gavan Duffy Place) that is centred on a pedestrian first priority that complies with prevailing planning and urban regeneration policies and will create an enlivened vibrant space that will encourage frontage development, outdoor seating and an attractive space that people want to spend time in.</p> <p>The emphasis is on the new fully pedestrianised civic plaza is to connect Dublin Street through to its backland areas, opening up new sites for development and enhancing pedestrian linkages throughout this area. The proposals focus on fully pedestrianised high quality public realm, to encourage activity, social interaction and provide connections to a new reimagined urban place. New building frontages along No's 7 and 12/13 Dublin Street provide a strong urban form, animated edges to the new space, and an element of surveillance at this gateway location. The new fully pedestrianised public space will benefit from a southerly orientation and will increase light onto Dublin Street. This area is intended as a multi-use space that can host events, open-air markets, pop-up commercial/retail uses, or occasional festival events.</p> <p>The proposal to form a new public space connecting Dublin Street to the backlands area reflects Figure 3.2 of the Dublin Street Regeneration Plan 2017 which has also been carried through into the Dublin Street and Backlands Regeneration Plan 2018. Both plans show delivery of this public space and linkage, that is critical to the overall</p>

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	<p>regeneration objectives, through demolition of properties fronting onto Dublin Street. The demolition proposals are therefore necessary to deliver the new public space and connections and to deliver on the objectives of the DSRP and the County Development Plan.</p>
<p>The proposals focus on creating vehicle links not pedestrian links</p>	<p>Monaghan County Council engaged new architectural consultants (McAdam Design) and public realm specialists (OPEN) to re-consider the design approach in the context of the additional information by An Bord Pleanála and to develop new design proposals that address the matters raised in those submissions and reflected in the FI request. In conjunction with the new design team, MCC have developed amended design proposals and high-quality architectural images for a new pedestrian civic plaza (Charles Gavan Duffy Place) that is centred on a pedestrian first priority that complies with prevailing planning and urban regeneration policies and will create an enlivened vibrant space that will encourage frontage development, outdoor seating and an attractive space that people want to spend time in.</p> <p>The new pedestrian civic plaza utilises bespoke high end public realm materials (paving, street furniture, landscaping, lighting), with collaborative and joined up design proposals that have been developed in the context of marketing the area to attract additional footfall, attract inward investment and sell the regeneration ambitions and objectives for the area. The new pedestrian plaza demonstrates an appreciation of Charles Gavan Duffy with an appropriate commemorative incorporated into the design.</p> <p>To address concerns regarding active elevations for the existing properties adjacent to the proposed new pedestrian square (Gavan Duffy Place), Monaghan County Council and their architectural consultants, in consultation with the relevant property owners, have prepared proposals for the redevelopment of the plots adjacent to the proposed new pedestrian plaza (Charles Gavan Duffy Place). These redevelopment proposals illustrate how the plots can be developed for residential and commercial use, which would support an active and vibrant square. The relevant floor plans, elevations, and visuals of the redevelopment proposals for the relevant properties can be viewed at EIAR Volume II Appendix 2G CGDP Frontage Development. These proposals are located outside the defined red line boundary of the site submitted to ABP, and for procedural reasons it is consequently not proposed that they be formally considered as part of the scheme at this stage.</p> <p>The revised design also updates proposals for the 3 existing alleyway connections from Dublin Street to the backlands quarter area to incorporate new high-quality public realm (paving, street furniture, wayfinding, signage, landscaping etc) to create enlivened spaces and provide opportunities for new frontage developments and encourage the reuse and adaption of existing building in these locations.</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>

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	<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>
<p>Demolition / Building Removal</p>	
<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 & Backlands Regeneration Project 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 Duffy 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 benefits which could be gained over a longer term, through the South Dublin Street & 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 South Dublin Street & Backlands Regeneration Project 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</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>	

	<p>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 Duffy 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>MCC, in conjunction with a newly appointed architectural and public realm consultants team, have developed amended design proposals and high-quality architectural images for a new pedestrian civic plaza (Charles Gavan Duffy Place) that is centred on a pedestrian first priority that complies with prevailing planning and urban regeneration policies and will create an enlivened vibrant space that will encourage frontage development, outdoor seating and an attractive space that people want to spend time in.</p> <p>The emphasis is on the new fully pedestrianised civic plaza is to connect Dublin Street through to its backland areas, opening up new sites for development and enhancing pedestrian linkages throughout this area. The proposals focus on fully pedestrianised high quality public realm, to encourage activity, social interaction and provide connections to a new reimagined urban place. New building frontages along No's 7 and 12/13 Dublin Street provide a strong urban form, animated edges to the new space, and an element of surveillance at this gateway location. The new fully pedestrianised public space will benefit from a southerly orientation and will increase light onto Dublin Street. This area is intended as a multi-use space that can host events, open-air markets, pop-up commercial/retail uses, or occasional festival events.</p> <p>The proposal to form a new public space connecting Dublin Street to the backlands area reflects Figure 3.2 of the Dublin Street Regeneration Plan 2017 which has also been carried through into the Dublin Street and Backlands Regeneration Plan 2018. Both plans show delivery of this public space and linkage, that is critical to the overall regeneration objectives, through demolition of properties fronting onto Dublin Street. The demolition proposals are therefore necessary to deliver the new public space and connections and to deliver on the objectives of the DSRP and the County Development Plan.</p>
<p>Consultation</p> <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</p>

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	<p>engaged by the Council for the project and negotiations have commenced and are ongoing with affected property owners within the scheme area.</p> <p>MCC has had further positive engagement further with adjoining landowners in developing design proposals for properties facing onto the civic plaza and existing alleyways.</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>
<p>Land Ownership</p>	
<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> <p>MCC continues to engage with landowners and is committed to on-going engagement to deliver the objectives of the regeneration strategy</p>
<p>Other Issues Raised</p>	
<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 & Backlands Regeneration Project. 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>

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<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 N54 Macartan (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>Monaghan County Council engaged new architectural consultants (McAdam Design) and public realm specialists (OPEN) to re-consider the design approach in the context of the additional information by An Bord Pleanála and to develop new design proposals that address the matters raised in those submissions and reflected in the FI request. In conjunction with the new design team, MCC have developed amended design proposals and high-quality architectural images for a new pedestrian civic plaza (Charles Gavan Duffy Place) that is centred on a pedestrian first priority that complies with prevailing planning and urban regeneration policies and will create an enlivened vibrant space that will encourage frontage development, outdoor seating and an attractive space that people want to spend time in.</p> <p>The new pedestrian civic plaza utilises bespoke high end public realm materials (paving, street furniture, landscaping, lighting), with collaborative and joined up design proposals that have been developed in the context of marketing the area to attract additional footfall, attract inward investment and sell the regeneration ambitions and objectives for the area. The new pedestrian plaza demonstrates an appreciation of Charles Gavan Duffy with an appropriate commemorative incorporated into the design.</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>This proposal includes a reconfiguration of the existing Lower Courthouse and Courthouse car parks to accommodate environmental improvements through realignment of The Mall and Farney Road, and to maximise the area available for walking, cycling and shopping activities. New Parent & Baby Spaces have been identified on the northern boundary of the Lower Courthouse car park. The reconfiguration of spaces has also facilitated a consolidation of the existing disabled bay parking spaces.</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>This proposal includes a reconfiguration of the existing Lower Courthouse and Courthouse car parks to accommodate environmental improvements through realignment of The Mall and Farney Road, and to maximise the area available for walking, cycling and shopping activities. New Parent & Baby Spaces have been identified on the northern boundary of the Lower Courthouse car park. The reconfiguration of spaces has also facilitated a consolidation of the existing disabled bay parking spaces.</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>

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	<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>
<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 & Backlands Regeneration Project, 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. To address concerns regarding active elevations for the existing properties adjacent to the proposed new pedestrian square (Gavan Duffy Place), Monaghan County Council and their architectural consultants, in consultation with the relevant property owners, have prepared proposals for the redevelopment of the plots adjacent to the proposed new pedestrian plaza (Charles Gavan Duffy Place). These redevelopment proposals illustrate how the plots can be developed for residential and commercial use, which would support an active and vibrant square. The relevant floor plans, elevations, and visuals of the redevelopment proposals for the relevant properties can be viewed at EIAR Volume II Appendix 2G CGDP Frontage Development. These proposals are located outside the defined red line boundary of the site submitted to ABP, and for procedural reasons it is consequently not proposed that they be formally considered as part of the scheme at this stage. The revised design also updates proposals for the 3 existing alleyway connections from Dublin Street to the backlands quarter area to incorporate new high-quality public realm (paving, street furniture, wayfinding, signage, landscaping etc) to create enlivened spaces and provide opportunities for new frontage developments and encourage the reuse and adaption of existing building in these locations.</p> <p>Monaghan County Council’s Housing Department, in consultation with the architectural consultants, have prepared proposals for the development of social housing units (6 no. apartments) on the plot of No. 15 Dublin Steet which is adjacent to Monaghan Spice Restaurant (formally Peaky Blinders public house). The housing units have been designed in accordance with “Sustainable Urban Housing Design Standards for New Apartments”, providing adequate living floor area, storage, amenity space and refuse storage. The relevant floor plans, elevations, and visuals for the proposed housing units can be viewed at EIAR Volume II Appendix 2H Social Housing Units Development. MCC have secured Stage 1 Approval from the Social Housing Capital Investment Unit in the Department of Housing, Local Government and Heritage (EIAR Volume II Appendix 3C DHLGH Stage 1 Approval) for the housing proposal which the Local Authority consider supports the ambitions of the Housing for All and Town Centre First policies. Subject to the property acquisition, it is intended that this development proposal will be progressed through a separate planning process in the near future. 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>The approach and application are contrary to:</p>	

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<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 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>The South Dublin Street & Backlands Regeneration Project 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 are at odds with:</p> <ul style="list-style-type: none"> • The MCC Climate Change Adaptation Strategy 2019-2024 (G2, G4, G5) 	<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 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 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>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 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 & Backlands Regeneration Project, 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</p>

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	<p>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>Monaghan County Council's Housing Department, in consultation with the architectural consultants, have prepared proposals for the development of social housing units (6 no. apartments) on the plot of No. 15 Dublin Steet which is adjacent to Monaghan Spice Restaurant (formally Peaky Blinders public house). The housing units have been designed in accordance with "Sustainable Urban Housing Design Standards for New Apartments", providing adequate living floor area, storage, amenity space and refuse storage. The relevant floor plans, elevations, and visuals for the proposed housing units can be viewed at EIAR Volume II Appendix 2H Social Housing Units Development. MCC have secured Stage 1 Approval from the Social Housing Capital Investment Unit in the Department of Housing, Local Government and Heritage (EIAR Volume II Appendix 3C DHLGH Stage 1 Approval) for the housing proposal which the Local Authority consider supports the ambitions of the Housing for All and Town Centre First policies. Subject to the property acquisition, it is intended that this development proposal will be progressed through a separate planning process in the near 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 & Backlands Regeneration Project, 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 soft landscaping elements will comprise tree planting, raised planters and grass. It will comprise:</p> <ul style="list-style-type: none"> • Street Tree Planting in Hard Landscape: Mature and Semi-Mature standard tree planting located within hard landscape areas. Size dependent on location, with larger specimens generally being used within key spaces such as Charles Gavan Duffy Place. To include proprietary tree pit and tree grille coordinating with adjacent paving. Trees to have clear stem to 2.5m to allow eye level views. • Street Tree Planting in Soft Landscape: Semi-Mature standard tree planting located within soft landscape areas. Trees to have clear stem to 2.5m to allow eye level views. • Multi-stem Tree Planting in Raised Planters: 3.5 – 4.0m tall multi-stem specimen trees with between 5 – 7 natural stems.

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	<ul style="list-style-type: none"> • Shrub Planting: A mixture of specimen / evergreen shrubs, ornamental grasses, perennial species and bulb planting to provide year-round visual interest and a biodiverse species mix. <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>
<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>

3.4 Further Consultation in Response to FI Request

The Applicant has undertaken further consultation during the consideration and preparation of the response to the FI Request from ABP. The review of the proposed development that has informed the preparation of the revised proposals and the associated assessments reflected in the updated EIAR has taken account of the following:

- Monaghan County Council (MCC) have engaged with the Department of Housing, Local Government and Heritage in relation to the issues and concerns raised in their submission. The Council held a meeting with the Department to discuss intended amendments to the proposed development to address relevant concerns. As detailed in the attached correspondence received from the Development Application Unit within the Department (EIAR, Volume II Appendix 3B), the Department are now inclined to set aside observations detailed in their previous submission to An Bord Pleanála.
- MCC and its architectural consultants have engaged with the owners of the properties on either side of the new proposed public space (Charles Gavan Duffy Place) with a view to delivering active frontages/elevations on all sides of the new public space. Architectural consultants and MCC, in consultation with the property owners, have prepared proposals for the redevelopment of the plots adjacent to the proposed new pedestrian square. These redevelopment proposals illustrate how the plots can be developed for residential and commercial use, which would support an active and vibrant square. These proposals are located outside the defined red line boundary of the site submitted to the Bord, and for procedural reasons cannot therefore be part of this planning application. However, in light of the engagement with the relevant property owners, there is a reasonable prospect that these or similar proposals will be brought forward at a later stage in the regeneration process initiated by this application. The relevant floor plans, elevations, and visuals of the redevelopment proposals for the relevant properties can be viewed at EIAR Volume II Appendix 2G CGDP Frontage Development.
- The project design team have engaged with Monaghan County Council Housing Department in order to develop proposals for 6 social housing units in the alleyway to the east of numbers 12 & 13 Dublin Street, on the plot of No.15 Dublin Street (derelict building – former Bellevue Tavern Public House), also including the rear return of the Morgan Spice Restaurant (formerly Peaky Blinders public House).
- Monaghan County Council also engaged with the property owner and is now in advanced negotiations with the property owner to acquire the property to facilitate these housing units. Notwithstanding the restricted urban site, the housing units have been designed in accordance with “Sustainable Urban Housing Design Standards for New Apartments”, providing adequate living floor area, storage, amenity space and refuse storage. The relevant floor plans, elevations, and visuals for the proposed housing units can be viewed at EIAR Volume II Appendix 2H Social Housing Units Development. The Local Authority believe this housing proposal supports the ambitions of the Housing for All and Town Centre First policies, and subject to the property acquisition, it is intended that this development proposal will be progressed under a separate planning process in the near future.

3.5 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 & Backlands Regeneration Project, 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.

As outlined in Section 3.4 above, the applicant and the design team have undertaken further consultation and engagement in the process of considering and developing an appropriate response to the FI request. That consultation has informed the applicant's position in developing an appropriate revised design solution and developing realistic proposals as to how the progressive regeneration of the backlands quarter should take shape in the future.

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.

Chapter
04

**Noise and
Vibration**

CHAPTER 4 - NOISE AND VIBRATION

4.1 Introduction

This Chapter outlines the Noise and Vibration Impact Assessment (NVIA) undertaken in respect of the proposed development outlined in Chapter 2 of this EIAR, for lands within Monaghan town. The assessment examines the potential impacts from the construction activities of the proposed development on the nearest noise sensitive receptors.

The author, Catriona Cooper, is an Associate with RPS and holds BSc (Hons) Environmental Health and Postgraduate Diploma in Acoustics and Noise Control and is full member of the Institute of Acoustics. Catriona has over 16 years' experience working specialising in the field of acoustics and vibration.

During the construction phase, there is potential for noise and vibration impacts at the nearest noise sensitive properties from the use of noisy plant and equipment, from construction traffic, and vibration impacts from the use a certain construction phase activity including demolition of buildings. The effect of construction noise has been assessed in full within this noise and vibration chapter. The construction noise targets are set out along with the assessment methodology and results of the construction noise predictions. Construction noise mitigation measures are detailed such that noise targets are met throughout the construction phases.

The assessment of operational noise includes an assessment of the noise impact from road traffic noise.

The specific objectives of the noise and vibration assessment are to:

- describe the existing noise baseline;
- define the assessment methodology and significance criteria used in completing the noise and vibration impact assessment;
- describe the potential effects, including direct, indirect and cumulative effects;
- describe the mitigation measures proposed to address the likely significant effects; and
- assess the residual effects remaining following the implementation of mitigation.

This Chapter should be read in conjunction with:

- Chapter 1: Introduction
- Chapter 2: Project Description (which provides details of the proposed development)
- Chapter 9: Traffic and Transportation; and

This Chapter is supported by EIAR Volume II – Technical Appendices by;

- Appendix 2A Preliminary CEMP (pCEMP)
- Appendix 4A Baseline Noise Monitoring Survey;
- Appendix 4B Construction Noise Assessment;
- Appendix 9C Existing Traffic Flows;
- Appendix 9D Committed & Base Traffic Flows.

4.1.1 Potential Effects Scoped Out

Having regard to the desk top study of the site and the proposed works, it was the professional judgement of the author that several factors could be scoped out of the detailed assessment including:

- Construction vibration. This has been scoped out as the proposed construction activities do not include piling; and
- Operational vibration. This has been scoped out as there shall be no new significant vibration sources likely to generate perceptible levels of vibration when the proposed development is operational.

Reference to the relevant vibration legislation is still included for completeness.

4.2 Methodology

The noise and vibration assessment has been undertaken having regard to the development plans and design drawings contained within EIAR Volume III – Technical Drawings & Figures with the full list provided in Chapter 1: Introduction, to assess the potential noise impact effects on the surrounding area during both the construction and operational stages.

4.2.1 Relevant Guidance

Detailed guidance in relation to the prediction and assessment of noise and vibration is contained in the guidance documents listed below:

- Good Practice Guidance for the Treatment of Noise during the planning of National Road Schemes (2014);
- World Health Organisation (WHO) – Guidelines for Community Noise (1999);
- British Standard BS4142:2014+A1:2019 Methods for Rating and Assessing Industrial and Commercial Sound;
- British Standard BS 7385 (1993) Evaluation and Measurement for Vibration in Buildings Part 2: Guide to Damage Levels from Ground borne Vibration;
- Calculation of Road Traffic Noise (CRTN) - Department of Transport Welsh Office 1988;
- Design Manual for Roads and Bridges Volume 11, Section 3, Part 7, LA 111 Noise and Vibration;
- British Standard BS 8233:2014 Sound Insulation and Noise Reduction for Buildings – Code of Practice;
- British Standard BS5228: 2009+A1:2014, Code of Practice of Noise and Vibration Control on Construction and Open Sites; and
- Environmental Protection Agency (EPA) Office of Environmental Enforcement (OEE) - Guidance Note for Noise: Licence Applications, Surveys and Assessments in Relation to Scheduled Activities (NG4) (2016);
- British Standards BS 7445-1:2003 Description and Measurement of Environmental Noise – Part 1: Guide to Quantities and Procedures (BS, 7445-1).

Good Practice Guidance for the Treatment of Noise during the planning of National Road Schemes (2014)

This guidance document is primarily concerned with setting out the design criteria in relation to noise from new road schemes in Ireland, however, it also provides reference material in terms of suitable noise and vibration threshold limits for construction activities.

The National Roads Authority (NRA) Guidelines for the Treatment of Noise and Vibration in National Road Schemes, as revised by the National Roads Authority in October 2004, are based on the Authority's phased

approach to road scheme planning and development. The Good Practice Guidance for the Treatment of Noise during the planning of National Road Schemes (2014) is intended to expand and supplement the advice already provided in the Guidelines on these matters. The advice amplifies and supplements the original noise guidelines, and it should be read in conjunction with that document.

The NRA Guidelines indicate noise levels typically deemed to be acceptable for the construction phase of road schemes (See Table 4. 1). These values are indicative only and more stringent limits may be applied where pre-existing noise levels are low.

Table 4. 1: Maximum Permissible Noise Levels at the Façade of Dwellings during Construction

Days & Times	L _{Aeq} (1 hr) (dB)	L _{pA(max)slow} (dB)
Monday to Friday (07:00 – 19:00hrs)	70	80
Monday to Friday (19:00 – 22:00hrs)	60*	65*
Saturday (08:00 – 16:30hrs)	65	75
Sunday Bank Holidays (08:00 – 16:30hrs)	60*	65*

* Construction activity at these times. Other than that required in respect of emergency works, will normally require explicit permission of the relevant local authority.

The NRA Guidelines for the Treatment of Noise & Vibration in National Road Schemes recommends that vibration is limited to the values set out in Table 4. 2 in order to ensure that there is little or no risk of even cosmetic damage to buildings.

Table 4. 2: Recommended Vibration Level Thresholds for NRA Schemes

Allowable Vibration Velocity (Peak Particle Velocity) at the Closest Part of any Sensitive Property to the Source of Vibration, at a Frequency of:		
Less than 10Hz	10 to 50 Hz	50 to 100 Hz (and above)
8mm/s	12.5mm/s	20mm/s

This guidance has been used for the assessment for construction phase noise from the proposed development.

Design Manual for Roads and Bridges Volume 11, Section 3, Part 7, LA 111 Noise and Vibration

This assessment is based on the guidance given in the Design Manual for Roads and Bridges (DMRB), Volume 11, Section 3, Part 7, LA 111. This document sets out the requirements for noise and vibration assessments from road projects, applying a proportionate and consistent approach using best practice and ensuring compliance with relevant legislation.

British Standard BS5228:2009+A1:2014 Noise and Vibration Control on Construction and Open Sites

This British standard consists of two parts and covers the need for protection against noise and vibration of persons living and working in the vicinity of construction and open sites. The standard recommends procedures for noise and vibration control during construction operations and aims to assist architects, contractors and site operatives, designers, developers, engineers, local authority environmental health officers and planners.

British Standard BS5228: 2009+A1:2014, Code of Practice of Noise and Vibration Control on Construction and Open Sites Part 1: Noise

Part 1 of the standard provides a method of calculating noise from construction plant, including:

- Tables of source noise levels;
- Methods for summing up contributions from intermittently operating plant;
- A procedure for calculating noise propagation;
- A method for calculating noise screening effects; and
- A way of predicting noise from mobile plant, such as haul roads.

The standard also provides guidance on legislative background, community relations, training, nuisance, project supervision and control of noise and vibration.

The ABC method outlined in Section E3.2 has been used for the purposes of determining whether the predicted noise levels from the construction activities will result in any significant noise impact at the nearest noise sensitive properties.

Table 4. 3 outlines the applicable noise threshold limits that apply at the nearest noise sensitive receptors. The determination of what category to apply is dependent on the existing baseline ambient (L_{Aeq}) noise level (rounded to the nearest 5dB) at the nearest noise sensitive property. For weekday daytime, if the ambient noise level is less than the Category A threshold limit, the Category A threshold limit (i.e. 65dB) applies. If the ambient noise level is the same as the Category A threshold limit, the Category B threshold limit (i.e., 70dB) applies. If the ambient noise level is more than the Category A threshold limit, the Category C threshold limit (i.e., 75dB) applies. The applicable limits that apply at each of the sensitive receptors included in the construction phase noise model are presented and discussed in Section 4.4.

Table 4. 3: Noise Threshold Limits at Nearest Sensitive Receptors

	Threshold Limits [dB(A)]		
	Category A	Category B	Category C
Night-time (23:00 - 07:00)	45	50	55
Evening and Weekends (19:00 - 23:00) Weekdays, 13:00-23:00 Saturdays, 07:00-23:00 Sundays)	55	60	65
Weekday daytime (07:00-19:00) and Saturdays (07:00-13:00)	65	70	75

British Standard BS5228: 2009+A1:2014, Code of Practice of Noise and Vibration Control on Construction and Open Sites Part 2: Vibration

Part 2 of the standard gives recommendations for basic methods of vibration control relating to construction and open sites where work activities/operations generate significant vibration levels, including industry-specific guidance.

Human beings are known to be very sensitive to vibration, the threshold of perception being typically in the Peak Particle Velocity (PPV) range of $0.14 \text{ mm}\cdot\text{s}^{-1}$ to $0.3 \text{ mm}\cdot\text{s}^{-1}$. Vibrations above these values can disturb, startle, cause annoyance or interfere with work activities. At higher levels they can be described as unpleasant or even painful. In residential accommodation, vibrations can promote anxiety lest some structural mishap might occur. Guidance of effects of vibration levels are illustrated in Table 4.4 below.

Table 4.4: Guidance on Effects of Vibration Levels

Vibration Level	Effect
$0.14 \text{ mm}\cdot\text{s}^{-1}$	Vibration might be just perceptible in the most sensitive situations for most vibration frequencies associated with construction. At lower frequencies, people are less sensitive to vibration.
$0.3 \text{ mm}\cdot\text{s}^{-1}$	Vibration might be just perceptible in residential environments.
$1.0 \text{ mm}\cdot\text{s}^{-1}$	It is likely that vibration of this level in residential environments will cause complaint, but can be tolerated if prior warning and explanation has been given to residents.
$10 \text{ mm}\cdot\text{s}^{-1}$	Vibration is likely to be intolerable for any more than a very brief exposure to this level.

Limits of transient vibration, above which cosmetic damage could occur, are given numerically in Table 4.5 (Ref: BS5228-2:2009+A1:2014). Minor damage is possible at vibration magnitudes which are greater than twice those given in Table 4.5, and major damage to a building structure can occur at values greater than four times the tabulated values.

Table 4.5: Transient Vibration Guide Values for Cosmetic Damage

Type of Building	Peak Particle Velocity (PPV) (mm/s) in Frequency Range of Predominant Pulse	
	4 Hz to 15 Hz	15 Hz and above
Reinforced or framed structures.	50 mm/s at 4 Hz and above	50 mm/s at 4 Hz and above
Industrial and heavy commercial buildings.		
Unreinforced or light framed structures.	15 mm/s at 4 Hz increasing to 20 mm/S at 15 Hz	20 mm/s at 15 Hz increasing to 50 mm/s at 40 Hz and above.
Residential or light commercial buildings.		

This guidance document has been used for the assessment of construction noise from the proposed development.

British Standard BS 7385 (1993) Evaluation and Measurement for Vibration in Buildings Part 2: Guide to Damage Levels from Ground borne Vibration

British Standard BS 7385 (1993) Evaluation and measurement for vibration in buildings Part 2: Guide to damage levels from ground borne vibration indicates that cosmetic damage should not occur to property if transient vibration does not exceed 15mm/s at low frequencies rising to 20mm/s at 15Hz and 50mm/s at 40Hz. These guidelines refer to relatively modern buildings and therefore, these values should be reduced to 50% or less for more sensitive buildings.

British Standard 8233:2014 Sound Insulation and Noise Reduction for Buildings – Code of Practice

BS8233:2014 provides guidance values for a range of ambient noise levels within residential and commercial/industrial properties as shown in Table 4.6.

Table 4.6: Internal Ambient Noise Levels for Living Spaces

Activity	Location	07:00 – 23:00	23:00 – 07:00
Resting	Living Room	35 dB $L_{Aeq,16hr}$	-
Dining	Dining Room/Area	40 dB $L_{Aeq,16hr}$	-
Sleeping (daytime resting)	Bedroom	35 dB $L_{Aeq,16hr}$	30 dB $L_{Aeq,8hr}$

The standard allows for a further relaxation in standards of up to 5dB where "development is considered necessary or desirable". In relation to external amenity areas such as gardens and patios, the standard states that it is desirable that external noise does not exceed 50 dB $L_{Aeq,T}$ with an upper guideline value of 55 dB $L_{Aeq,T}$.

This guidance document has been used as reference for the internal standard ambient noise levels to be achieved inside residential properties.

World Health Organisation (WHO) – Guidelines for Community Noise

In 1999, the World Health Organisation (WHO) proposed guidelines for community noise. In this guidance, a L_{Aeq} threshold daytime noise limit of 55 dB is suggested for outdoor living areas in order to protect the majority of people from being adversely impacted. A second daytime limit of 50 dB is also given as a threshold limit for moderate annoyance.

The guidelines suggest that an internal L_{Aeq} not greater than 30 dB for continuous noise is needed to prevent negative effects on sleep. This is equivalent to a façade level of 45 dB L_{Aeq} , assuming open windows or a free- field level of about 42 dB L_{Aeq} . If the noise is not continuous, then the internal level required to prevent negative effects on sleep is a $L_{Amax,fast}$ of 45 dB. Therefore, for sleep disturbance, the continuous level as well as the number of noisy events should be considered.

The Night Noise Guidelines for Europe was published in 2009 on the back of extensive research completed by a WHO working group. Considering the scientific evidence on the threshold of night noise exposure indicated by $L_{night,outside}$ as defined in the Environmental Noise Directive (2002/49/EC), an $L_{night,outside}$ of 40dB should be the target of the night noise guideline (NNG) to protect the public, including the most vulnerable groups such as children, the chronically ill and the elderly. An interim target of 55dB is recommended where the NNG cannot be achieved. These guidelines are applicable to member states of the European region and may be considered as an extension to the previous WHO Guidelines for Community Noise (1999).

In 2012, the WHO published the Methodological Guidance for Estimating the Burden of Disease from Environmental Noise. This document outlines the principles of quantitative assessment of the burden of disease from environmental noise, describes the status in terms of the implementation of the European

Noise Directive and reviews evidence on exposure-response relationships between noise and cardiovascular diseases.

This guidance document has been used as reference for the standard internal/external ambient noise levels to be achieved for residential properties.

UK Department of Transport (Welsh Office) – Calculation of Road Traffic Noise (CRTN)

This Calculation of Road Traffic Noise (CRTN) guidance document outlines the procedures to be applied for calculating noise from road traffic. The document consists of three different sections, covering a general method for predicting noise levels at a distance from a highway, additional procedures for more specific situations and a measurement method for situations where the prediction method is not suitable. The prediction method constitutes the preferred calculation technique but in a small number of cases, traffic conditions may fall outside the scope of the prediction method, and it will then be necessary to resort to measurement. The prediction method has been used in this instance to determine the likely noise impact from traffic flow increases as a result of the proposed development.

This guidance document has been referenced as it provides the prediction methods for determining road traffic noise.

British Standards BS 7445-1:2003 Description and Measurement of Environmental Noise – Part 1: Guide to Quantities and Procedures (BS, 7445-1)

British Standard BS7445 provides the framework within which environmental noise should be quantified. BS 7445: Part 1 provides guidance to quantities and procedures in relation to environmental noise monitoring. BS7445-1 states that sound level meters that are used should conform to specifications of Class or Type 1 (or Class or Type 2 as a minimum) as given in BESN 61672.

The Class of a noise level meter describes its accuracy as defined by the relevant international standards. Sound level meters are defined by International Standards such as IEC 61672-1:2013 (or BS EN61672-1:2003). These standards define a wide range of complex accuracy, performance and calibration criteria that instruments must meet to be fit for purpose. Within the Standard, there are two allowable levels of tolerance and these are known as Class 1 and Class 2. Class 1 is more accurate than Class 2.

These Class 1 and Class 2 tolerances are necessary as a way of dealing with variations in the instruments. The variations are caused by the different electronic components used inside the sound level meters and because of the way different meters have been designed and verified. Even the test equipment used to check the sound level meters during manufacture will introduce some variation.

All equipment shall be calibrated and the configuration for calibration shall be in accordance with the manufacturer's instructions. A comprehensive recalibration at certain time intervals (for example annually) may be prescribed by authorities responsible for the use of the measurement results. A field check shall be made by the user at least before and after each series of measurements, preferably including an acoustic check of the microphone

Meteorological conditions are not prescribed but it is recommended that wind speed should not exceed 5 m/s at height of 3-11m above ground, any temperature inversions near ground, or heavy precipitation.

4.3 Assessment Methodology for Determining Noise Impacts

In keeping with the typical scope of an EIA, the emphasis of this noise and vibration chapter is on the assessment of the potential effects of the proposed development upon the surrounding environment (nearest NSRs) during the construction and operational phases.

As detailed in IEMA Guidelines for Environmental Noise Impact Assessment (2014) the following terminology and definitions are detailed as:

- **Noise impact** -The difference in the acoustic environment before and after the implementation of the proposals (also known as the magnitude of change). This includes any change in noise level and in other characteristics/features, and the relationship of the resulting noise level to any standard benchmarks.
- **Noise effect** -The consequence of the noise impact. This may be in the form of a change in the nuisance caused, a change in the degree of intrusion or disturbance caused by the acoustic environment, or the potential for the change to alter the character of an area such that there is a perceived change in quality of life. This effect will be dependent on the receptor and its sensitivity.
- **Significance of effect** -The evaluation of the noise effect and, particularly if the noise impact assessment is part of a formal EIA, deciding whether or not that impact is significant.

4.3.1 General Significance Criteria

Table 4.7 contains the general significance criteria that have been used for determining the level of impact associated with the proposed development. Different aspects of noise from the proposed development (e.g. construction, plant/equipment, traffic etc.) are assessed using the different methodologies as described in the relevant guidance document. Where feasible, the significance criteria have been used in the various assessments included in this chapter having regard to the sensitivity of receptors.

4.3.2 Criteria to Define Receptor Sensitivity

There is currently no statutory guidance document on the sensitivity of receptors in Ireland. Sensitive receptors, in the context of noise and vibration, are typically residential premises but can also include schools, places of worship and noise sensitive commercial premises.

The sensitivity of receptors to noise and vibration commonly used for noise impact assessments in Ireland is defined in Table 4.7.

Table 4.7: Criteria to Define the Sensitivity of Receptors

Sensitivity	Description	Examples of Receptors
High	Receptors where occupants or activities are particularly susceptible to noise	Residential Quiet areas for outdoor recreation Religious institutions (e.g. churches and cemeteries) Schools during the daytime
Medium	Receptors moderately sensitive to noise, where it may cause some distraction or disturbance	Offices Restaurants Sports grounds where noise is not a normal part of the event(e.g. golf courses and tennis courts)

Sensitivity	Description	Examples of Receptors
Low	Receptors where distraction or disturbance from noise will have minimal effect	Commercial buildings not occupied during operational hours Factories and working environments with existing high noise levels Sports grounds and facilities where noise levels are a normal part of activity

The main receptors which have the potential to be affected by noise and vibration impacts from the proposed development are the residents of dwellings in the vicinity of the site. These properties are deemed to be highly sensitive, and particularly susceptible to disturbance from noise and vibration. Receptors with lower sensitivity to noise include offices in the non-residential buildings.

4.3.3 Construction noise

There are no published statutory guidelines on noise levels from construction sites in Ireland. The NRA Guidelines for the *Treatment of Noise & Vibration on National Road Schemes* (2004) sets out maximum permissible noise levels at dwellings during the construction of road projects and British Standard BS 5228:2009+A1:2014 *Noise and Vibration Control on Construction and Open Sites* provides a method to determine the significance of construction noise levels based on the change in the ambient noise level with construction noise.

Construction noise comprises both plant noise and site traffic noise. The construction noise impact for this assessment is based on the Good Practice Guidance for the Treatment of Noise during the planning of National Road Schemes (2014) and the ‘ABC’ method in BS5228 which are summarised in Table 4.1 and Table 4.2. As both methods refer to residential settings Table 4.8 presents an overall scale of significance for construction noise.

The temporary nature of construction activities allows higher noise threshold limits to apply to construction phase activities compared to operational and maintenance phase activities.

The magnitude of effect for NSRs from construction activities is set out in Table 4.8.

Table 4.8 Noise Magnitude Based on BS 5228 and TII thresholds.

Receptor sensitivity	Magnitude of Impact			
	< BS 5228 threshold	BS 5228 threshold	TII threshold	> TII threshold
High	Low/Medium	High	High	High
Medium	Low	Medium	High	High
Low	Low	Low	Medium	High

The significance of the effect is determined as a function of the sensitivity of the receptor and the magnitude of impact it is exposed to. This is set out in Table 4. 9.

Table 4. 9: Matrix for Determining Significance of Effect for Receptors of High Sensitivity

Magnitude of Impact (beneficial oradverse)	Significance of effect for receptors of high sensitivity
Major	Large or very large
Moderate	Moderate or large
Minor	Slight
Negligible	Slight
No impact	Neutral

Effects are significant when identified as likely to have moderate, large or very large effect.

4.3.4 Traffic noise

Calculation of Road Traffic Noise (CRTN) is the standard noise guidance document for predicting traffic noise levels in Ireland from traffic flow information and other relevant road topographical information. While the CRTN provides a methodology for predicting traffic noise levels, it does not provide significance criteria for assessing changes in traffic noise levels.

Good Practice Guidance for the Treatment of Noise during the planning of National Road Schemes (2014) does not provide guidelines for classifying the magnitude of noise impacts from road traffic.

Table 4.10 and Table 4.11 are taken from the UK DMRB and present the magnitude of noise impacts for both short-term and long-term changes in traffic noise levels. The short-term criteria are used for the purposes of assessing the construction phase noise levels and the commencement of operational and maintenance phase in the year of opening, while the long-term criteria have been used for the purposes of assessing long term operational and maintenance phase traffic noise levels 15 years after the year of opening. The magnitude of the impact is indicated in the right-hand column.

Table 4. 10: Classification of Magnitude of Noise Impacts in the Short Term

Noise Change $L_{A10,18hr}$	Scale of Change	Magnitude of Impact
0	No Change	-
0.1 - 0.9	Negligible	Negligible
1.0 - 2.9	Minor	Low
3.0 - 4.9	Moderate	Medium
5.0 +	Major	High

Table 4. 11: Classification of Magnitude of Noise Impacts in the Long Term

Noise Change $L_{A10,18hr}$	Scale of Change	Magnitude of Impact
0	No Change	-
0.1 - 2.9	Negligible	Negligible
3.0 - 4.9	Minor	Low
5.0 - 9.9	Moderate	Medium
10.0 +	Major	High

4.3.5 Vibration

The thresholds for building damage are higher than threshold for human perception so the significance of vibration levels will be set based on human perception thresholds. In terms of significance criteria, British Standard BS 5228:2009+A1:2014 Part 2 provides guidance on the perception of vibration levels on residents. Table B1 of Annex B provides an outline of vibration levels and associated effects; this is reproduced in Table 4.12 below. An additional column has been added to the Table to link these vibration levels to the equivalent significance criteria.

Table 4.12: Human Perception of Vibration.

Vibration Level	Effect	Magnitude of Effect
0.14 - 0.3 mm/s	Vibration might be just perceptible in the most sensitive situations for most vibration frequencies associated with construction. At lower frequencies, people are less sensitive to vibration.	Negligible
0.3 - 1.0 mm/s	Vibration might be just perceptible in residential environments	Low
1.0 - 10.0 mm/s	It is likely that vibration of this level in residential environments will cause complaint but can be tolerated if prior warning and explanation has been given to residents.	Medium
>10 mm/s	Vibration is likely to be intolerable for any more than a very brief exposure to this level.	High

4.3.6 Determining Significance

The significance of effect is dependent on both the magnitude of impact and the sensitivity of the receptor in question. The magnitude of the impact is outlined in Table 4.9, Table 4.10 and Table 4.11. The sensitivity of receptors is outlined in Table 4.8. Following the identification of receptor importance and magnitude of the effect, it is possible to determine the significance of the impact. The significance of the effect is determined as a function of the sensitivity of the receptor and the magnitude of impact the receptor is exposed to using the matrix presented in Table 4.13.

Table 4. 13: Matrix Used for the Assessment of the Significance of the Effect

		Magnitude of impact			
		Negligible	Low	Medium	High
Sensitivity of receptor	Negligible	Imperceptible	Imperceptible or slight	Imperceptible or slight	Slight
	Low	Imperceptible or slight	Imperceptible or slight	Slight	Slight or moderate
	Medium	Imperceptible or slight	Slight	Moderate	Moderate or major
	High / Particularly Sensitive	Slight	Slight or moderate	Moderate or major	Major or Profound

4.4 Baseline Environment

4.4.1 Study Area

The proposed development is located in the central core of Monaghan Town, Co. Monaghan. The site boundary along with a 500m buffer highlighting the noise study area is shown below in Figure 4.1.



Figure 4.1: Location of the Proposed Development

The site is located within the town centre boundary as defined in the Monaghan County Development Plan 2019-2025. The wider context is dominated by town centre uses, including retail, business/commercial, residential, and community/ecclesiastical uses.

The site is located to the southeast of the town core, extending from The Diamond to the northwest, south eastwards along Dublin Street, and is defined to the southeast by the First Presbyterian Church to the south at Old Cross Square. The Shambles River and the European Union House/Credit Union building defines part of the southern boundary along with Castle Road. Monaghan Shopping Centre, built in the 1980's defines the southwest and western boundaries, with the rear of several properties fronting Dawson Street, McElvaney's Pub and Monaghan Courthouse defining the northwest boundaries. St Patrick's Church and Church Square define the northern boundaries.

4.4.2 Baseline Noise Monitoring Survey

The background noise assessment provides quantification and an understanding of the acoustic environment adjacent to and in proximity to the proposed development. A baseline noise monitoring survey consisting of attended noise measurements was conducted within and close to the proposed development site. The noise monitoring locations (NMLs) were chosen to be representative of the nearest noise sensitive receptors within and near the proposed development site. The purpose of the noise monitoring survey was to determine the baseline noise levels at the nearest noise sensitive receptors and assess these levels in accordance with the relevant guidance to determine the following.

- The applicable BS 5228 construction noise threshold limit in accordance with British Standard BS5228, Code of Practice of Noise Control on Construction and Open sites; and
- Evaluate the noise climate in the Noise and Vibration Study Area.

The Noise Monitoring Locations (NML's) and their respective dates of monitoring and equipment used are summarised below in Table 4. 14.

Table 4. 14: Summary of Baseline Noise Monitoring Survey

Noise Monitoring Location	Description of Noise Monitoring Location	Date	Time	Sound Level Meter
NML 1	To the northern boundary of the proposed redevelopment site along Dublin Street	19/05/2021	06:00 – 07:00	Norsonic 140
		19/05/2021	07:45 – 10:45	
NML 2	To the east of the proposed redevelopment site at Old Cross Square and Rooskey Vale.	19/05/2021	05:40 – 06:55	Rion NL-52
		19/05/2021	11:10 – 14:10	
NML 3	To the south of the proposed redevelopment site at Castle Road	26/05/2021	05:40 – 06:55	Rion NL-52
		26/05/2021	07:10 – 10:10	
NML 4	To the west of the proposed redevelopment site at Dawson Street.	26/05/2021	06:00 – 07:00	Norsonic 140
		26/05/2021	07:00 – 10:00	

Measurements were made at a height of 1.2 – 1.5 m above ground level. The weather conditions were in accordance with the requirements of ISO 1996: *Acoustics - Description, Measurement and Assessment of Environmental Noise*.

The following parameters were recorded during each monitoring period:

L_{Aeq} The continuous equivalent A-weighted sound pressure level. This is an 'average' of the sound pressure level

L_{Amax} This is the maximum A-weighted sound level measured during the sample period

L_{Amin} This is the minimum A-weighted sound level measured during the sample period

LA10 This is the A-weighted sound level that is exceeded for noise for 10% of the sample period

LA90 This is the A-weighted sound level that is exceeded for 90% of the sample period

The ‘A’ suffix for the noise parameters denotes the fact that the sound levels have been ‘A-weighted’ in order to account for the non-linear nature of human hearing. All sound levels in this report are expressed in terms of decibels (dB) relative to 2×10^{-5} Pa.

Results of the baseline noise monitoring survey, as well as a summary of the NMLs and the equipment used, are detailed in EIAR Volume II Appendix 4A Baseline Noise Monitoring Survey.

Photographs showing the noise monitoring equipment in situ at all these locations are attached in EIAR Volume II, Appendix 4A Baseline Noise Monitoring Survey.

The typical measured ambient (L_{Aeq}) noise level has been used as the baseline for the construction noise assessment.

4.4.3 Consultation

A summary of the issues raised during consultation activities undertaken to date specific to noise and vibration are summarised below in Table 4.15, together with how these issues have been considered within this chapter.

Table 4. 15: Consultation Responses

Date	Consultee and Issue Raised	How and Where Addressed in the EIAR
08/06/2021	An Bord Pleanála Issue 1 “the environmental impact of the aforementioned phases, including in particular noise and vibration impacts from the demolition works and construction phase impacts in terms of materials storage and containment	Issue 1 is the likely significant effects of noise and vibration on sensitive receptors are detailed in section 4.4: Assessment of significant effects and construction noise mitigations are proposed in section 4.5: Mitigation measures.
May 2021	Liaison with Environmental Health Officer, Monaghan County Council agreeing noise monitoring locations and durations	Summary of noise monitoring completed is detailed in EIAR Volume II – Technical Appendices Appendix 4A Baseline Noise Monitoring Survey.

4.4.4 Baseline Vibration Monitoring Survey

Baseline vibration monitoring was not undertaken as there are currently no existing vibration sources on proposed development site.

4.5 Impact Assessment

4.5.1 Assessment of Construction Effects

The construction noise assessment has been undertaken primarily as a desk-based assessment. Based on the information presented in Chapter 2 Project Description, the likely significant noise impacts are considered for the construction activities.

During the construction phase, the methods of working will comply with all relevant legislation and best practice in reducing the environmental impacts of the proposed works. By their nature, construction phase impacts will be short-term and localised. These impacts will be reduced as far as practicable through compliance with the mitigation measures identified within this EIAR and the relevant industry standards and guidelines.

A preliminary Construction Environmental Management Plan (pCEMP) has been prepared, which consolidates all the environmental mitigation measures identified within this EIAR. It also includes procedures for monitoring the effectiveness of the environmental protection measures. This will be updated by the Contractor following their appointment, and in advance of the commencement of construction. The preliminary CEMP is provided in EIAR Volume II Appendix 2A Preliminary CEMP (pCEMP).

Construction Programme

It is estimated that the proposed work will take between approximately 24 months to complete on site. Subject to the allocation of funding, land acquisition and the grant of planning approval, it is hoped that construction can commence in late 2024. The following steps are anticipated:

- Pre-Construction Surveys, Japanese Knotweed Treatment
- Demolition & Site Clearance (including remediation of Japanese Knotweed, tree removal, archaeological monitoring, removal of hazardous material, temporary prop works)
- Supporting / Prop structures
- Façade reinstatement & new openings
- Slab / asphalt removal
- Drainage and services installation
- Road/street construction
- Traffic management
- Hard landscaping
- Soft Landscaping, street furniture, ECV
- White lining, signage
- Finishes

Proposed Demolition Areas

Several properties and structures are to be demolished as part of the proposed development as detailed in EIAR Volume III Technical Drawings & Figures, Drawings BU1001 - Demolitions and Removals and SC1001 - Site Clearance for details.

The demolition of buildings and structures, includes:

- street frontage buildings No's 8-11 Dublin Street and associated outbuildings and structures;
- partial removal of the rear section of the Northern Standard building fronting the Lower Courthouse car park;
- storage sheds, walls, and fencing.

Creation of Charles Gavan Duffy Place (GDP) – Demolition of Buildings

A new **fully pedestrianised civic plaza** to connect Dublin Street through to its backland areas, opening up new areas for development and enhancing the pedestrian linkages throughout this area. This space will act as a key entrance into the new, regenerated urban place to be known as the Dublin Street Quarter.

The new **pedestrianised civic plaza** created might be called Charles Gavan Duffy Place, in celebration of the famous Irish journalist who once resided on Dublin Street. Further information on Charles Gavan Duffy is provided in Chapter 15 and its associated appendices.

This new space will be formed through the demolition of several buildings fronting onto Dublin Street, namely No’s 8, 9, 10 and 11 and their associated backland areas. The extent of demolition in this location is identified on Figure 4.2 which is an excerpt from Planning Drawing BU1001 - Demolitions and Removals (EIAR Volume III Technical Drawings and Figures) and Figure 4.3

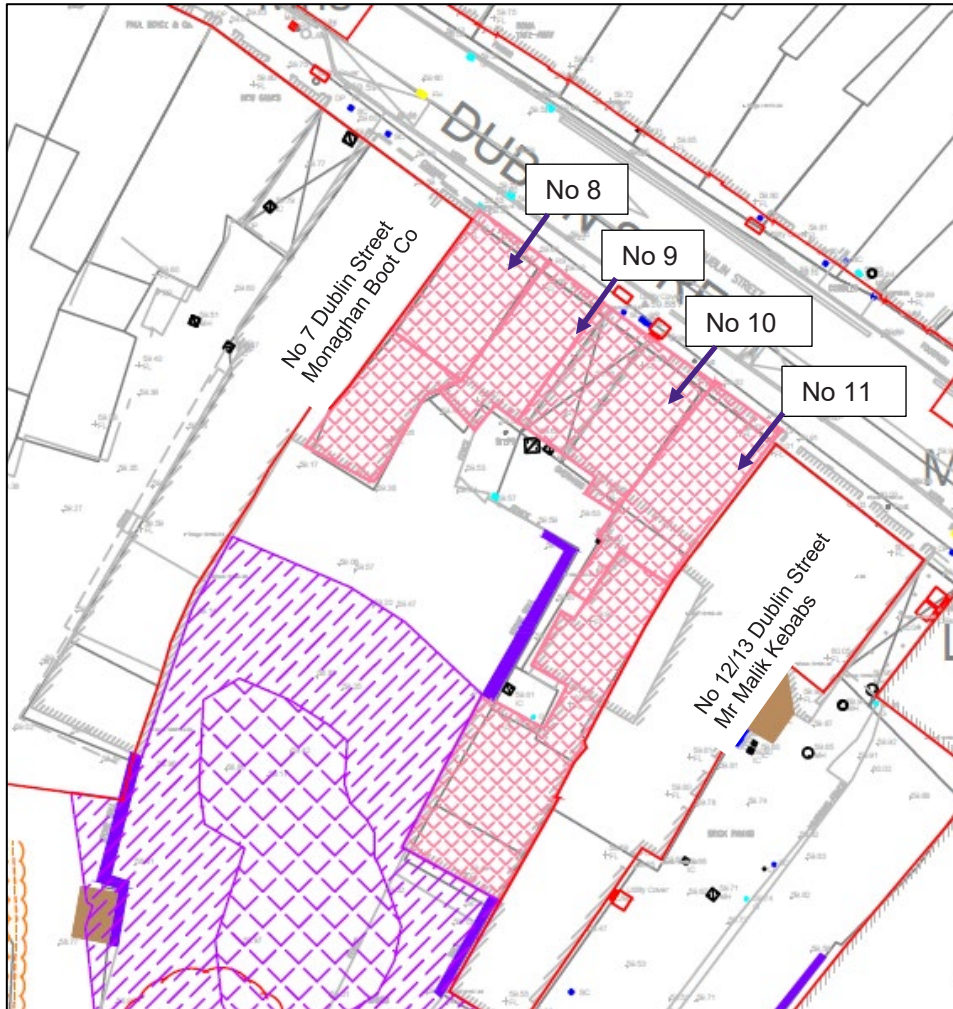


Figure 4.2:: Demolition of properties along Dublin Street



Figure 4.3:: Buildings Proposed for Demolition along Dublin Street

Proposed linkage - Church Walk

A new pedestrian and vehicle linkage is proposed to connect Charles Gavan Duffy Place to the Courthouse car park. The Dublin Street Regeneration Plan 2017 suggests that this might be called Church Walk, in recognition of the views of the spires from St Patricks Church of Ireland and the First Monaghan Presbyterian Church.

This linkage is formed through the clearance of backland areas, and the demolition of a section of the Northern Standard premises which currently fronts onto the Lower Courthouse car park. Figure 4.4 outlines the proposed demolition which includes part of the building and the associated car park.

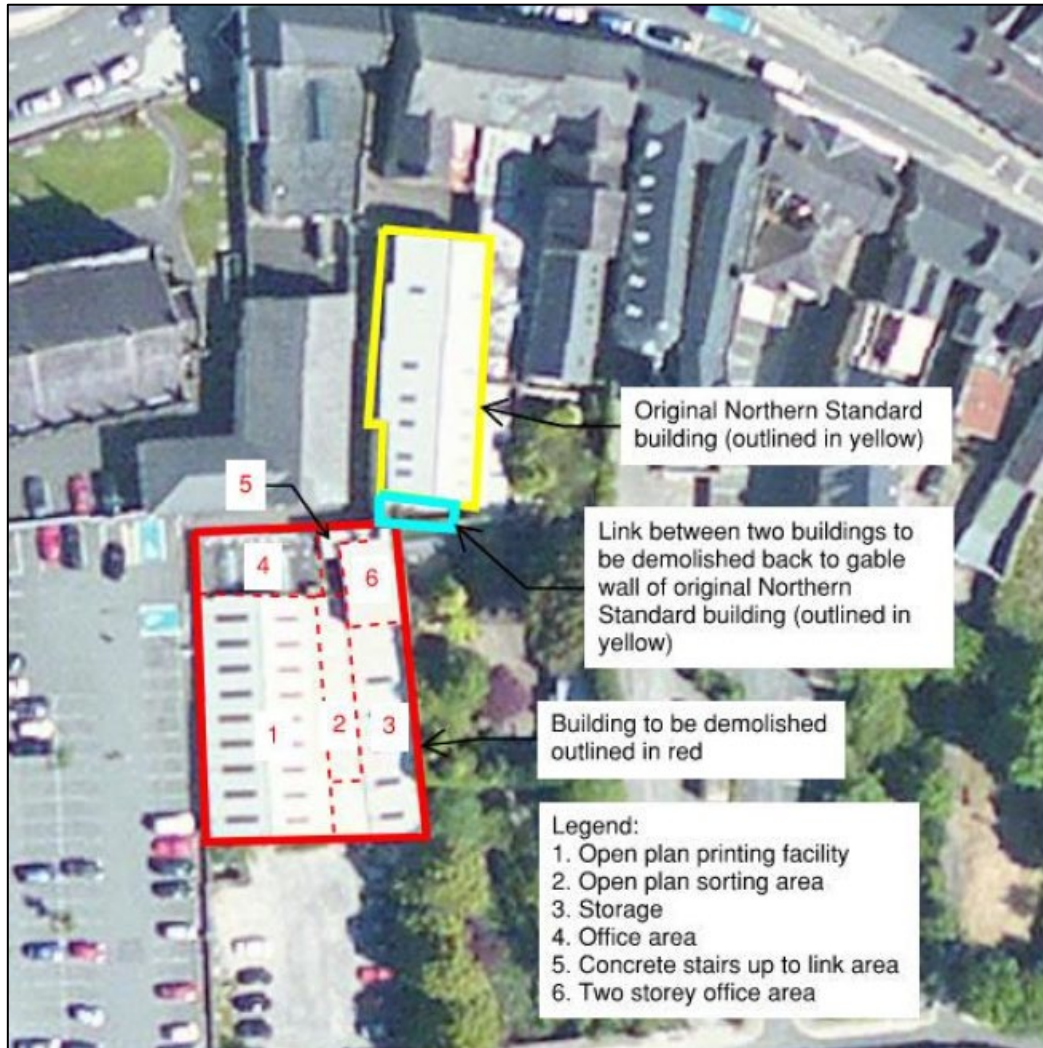


Figure 4.4: Proposed demolition of part of the Northern Standard premises to facilitate Church Walk (aerial image)

Consideration was given to creating a fully shared surface along Church Walk (similar to CGDP) however, given its likely use by larger vehicles and the presence of the loading bay, it was considered that a more formal separation between vehicles and pedestrians would ensure the safety of pedestrians was paramount.

Pedestrian footpaths are provided to connect the CGDP space through to the Courthouse car park, with a continuous surfacing of natural stone paving to enhance legibility and ease of movement for those on foot. Smaller paving unit sizes and dropped kerbs demarcate vehicular access points into private property within the wider area.

The predicted construction noise impacts are assessed in accordance with Table 4.1 BS 5228: Noise and Vibration Control on Construction and Open Sites Noise threshold limits.

The proposed demolition and construction works will consist of construction activities such as ground excavation or clearing of site using heavy machinery such as dozer, excavator or backhoe loader. The area where demolition will occur is to include various existing buildings currently within the proposed development.

It is anticipated that there will be heavy construction plant associated with this proposed development, therefore all construction activities will be subject to the BS5228 noise limits as detailed in Table 4.1. There are residential properties adjacent to and in close proximity to the proposed development site. Most of the closest residential properties are located on first floor level.

Typical noise levels from various construction plant are summarised in Table 4. 16. The plant shown in Table 4. 16 is generally representative of the type of plant that will be in use for the construction phase of the proposed development.

Table 4. 16: Noise Levels for Construction Plant (Ref: BS5228:2009+A1:2014)

Activity/ Plant	Activity Equivalent Continuous Sound Pressure Level L_{Aeq} at 10m (dB)	Reference from Tables C1 & C2, Annex C, BS5228:2009+A1:2014
Site Clearance: Dozer	79	(C2, Ref 11)
Site Clearance: Tracked excavator	77	(C2, Ref 2)
Site Clearance: Wheeled backhoe loader	76	(C2, Ref 28)
Site Clearance: Dump Truck	79	(C2, Ref 30)
Ground Excavation: Dozer (C2, Ref 12)	79	(C2, Ref 14)
Ground Excavation: Tracked excavator	76	(C2, Ref 15)
Ground Excavation: Wheeled loader ()	80	C2, Ref 27
Demolition: Dump truck	87	(C2, Ref 31)
Demolition: Breaker mounted on wheeled backhoe	92	(C1, Ref 1)
Demolition: Tracked excavator (loading dump truck)	85	(C1, Ref 10)
Road /Street Construction: Vibratory Roller	75	(C5, Ref 20)
Road /Street Construction: Asphalt Paver (A+ Tipping Lorry)	75	(C5, Ref 30)
Road Surfacing: Lorry	80	(C2, Ref 34)
Paving and Public Realm: Ready-mix concrete lorries	80	(C4, Ref 20)
Paving and Public Realm: Concrete pump (mobile)	78	(C3, Ref 25)
Paving and Public Realm: Cutters, drills and small tools	73	(C4, Ref 95)

Predicted Impact of Demolition and Construction Noise

The precise construction strategy to be adopted will be a matter for the contractor, but it is likely that demolition and construction noise levels experienced during the demolition and construction phase will be similar to the typical construction noise levels indicated in Table 4. 16 for the various plant.

In order to assess the worst-case construction noise level from the proposed development, the noise level for each of the demolition areas and construction activities detailed in Table 4. 16, at a distance of 10m will be used for the purpose of the demolition and construction noise assessment. This noise level is a combination of all of the activity noise levels specified in Table 4. 16.

The attenuation calculation assumes a direct line of sight from the noise source to the receiver and without a barrier being considered, which is a worst-case scenario.

Table 4. 17 below details predicted worst-case noise levels at varying distances from construction noise source, reflective of existing residential properties adjacent to the proposed development site. Typical noise levels from the various construction plant are obtained from BS 5228:2009+A1:2014 Part 1.

Table 4. 17: Predicted Construction Noise Levels (dB) From Demolition and Construction Activities Due to Increased Distance

Construction Activity	Distance (m)				
	10	20	40	80	160
Clearing Site	84	78	72	66	60
Demolition	94	88	82	76	70
Ground Excavation	83	77	71	65	59
Road Construction	78	72	66	60	54
Road Surfacing	80	74	68	62	56
Paving and Public Realm	83	77	71	65	59

Table 4. 17 serves as typical examples of the noise levels predicted at varying distances from the location of the demolition and construction activities throughout the demolition and construction phases.

Distances from the construction phase boundaries for each of the construction activities were measured to each of the construction noise receptors as detailed within EIAR Volume II – Technical Appendices Appendix 4B Construction Noise Assessment (Table 4B.2: Distance from Construction Noise Receptors to Construction Phase Boundaries)

Construction noise predictions were calculated for each construction activity detailed in Table 4. 17 for each construction phase at every construction noise receptor as detailed in EIAR Volume II – Technical Appendices Appendix 4B Construction Noise Assessment (Table 4B.3)

The construction activities of site clearance, ground excavation and paving and public realm were taken from the area of the site boundary, for the calculation of the distance from the construction noise receptors.

The demolition and construction noise predictions detailed within EIAR Volume II – Technical Appendices Appendix 4B Construction Noise Assessment are deemed to be worst case based on the following:

- Full power operation of each demolition and construction activity throughout the daytime period;
- Free field conditions are assumed, and ground effects are ignored;
- Equipment is assumed to be operational at closest point at each construction phase boundary to construction noise receptors (resulting in over-estimation);
- Predictions are based on the noisiest pieces of equipment simultaneously operational; and
- No barrier effects have been applied.

The worst-case predicted construction noise levels have been compared to the guideline construction noise levels included in the NRA Guidelines and the derived threshold noise limits using the ABC Method from British Standard BS5228 as set out in Table 4.3.

EIAR Volume II – Technical Appendices Appendix 4B Construction Noise Assessment. Table 4B.3 illustrates the worst-case predicted noise from construction activities associated with construction of the proposed development. These worst-case predicted noise levels assume a level of simultaneous activity of plant/equipment for each activity close to the NSR. This will not occur in practice but is used to present

potential worst-case noise levels that may occur during the construction phase. The average noise levels from construction activities at the nearest receptor throughout the proposed development construction phase are likely to be significantly lower than the worst-case predicted noise levels.

The impacts are predicted to be moderate or major for brief durations but can be mitigated. The moderate/major impacts arise during clearing site, demolition and ground excavation. The noise level predictions are based on close proximity to receptors which will be a temporary duration with brief impacts.

Noise mitigation measures for construction activities are outlined in Section 4.6.

Increase in Construction Traffic Noise

During the construction phase, there will be an increase in traffic flows for delivery of material and equipment to the site. The changes to traffic flow levels on the local road network, construction phase traffic movements, will be less than 25% on the existing roads at all stages of the construction phase and considerably less than this on all other routes.

The TII guidelines state that it takes a 25% increase or a 20% decrease in traffic flows in order to get a 1 dBA change in traffic noise levels. On this basis, the change in traffic noise levels associated with the construction phase of the proposed development will be significantly less than 1dB(A).

It is generally accepted that it takes an approximate 3 dB(A) increase in noise levels to be perceptible to the average person, the likely effect of traffic noise increases on the local road network will be imperceptible.

Increase in Vibration During Construction Phase

Some construction phase activities associated with the proposed development have the potential to result in vibration impacts at sensitive receptors. Activities included in the proposed construction phase that have the potential to result in vibration impacts include demolition activities.

BS 5228 indicates that construction activities generally only generate vibration impacts when they are located less than 20m from sensitive locations.

The most significant source of vibration will be the hydraulic breakers deployed for the removal of areas of hardstanding and the foundations of the existing structures. The next most significant source will be the excavators used during the excavation, ground works, where the vibration doesn't so much come from the use of the bucket, but from the weight of the excavator itself as it is manoeuvred.

It is not possible to estimate the levels of vibration with any certainty. Instead, it is proposed that limits are placed on the vibration at sensitive buildings (receptors) and therefore vibration levels will need to be monitored during construction. BS 5228-2 states that vibration PPV levels are tolerable within residential properties when they do not exceed 1.0mm/s and prior warning is given.

BS 5228-2:2009 states that, *"It is likely that vibration of this level in residential environments will cause complaint, but can be tolerated if prior warning and explanation has been given to residents."*

The properties that are within 20m of the demolition areas 8-11 Dublin Street site perimeter are namely, residential properties on the opposite side of Dublin Street, which may experience vibration levels in the region of 1mm/s - 3mm/s. The effects at these receptors have been assessed as Minor Adverse (not significant), local, temporary (short-term), direct and reversible.

Ground vibrations shall be monitored at adjacent buildings during demolition and construction works to ensure that vibration levels do not adversely impact any building or structure located in the vicinity of the demolition areas. It is proposed that vibration monitoring will be conducted at adjacent properties as required using calibrated vibration monitors and geophones and that audible and visual alarm units may be installed to ensure that if vibration levels approach or exceed specified warning and limit values, site personnel will be alerted to cease at the earliest instance and appropriate mitigation measures may then be implemented to minimise the vibrational impacts of protected structures.

4.5.2 Assessment of Operational Effects

Operational Phase of the proposed development includes the potential impacts associated with noise include traffic noise.

There are no operational vibration impacts associated with the proposed development therefore vibration operational impact assessment has not been considered any further.

New Streets, Roads and Public Spaces

A hierarchy of spaces and streets are proposed within the South Dublin Street and Backlands plan area, and minor modifications to the street layout of the adjoining area are proposed to provide new connections to Dublin Street. These will enhance the permeability and accessibility of the area and will provide a legible network of connections and spaces for pedestrian and traffic movements, which will seamlessly integrate into the existing urban fabric and streetscape. Several new streets and spaces are proposed as summarised below:

- Creation of a new **fully pedestrianised civic plaza**, to connect Dublin Street through to its backland areas. This area might be known as '**Charles Gavan Duffy Place**'.
- A new 'mews' street connecting the proposed Charles Gavan Duffy Place to the Courthouse, to provide a pedestrian and vehicular connection along the east/west axis of the regeneration area. This area might be known as '**Church Walk**', in recognition of the views towards the spire of the Church of St Patrick.
- The development of new spaces and improved network of routes provides the opportunity to create two large areas of previously developed land, identified for future development.
- Realignment of Castle Road, which connects the upper and lower Courthouse car parks, and provides a direct route onto N54 Macartan (Broad) Road. These realigned routes might be known as '**The Mall**' and '**Farney Road**'.
- Upgrading both Courthouse car parks to improve existing levels, provide new surfaces, improve internal traffic movements and to ensure safe and accessible pedestrian movement routes throughout.
- The provision of high-quality public realm and enhanced connectivity, from Dublin Street into the backlands, to provide network of linked spaces to accommodate and encourage greater pedestrian movement through the area.
- High quality public realm:
 - New pavements, high quality surfaces and kerbing
 - Resurfacing of existing pavements
 - New railings, bollards and pop-up power supply
 - Bicycle parking
 - Street furniture including bins and seats
 - Traffic calming ramps, pedestrian crossings
 - New trees and vegetation
 - Signage

The new roads, streets and spaces have been designed in accordance with the Design Manual for Urban Roads and Streets (DMURS), as directed by TII Publication DN-GEO-03031, using a design speed of 50km/h.

Reconfiguration of the Existing Car Parks

There are 393 car parking spaces currently provided within the application site. These include 240 no. spaces associated with the Lower Courthouse and 153 no. spaces located at the Courthouse. The car parks

consist of a mixture of long and short stay parking with a split of approximately 53% (209) long stay and 47% (184) short stay spaces available.

This proposal includes a reconfiguration of both car parks to accommodate the enhanced alignment of The Mall and Farney Road, and to maximise the area available for walking, cycling and shopping activities. New Parent & Baby Spaces have been identified on the northern boundary of the Lower Courthouse car park. The reconfiguration of spaces has also facilitated a consolidation of the existing disabled bay parking spaces.

There will be a reduction of approximately 57 long stay spaces under the regeneration scheme. MCC have opened a new Council-operated car park on the former Eircom site, between the Margaret Skinner Roundabout N54 Macartan Road / Glen Road / Dawson Street signalised junction. The new carpark has 88 spaces (66 long stay, 18 short stay and 4 disabled spaces, it also has infrastructure for electric vehicle charging, although this is not operational as yet).

Changes in Traffic Noise at Existing Receptors

Traffic data was provided in the form of Annual Average Daily Traffic (AADT) for the existing scenario and a series of future scenario years accounting for growth, as found in EIAR Volume II Technical Appendices Appendix 9D Committed & Base Traffic Flows¹

The scenarios considered within the traffic impact assessment, as detailed in Chapter 9 Traffic and Transportation, for the weekday morning and evening peak periods were:

- 2021 Existing Scenario
- 2025 Existing Scenario (Opening Year)
- 2025 Base Scenario (Existing + Committed (Cumulative) Development)
- 2025 Proposed Scenario (Base + Generated)
- 2030 Proposed Scenario (Dublin Street / Charles Gavan Duffy Place junction only); and
- 2040 Proposed Scenario (Dublin Street / Charles Gavan Duffy Pace junction only).

The changes to traffic flow levels on the local road network, construction phase traffic movements, will be less than 25% on the existing roads at all stages of the construction phase and considerably less than this on all other routes.

There is no change on AADT 18 hr at N54 Macartan (Broad) Road (west of Farney Road) for year of opening 2025 on comparison of cumulative developments, which are approved developments, with cumulative and proposed development.

There is reduction of AADT 18 hr at Farney Road (north of Tesco car park) for year of opening 2025 on comparison of cumulative developments, which are approved developments, with cumulative and proposed development.

It is generally accepted that it takes an approximate 3 dB(A) increase in noise levels to be perceptible to the average person, the likely effect of traffic noise increases on the local road network will be imperceptible.

¹ A review of the Monaghan County Council Planning portal was undertaken to determine if there are any other significant generators of traffic within the vicinity of the proposed development site which have received planning approval but are yet to be constructed. It was noted that planning permission was granted for a potential foodstore located at McNally's Car Park site. The traffic flows for this development were extracted from the traffic impact assessment undertaken by TPS Ltd. and added to the network to form the Base (cumulative assessment) scenario.

4.5.3 Assessment of Cumulative Effects

This chapter has considered the cumulative effects from the construction and operation noise and vibration from the projects detailed in EIAR Chapter 1 Introduction.

There are no cumulative construction or operational noise and vibration impacts due to the distance to the proposed development. These cumulative projects will have their own sensitive receptors which are not in close proximity to the sensitive receptors, existing and proposed, detailed within this chapter. There are no cumulative construction or operation noise impacts predicted.

4.5.4 Inter-relationships

Noise has the potential to interact with Landscape and Visual Impact Assessment as noise attenuation measures could be visually obtrusive, however, this assessment requires no specific noise attenuation measures that would result in landscape or visual effects.

There is an interaction between noise and traffic through generation of construction and operational stage traffic. The noise assessment takes consideration of the daily trips proposed at both construction and operation stages of the proposed development as detailed within Chapter 9 Traffic and Transportation. Construction noise impacts have been considered on the nearest receptors adjacent to the proposed development as detailed in Chapter 12 Population and Human Health. Overall predictions are that there will be no significant noise impact generated during the construction or operational stages due to traffic generation with appropriate mitigation.

4.6 Mitigation

4.6.1 Demolition and Construction Phase Mitigation

The worst-case predicted noise levels for the various stages of the construction and demolition phase are included in Table 4. 17 and detailed construction noise predictions are detailed within EIAR Volume II – Technical Appendices Appendix 4B Construction Noise Assessment.

These predicted construction noise levels will indicate whether the nearest construction receptors to the proposed development will experience noise levels that are below or above the applicable noise threshold limit as designated by the ABC Method in BS 5228:2009+A1:2014.

BS 5228-1 states that:

“if the site noise level exceeds the appropriate category value, then a potential significant effect is indicated. The assessor then needs to consider other project specific factors, such as the number of receptors affected and the duration and character of the impact, to determine if there is a significant effect.”

While predicted noise levels from the demolition and construction activities are predicted best practice measures will be employed to ensure that construction and demolition phase noise levels are reduced to the lowest possible levels.

As a summary of proposed construction works:

- Construction works will be temporary and limited in duration;
- Construction plant and machinery has been assessed as operating for the full working period of the day, i.e. 100% duty cycle. Due to natural pauses in activity and rest breaks equipment will not be fully operational during the working day;
- Construction works are not proposed to occur during night-time or on Sundays, unless for emergency works. Therefore, there will be no associated construction noise impact during these times at construction noise receptors.

A range of measures should be taken to ensure that the quietest machinery is utilised such as to be sensitive to the residents at the nearest properties.

British Standard BS5228:2009+A1:2014 – Noise and vibration control on construction and open sites outlines a range of measures that can be used to reduce the impact of construction phase noise on the nearest noise sensitive receptors. These measures should be applied by the contractor where appropriate during the construction phase of the proposed development.

BS5228:2009+A1:2014 – Noise and Vibration Control on Construction and Open Sites outlines a range of measures that can be used to reduce the impact of construction phase noise on the nearest noise sensitive receptors. These measures will be required to be utilised by the appointed contractor where appropriate during the construction phase of the proposed development.

Examples of some of the construction best practice measures included in BS5228 are listed below:

- ensuring that mechanical plant and equipment used for the purpose of the works are fitted with effective exhaust silencers and are maintained in good working order;
- careful selection of quiet plant and machinery to undertake the required work where available;
- all major compressors will be ‘sound reduced’ models fitted with properly lined and sealed acoustic covers which will be kept closed whenever the machines are in use;
- any ancillary pneumatic percussive tools will be fitted with mufflers or silencers of the type recommended by the manufacturers;
- machines in intermittent use will be shut down in the intervening periods between work;
- ancillary plant such as generators, compressors and pumps will be placed behind existing physical barriers, and the direction of noise emissions from plant including exhausts or engines will be placed away from sensitive locations, in order to cause minimum noise disturbance. Where possible, in potentially sensitive areas, temporary construction barriers or enclosures will be utilised around noisy plant and equipment;
- Handling of all materials will take place in a manner which minimises noise emissions;
- Audible warning systems will be switched to the minimum setting required by the Health and Safety Authority (HSA).

Controls to be implemented during demolition activity include:

- Programming of works to make use of existing barriers to noise;
- Retaining outer walls for as long as possible before demolition;
- Switching off plant when not in use;
- Use of temporary acoustic barriers to minimise noise breakout; and
- Using low noise impact methods of bursting and splitting rather percussive breaking during demolition.

In order to minimise the likelihood of complaints, Monaghan County Council and potentially affected residents will be required to be kept informed by the appointed contractor of the works to be carried out and of any proposals for work outside normal hours.

Further controls will be implemented during this demolition activity including:

- Programming of works to avoid simultaneous noisy activities,
- Retaining outer walls as barriers for as long as possible before demolition;
- Switching off plant when not in use;
- Temporary acoustic barriers will be used where warranted for specific activities close to sensitive receptors to minimise noise breakout;
- Using low noise impact methods where possible.

4.6.2 PROPOSED VIBRATION MONITORING PROGRAMME DURING SITE ACTIVITIES

In order to ensure that site demolition / construction activities are conducted to minimise the vibration impacts on the receiving environment, it is proposed that a programme of structural vibration monitoring is implemented during the course of the project works.

It is proposed that vibration monitoring will be conducted at adjacent properties opposite the site boundaries as required using calibrated vibration monitors and geophones and that audible and visual alarm units may be installed to ensure that if vibration levels approach or exceed specified warning and limit values, site personnel will be alerted to cease at the earliest instance and appropriate mitigation measures may then be implemented to minimise the vibrational impacts of protected structures.

Vibration Monitoring Locations

It is proposed that vibration monitoring will be conducted on the closest properties to any particular phase of groundworks which may involve rockbreaking or demolition activities that have the potential to generate high levels of ground vibrations.

The monitoring points chosen for locating the geophone of the vibration measuring instrument will be chosen according to the guidelines in British Standard BS 7385: Evaluation and measurement for vibration in buildings, Part 1 1990 Guide for measurement of vibrations and evaluation of their effects on buildings and Part 2 1993 Guide to damage levels arising from groundborne vibration.

Vibration Monitoring Frequency

Vibration monitoring equipment capable of monitoring on a continuous basis will be installed at locations as described above, throughout the course of the works where particular site activities may cause ground borne vibrations.

4.6.3 Construction Operating Hours

The operating hours will be agreed with the Local Authority prior to the commencement of the proposed works and will be specified in the Construction Environmental Management Plans (CEMP).

It is proposed that the construction hours will be:

- 08:00 to 18:00 Monday to Friday,
- From 08:00 to 13:00 on Saturdays,
- No construction works on Sundays and Bank Holidays.

Construction works outside these hours will be limited to works necessary for health and safety reasons or to protect the environment.

4.6.4 Consultation and Communication

Mitigation in the form of timely and effective stakeholder consultation is outlined within the CEMP. This will ensure that residents are kept informed of on-going and future operations. For example, local residents would be informed by letter drop of proposed works by the appointed contractor, particularly where these are due to occur outside standard working hours. The contractor would be required to communicate a letter which would include details of proposed cause, start dates and duration of works to be carried out.

4.6.5 Operational Traffic Noise

No operational traffic mitigation is proposed.

4.7 Summary of Effects & Conclusion

4.7.1 Construction Phase

Pre-mitigation, the predicted construction noise impacts are anticipated to result in effects ranging from negligible to major at construction noise receptors.

The CEMP will include specific control measures and Section 4.6 sets out the monitoring to be undertaken. Mitigation by careful scheduling of the works, timing of activities and using best practicable methods will be implemented such that no significant effects arise, and levels are as low as possible. Residents will be required to be informed by the appointed contractor of the timing and duration of activities that may produce high noise or vibration. Elevated levels can be tolerated if prior notification and explanation is given.

Temporary slight adverse impacts due to construction noise have been identified at the closest receptors to proposed construction works. No permanent residual noise and vibration impacts are predicted during construction of the proposed development.

No significant residual impacts will arise.

4.7.2 Operational Phase

No residual significant effects are predicted for the operational phase of the proposed development at residential receptors.

Table 4. 18: Summary of Likely Environmental Effects on Noise and Vibration

Receptor	Sensitivity of receptor	Description of Effect	Duration	Magnitude	Significance	Significant Not significant
Construction phase						
Demolition Noise	High	Demolition of buildings	Short Term	Very high / High	Very significant / significant	Not significant BS5228 good practice measures Consultation and communication Construction hours CEMP
Construction Noise	High	Construction of proposed development	Short Term	Very high / High	Very significant / significant	Not significant BS5228 good practice measures Consultation and communication Construction hours CEMP
Construction Vibration	High	Demolition of buildings	Short term	Low	Not significant	Not significant
Operational phase						
Road realignment	High	Operational road traffic noise	Long term	Low	Not significant	Not significant

4.8 References

British Standards Institute (2014), BS 5228-1:2009+A1:2014 Code of practice for noise control on construction and open sites. Part 1: Noise

British Standards Institute (2014), BS 5228-2:2009+A1:2014 Code of practice for noise control on construction and open sites. Part 2: Vibration

Department of Transport and Welsh Office (1988), Calculation of Road Traffic Noise

The Highways Agency, Scottish Government, Welsh Assembly Government and the Department for Regional Development Northern Ireland (2011), Design Manual for Roads and Bridges, Volume 11, Section 3, Part 7, HD 213/11 revision 1. Noise

British Standards Institute (2014), BS 4142: Methods for Rating and Assessing Industrial and Commercial Sound

British Standards Institute (2014), BS 8233: Guidance on Sound Insulation and Noise Reduction for Buildings

British Standard Institute British Standard 7445: Description and Measurement of Environmental Noise

World Health Organisation (2000), Guidelines for Community

World Health Organisation (2009), Night Noise Guidelines for Europe

Chapter
05

**Flood Risk and
Drainage**

CHAPTER 5 - FLOOD RISK & DRAINAGE

5.1 Introduction

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

The Chapter has been prepared by Diane McGinnis. Diane is an Associate Director of RPS' office based in Belfast. Diane has over 20 years' experience of flood risk consultancy in both the public and private sectors. Diane is a Chartered Engineer with both the Institution of Civil Engineers and Engineers Ireland.

This Chapter is supported by EIAR Volume III –Technical Drawings & Figures:

- Figure 5:1: CFRAM Flood Extents;
- Figure 5:2: Flood Zone Map;
- MGT0528-RPS-00-XX-DR-C-DR1001 – Drainage
- MGT0528-RPS-00-XX-DR-C-UT1002 – Watermain Works
- MGT0528-RPS-00-XX-DR-C-DR1003 – Attenuation Section
- MGT0528-RPS-00-XX-DR-C-UT1005 – Foul Sewer.

5.2 Methodology

5.2.1 Stages of Assessment

The assessment will comprise the following stages:

- Consideration of the flood maps available on the floodinfo.ie website to determine the existing flood risk to the site (North Western Neagh Bann CFRAM Study);
- Consideration of the potential interactions between the proposals and the current site conditions, and identification of possible impacts;
- Identification of design solutions to avoid or minimise the potential impacts. Mitigation measures may be proposed during the construction and/ or operational phases of the proposed development;
- Assessment of residual impacts, taking into account of mitigation measures; and
- Evidence of compliance with 'The Planning System and Flood Risk Management Guidelines for Planning Authorities' (2009).

5.2.2 Relevant Guidance

The assessment has been prepared in accordance with 'The Planning System and Flood Risk Management Guidelines for Planning Authorities'. These Guidelines introduce comprehensive mechanisms for the incorporation of flood risk identification, assessment and management into the planning process.

5.2.3 Study Area

The study area for this assessment is the full extent of the development site. The site is located to the southeast of the town core, extending from The Diamond to the northwest, south eastwards along Dublin Street, and is defined to the southeast by the First Church Presbyterian Church to the south at Old Cross Square. The Shambles River and the recent development of European Union House/ Credit Union building

defines part of the southern boundary along with Castle Road. Monaghan Shopping Centre defines the south west and western boundaries, with the rear of several properties fronting Dawson Street, McElvanneys Pub and Monaghan Courthouse defining the north west boundaries. St Patricks Church and Church Square define the northern boundaries.

5.2.4 Baseline

The Shambles River flows to the south of the site, and a tributary of this flows through the site in a 900mm diameter culvert. Baseline flood conditions will be established based on published flood mapping published by OPW (Floodinfo.ie).

5.2.5 Consultation

No consultation from any statutory body was received which is of relevance to flood risk and drainage.

5.2.6 Assessment Criteria and Assignment of Significance

The descriptions for value (sensitivity) of receptors are shown in Table 5.1. The descriptions for magnitude of impact are shown in Table 5.2.

Table 5.1: Environmental Sensitivity and Descriptions

Sensitivity Receptor	of Typical Description
Very High	Very high importance and rarity, international scale and very limited potential for substitution.
High	High importance and rarity, national scale, and limited potential for substitution.
Medium	High or medium importance and rarity, regional scale, limited potential for substitution.
Low	Low or medium importance and rarity, local scale.
Negligible	Very low importance and rarity, local scale.

Table 5.2: Magnitude of Impact and Typical Descriptions

Magnitude	Example Descriptor
High	Loss of resource and/or quality and integrity of resource; severe damage to key characteristics, features or elements (Adverse). Large scale or major improvement of resource quality; extensive restoration or enhancement; major improvement of attribute quality (Beneficial).
Medium	Loss of resource, but not adversely affecting the integrity; partial loss of/damage to key characteristics, features or elements (Adverse). Benefit to, or addition of, key characteristics, features or elements; improvement of attribute quality (Beneficial).
Low	Some measurable change in attributes, quality or vulnerability; minor loss of, or alteration to, one (maybe more) key characteristics, features or elements (Adverse). Minor benefit to, or addition of, one (maybe more) key characteristics, features or elements; some beneficial impact on attribute or a reduced risk of negative impact occurring (Beneficial).
Negligible	Very minor loss or detrimental alteration to one or more characteristics, features or elements (Adverse). Very minor benefit to or positive addition of one or more characteristics, features or elements (Beneficial).
No change	No loss or alteration of characteristics, features or elements; no observable impact in either direction.

5.2.7 Significance of Effects

The approach to deriving effects significance from receptor value and magnitude of impacts shall be based on Table 5.3.

Table 5.3: Assessment of Significance Matrix

Sensitivity	Magnitude of Impact			
	Negligible	Low	Medium	High
Negligible	Negligible	Negligible or minor	Negligible or minor	Minor
Low	Negligible or minor	Negligible or minor	Minor	Minor or moderate
Medium	Negligible or minor	Minor	Moderate	Moderate or major
High	Minor	Minor or moderate	Moderate or major	Major

5.3 Baseline Environment

A review of the river flood maps from floodinfo.ie shows that areas of the site are presently estimated to be at risk of flooding from fluvial events with a frequency of 0.1% Annual Exceedance Probability (AEP) and greater, as identified during the North Western Neagh Bann (NWNB) Catchment-based Flood Risk Assessment and Management (CFRAM) Study. The CFRAM flood extents are shown in Figure 5.1 in EIAR Volume III –Technical Drawings & Figures. The areas affected are Castle Road and the adjacent car park.

Historically there have been several flood events recorded in the area, the worst being on 24th October 2011 and the most recent being on 20th February 2022.

Based on the flood maps, the site can be considered to be affected by areas of Flood Zone A (high probability of flooding) and Flood Zone B (moderate probability of flooding) as described in the Planning System and Flood Risk Management Guidelines for Planning Authorities. The flood zone map is shown Figure 5.2 in EIAR Volume III –Technical Drawings & Figures.

The majority of the existing surface water is collected in pipes and discharged to the Shambles River. Some of this water collected is discharged to the river via a stone attenuation area under the main Car Park area.

5.4 Impact Assessment

5.4.1 Assessment of Construction Effects

There are no construction works proposed to the Shambles River or its tributary that runs through the site. During construction it is important that existing culvert through the site is protected from damage. The storm runoff from the development area under construction will be the same as at present, so there will be no change in the volumes of surface runoff at the construction stage. During the construction phase, any runoff from the construction site will be collected and controlled by the Contractor as described in the Construction Environmental Management Plan (CEMP).

5.4.2 Assessment of Operational Effects

5.4.2.1 River flooding

Small areas of the proposed development will be located in identified floodplains and will therefore be at risk of flooding. These areas are currently at risk of flooding. It must be demonstrated whether the existing flood risk will impact on the proposed development, and also whether flood risk elsewhere will increase as a result of the proposed development. There will be no significant change in ground levels to the areas of the proposed development in the floodplain and therefore these areas will still be available to receive flooding. The new roads, streets and spaces have been designed so that there will be no negative impacts if the area floods. The proposed development will therefore have no increase in fluvial flood risk.

The 'Planning System and Flood Risk Management Guidelines' classify different types of development in terms of their vulnerability class (Table 3.1 of the Guidelines). Amenity open space is classed as a Water-compatible development. Table 3.2 of the Guidelines identifies the type of development that would be appropriate to each flood zone and those that would need a Justification Test. Water-compatible development is appropriate in all flood zones and therefore a Justification Test is not required.

Due to its nature, no flood emergency procedures are proposed specifically for this development. Met Éireann operate a weather warning system. Should an event of the magnitude required to flood the site be forecast, there is sufficient warning time to ensure people and traffic are kept away from the vulnerable town centre areas. Higher ground outside of the floodplain is available to the north, within easy pedestrian access.

RPS are aware that Monaghan County Council may be in the process of developing flood risk management options in relation to the flooding which has occurred a number of times in this area in recent years. Monaghan County Council have instructed RPS to prepare this assessment in the absence of these proposals as the timeline for their completion is unknown.

5.4.2.2 Drainage

It must be demonstrated that adequate measures will be in place to effectively mitigate the surface water flood risk to the proposed development, and from the development elsewhere.

The new networks proposed are as illustrated in Volume III Drawing no. DR0001 – Drainage, DR-C-UT1002 Watermain Works and DR-CUT1005 Foul Sewer which will include for future development within the area. The design proposals have included a 20% additional flow in the simulations for the surface water networks to account for Climate Change.

Information on the existing attenuation and associated discharge rates is not readily available due to lack of information on the existing regime in the area.

The main drainage network which includes catchment in the South Dublin Street, Courthouse and Car Park areas, is attenuated in a new proprietary attenuation crate system beneath the car park before discharging to the Shambles River. Discharge into the river from this network will be limited to a maximum discharge rate of 5l/sec during the 1 in 100 year critical duration storm event using a hydro brake (or similar approved) flow-control system prior to the outfall. 5l/s is taken as the standard industry minimum control rate any less than that and the actual control device ope is too small and would lead to an increased risk of blockage. A cross section of the attenuation system is included in the planning drawing pack (Drawing Reference MGT0528-RPS-00-XX-DR-C-DR1003 – Attenuation Section).

A smaller surface water network will be provided to collect runoff from sections of the Farney Road and the car park where lower surface elevations prevent this runoff from being connected into the proprietary attenuation crate system. Therefore, a section of the Farney Road and car park will continue to drain unattenuated into the Shambles River. The area to the south of the car park that does not enter the attenuation system, discharges to groundwater through a filter drain behind the kerb with a high-level overflow into the discharge pipe from the attenuation system to the Shambles River to be used in exceedance events or in the case of blockage.

The catchment to the south of Castle Street is not attenuated as there is no increase to hardstanding compared to the current scenario; this catchment discharges directly to the Shambles River as is currently the case.

SuDS drainage systems are provided throughout the project site. Porous paving shall be provided over a substantial area of the car park with runoff infiltrating into the attenuation system and an filter drain has been provided on the grass verge on the south side of the car park to provide additional storage in the network.

Due to the risk of flooding in the area, non-return flow valves shall be fitted to all network outfall pipes to prevent river flood flows from inundating the networks.

The proposed development will therefore have no increase in surface water flood risk, and in fact it may be possible to decrease the current runoff rate to the river using the proposed attenuation.

5.4.3 Assessment of Cumulative Effects

For flood risk, any cumulative effects would come from developments that impact the floodplains that affect the site. This is likely to be a development that takes place within the floodplain in the vicinity of the proposed works. In order to gain planning permission, all new developments must show that they do not increase flood risk elsewhere to comply with The Planning System and Flood Risk Management Guidelines. RPS have reviewed the applications in Chapter 1 Table 1.2. In all cases either the development is not within a floodplain, or mitigation measures have been included to ensure that the flood risk from the proposed development is adequately managed so that it does not increase flood risk elsewhere, in compliance with the Guidelines. There will therefore be no cumulative impacts on flood risk as a result of neighbouring developments.

5.4.4 Inter-relationships

This assessment overlaps with Water Quality, which is covered in Chapter 6.

5.5 Mitigation

As no significant effects have been predicted, no mitigation measures are proposed for flood risk.

5.6 Summary of Effects & Conclusion

The significance of the effects of the project on flood risk has been assessed, and a summary of the potential flooding impacts and their significance is shown in Table 5.4.

This assessment has identified all sources of flood risk to and from the proposed development. While there are areas of the site that are affected by river flooding, there will be no change in ground levels to the areas of the proposed development in the floodplain and therefore these areas will still be available to receive flooding. The new roads, streets and spaces have been designed so that there will be no negative impacts if the area floods. The proposed development will therefore have no increase in fluvial flood risk. Due to its nature, no flood emergency procedures are proposed specifically for this development. Higher ground outside of the floodplain is available to the north, within easy pedestrian access. No mitigation measures have been proposed.

All surface water from the proposed development will collect in a new surface water network, which will include for future development within the area. The main surface water network will collect the majority of surface runoff within the project site and discharge to a proprietary attenuation crate system underneath the main car park area before discharging to the Shambles River. Discharge into the river from this network will be limited to a maximum discharge rate of 5l/sec during the 1 in 100 year critical duration storm event using a hydrobrake chamber prior to the outfall. A smaller surface water network will be provided to collect runoff from sections of the Farney Road and the car park where lower surface elevations prevent this runoff from being connected into the proprietary attenuation crate system. Therefore, a section of the Farney

Road and car park will continue to drain unattenuated into the Shambles River. SuDS drainage systems are provided throughout the project site. Porous paving shall be provided over a substantial area of the car park with runoff infiltrating into the attenuation system and an infiltration trench has been provided on the grass verge on the south side of the car park to provide some long-term storage in the network. Non-return flow valves shall be fitted to all network outfall pipes to prevent river flood flows from inundating the networks. The proposed development will therefore have no increase in surface water flood risk, and in fact it may be possible to decrease the current runoff rate to the river using the proposed attenuation. No further mitigation measures have been proposed.

The 'Planning System and Flood Risk Management Guidelines' classify different types of development in terms of their vulnerability class. Amenity open space is classed as a Water-compatible development. The Guidelines identifies the type of development that would be appropriate to each flood zone and those that would need a Justification Test. Water-compatible development is appropriate in all flood zones and therefore a Justification Test is not required. The proposed development has therefore been shown to be compliant with the 'Planning System and Flood Risk Management Guidelines'.

Table 5.4: Summary of Likely Environmental Effects on Flood Risk and Drainage

Receptor	Sensitivity of receptor	Description of Effect	Duration	Magnitude	Significance	Significant / Not significant
Operational phase						
Floodplain	High	Loss of floodplain	Long term	No change	Minor	Not significant
Surface runoff	High	Increased runoff	Long term	No change	Minor	Not significant

5.7 Limitations of the Assessment

There were no limitations that would affect the robustness of the assessment for EIA purposes.

5.8 References

The Planning System and Flood Risk Management Guidelines, DEHLG (2009)

OPW Flood Maps available at <http://www.floodinfo.ie/map/floodmaps/>

Chapter

06

Water Quality

CHAPTER 6 - WATER QUALITY

6.1 Introduction

This Chapter of the EIAR will consider the potential impact of the proposed development on water quality within the study area and the risk to water quality dependent designations in the surrounding environs.

The water quality assessment will be initiated through a desktop study of the existing baseline environment and through consultation with the relevant statutory bodies.

Results will be used to determine the impact of the proposed development on the water environment and any residual impact which may result from the development following the implementation of relevant mitigation.

This chapter has been prepared by Mark Magee (BA (Mod) Natural Sciences, MSc Environmental Engineering, MCIWEM, CSci, CEnv, CIWEM). Mark is a chartered scientist and environmentalist with 20 years' experience in catchment management and river basin planning, environmental assessment, environmental appraisal of infrastructure projects, hydrology, and hydraulic modelling and water quality assessment.

This Chapter is supported by EIAR Volume III Technical Drawings & Figures;

- Figure 6.1 Site location in the Context of the WFD Sub Basins;
- Figure 6.2 Water Framework Directive Water Body Status;
- Figure 6.3 Natura 2000 Designated Sites;
- MGT0528-RPS-00-XX-DR-C-DR1001 - Drainage; and
- MGT0528-RPS-00-XX-EW-C-EW0001 – Earthworks.

6.2 Methodology

6.2.1 Relevant Guidance

The Environmental Protection Agency (EPA) consider any development that compromises the achievement of the environmental objectives for a water body, established under the Water Framework Directive (WFD), to represent a significant environmental impact that would require derogation under Article 4(7) of the WFD.

The following relevant legislation and guidance relating to water quality will be considered during the preparation of the water quality chapter of the EIAR;

- the Water Framework Directive (WFD); the WFD is the European legislation which was developed to establish systems to manage Europe's water environment - rivers, lakes, estuaries, coastal waters and groundwater;
- the European Communities Environmental Objectives (Surface Waters) Regulations, 2009 (SI No.272 of 2009), as amended; this transposes the requirement of the WFD into Irish law and provides Environmental Quality Standards (EQSs) for classifying surface water status are established for Ireland for biological quality elements, physico-chemical conditions supporting biological elements including general conditions and specific pollutants, priority substances and priority hazardous substances;
- European Communities (Quality of Shellfish Waters) Regulations 2006 (SI No 268 of 2006).; these regulations classify the standards that are set by the Water Framework Directive for priority substances within the water environment and shellfish waters for Ireland;

Other important pieces of EU and national legislation pertaining to the hydrological environment include:

- S.I. 722 of 2003, European Communities (Water Policy) Regulations, as amended;
- S.I. 350 of 2014, European Union (Water Policy) Regulations 2014;

- The EU Floods Directive 2007/60/EC;
- S.I. 122 of 2010 European Communities (Assessment and Management of Flood Risks) Regulations; and
- S.I. 81 of 1988, European Community Environmental (Quality of Surface Water Intended for Human Consumption) Regulations 1984 as amended.

A fundamental requirement of the WFD and the environmental objectives for a water body is to attain good ecological and chemical water quality status and ensure that any deterioration in the status of waters is prevented. Any new development must ensure that these two fundamental objectives of the Directive are not compromised, nor are there any detrimental impacts to nearby EU designated Natura 200 sites.

6.2.2 Study Area

The proposed development takes place within the *Shambles River 010* and the *Blackwater (Monaghan) 040* is downstream of this. Monaghan Town Groundwater Body underlies the Development area. The water bodies are within the *Blackwater (Monaghan) SC 010* sub catchment and the part of the overall Lough Neagh and Lower Bann catchment. Please refer to EIAR Volume III Technical Drawings & Figures, Figure 6.1 for details on Site location in the context of the Water Framework Directive River Sub Basins.

6.2.3 Baseline

The baseline conditions at the proposed development site will be thoroughly reviewed to identify all potential impacts relating to water quality.

Baseline data will be gathered from existing sources such as water quality monitoring stations included in the Environmental Protection Agency (EPA) WFD monitoring programme, as part of their River Basin Management Plan (RBMP) reporting.

A relevant data request may be submitted to the EPA and the relevant Local Authority if the available data is insufficient.

The current WFD environmental objectives for the water bodies that could potentially be impacted by the proposed development will be collated from the EPA's WFD App to ensure the potential impact from the development does not compromise the achievement of the WFD objectives.

6.2.4 Consultation

To determine the impact of the development upon water quality, a consultation process was undertaken involving existing resources from the relevant competent authorities. Consultation on the surface water impact assessment was undertaken with the following organisations:

- Environmental Protection Agency (EPA) - water quality information available from EPA WFD APP, Water quality reports ;
- The National Parks and Wildlife Service (NPWS) – online resources including mapping and site specific conservation objectives;
- The Office of Public Works (OPW);
- Inland Fisheries Ireland (IFI); and

6.2.5 Assessment Criteria and Assignment of Significance

Baseline water quality within the receiving environment has been established through review of national monitoring data used to establish water quality status in the context of the EU Water Framework Directive (WFD) and supporting environmental standards.

An assessment has then been made of the components of the development that have the potential to have a significant impact on water quality using criteria for rating significance and magnitude adapted from the NRA

(now TII) guidance document “*Guidelines on Procedures for Assessment and Treatment of Geology, Hydrology and Hydrogeology for National Road Schemes*”.

The significance of impact on surface water quality likely to occur during the construction and operation phases of the development are determined using a predominantly qualitative methodology. The assessment is a consideration of a combination of receptor sensitivity (Table 6.1) and the potential magnitude of the impact on the water environment (Table 6.2), in order to determine significance (Table 6.3).

The approach to assessing the significance of impacts comprises assigning each impact to one of the four categories of magnitude as outlined in Table 6.3 enables different components to be assessed based upon the same scale.

The significance determination and assessment of the potential likely environmental effects of each component of the project has been made based on the matrix presented in Table 6.3.

The approach to assigning significance of impact relies on reasoned argument, professional judgment and taking on board the advice and views of appropriate organisations. Assigning each impact to one of the five categories of magnitude as list in Table 6.3 enables different topic issues to be placed upon the same scale. Applying the formula, the greater the environmental sensitivity or value of the receptor or resource, and the greater the magnitude of impact, the more significant the impact. The consequences of a highly valued environmental resource suffering a major detrimental impact would be a “Substantial” affect. The typical impact significance categories used in this assessment are presented in Table 6.3.

To conclude the assessment, mitigation measures are proposed to reduce, avoid and prevent these likely significant effects, where appropriate. This enables a “with mitigation” assessment to be made of any residual impact as a result of the construction and operational phases of the project and/or in combination with other existing or approved projects in the vicinity of the development.

Table 6.1 Definitions of Sensitivity or Value

Sensitivity	Example Descriptor
Very High	Very high importance and rarity, international scale and very limited potential for substitution. Examples: Water body protected area interests are of international importance and have been designated under the Habitats, Birds, Shellfish, Bathing Water or Freshwater Fish, Drinking Water or Nitrate Directives. High Status Water bodies.
High	High importance and rarity, national scale, and limited potential for substitution. Examples: Water body where the current status is good or better and no deterioration is permitted. National designation e.g. Natural Heritage Area (NHA)
Medium	High or medium importance and rarity, regional scale, limited potential for substitution. Examples: Moderate Status with an objective of good status by 2015, regionally important resource in terms of aquatic ecology or fisheries interest.
Low	Low or medium importance and rarity, local scale.
Negligible	Very low importance and rarity, local scale.

Table 6.2: Definitions of Magnitude

Magnitude	Descriptor
High	Major alteration to water body status causing deterioration in either the ecological status including supporting elements, i.e., physico-chemical, specific pollutants and hydromorphology, chemical status or protected area status. Severe damage to key water body characteristics, features or elements (Adverse). Large scale or major improvement to water body status, extensive restoration or enhancement of Water body (Beneficial).
Medium	Water quality impact but not adversely affecting the integrity or status of the water body, partial loss or damage of certain characteristics or water body attributes (Adverse). Benefit to or addition of key characteristics or features of the water body, improvement in water status (Beneficial).
Low	Some measurable change in water quality attributes, minor loss or alteration to one (maybe more) key characteristics (Adverse). Minor benefit to one or more key characteristics, features or elements of the water body (Beneficial).
Negligible	Very minor loss to water body characteristics, features or elements (Adverse). Very minor benefit to or positive addition of one or more water body characteristics, features or elements (Beneficial).
No change	No loss or alteration to water quality or water body status.

Table 6.3 Assessment of Significance Matrix

Sensitivity	Magnitude of Impact				
	No Change	Negligible	Low	Medium	High
Negligible	No change	Negligible	Negligible or Minor	Negligible or Minor	Minor
Low	No change	Negligible or Minor	Negligible or Minor	Minor	Minor or Moderate
Medium	No change	Negligible or Minor	Minor	Moderate	Moderate or Major
High	No change	Minor	Minor or Moderate	Moderate or Major	Major or Substantial
Very high	No change	Minor	Moderate or Major	Major or Substantial	Substantial

An assessment of the potential impact on the WFD objectives will be undertaken. The completion of this assessment gathers data from the WFD monitoring programme on the water bodies that could be impacted by the proposed development. The components of the proposed development are assessed with respect to the requirements of the WFD to ascertain if the proposals will have a detrimental impact on the status of water bodies associated with that site. If the proposal could increase the risk of deterioration in status of the water bodies or prevent them from achieving their environmental objectives, then the project is in contravention of

the WFD and would only proceed if a derogation under Article 4(7) of the WFD is justified. The four objectives of the WFD Assessment are:

- Objective 1: To prevent deterioration in the ecological status of the water body.
- Objective 2: To prevent the introduction of impediment to the attainment of Good WFD status for the water body.
- Objective 3: To ensure the attainment of the WFD objectives for the water body are not compromised.
- Objective 4: To ensure the achievement of WFD objectives in other water bodies within the same catchment are not permanently excluded or compromised.

6.3 Baseline Environment

6.3.1 Waterbodies

The baseline conditions at the proposed development site have been thoroughly reviewed to identify all potential impacts relating to water quality.

Baseline data has been gathered from existing sources such as water quality monitoring stations included in the Environmental Protection Agency (EPA) WFD monitoring programme, as part of their River Basin Management Plan (RBMP) reporting.

The current WFD environmental objectives for the water bodies that could potentially be impacted by the proposed development have been collated from the EPA’s WFD App to ensure the potential impact from the development does not compromise the achievement of the WFD objectives.

The most recent available WFD reporting data (2013-2018 iteration) sourced from the EPA WFD Portal is outlined below in Table 6.4.

Table 6.4: Current WFD status for water bodies hydrologically connected to development

Waterbody Name	Waterbody Code	Waterbody Type	WFD Status	WFD Risk (3 rd Cycle)	Status Driver	High Status Objective (Y/N)
Shambles_010	IE_NB_03S010500	River Water Body	Poor	At Risk	Invertebrates	N
Blackwater (Monaghan)_040	IE_NB_03B010800	River Water Body	Moderate	At Risk	Invertebrates and fish	N
Cor River	UKGBNI1NB030308245	River Water Body	Unassigned	At Risk	-	N

A Programme of Measures (POMs) outlines the steps that will be taken to meet WFD objectives as applicable to each water body. This Programme is contained within an overarching RBMP. These measures will require implementation at strategic level but also at regional and local level through the establishment of Regional Integrated Catchment Management Programmes. Whilst none of the water bodies within the project area have been included amongst those 190 prioritised areas for action in the current RBMP for Ireland 2018 - 2021 (DHPLG, 2018), it is noted that measures required to ensure compliance with existing legislation will be implemented during this river basin management cycle.

Environmental Quality Standards (EQSs) for classifying surface water status are established in the European Communities Environmental Objectives (Surface Waters) Regulations, 2009 (SI No. 272 of 2009), as amended. These regulations set standards for biological quality elements, physico-chemical conditions supporting biological elements (including general conditions and specific pollutants), priority substances and priority hazardous substances.

As shown in Figure 6.4 the ‘ecological status’ of a water body is established according to compliance with the EQs for biological quality elements, physico-chemical conditions supporting biological elements and relevant pollutants and hydromorphological quality elements. The ‘chemical status’ of a water body is established according to compliance with the EQs for priority substances and priority hazardous substances.

In addition to achieving good ecological and chemical status, a water body must achieve compliance with standards and objectives specified for protected areas, which include areas designated by the Bathing Water Directive; the Urban Waste Water Treatment Directive; the Shellfish Waters Directive; the Habitats Directive and the Birds Directive. Waters bodies that are compliant with WFD standards, but that contain protected areas that are non-compliant with protected area standards are downgraded to ‘less than good’ status.

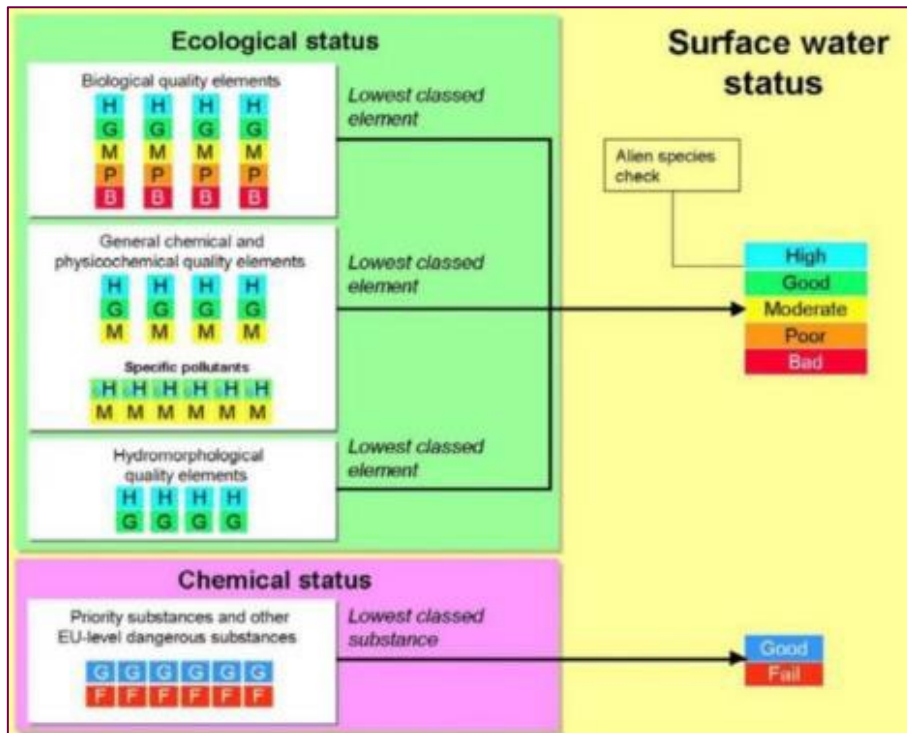


Figure 6.4: Elements of the Water Framework Directive Status

Please refer to EIAR Volume III –Technical Drawings & Figures, Figure 6.2 for details of the current WFD status classification of river water bodies potentially affected by the development, based on monitoring information and data from 2013 to 2018.

The WFD status classification between 2007 and 2018 is shown in Table 6.5 for each of these water bodies. In summary, the Shambles_010 was classified as “Poor” Status, Blackwater (Monaghan)_040 as “Moderate” Status, while the Cor River has not been assigned a status.

Table 6.5: WFD Status (2007-2018)

WFD Status 2007-2018	Shambles_010	Blackwater (Monaghan)_040	Cor River
	NB_03S01500	NB_03B010800	UKGBN1NB030308245
Overall WFD Water Quality Status (2007-2009)	Poor	Poor	Unassigned
Overall WFD Water Quality Status (2010-2012 - Interim)	Poor	Poor	Unassigned
Overall WFD Water Quality Status (2010-2015)	Poor	Moderate	Unassigned
Overall WFD Water Quality Status (2013-2018)	Poor	Moderate	Unassigned

A further breakdown of the ecological and chemical elements for the 2013-2018 WFD cycles is shown in Table 6.6. The Blackwater (Monaghan)_040 water body is currently at “moderate” Ecological Status but was at “poor” status in the 2010-2012 monitoring cycle. There has therefore been an improvement in biological quality elements from “poor” to “moderate” due to an improvement in invertebrate status. The Cor River has yet been unassigned a status. The Shambles_010 has remained at “poor” status throughout all monitoring cycles, due to unacceptable conditions for invertebrates.

This assessment of likely significant effects on water quality has been undertaken having regard to the necessity to comply with the WFD and in doing so ensuring that the project does not prevent the achievement of the WFD objectives for these water bodies in subsequent RBMP cycles. The water quality assessment therefore demonstrates that the proposed South Dublin Street & Backlands Regeneration Project will not cause deterioration in the status of these affected water bodies or prevent the improvement in status, where necessary, under the environmental objectives of the WFD.

Table 6.6 WFD Status Breakdown (2013-2018)

WFD Status 2013-2018		Shambles_010	Blackwater (Monaghan)_040	Cor River	
		NB_03S01500	NB_03B010800	UKGBN1NB030308245	
Ecological Status	Biological Status	Phytoplankton Status	Not Available	Not Available	Not Available
		Angiosperm Status	Not Available	Not Available	Not Available
		Invertebrate Status	Poor	Moderate	Not Available
		Fish Status	Not Available	Moderate	Not Available
	Supporting Chemistry Conditions	General Conditions	Moderate	Pass	Not Available
		Oxygenation Conditions	Pass	Pass	Not Available
		Acidification Conditions	Pass	Pass	Not Available
		Nutrients Condition	Fail	Pass	Not Available

WFD Status 2013-2018		Shambles_010	Blackwater (Monaghan)_040	Cor River	
		NB_03S01500	NB_03B010800	UKGBN1NB030308245	
Chemical Status	Phosphorus conditions	Moderate	Moderate	Not Available	
	Nitrogen Conditions	Moderate	Good	Not Available	
	Specific Pollutants	Not Available	Pass	Not Available	
	Hydromorphological Quality Element	Hydrology, Morphology, Continuity	Not Available	Not Available	Not Available
	Ecological Status (2013 – 2018)		Poor	Moderate	Not Available
	Priority substances and other EU-level dangerous substances		Not Available	Not Available	Not Available
	Chemical Status (2013 – 2018)		Not Available	Good	Not Available
Overall WFD Quality Status 2013 - 2018		Poor	Moderate	Unassigned	

6.3.2 Protected Areas

A significant proportion of the area of the Lough Neagh and Lower Bann catchment is protected under existing EU legislation requiring special protection due to the sensitivity to pollution or particular environmental importance. All of the areas requiring special protection in the Irish River Basin District have been identified by EPA, mapped and listed in a national register of protected areas (required under Article 6 of the WFD Directive). The register of protected areas includes:

- areas designated for the abstraction of water for human consumption (Drinking Water Protected Areas);
- areas designated for the protection of economically significant aquatic species, i.e. Freshwater Fish and Shellfish;
- bodies of water designated as recreational waters, including areas designated as bathing waters;
- nutrient-sensitive areas, including areas identified as Nitrate Vulnerable Zones under the Nitrates Directive or areas designated as sensitive under Urban Waste Water Treatment Directive; as well as
- areas designated for the protection of habitats or species where the maintenance or improvement of the status of water is an important factor in their protection including relevant Natura 2000 sites (Special Protection Areas (SPAs); and candidate Special Areas of Conservation (cSACs).

These protected areas have their own monitoring and assessment requirements to determine their condition. They are often assessed for additional pollutants or requirements relevant to their designation. Protected areas within the project area include Nutrient Sensitive Waters.

6.3.2.1 Nutrient Sensitive Waters

The Urban Waste Water Treatment Regulations 2001, as amended (which transpose the Urban Wastewater Treatment Directive (91/271/EEC) into Irish law and update the Environmental Protection Agency Act, 1992 (Urban Waste Water Treatment) Regulations 1994, as amended) list nutrient sensitive waters in the Third Schedule. There are no nutrient sensitive areas in the catchment.

6.3.2.2 Natura 2000 Protected Areas

Natura 2000 is a European network of important ecological sites. The EU Habitats Directive (92/43/EEC) places an obligation on Member States of the EU to establish the Natura 2000 network. The network is made

up of Special Protection Areas (SPAs), established under the EU Birds Directive (79/409/EEC), and cSACs, established under the Habitats Directive itself.

Referring to EIAR Volume III –Technical Drawings & Figures, Figure 6.3 the project activities within the development area will not be within a SPA or cSAC. The proposed development will therefore not have a direct impact on any European sites. However, there is the potential for water dependent protected areas downstream of the proposed development to be indirectly affected in the event of water pollution, in the absence of mitigation. It should also be noted that, separately and distinctly, potential effects on “European” sites have been considered extensively in the Appropriate Screening Report submitted with the application for development consent in respect of the project. A Natura Impact Assessment was conducted in correlation with the planning application for this EIAR.

One of the main purposes of the water quality assessment is to ascertain whether the proposed development will cause significant effects on the ecological status of the water bodies affected having regard to the environmental objectives for the water bodies, including conservation objectives for any hydrologically connected SACs or SPAs.

6.3.2.3 Bathing Waters

The Bathing Water Directive (2006/7/EC) came into force in March 2006, and was transposed into Irish law by the Bathing Water Quality Regulations, 2008, as amended. The previous 1976 Directive was repealed with effect from 31 December 2014. Since 2014, the annual water quality classification (rating) of a beach or lake has been based on water quality results covering a four-year period rather than a single previous season’s data. Water quality at beaches and lakes is classified as Excellent; Good, Sufficient or Poor (Table 6.8). Bathing waters are to be classified as “poor” if the microbiological enumerations are worse than the “sufficient quality” values set out in Table 6.7 below.

This approach is common across all EU Member States and there is a requirement to ensure that bathing waters are of ‘Sufficient’ standard or better. Any ‘Poor’ bathing water requires a programme of adequate management measures to be implemented. A minimum of 16 samples are required for formal annual assessment.

Table 6.7: Annual Assessment Criteria for Bathing Waters

Parameter	Excellent	Good	Sufficient
E. coli (Freshwater) cfu/100 ml	500*	1000*	900**
E. coli (Coastal) cfu/100 ml	250*	500*	500**
Intestinal enterococci (freshwater) cfu/100 ml	200*	400*	330**
Intestinal enterococci (Coastal) cfu/100 ml	100*	200*	185**

*based on 95-percentile value

**based on 90-percentile value

There are no designated bathing waters in the catchment.

6.3.3 EPA Water Quality in 2019: An indicators Report

In 2020 the EPA published the Water Quality in 2019, An Indicators Report. The intention of the report is to keep decision makers and the public informed by providing timely, scientifically sound information on water quality using a series of water quality indicators. Of the sixteen indicators three relate to River Water bodies located in close proximity to the project;

- Indicator 1 – River Biological Quality,

- Indicator 2 – Nitrate in Rivers,
- Indicator 3 – Phosphate in Rivers.

In this water quality assessment consideration has been given to potential effects of the development on these environmental indicators.

6.3.3.1 Indicator 1 – River Biological Quality

The assessment of macroinvertebrates is used to assess the general health of rivers and general water quality. The health of macroinvertebrate communities is assessed using the Quality Rating System (Q-value). Rivers can then be classed (high/good/moderate/poor/bad ecological status based on these biological elements and supporting physico chemical and hydromorphological conditions) in respect to macroinvertebrate abundance and diversity. The quality is defined by the lowest class recorded. Table 6.6 above details the class recorded for the Shambles_010 and downstream water bodies.

6.3.3.2 Indicator 2 – Nitrate in Rivers

Nitrate concentration in rivers is a potential human health concern for drinking water and an indication of nutrient enrichment when present in rivers.

The assessment uses the three year average of the concentrations from each site and subsequently classes these amongst six different categories in respect to the outcome. Although there are no environmental quality standards set, average concentrations of less than 4mg/l NO₃ (0.9mg/l N) and 8mg/l NO₃ (1.8mg/l N) are indicative of high and good quality by the EPA respectively. Table 6.8 below displays the levels recorded within the river waterbody sections during 2018-2020.

The Indicator 2 evaluated by the Indicator’s Report shows that 47% of surveyed river sites, nationally, have unsatisfactory concentrations from 2017-2019. It was stated that the 44% of sites recorded increasing trends and only 4% recorded decreasing trends during 2013-2019.

The levels of nitrate in the Shambles_010 river water body are indicative of nitrate conditions that are consistent with moderate ecological status, whilst the Blackwater (Monaghan)_040 has conditions which are consistent with high ecological status.

Table 6.8: Summary of Total Oxidised Nitrogen (as N) mg/l concentrations at the river sections during 2018-2020 (Monitoring stations Culvert u/s of N2 Roundabout, Armagh Road and Newmills Br).

Ortho-Phosphate (as P) mg/l	Shambles_010	Blackwater (Monaghan)_040
Min	2.1	0.67
Max	32	5.00
Mean	9.36	1.85
5%ile	2.52	0.73
95%ile	20.60	4.7

6.3.3.3 Indicator 3 – Phosphate in Rivers

Phosphate is essential for plant growth but excessive levels can be detrimental to river ecological health and lead to eutrophication. The primary sources of phosphate in freshwater systems are sewage/industrial discharges and both diffuse or point sources from agricultural land.

The assessment is undertaken by categorising each site into six different quality classes in respect to concentrations recorded over a three year average. Environmental quality standards for phosphate levels in Ireland in accordance with the objectives of the WFD have been established. Average concentrations less than 0.025mg/l P and 0.035mg/l P are considered of high and good quality respectively. Mean concentrations

above a concentration of 0.035mg/l, which is required to meet good ecological status, are likely to result in nutrient enrichment in the water bodies. Both water bodies are not achieving the EQS for phosphate based on the mean annual concentrations (Table 6.9). These water bodies would therefore be at risk of failing the WFD Objectives. Long-term trends nationally from the 2013-2019 average concentrations suggest 26% of sites had increasing concentrations, while only 10% had decreasing concentrations.

Table 6.9: Summary of Ortho-Phosphate (as P) mg/l concentrations*

Ortho-Phosphate (as P) mg/l	Shambles_010	Blackwater (Monaghan)_040
Min	0.013	0.005
Max	0.51	0.35
Mean	0.076	0.072
5%ile	0.017	0.015
95%ile	0.162	0.22

* at the river water body sections during 2018-2020 (Monitoring stations Culvert u/s of N2 Roundabout, Armagh Road, SHAMBLES - Br at entrance to GAA Grounds, SHAMBLES - Br at Tullyherim, Newmills Br, Upstream of TPEFF2400D0463SW001 and Downstream of TPEFF2400D0463SW001).

6.3.4 Site Characterisation

The Pollutant Impact Potential (PIP) mapping produced by the EPA ranks areas within water bodies from 1 (highest) to 7 (lowest) in respect to the potential impact from pollutants. In terms of PIP, the site was rated a PIP category of 4 for nitrate pollution to groundwater and surface waters. However, the PIP for phosphate to surface waters the site is ranked 2 (second highest).

6.3.5 Summary of Existing Water Quality

A review of available national monitoring information for the water bodies in the immediate vicinity of the application boundary has concluded. The overall WFD Surface Water Quality status between 2013 - 2018 is:

- Shambles_010 – Poor Status
- Blackwater (Monaghan)_040 – Moderate Status
- River Cor – Unassigned Status
- Monaghan Town groundwater body – Good Status

Downstream of the proposed development, there are a number of protected areas under Article 6 of the WFD Directive, although the nearest is over 30 km (Peatlands Pack SAC UK0030236) from the site in Northern Ireland and is not hydrologically linked. The closest protected area hydrologically linked to the proposed site is Lough Neagh and Lough Beg SPA (UK9020091) which is part of the National Site Network of SACs and SPAs in Northern Ireland.

6.4 Impact Assessment

The likelihood of environmental impacts arising due to the proposed development is assessed in relation to the construction and operational phases. The elements of construction and operation and the potential impacts on water quality have been identified for assessment.

The proposed development has the potential to directly impact upon the Shambles_010 water body given the location of the proposed project works. The potential to indirectly impact upon the downstream Blackwater (Monaghan)_040 water body and sensitive areas further downstream has also been considered. The proposed development also overlies the Monaghan Town (IEGBNI_NB_G_012) groundwater body.

The significance of any environmental effect is rated based on the magnitude of the impact and the importance of the attribute as detailed in Section 6.2.5. Based on this criteria, the receiving environment is considered to be of medium importance due to the fact that the water bodies are currently not achieving “good” status and it does not provide a hydrological link to the important downstream protected areas, particularly the Natura 2000 sites.

In summary and for the purposes of this impact assessment the following components of proposed project works have been considered:

- Excavation and demolition works
- Surface Water Drainage and outfalls
- Foul Water

6.4.1 Assessment of Construction Effects

Based on the nature of the components of works proposed for the development temporary impacts on water quality have the potential to occur during the construction phase of the works. The following have been considered in this assessment:

- Increased suspended sediment levels due to the accidental release of sediment to the water column during construction and demolition works.
- Accidental release of highly alkaline contaminants from concrete and cement during the construction of hardstand areas.
- General water quality impacts associated with works machinery, infrastructure and on-land operations including the temporary storage of construction materials, oils, fuels and chemicals; and,

The impacts in relation to the construction of each component of works are assessed in below in sequence.

6.4.1.1 Sediment Loading

The general area for footway, cycleway, vehicle crossover and parking are predominantly to be excavated to a depth of 550mm and 570mm (vehicle cross over and parking). Similarly, in depth, areas to be used for landscaping are to be excavated to approximately 400 mm. Areas to be used as tree pits are to be excavated to a depth of 1.2m approximately. More extensive excavation is planned for an area for future development of approximately 3,757m³ is to be excavated also, the area has a slope profile ranging from 0 – 2.5m in depth. The area for the proposed attenuation and soakway requires excavation to a depth of 2.0m. Please refer to EIAR Volume III –Technical Drawings & Figures, Drawing EW0001 for details on all earthworks.

Suspended sediment, including all soils, sands and rubble is the single main pollutant to the aquatic environment generated at construction sites and largely arises from the erosion of exposed soils and sediments by surface water runoff. Both temporary and permanent impacts on surface waters may occur during construction. Pollution from mobilised suspended solids (silt) is the prime concern. Suspended sediment due to run off from stripped construction areas (including swales), stockpiled earth and the dewatering of swale excavations can have a severe negative impact on water quality. This is particularly true in sloping areas with underlying clay following topsoil stripping. In areas of moderate to high rainfall, the potential problems are clearly exacerbated. If allowed to enter surface watercourses this run off can give rise to high suspended solids and detrimental impacts, in particular to fisheries and aquatic invertebrates which can impact the ecological status of a water body. Suspended solids may have an effect on:

- Sediment movement through rivers and its settlement onto the riverbed causing formerly clean gravels to become clogged with fine sediment.
- The survival of fish eggs in gravel beds or spawning grounds as a result of deoxygenation caused by silt deposition;
- The survival of plants and algae by smothering;

- The survival of young fish and aquatic invertebrates such as mayfly larvae (*Calopteryz* sp.) through gill damage from sediment particles and;
- Amenity value through impaired visual appearance.

Once suspended sediment load enters a river it can result in long-term changes that cause chronic harm. Sediment can cause river hydromorphological changes, which in turn change the dynamics of the river in the future and can negatively impact on the supporting hydromorphological conditions of the water bodies ecological status resulting in an increased risk of deterioration in status.

Both bed and suspended materials, and subsequent changes in channel form associated with changes in sediment supply, may affect benthic invertebrates in many ways at various stages in their life cycle. The direct kill is only the first stage in the damage that silt causes to a benthic invertebrate population. Sediment that infiltrates the river bed decreases oxygen supply in interstitial areas, and destroys habitat for juvenile stages of the many benthic invertebrate life cycles. This can impact on the ecological status of a water body by changing the nature of the invertebrate community to more tolerant species that would not be indicative of the reference conditions expected for an Irish water body typology.

The sediment subsequently provides a medium for macrophyte growth. Macrophytes can smother the river substrate and habitat further, and can trap more sediment which exacerbates the problem in the long term. Silt infiltration of riverbed gravels can also have a negative effect on fish species which can further impact on the biological elements of the WFD ecological status classification and could prevent the achievement of the environmental objectives for the water body.

Given the scale and nature of the works, the magnitude of the impact associated with sediment loading is considered to be *high adverse*. The significance of the environmental effect is therefore *moderate / major* in the absence of mitigation based on the medium sensitivity of the receiving environment.

6.4.1.2 Concrete and Cement Pollution

The construction works associated with the proposed development will involve the use of cement. During the construction phases, there is the potential for accidental spillage of cement materials. This could have a significant adverse impact on water quality and a toxic effect on the biological elements of the water body resulting in a possible further deterioration in the ecological status or compromise the improvement of its ecological status as required by the River Basin Management Plan.

Given the scale and nature of the works, the magnitude of the impact associated with concrete and cement pollution is considered to be *high adverse*. The significance of the environmental effect is therefore *moderate / major* in the absence of mitigation based on the medium sensitivity of the receiving environment.

6.4.1.3 General Construction Works

The proposed demolition and construction works will involve the use of plant and machinery, as well as the associated temporary storage of construction materials, oils, fuels and chemicals. During the demolition and construction phase, there is the potential for accidental spillage or release of construction materials (e.g. diesel, oil, chemicals) which could have a significant adverse impact on water quality and a toxic effect on the biological elements resulting in a possible further deterioration in the ecological status or compromise the improvement in ecological status through the implementation of the programme of measures included in the River Basin Management Plan.

Given the scale and nature of the works, the magnitude of the impact associated with general construction is considered to be *high adverse*. The significance of the environmental effect is therefore *moderate / major* in the absence of mitigation based on the medium sensitivity of the receiving environment.

6.4.2 Assessment of Operational Effects

The operational phase impacts associated with the proposed project represent general water quality issues associated with surface and foul water drainage. General water quality impacts associated with runoff from

parking areas and other hard standing areas that will be directed towards storm water network via gullies and channels.

It is therefore imperative to ensure that mitigation proposed during the operational phase of the proposed developments in relation to drainage and flood relief are adhered to. There should be limited direct impact to Shambles_010 water body itself that would result in significant changes to the hydromorphological regime of the river and there will be a beneficial impact associated with the operational phase through the drainage improvements and therefore water quality.

6.4.2.1 Storm water Run-off Contamination

The operational phase will involve the use of vehicles moving within and around the site. During the operational phase, there is potential for fuel or oil spillages and contaminants from vehicle engines. Run-off from these parking areas and roadways may be impacted with residual hydrocarbon contaminants from fuel emission and tyres, sediment and trace contaminants like metals and organics and therefore represent a potential source of contamination that could have a pathway to surface waters through the storm water drainage system. The nature of these contaminants could have a toxic effect on the biology of the receiving waters affecting the ecological status and chemical status of the water body and thereby potentially impacting on the ability of the water body to achieve its environmental objectives and downstream management objectives for the National Site Network sites in Northern Ireland, i.e. Lough Neagh and Lough Beg SPA (UK9020091).

Given the scale and nature of the proposed works, the magnitude of the impact associated with surface run-off contamination is considered to be *high adverse*. The significance of the environmental effect is therefore *moderate / major* in the absence of mitigation based on the medium sensitivity of the receiving environment.

6.4.2.2 Foul Sewerage

Inadequate or inappropriate urban wastewater infrastructure can result in significant pressures to surface water bodies particularly where misconnections (piping of sewerage directly to a storm water network or surface water body), can result in significant impacts to the biology and chemistry of the aquatic environment. It is also important to ensure the existing sewer network has the capacity to accept the additional hydraulic and pollutant loading from the proposed development and that adequate treatment is provided at the wastewater treatment system to minimise impacts on the receiving environment and downstream sensitive areas, particularly given nutrient pressures in the receiving water bodies is the cause of the less than good ecological status.

Given the scale and nature of the work, the magnitude of the impact associated with inadequate or inappropriate foul water collection and treatment is considered to be *high adverse*. The significance of the environmental effect is therefore *moderate / major* in the absence of mitigation based on the moderate sensitivity of the receiving environment.

6.4.3 Assessment of Cumulative Effects

The proposed development focuses on enhancing and improving the town structure and urban realm. The mitigation provided in this chapter will ensure that any negative impact to water quality is not significant, alone or in-combination with cumulative projects listed in Chapter 1, Section 1.4.2 Projects to be Assessed for Cumulative Impacts. Therefore, the proposed development will not contribute, directly or cumulatively to a significant deterioration in water quality.

6.4.4 Interactions

The water environment and impact on water quality has the potential to impact on water dependent habitats and species in the water bodies affected and therefore there is a strong interaction with biodiversity (Chapter 8). The protection of the water environment will help to ensure that biodiversity is not significantly impacted by the implementation of the proposed development.

Geology and soils also have a strong interaction with water quality. The interaction of surface and sub surface water means it is important in the generation of run-off and the mitigation of same. Chapter 7 Soils, Geology

and Contaminated Land notes that no significant pollutant linkages are considered to be present within the study area and that impact to groundwater is considered to be Neutral.

Furthermore, in Chapter 5 Flood Risk and Drainage has the potential to impact on water quality. The chapter concluded that the proposed development would have no increase in surface water flood risk with minor significant environmental effects anticipated.

6.5 Mitigation

6.5.1 General

In the absence of mitigation, the construction of some elements of the project has the potential to have moderate / major adverse impacts on the aquatic environment.

Similarly, with no mitigation the proposed project has the potential to have *moderate / major adverse* impacts on the aquatic environment during the operational stage should a significant flood event occur.

With these considerations in mind, detailed mitigation has been incorporated to minimise its potential impact on the water environment. The risk to water quality posed by this proposed project during construction and operation will be dependent on the quality of drainage and treatment of site run-off before discharge to the river. Therefore, it is pertinent to ensure that procedures are put in place for the control and minimisation of surface water and suspended solids movement. It is also important that measures are taken to ensure existing drainage pathways are kept free from construction sediment and pollutants through the use of effective barriers to pollutant export and best practice techniques to control these pressures at source.

Section 6.5.2 and Section 6.5.3 details the mitigation measures that will be employed on site during the proposed developments construction and operational phases.

6.5.2 Construction Phase Mitigation Measures

6.5.2.1 Construction Phase Best Practice Measures

Mitigation measures will be implemented by the relevant contractors who will construct the proposed regeneration project and proposed future developments within the designated development sites in accordance with the requirements listed within a Construction Management Plan and Construction Environmental Management Plan which will be submitted as part of the individual planning applications for the future developments. Furthermore, once appointed, the contractors will submit a detailed construction management plan based on the requirements of these submitted planning documents for approval by the Planning Authority. The mitigation measures implemented by the contractor will refer to the construction management procedures for best practice regarding the following recognised international guidelines:

- Good practice guidelines on the control of water pollution from construction sites developed by the Construction Industry Research and Information Association (CIRIA, 2001);
- Good practice guidelines from CIRIA's guidance document (C768 – Guidance on the Construction of SuDS) (2017).

6.5.2.2 Suspended Sediment and Sedimentation

Preventing run-off is an effective method of preventing sediment pollution in the water environment. Therefore, adoption of appropriate erosion and sediment controls to manage run-off during construction is essential to prevent sediment pollution.

Mitigation measures to address the potential impact from suspended solids will be carried out in accordance with a site-specific CEMP. The measures will be employed prior to the commencement and during construction of the proposed development and will include such measures as:

- Drainage and measures to control run-off will be employed to manage sediments prior to any works to be undertaken at the site, i.e., arrangements for the treatment of dirty groundwater ingress from any excavations will be in place in advance of the dewatering to ensure it can be adequately managed on site.
- Throughout the proposed works, all surface water (water from excavations etc.) will be pumped or directed to suitably size tanks or settlement lagoons/basins which will provide primary and secondary settlement. Discharge of treated water will be to a location agreed with the Monaghan County Council. Visual checks of the pumping and settlement system will be carried out on a routine basis.
- Stockpiling and storage areas to be located away from open drains, waterbodies and any other critical flow pathways to the river.
- Excavation works will be carried out during dry periods, where possible, to limit sediment run-off.
- Installation of silt trenches adjacent to water courses on site to provide a barrier to surface run-off and to prevent sediment entering the aquatic environment.
- Minimising exposed surfaces and employing silt fencing in areas of temporary topsoil stockpiling will limit the potential for excess sediment movement within the site at source.

The incorporation of these mitigation measures during the construction phase of the proposed development means the potential magnitude of the impact to receiving water environment will be reduced to *low adverse* thus reducing the significance of the environmental effect to *negligible*, based on the moderate sensitivity of the receiving environment.

6.5.2.3 Concrete and Cement Pollution

The impacts in relation to cement and concrete for the development are, for the most part (but not limited to) the installation of the concrete areas (to be poured in-situ), construction works of buildings and demolition works.

The principal risks are:

- The use of concrete in close proximity to water bodies requires a great deal of care. Fresh concrete and cement are very alkaline and corrosive and can cause serious pollution in water bodies. It is essential to ensure that the use of wet concrete and cement in or close to any water course is carefully controlled so as to minimise the risk of any material entering the water, particularly from shuttered structures or the washing of equipment.
- There will be no onsite batching of concrete and concrete works will involve concrete deliveries to site with adequate road sweeping facilities provided as required to manage road debris and prevent run-off.
- A concrete washdown area will be provided on site for trucks to use after delivery of concrete. This area will be adequately bunded to mitigate the risk of contaminated runoff discharge to the Shambles_010 water body. Concrete trucks are to be washed down within the concrete truck washdown area after delivery of concrete, prior to exiting the site. Washdown runoff will be appropriately treated prior to discharge.

In circumstances where the mitigation measures are employed during construction operations of the proposed development, the potential impact to receiving water environment will be reduced to *low adverse* thus reducing the significance of environmental effect will be reduced to *negligible*.

6.5.2.4 General Construction Works

The risk of water quality impacts associated with works machinery, infrastructure and on-land operations (for example leakages/spillages of fuels, oils, other chemicals and wastewater) will be controlled through good site management and the adherence to codes and practices which limit the risk to within acceptable levels. The following measures will be implemented during construction of the proposed development:

- A works specific Construction Environmental Management Plan (CEMP) has been prepared as part of the planning submission and will be developed and implemented by the contractor and will include detail in

respect of every aspect of the works in order to minimise potential impacts and maximise potential benefits associated with the works;

- Management and auditing procedures, including tool box talks to personnel, will be put in place to ensure that any works associated with the proposed development which have the potential to impact on the aquatic environment are being carried out in accordance with the contractors environmental controls, which will be consistent with an approved CEMP and any relevant planning conditions;
- Existing and proposed surface water drainage and discharge points will be mapped on the Drainage layout. These will be noted on construction site plans and protected accordingly to ensure water bodies are not impacted from sediment and other pollutants using measures to intercept the pathway for such pollutants;
- The use of oils and chemicals on-site requires significant care and attention. The following procedures will be followed to reduce the potential risk from oils and chemicals:
 - Fuel, oil and chemical storage will be sited on an impervious base within a bund and secured. The base and bund walls must be impermeable to the material stored and of adequate capacity.
 - In order to provide fuel to the relevant items of plant on site, a certified double skinned metal fuel tank with integrated pump, delivery hose, meter, filter and locking mechanism will be situated in this secure bunded area on the construction site. This tank will be certified for lifting when full.
 - Sand piles and emergency clean up spill kits will be readily available in the event of a fuel spill. A hazardous bin will also be available to contain any spent sand or soak pads.
 - New metal jerry cans with proper pouring nozzles will be used to move fuel around the site for the purposes of refuelling items of small plant on site. Metal jerry cans and any other items of fuel containers will be stored in certified metal bunded cabinets.
 - Drip trays will be used under items of small plant at all times. Any waste oils etc. contained in the drip trays or the bunded area will be emptied into a waste oil drum, which will be stored within the bund.
 - Any gas bottles will be stored in a caged area at a secure location on the site. All will be properly secured at point of work.
 - Contingency Planning: A project specific Pollution Incident Response Plan will be prepared by the contractor and will refer to PPG 21 Pollution Incident Response Planning. The contractor's Environmental Manager will be notified in a timely manner of all incidents where there has been a breach in agreed environmental management procedures. Suitable training will be provided by the contractor to relevant personnel detailed within the Pollution Incident Response Plan to ensure that appropriate and timely actions is taken.

Where the mitigation measures listed above are employed, the potential impact to receiving water environment will be reduced to *low adverse* thus reducing the significance of environmental effect to *negligible*.

6.5.3 Operational Phase Mitigation Measures

6.5.3.1 Storm Water Run-off

During the operational phase of the proposed development, there is potential for storm water run-off to be impacted by pollutants arising within the car parking areas and roadways. This runoff has the potential to provide pathways for a wide range of contaminants arising from general operations to the aquatic environment. The main potential pollutants from surface water drainage or direct run-off are sediment, hydrocarbons, and trace contaminants including metals and organics.

A new surface water storm sewer system will discharge to Wavin AquaCell attenuation units before entering a petrol interceptor chamber and a hydrobrake chamber which will discharge to the Shambles River at a rate of between 5-10 l/sec depending on the depth of cover determined once detailed drainage design has been carried out. These attenuation units will be constructed underneath the main car park area and coupled with

the petrol interceptor and hydrobrake will ensure the discharge from this storm sewer network will not impact on water quality or result in scour or erosion of the Shambles River.

The majority of the Farney Road will continue to drain into the existing storm sewer network which discharges into the Shambles_010 river water body. Attenuation capacity and cover levels, whilst maintaining adequate gradients in the existing storm sewer, prevents this area from draining to the attenuation units before being discharged to the water body. To reduce the environmental impact of this, a petrol interceptor will be installed at the outlet of this network to reduce pollutants entering the Shambles_010.

The main Car Park area will drain to a mixture of attenuation units and soakaway areas via filter drains to minimise environmental impact. New gullies will be installed to reduce the risk of water ponding during heavy rainfall events. These will be positioned based on gradients of the proposed roads and footpaths as part of the detailed design stage of this project.

Where the mitigation measures listed above are employed, the potential impact to the receiving water environment will be reduced to *low adverse* thus reducing the significance of environmental effect will be reduced to *negligible*.

6.5.3.2 Foul Sewerage

Both the surface water and foul system are to be entirely separate systems. Please refer to EIAR Volume III Technical Drawings & Figures, Drawing DR1001 and drawing DR-C-UT1005 – Foul Sewer for details of a new proposed foul water sewer network to service the proposed new future development sites. Foul water will be separated from storm water and discharged into an existing foul sewer network at N54 Macartan (Broad) Road. The foul water will then be treated at Monaghan WWTP prior to discharge to the Shambles River. Consultation with Irish Water will be undertaken to ensure the sewer and WWTP have capacity to accept any additional hydraulic and organic loading.

Where the mitigation measures listed above are employed, the potential impact to the receiving water environment will be reduced to *low adverse* thus reducing the significance of environmental effect will be reduced to *negligible*.

6.6 Summary of Effects & Conclusion

Provided the appropriate mitigation measures are fully implemented during the construction and operational phases of the proposed development as outlined in the previous section, the impact of the project on the water quality in the area will be negligible as indicated in Table 6.10.

Accordingly, the proposed development will not have a significant effect on the water quality of the receiving waters.

It can therefore be concluded that the proposed works are compliant with the requirements and environmental objectives of the EU Water Framework Directive and the other relevant water quality objectives for these water bodies.

Baseline water quality within the receiving environment was established through review of national monitoring data used to establish water quality status in the context of the EU Water Framework Directive (WFD) and supporting environmental standards.

Using baseline water quality data, an assessment of the proposed development the South Dublin Street & Backlands Regeneration Project was conducted to determine the likelihood of significant impacts on water quality using the criteria for rating significance and magnitude as set out in the National Roads Authority (NRA) publication “*Guidelines on Procedures for Assessment and Treatment of Geology, Hydrology and Hydrogeology for National Road Schemes*” (NRA, 2008) and appropriate mitigation measures to reduce impacts is proposed, where necessary.

Where the appropriate mitigations measures are fully implemented during the construction and operational phases of the proposed development, the impact on the water quality in the area will be *negligible*. The

proposed development of this site is therefore not expected to have a significant effect on the water quality of the receiving waters either directly, indirectly or cumulatively.

It can therefore be concluded that the proposed project works are compliant with the requirements and environmental objectives of the EU Water Framework Directive and the other relevant water quality objectives for these water bodies.

Table 6.10: Summary of Likely Environmental Effects on Water Quality

Receptor	Sensitivity of receptor	Description of Effect	Duration	Magnitude	Significance	Significant / Not significant
Construction phase						
Suspended sediments / sedimentation	Medium	Pressure on water quality and aquatic species	Short term	Low adverse	Negligible /minor	Not significant
Concrete and cement pollution	Medium	Pressure on water quality and aquatic species	Short term	Low adverse	Negligible /minor	Not significant
Impacts associated with general construction works	Medium	Pressure on water quality and aquatic species	Short term	Low adverse	Negligible /minor	Not significant
Operational phase						
Storm Water Run-off	Medium	Pressure on water quality and aquatic species	Short term	Low adverse	Negligible /minor	Not significant
Foul Sewage	Medium	Pressure on water quality and aquatic species	Short term	Low adverse	Negligible /minor	Not significant

Chapter
09

**Traffic and
Transportation**

CHAPTER 9 - TRAFFIC AND TRANSPORTATION

9.1 Introduction

This Chapter of the EIAR considers the potential impacts on traffic and transportation. It outlines the key issues and provides an overview of the likely significant effects of the proposed development on transportation.

The scoping report and subsequent scoping study was used as a basis of initial consultation with the transportation related statutory authorities including Monaghan County Council (MCC) as the statutory road authority and Transport Infrastructure Ireland (TII) as the relevant authority for the strategic road network, including the N54 national secondary route, the closest strategic road to the site. It should be noted that the development proposals have been updated since the submission of the Scoping Study, with the Dublin Street / Charles Gavin Duffy Place access now consisting of a pedestrian and cyclists' access only, and therefore, all existing vehicle movements will remain as per the existing operation.

This Chapter is supported in EIAR Volume II Technical Appendices by:

- Appendix 9A Scoping Study;
- Appendix 9B RSA Stage 1;
- Appendix 9C Existing Traffic Flows; and
- Appendix 9D Committed & Base Traffic Flows.

9.2 Methodology

A Traffic and Transportation Assessment (TTA) chapter was prepared to assess the traffic impact assessment as a result of the scheme. The key aim of the EIAR TTA chapter is to determine the potential impacts of the improved street works and the introduction of a new pedestrian and cycle access on Dublin Street.

This section outlines the methodology and parameters undertaken as part of the EIAR TTA to support the development application, which was prepared in accordance with the relevant guidance as set out in Section 9.2.4. MCC have defined a set of objectives for the scheme. Specifically, for traffic and sustainable travel, these are summarised as:

- Provide for a fine urban grain to optimise permeability and access for pedestrian, cyclist and vehicular circulation and ensure that the public realm is characterised by high quality materials such as paving, street furniture, lighting, and planting.
- Create an urban structure which facilitates convenient pedestrian access to amenities and services by facilitating new routes for pedestrians, cyclists, and vehicular movement, which contribute to ease of movement and connect existing and new spaces, Charles Gavan Duffy Place, Church Walk, The Mall, and Courthouse Square.
- Reinforce identity and sense of place by promoting the development of character areas related to uses, focal points and heritage buildings. Courthouse Square has the potential to act as a multi-functional space, including car parking (as per its existing use), a temporary event space, farmers market etc. Charles Gavan Duffy Place can provide a space for outdoor seating, benefiting from a southerly orientation. Farney Road and The Mall can integrate with pedestrians and a cycleway through the town centre. The new public spaces should add to the sense of place and cultural identity of the Town.
- Enhance the existing public realm on Dublin Street, with design for improved pedestrian use and appropriate accommodation for cyclists, services, and on-street parking.

9.2.1 Study Area

9.2.1.1 Existing Site Layout

The site location in the context of Monaghan Town and the surrounding road network is presented in **Figure 9.1**.

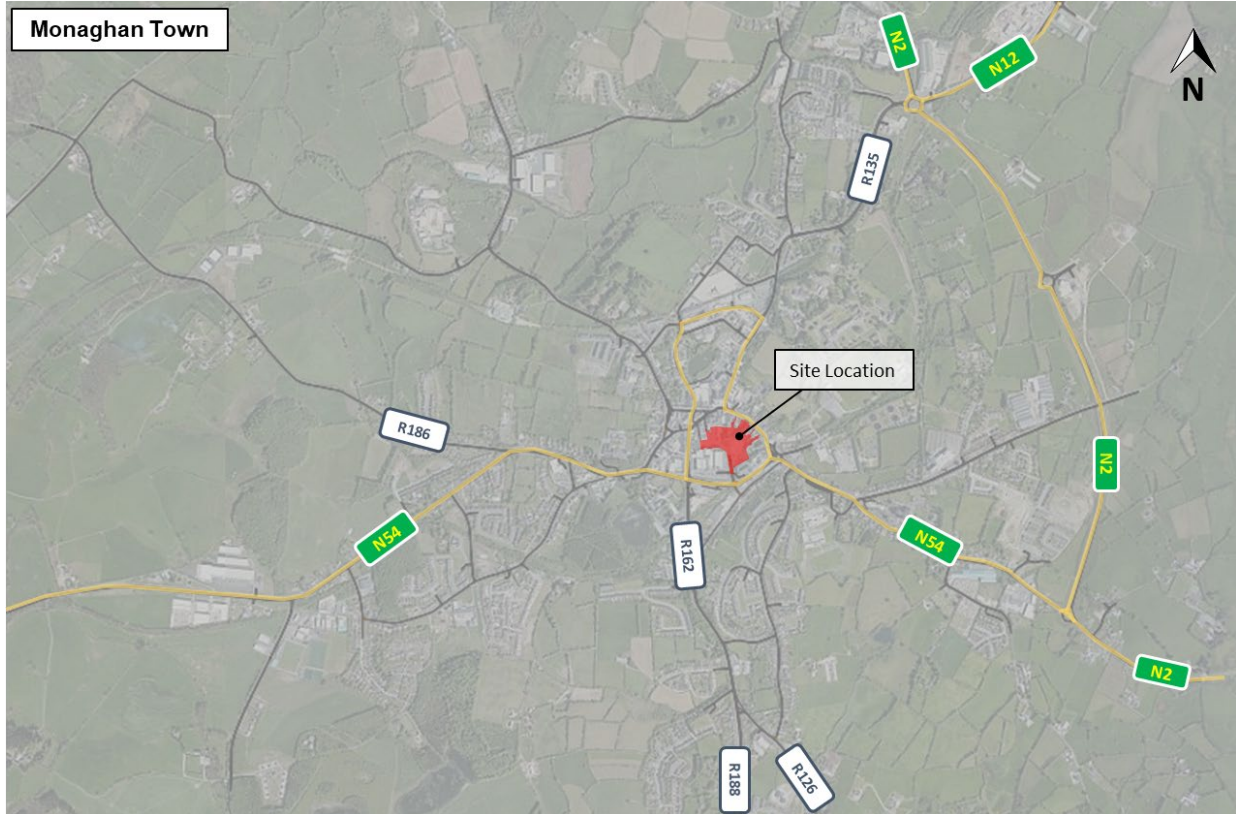


Figure 9.1 – Site Location in the context of Monaghan Town and surrounding road network

9.2.2 Baseline

To determine the baseline (existing) traffic conditions within the study area, new classified Junction Turning Count (JTC), queue, and Automatic Number Plate Recognition (ANPR) surveys were undertaken by MHC Traffic Ltd. on Thursday 14th October 2021, for the JTC, queue and ANPR surveys; and between 11th-18th October 2021 for Automatic Traffic Count (ATC) surveys.

The parameters of the traffic surveys, including junctions considered within the study area and peak network hours identified to be carried forward within the traffic impact assessment are discussed in Section 9.5.

9.2.3 Consultation

As part of the overall EIAR, a scoping report was issued to An Board Pleanála (ABP) in Dec 2020. Following the EIAR scoping report response from ABP, a scoping study was prepared and issued to MCC Roads Department and TII. The scoping report set out the methodology and parameters of the EIAR TTA chapter. A copy of the scoping report and response is presented in EIAR Volume II – Technical Appendices Appendix 9A.

ABP set out within their response that the EIAR TTA (under Material Assets) chapter should consider the following:

- An assessment of the cumulative impact of existing and permitted developments in the vicinity.

- Impacts during construction and operational phases of the development should also be described and assessed by reference to baseline information which should be collected and presented.
- Provide details regarding proposed routes to and from the site, in particular during the construction phase.
- An accessibility assessment should be undertaken describing the permeability of the site with surrounding areas and the traffic arrangements which will facilitate such permeability, including pedestrian and cycle traffic.

A further scoping report was issued to MCC as summarised in EIAR Volume II – Technical Appendices Appendix 9A.

9.2.4 Assessment Criteria and Assignment of Significance

In order to assess the impact of the development proposals in relation to all relevant modes of travel, reference to the following guidelines was undertaken.

- Transport Infrastructure Ireland TTA guidelines, May 2014
- Spatial Planning and National Roads, January 2021
- Monaghan County Development Plan 2019-2025
- Monaghan Land Use and Transportation Study, March 2018
- Monaghan County Council Traffic & Transport Assessment Guidelines; and
- Monaghan Walking & Cycling Strategy, October 2021

9.3 Baseline Environment

9.3.1 Existing Site Accesses

The site is located within Monaghan town centre, with the main vehicular access points provided via a four-arm priority junction on the N54 Macartan (Broad) Road to the south of the site and a segregated entry / exit priority junction at Church Square located to the north. The access points are linked via an internal road which provides access to the short term and long-term car parks. Additional pedestrian / cycle only access points are provided via Dublin Street as shown in **Figure 9.2**.

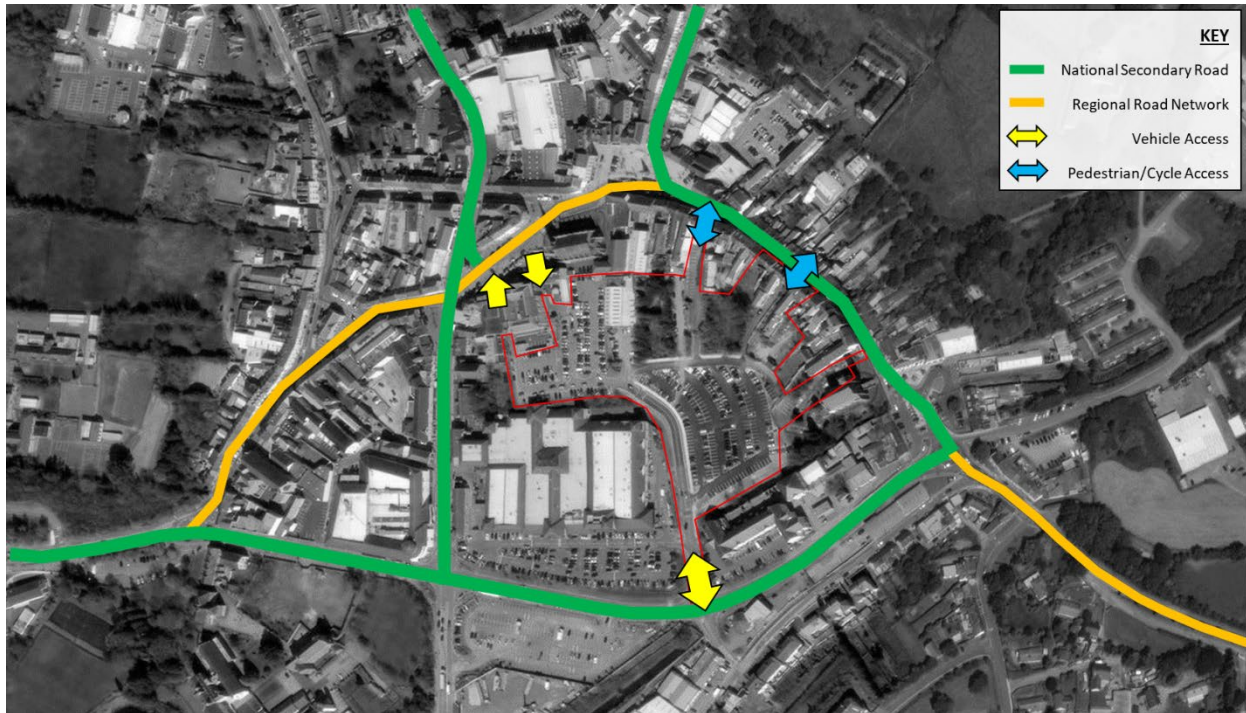


Figure 9.2 – Existing Site Access Points

9.3.2 Accessibility Assessment

A baseline accessibility assessment was undertaken to establish the existing transport provision serving the site and its surrounds. The assessment considered travel by sustainable modes of transport including walking, cycling and public transport; and provides an assessment of available infrastructure and service provision. It also recognises that walking and cycling are main modes of transport but are also secondary modes of travel for public transport users. The accessibility assessment was also informed via site visits throughout January 2020 to October 2021.

9.3.2.1 Pedestrian Facilities

As the site is located within an existing urban centre, pedestrian facilities are well established. **Figure 9.3 & 9.4** illustrate a 400m, 800m and 1600m walking catchment from the site, which equates to an approximate walking journey time of 5, 10 and 20 minutes respectively, and is considered as a reasonable walking journey time to local amenities. A 5-10minute walking catchment is also considered as a reasonable distance to the nearest bus stop provision.

It can be seen from **Figure 9.3** that the core town centre and all its amenities, together with a number of existing residential areas and public transport facilities can be accessed within a 10-minute walking distance from the centre of the site.

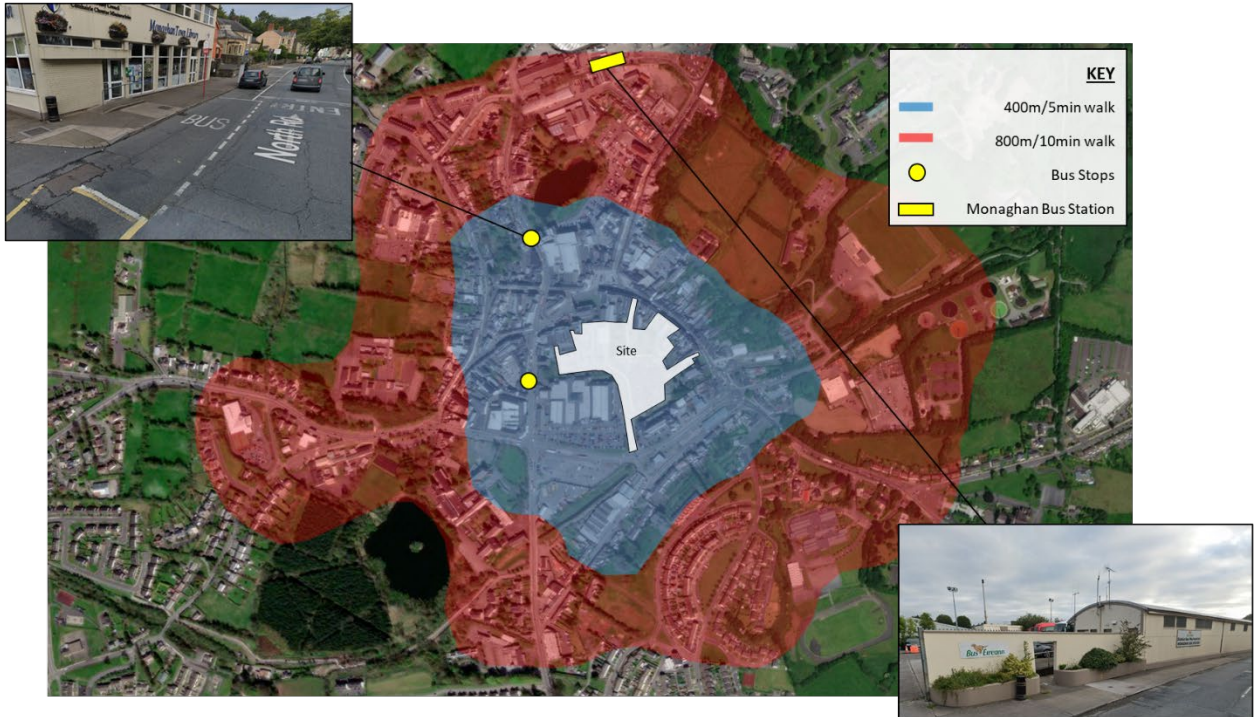


Figure 9.3 - Walking catchment and public transport facilities within a 5 to 10-minute walk

Figure 9.4 illustrates that the majority of Monaghan Town and surrounding residential areas can access the site within a 20-minute walk based on existing available waling routes.



Figure 9.4 – Walking catchment with 20-minute walk

As the site is located within an established urban centre, there are a number of available walking routes from all directions to the site access points identified in **Figure 9.2**. There are several designated pedestrian-controlled and uncontrolled crossing facilities surrounding the site as illustrated in **Figure 9.5**.

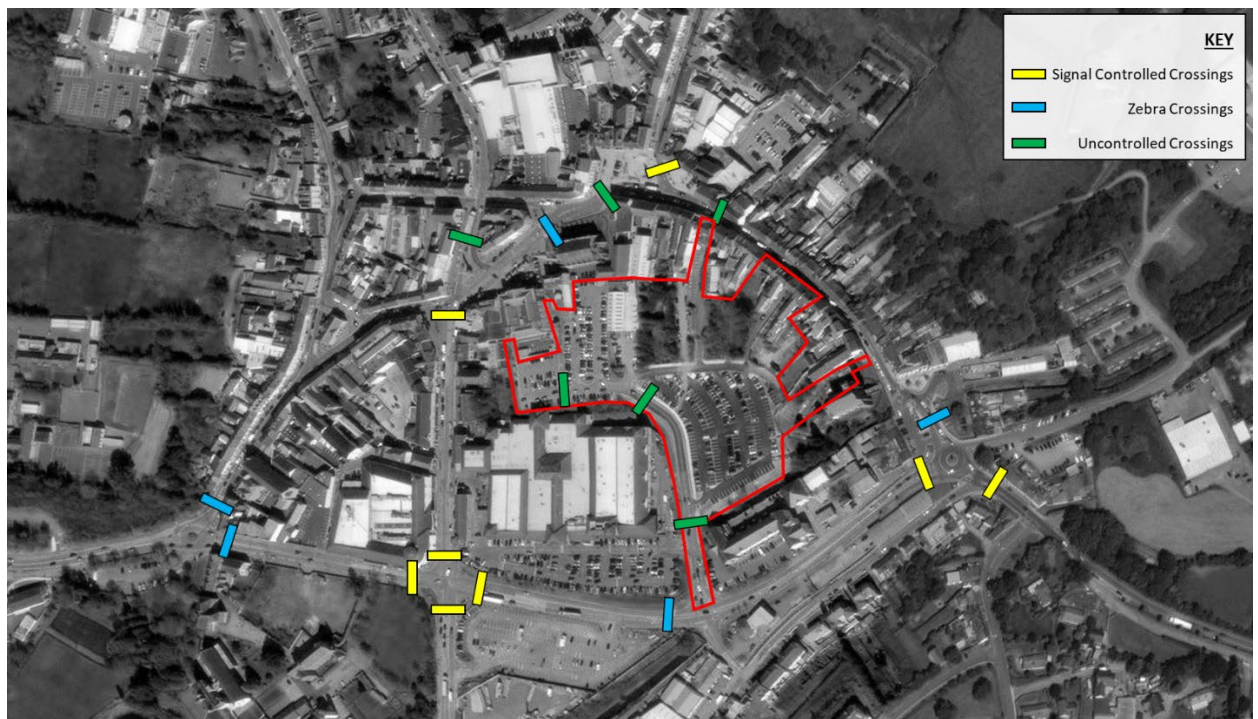


Figure 9.5 – Pedestrian crossing locations within Monaghan Town Centre

Pedestrian controlled crossings take the form of signalised push-button and Zebra crossings, whereas uncontrolled crossings generally take the form of dropped kerb and refuge island pedestrian crossings located at key pedestrian desire lines. Most of the pedestrian crossing points surrounding the site take the

form of pedestrian-controlled crossings. There are four pedestrian access points serving the site: two via the main vehicular access points off the N54 Macartan (Broad) Road and Church Square, and two pedestrian access points off Dublin Street as shown in **Figure 9.6**.



Figure 9.6 – Pedestrian facilities at existing site access points

The Monaghan Walking & Cycling Strategy states that currently 22% of commuters within Monaghan Town do so by foot, compared with 27% in Ballybay and 34% in Clones. The provision of dedicated pedestrian facilities within the site and improvements to the pedestrian access on Dublin Street will enhance pedestrian accessibility to and within the site, as shown in **Figure 9.7** and **9.8**.



Figure 9.7 – Example of enhanced pedestrian facilities within the site



Figure 9.8 – Example of enhanced pedestrian facilities off Dublin Street via Charles Gavan Duffy Place

The site is well served by pedestrian facilities, and it is anticipated that the existing and proposed facilities will cater for pedestrians associated with the development proposals.

9.3.2.2 Cycling Facilities

A 10-minute cycling catchment generally translates to a distance of 2.5 kilometres, which is considered as a reasonable cycle journey time for local trip, therefore it is considered that all of Monaghan Town can easily be accessed within a 10-minute cycle journey of the site. Furthermore, the Ulster Canal Greenway is located in close proximity to the site, off Castle Road as shown in **Figure 9.9**.

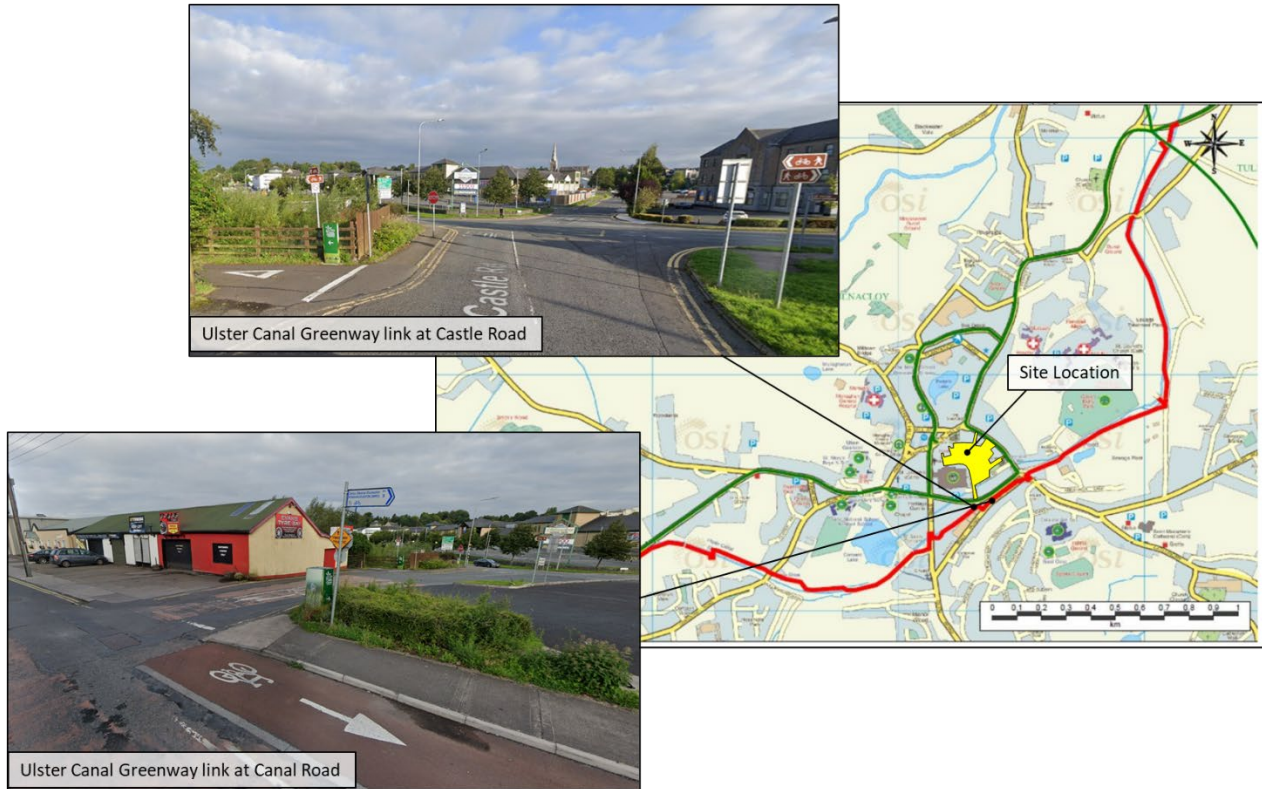


Figure 9.9 – Location of Ulster Canal Greenway in relation to the site

The proximity of the site to the Ulster Canal will further encourage access to the site by bike, which will be enhanced by the development proposals. New cycleways are proposed along Farney Road as shown in **Figure 9.10**. These will help facilitate cycling movements to and through the site in line with Monaghan Council’s cycling strategy.



Figure 9.10 – Proposed Cycle facilities along Farney Road

As part of the development proposals, sufficient cycle parking facilities will also be provided and will be located close to building entrance points.

9.3.2.3 Public Transport Facilities

There are no changes to public transport facilities as part of the development proposals, with the site proposed to be catered for using existing provision. A review of public transport infrastructure surrounding the site was undertaken and is presented below.

The nearest bus stops to the site are located on the Dawson Street and North Road, within a 5-minute walk of the site as shown in **Figure 9.3**. The main bus operator serving the site is Bus Éireann, within the bus stops near the site providing direct services between the site and settlements of Cavan, Clones, Ballyhaise Scotstown, Knockatallon and Castleblayney, with a number of services arriving in Monaghan before 9am, making it a viable alternative to private car travel for commuters.

The bus stops adjacent to the site provide good opportunities for customers / staff within a wider catchment to access the site. Furthermore, Monaghan Bus Station is located within a 10-minute walk from the site, providing access to a number of wider and cross boarder settlements, including Drogheda, Ardee, Carrickmacross, Omagh, Letterkenny and Dublin (including links to Dublin Airport).

Based on the information presented above it can be concluded that the site is well served by existing public transport facilities and is a viable alternative to private car travel to the site.

9.3.2.4 Private vehicle access

Vehicular access to the site will continue to be provided via a modification of the existing priority junction on the N54 Macartan (Broad) Road and Church Square . It is proposed that improvements will be made to pedestrian facilities in the form of dropped kerbs with tactile paving facilities along the site frontage. The site access proposals are set out in Section 9.4.

9.4 Access Proposals

9.4.1 Proposed Site Accesses

This section considers the measures which will be implemented as part of the overall development to influence the use of sustainable modes of transport and help minimise the need for private vehicle trips. The design and layout of the development will facilitate ease of access to public transport, support walking and cycling and meet the needs of people with disabilities and others whose mobility is impaired through adherence to current design guidelines. The development proposals recognise opportunities to encourage use of sustainable modes of travel by:

- Promoting cycling and walking as viable sustainable transport modes for all members of the community; and
- Providing, where possible, traffic free pedestrian and cycle routes, especially where they would facilitate more direct, safer and pleasant alternatives to those used by the private car.

The street names identified in the text and Figures below, and in the proposed development designs, were proposed within the Dublin Street Regeneration Plan 2017 and carried through to the South Dublin Street & Backlands Regeneration Project. The applicant acknowledges that the naming of streets is an important part of any development process and following a grant of approval, is committed to engaging with Elected Members regarding the final street names. For the purposes of the EIAR and the project description, the street names proposed in the Regeneration Plans are retained within the proposed development design drawings and documents for ease of cross-reference and reference.

The proposed development urban realm and street network improvements comprise the creation of a new street to be called **Charles Gavan Duffy Place**, connecting the backlands area to Dublin St. It will require the demolition of buildings/properties and the design of associated retaining structures and boundary treatments, to facilitate the creation of the new street with Dublin Street.

The creation of new street to be called **Church Walk**. This will connect the east/west axis of the regeneration area and provide potential access to the future central development site. The realignment of Castle Road from the south towards the site from the N54 Macartan (Broad) Road and renaming this road **Farney Road**. The upgrade of the **Courthouse** car park to provide improved pedestrian facilities. The realignment of the **Lower Courthouse** car park to the east of the site will also make provision for the realigned Farney Road and include provision of electric vehicle charging points. The creation of a high-quality pedestrian and cycle network through the scheme and the creation of future development plots in the centre and west of the site. The proposed internal street alignment and network is illustrated in **Figure 9.11**.

Throughout the scheme, footpath widths will vary from a minimum width of 2m, to widths greater than 5m. Pedestrian plaza areas have been provided to the west of Farney Road and within backland areas to the north east of the scheme. Plaza areas and footpaths (where width is sufficient) will feature street furniture to encourage people to stay within these pedestrian areas. Pedestrian crossing points have been provided throughout the scheme at pedestrian desire lines identified by the design team and the independent Road Safety Audit team. All pedestrian crossing points will be uncontrolled and are based on creating a heightened sense of awareness for drivers to the presence of pedestrians. It is envisaged that the area will become pedestrian dominated and allow for free-flowing pedestrian movement through raised table and courtesy crossing points.

The staggered junction of The Mall/Farney Road and The Mall/Charles Gavan Duffy Place will require vehicles to stop or travel slowly at these locations when moving through the site. This will be assisted using 4.5m corner radii at these junctions which will also slow vehicles down. A shared surface is proposed at the northern section of Charles Gavan Duffy Place which will allow for civic events to be held in this location and create a comfortable shopping environment when the area is fully developed.



Figure 9.11 – Proposed Internal Street Network and Alignment

9.4.1.1 Dublin Street / Charles Gavin Duffy Place

The amended proposals that are the subject of the revised submission to An Bord Pleanála involve the creation of a fully pedestrianised public space (Charles Gavin Duffy Place) to connect Dublin Street through to its backland areas, opening up new sites for development and enhancing pedestrian linkages throughout this area.

Charles Gavin Duffy Place will be a pedestrian only space with access only for deliveries to commercial units and waste collection from commercial and residential premises. An element of shared surface will exist at the intersection with Church Way however this will be a pedestrian priority area characterised by slow vehicle speeds.

Dublin Street will continue to operate as a one-way road with no traffic accessing or egressing from Charles Gavin Duffy Place.



Figure 9.12 – Dublin Street / Charles Gavin Duffy Place proposed layout

9.4.1.2 N54 Macartan Road / Farney Road priority junction

The N54 Macartan (Broad) Road forms part of the Monaghan to Cavan National Road. The existing junction of the N54 Macartan (Broad) Road and Farney Road will receive upgrades to pedestrian and cycle facilities as illustrated on the **Figure 9.13**, with a reduction in the carriageway width on Farney Road to facilitate pedestrian movements. The existing vehicular traffic arrangement at this junction will be maintained and no realignment of the N54 is proposed.

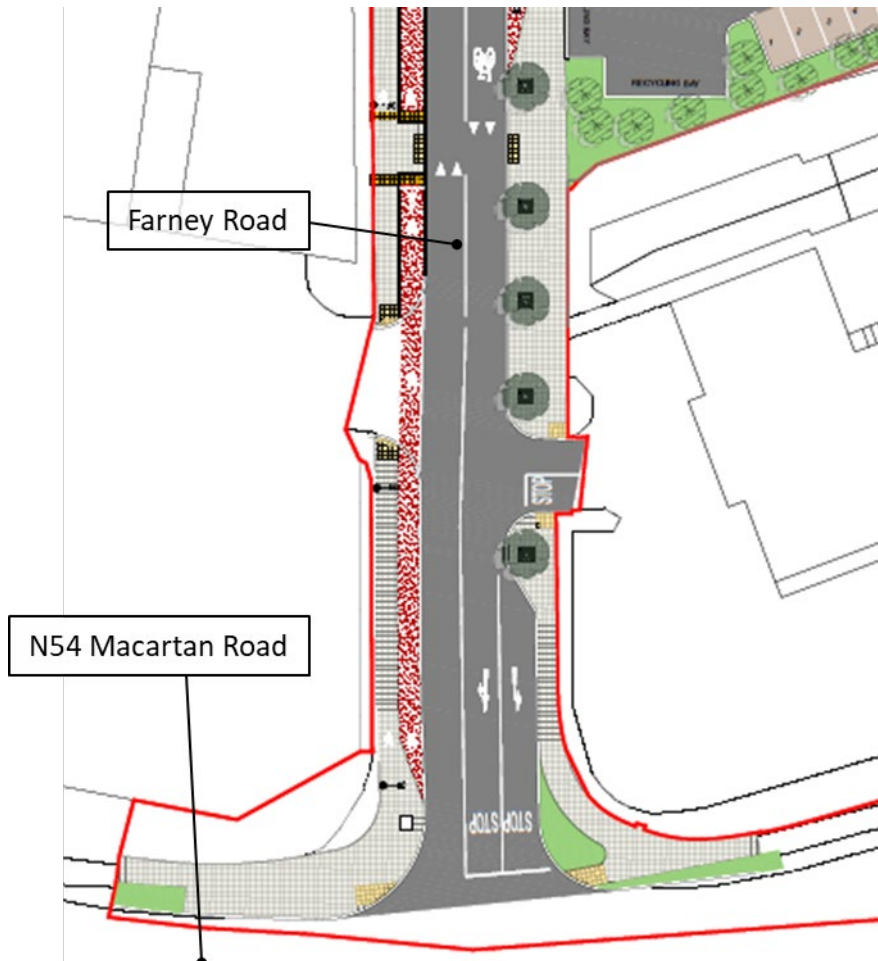


Figure 9.13 – N54 Macartan Road / Farney Road proposed layout

Segregated cycle tracks are proposed along Farney Road as shown in **Figure 9.13**. In the northbound direction, the cycle track will terminate at the plaza area on the western side of Farney Road where cycle parking facilities will be provided. In the southbound direction, cyclists will be required to walk their bicycles across Farney Road at the pedestrian crossing provided adjacent to the cycle parking facility, before mounting and using the segregated cycle track in the southbound direction. This cycle track will terminate at the location of the courtesy crossing on Farney Road, due to land take boundary constraints and a lack of connecting cycle facilities on the N54 Macartan (Broad) Road. Cyclists will be able to utilise the existing Zebra crossing on the N54 Macartan (Broad) Road to access the Ulster Canal Greenway located off Castle Road from the site.

9.4.1.3 The Mall & Church Walk

The realigned junction of the Farney Road and The Mall will form part of a staggered junction with Charles Gavan Duffy Place and The Mall. This junction will see significant pedestrian upgrades, with an east to west/west to east and two north to south/south to north pedestrian crossings along a raised table. The junction of Charles Gavan Duffy Place and The Mall will be a new junction designed in accordance with

DMURS. Corner radii at these junctions are 4.5m to help reduce vehicle speeds. The priority at this junction will be given to the east to west/west to east traffic along The Mall and will require the traffic along Farney Road to stop before tuning on to The Mall.

Church Walk will be exit only to The Mall. Corner radii at the southern corner of Church Walk and Charles Gavan Duffy Place has been set at 6m to allow for the swept path of service vehicles.



Figure 9.14 – The Mall & Church Walk proposed layout

Footways are provided on both sides of the carriageway within the internal access road, with raised tables provided to facilitate pedestrian crossings between the car parks and adjacent footways leading to the main shopping centre. There is an additional pedestrian only access provided via Dublin Street, located adjacent to the Monaghan County Council office building.

9.4.2 Parking Provision

As there is no quantum of new floorspace proposed as part of the development, there will be no additional parking provided as part of the development. The development proposals do, however, propose to reduce the level of car parking within the site, with the spaces reallocated for urban realm and to facilitate walking and cycling to/from and within the site. As part of the development proposals, a total of 57 car parking spaces will be removed from the area. These spaces have been removed to maximise permeability of the site for walking and cycling.

There are 393 car parking spaces currently provided within the application site. These include 240 spaces associated with the Lower Courthouse and 153 spaces located at the Courthouse. The car parks consist of a mixture of long and short stay parking with a split of approximately 53% (209) long stay and 47% (184) short stay spaces available.

New Parent & Baby Spaces have been identified on the northern boundary of the Lower Courthouse car park. The reconfiguration of spaces has also facilitated a consolidation of the existing disabled bay parking spaces and allowed for the provision of Electric Vehicle (EV) charging points.

As part of their wider car parking strategy, MCC **have opened a new** Council-operated car park on the former Eircom site, between the Margaret Skinner Roundabout N54 Macartan Road / Glen Road / Dawson Street signalised junction. The new carpark has 88 spaces (66 long stay, 18 short stay and 4 disabled spaces, it also has infrastructure for electric vehicle charging, although this is not operational as yet). The

new MCC operated car park at this location provides a suitable replacement for the reduction of parking provision resulting from the development proposals that are the subject of this planning application.

9.4.3 Servicing

All existing accesses to properties not subject to CPO will be retained at their existing locations. Access roads within car parks will be realigned and have two-way traffic flow along a 6m width carriageway. Deliveries to the central development site will be provided via Church Walk only and a loading bay has been provided here to assist this. It is envisaged that Church Walk will be predominantly an access road only and through traffic will not be encouraged to use the route.

9.4.4 Collision Data

Collision data within the scheme extents and immediate surrounds was examined from data available on the RSA website (<https://www.rsa.ie/>) between 2005 and 2016. There were two minor injury collisions within the scheme extents. One minor injury collision involving a pedestrian occurred on Dublin Street in 2011, and another occurred on the N54 Macartan (Broad) Road in 2014 near the existing pedestrian crossing. It is considered, therefore, that there are no major existing safety issues that are required to be addressed.

9.4.5 Road Safety Audits

A Road Safety Audit (RSA) was undertaken against the proposed development layout to assess the pedestrian and vehicle user safety and is presented in EIAR Volume II – Technical Appendices Appendix 9B, with a number of potential issues identified for consideration. The RSA was undertaken by two TII approved auditors and all potential issues and recommendations were addressed by the designer and subsequently carried forward within the finalised design layout.

9.5 Traffic Impact Assessment

9.5.1 Assessment of Construction Effects

It is estimated that the proposed construction work will take approximately 24 months to complete on site. Subject to the allocation of funding, land acquisition and the grant of planning approval, it is hoped that construction can commence in 2025.

Although there is no contractor appointed at this stage of the scheme, a review of the anticipated volumes of construction traffic and likely routes to access the site is set out below. It is anticipated that construction traffic would utilise the strategic road network to access the site via the N2 to the north and east, and N54 to the west. The construction traffic will then access the site via the existing priority junction access with Farney Road. This follows existing HGV movements observed via the new traffic counts undertaken to inform the study. The construction traffic HGV access routes are presented in **Figure 9.15**.

Once appointed, the contractor will prepare a Construction Traffic Management Plan, to be agreed with the local authority; however, it is predicted that the following construction traffic will temporarily access the site during the construction period (up to 2025).

It is envisaged that the earthworks stage will produce the greatest volume of HGV traffic as material is taken off site. To calculate the potential temporary construction traffic generated during the peak construction phase, it is assumed that HGV vehicles will be used to remove the material. These are estimated to leave the site in 13-minute intervals to allow time to manoeuvre in and out of the construction site and travel through traffic on the surrounding road network to the associated licenced waste site.



Figure 9.15 – Construction Traffic HGV routes

This results in approximately 27 HGVs entering and leaving the site over a 6-hour period as a worst case, and which is considered to be robust considering the operation of construction site over an 8-hour period including breaks. This worst case would not be consistent throughout the entire construction period and is to signify a peak construction activity scenario. Furthermore, it is anticipated that this temporary HGV traffic will only access the site during off-peak commuter times, i.e., after 9am and before 5pm.

The construction traffic operation times will be agreed with the local authority during the appointment of a contractor and through the preparation of the Construction Traffic Management Plan.

9.5.2 Assessment of Cumulative (Committed) Development

A review of the Monaghan County Council Planning portal was undertaken to determine if there are any other significant generators of traffic within the vicinity of the proposed development site which have received planning approval but are yet to be constructed. It was noted that planning permission was granted for a potential foodstore located at McNally's Car Park site. The traffic flows for this development were extracted from the traffic impact assessment undertaken by TPS Ltd. and added to the network to form the Base (cumulative assessment) scenario. The traffic flows associated with the foodstore development are presented in EIAR Volume II – Technical Appendices Appendix 9D.

The resulting Base traffic flows (as PCUs) within the study area are presented in EIAR Volume II – Technical Appendices Appendix 9D.

9.5.3 Assessment of Operational Effects

Although there are currently good pedestrian and public transport facilities which will serve the site and within an acceptable walking distance, private car trips will still provide a portion of trips to / from the site and therefore a traffic impact assessment is required within this EIAR TTA.

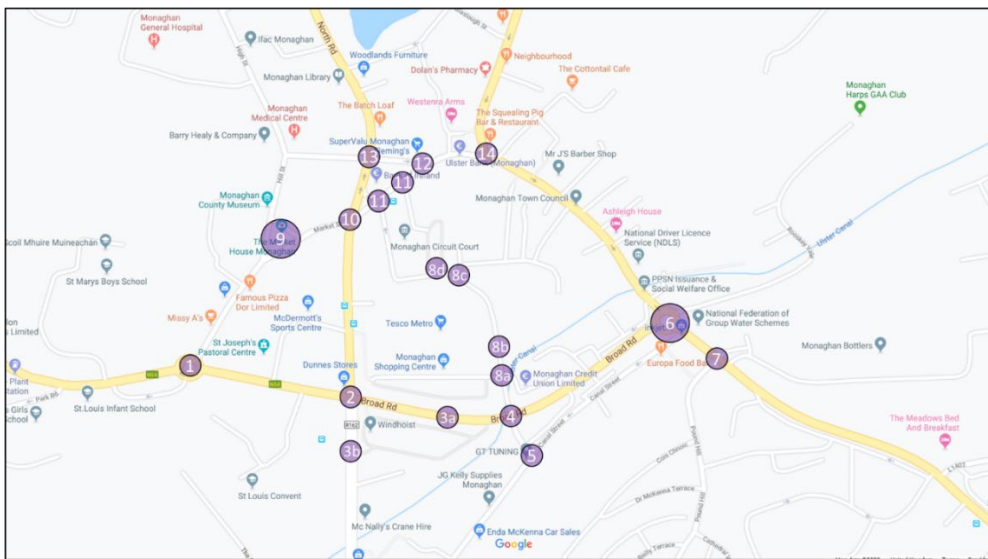
This section describes the methodology used to assess the impact of the traffic redistributed by the proposed development on the local road network. Based upon the guidance set out within the TII's TTA guidelines and CIHT traffic impact assessment guidelines, for the purposes of assessing the traffic impact

of the development, the expected opening year plus future design years were used. For the purpose of the traffic impact assessment, an opening year of 2025 was assumed. As there will be no uplift in development floorspace as part of the proposals, there is no new vehicular traffic proposed to be generated by the development, and therefore the traffic impact assessment demonstrates existing junction operation and additional committed development traffic only.

9.5.3.1 Existing Traffic Flows

In order to determine existing traffic flows in the vicinity of the site, new classified traffic turning count and queue surveys were undertaken by MHC Traffic Ltd between 0700 to 1000 and 1400 to 1900 on Thursday 14th October 2021 at the locations shown in **Figure 9.16**. From these surveys it was determined that the morning and evening peak hours were as follows:

- Morning peak: 0815-0915; and
- Evening peak: 1715-1815.



J. No.	Junction Name
1	N54 Clones Road / Market Road / Park Street roundabout
2	N54 Market Road / Broad Road / Glen Road signalised junction
3a/b	a) N54 Broad Road / McNally's Car Park priority junction b) Glen Road / McNally's Car Park priority junction
4	N54 Broad Road / Castle Road / Castle Street priority junction
5	Canal Street / Mall Road / Go Petrol Station priority junction
6	N54 Broad Road / Dublin Street / Old Cross Square / Canal Street Rbt
7	Old Cross Square / Pound Hill priority junction
8a-d	a) Castle Road / Retail Park / Credit Union access b) Castle Street / Lower Courthouse Car Park (s) access c) Castle Street / Lower Courthouse Car Park (n) access d) Castle Street / Upper Courthouse Car Park access
9	Market Street / Park Street gyratory priority junction
10	Dawson Street / Church Square / Market Street signals / priority
11	Church Square / Car Park Exit & Car Park entrance
12	Church Square / Mill Street priority junction
13	North Road / Mill Street signals / priority junction
14	Dublin Street / The Diamond / Glaslough Street / Car Park priority junction

Figure 9.16 - Location of Junction Turning Counts and Queue Surveys

The surveyed junctions presented in **Figure 9.16**, to be taken forward within the traffic impact assessment, were then converted to Passenger Car Units (PCUs) using the conversion factors from the Transport for London (TfL) Traffic Modelling Guidelines as shown in **Table 9.2**.

Table 9.1: Vehicle to PCU Conversion Factors

TfL Vehicle to PCU Conversion Factors						
P/C	M/C	Car	LGV	OGV1	OGV2	Bus/Coach
0.2	0.4	1	1	1.5	2.3	2

The Existing traffic flows (as PCUs) within the study area to be carried forward within the traffic impact assessment are presented in EIAR Volume II – Technical Appendices Appendix 9C.

9.5.3.1.1 Assessment Years

For the purposes of assessing the traffic impact, it is assumed that the proposed development will be constructed and operational by 2025.

9.5.3.1.2 Traffic Growth

The Chartered Institute of Highways and Transportation (CIHT) Guidelines for traffic impact assessments makes the following comments to the application of traffic growth:

- Paragraph 3.7.12 of the CIHT guidelines indicates that:

‘local data should be used where possible, whether it be based on trip-end model predictions or a trends-based projection of historic traffic counts’. The paragraph also indicates that ‘trend data on its own cannot provide a realistic forecasting model. Hence the procedure often adopted is to compare trend data with National Road Traffic Forecasts and use this comparison to predict into the future’.
- Paragraph 3.1.17 of the CIHT guidelines properly highlights that applying growth onto the surrounding network and then adding development traffic could result in some double counting and therefore an over estimation of traffic flows.
- *National Road Traffic Forecasts* are also based on ‘annual average traffic flows’ and paragraph 3.7.14, bullet point 5, of the CIHT guidelines indicates that evidence suggests that peak hour activity is not increasing at a similar rate to off peak traffic levels.

Therefore, the application of any traffic growth during the peak hour periods could result in a significant overestimation of future year traffic volumes. However, for the purposes of this assessment, it is proposed to use the Transport Infrastructure Ireland (TII) Central Growth rates as indicated in **Table 9.3**. The surveyed traffic flows were converted to Passenger Car Units (PCU) using the conversion factors from the Transport for London Traffic Modelling Guidelines as shown in **Table 9.2**.

As TII guidelines do not provide growth factors for PCUs, the factors in **Table 9.3** were established by using the percentage Heavy Vehicles (HV) observed from the new traffic count surveys in EIAR Volume II – Technical Appendices Appendix 9C. PCUs are the standard format of assessing traffic within approved modelling software packages LinSig V.3 (for signalised junctions) and Junctions 9 (for priority and roundabout junctions).

Table 9.2: Traffic Grow Rates

Central Growth Rate Factors			
	LV	HV	PCU
2021-2025	1.035	1.078	1.037
2021-2030	1.096	1.220	1.101
2030-2040	1.048	1.118	1.051

The Existing traffic flows (as PCUs) within the study area with the growth factors applied and up to the assessment years to be carried forward within the traffic impact assessment are presented in EIAR Volume II – Technical Appendices Appendix 9C.

9.5.3.1.3 Assessment Scenarios

In order to assess the operation of the road network in relation to the proposals, the scenarios considered within the traffic impact assessment for the weekday morning and evening peak periods were:

- 2021 Existing Scenario
- 2025 Existing Scenario (Opening Year)
- 2025 Base Scenario (Existing + Committed (Cumulative) Development)

9.5.3.1.4 Detailed Assessment Methodology

Analysis of the performance of the signalised and priority junctions was undertaken using the JCT and Transport Research Laboratory's (TRL) industry standard software LinSig v.3 and JUNCTIONS 9 respectively, which are the standard software packages for predicting capacity and queuing at signal and priority-controlled junctions. The results of the analysis are presented in terms of percentage Degree of Saturation (DoS% - signals) maximum Ratio of Flow to Capacity (RFC - priority) with the corresponding vehicle queues reported as Mean Maximum Queue (MMQ).

A signalised junction is considered to be operating within capacity when all approach arms record a DoS% below 90%. A priority junction is considered to be operating within capacity when all approach arms record an RFC of 0.85 (85%) and below.

9.5.3.1.4.1 N54 Macartan Road / Glen Road Signals / Farney Road Junction Linked LinSig

Due to the proximity of the N54 Macartan Road / Glen Road / Market Street / Dawson Street signalised junction to the site access at Farney Road, these junctions were also considered within the traffic impact assessment. The existing scenario models were calibrated using observed queuing (Obs. Q) data from the new traffic surveys and all feasible geometric parameters measured. The modelling results for all scenarios are shown in **Table 9.5**.

Table 9.3: N54 Macartan Road / Glen Road / Farney Road Linked LinSig – 2021 Existing Scenario

LinSig Modelling Results – 190 second cycle time (observed)								
Junction	Link Ref	Link Description	2021 AM Existing			2021 PM Existing		
			DOS%	MMQ	Obs. Q	DOS%	MMQ	Obs. Q
N54 Macartan Road / Glen Road / Dawson Street signals	1/1+1/2	N54 Macartan Road	57.4% 57.4%	14	18	49.0% 49.0%	11	15
	2/2+2/1	Glen Road	76.8% 76.8%	21	23	68.7% 68.7%	18	18
	3/1+3/2	N54 Market Road	82.1% 82.2%	14	12	71.8% 71.8%	17	18
	4/2+4/1	Dawson Street	51.8% 51.8%	7	5	73.1% 73.1%	14	9
	PRC			9.5%		23.2%		
N54 Macartan Road / Farney Road priority	1/1	N54 Macartan Road (w-e)	19.9	0	0	23.5%	0	0
	2/1+2/2	N54 Macartan Road (e-w)	32.2% 32.7%	0	0	29.5% 29.5%	0	0
	3/2+3/1	Farney Road	5.5% 5.5%	0	0	24.1% 24.1%	0	0
	4/1	Castle Road	3.9%	0	0	12.0%	0	1
N54 Macartan Road / McNally Car Park / Foodstore	1/1	N54 Macartan Road (w-e)	19.4%	0	0	22.5	0	0
	5/1	McNally's Car Park / Foodstore	0.0%	0	0	0.0	0	0

The modelling results presented in **Table 9.5** demonstrate that the N54 Macartan Road / Farney Road site access junction operates well within capacity at present. Although the N54 Macartan Road / Glen Road

signalised junction operates within capacity during the morning and evening peak, it is observed from the model that some approach arms are operating near capacity with the max DoS% recorded as 82.2% on the N54 Market Street in the morning peak.

It was observed during the site visits and new traffic surveys undertaken in October 2021 that the signalised junction is currently operating with long cycle times, with an average of 190 seconds in the morning peak and 196 seconds in the evening peak. These are generally considered as long cycle times, particularly for urban signalised junctions.

Although it is considered outside the scope of this assessment, as the junction is below the threshold traffic impact resulting from the development, there is an opportunity to improve the signal junction operation through optimising the cycle time, or through the introduction of a dynamic cycle time signal operation (MOVA or similar). These signals were upgraded to MOVA system in March 2022.

Table 9.6 demonstrates the predicted operational impact if the junction cycle time was reduced to 90 seconds.

Table 9.4: N54 Macartan Road / Glen Road / Farney Road Linked LinSig – 2021 Existing (Optimised)

LinSig Modelling Results – 90 second cycle time (LinSig Optimised)								
Junction	Link Ref	Link Description	2019 AM Existing			2019 PM Existing		
			DOS%	MMQ	Previous Q at 190sec	DOS%	MMQ	Previous Q at 196sec
N54 Macartan Road / Glen Road / Dawson Street signals	1/1+1/2	N54 Macartan Road	71.5% 71.5%	8	14	58.4% 58.4%	6	11
	2/2+2/1	Glen Road	77.9% 77.9%	11	21	80.2% 72.8%	10	18
	3/1+3/2	N54 Market Road	67.4% 77.9%	8	14	76.7% 76.9%	9	17
	4/2+4/1	Dawson Street	65.4% 70.1%	4	7	78.6% 78.6%	7	14
PRC				15.6			12.3	
N54 Macartan Road / Farney Road priority	1/1	N54 Macartan Road (w-e)	19.9%	0	0	23.5%	0	0
	2/1+2/2	N54 Macartan Road (e-w)	32.2%	0	0	27.0% 29.5%	0	0
	3/2+3/1	Farney Road	5.5% 5.0%	0	0	24.1% 24.1%	0	0
	4/1	Castle Road	3.9	0	0	12.0%	0	0
N54 Macartan Road / McNally Car Park / Foodstore	1/1	N54 Macartan Road (w-e)	19.4	0	0	22.5%	0	0
	5/1	McNally's Car Park / Foodstore	0.0	0	0	0.0%	0	0

The modelling results in **Table 9.6** demonstrate that, with the cycle time reduced to 90 seconds, there is an opportunity to improve junction operation and reduce overall queuing during the peak hours. As well as improving general operational conditions for traffic at this junction, this will also be seen as a benefit for any traffic exiting right from Farney Road.

The modelling results with the background growth traffic to the year of opening 2025 is shown in **Table 9.7**.

Table 9.5: N54 Macartan Road / Glen Road / Farney Road Linked LinSig – 2025 Existing Scenario

LinSig Modelling Results – Opening Year 2025 Scenario, 90 second cycle time								
Junction	Link Ref	Link Description	2025 AM Existing			2025 PM Existing		
			DOS%	MMQ		DOS%	MMQ	
N54 Macartan	1/1+1/2	N54 Macartan Road	78.4% 78.4%	9		60.6% 60.6%	6	

LinSig Modelling Results – Opening Year 2025 Scenario, 90 second cycle time						
	2/2+2/ 1	Glen Road	77.3% 77.3%	11	83.1% 75.5%	11
	3/1+3/ 2	N54 Market Road	73.7% 80.8%	8	79.4% 79.8%	10
	4/2+4/ 1	Dawson Street	67.8% 72.7%	5	81.5% 81.5%	8
	PRC			11.4%		8.3%
N54 Macartan Road / Farney Road priority	1/1	N54 Macartan Road (w-e)	20.6%	0	24.3%	0
	2/1+2/ 2	N54 Macartan Road (e-w)	33.4% 34.2%	0	28.7% 30.9%	0
	3/2+3/ 1	Farney Road	5.6% 4.9%	0	25.1% 25.1%	0
	4/1	Castle Road	4.0%	0	12.7%	0
N54 Macartan Road / McNally's Car Park / Foodstore	1/1	N54 Macartan Road (w-e)	20.1%	0	23.2%	0
	5/1	McNally's Car Park / Foodstore	0.0%	0	0.0%	0

Again, the results demonstrate that the junctions are still predicted to operate within capacity, with a max DoS% of 83.1% recorded on Glen Road in the evening peak.

In order to determine the impact of committed developments in the vicinity of the site, a cumulative assessment was undertaken to demonstrate the impact at the junctions with the foodstore traffic added to the network at the former McNally's Car Park site.

Table 9.6: N54 Macartan Road / Glen Road / Farney Road Linked LinSig – 2025 Cumulative Scenario

LinSig Modelling Results – 2025 Cumulative Scenario, 90 second cycle time						
Junction	Link Ref	Link Description	2025 AM Committed		2025 PM Committed	
			DOS%	MMQ	DOS%	MMQ
N54 Macartan Road / Glen Road / Dawson Street signals	1/1+1/ 2	N54 Macartan Road	78.4% 78.4%	9	67.9% 67.9%	7
	2/2+2/ 1	Glen Road	77.3% 77.3%	11	84.9% 82.1%	11
	3/1+3/ 2	N54 Market Road	73.7% 80.8%	8	83.7% 79.8%	10
	4/2+4/ 1	Dawson Street	67.8% 72.7%	5	81.5% 81.5%	8
PRC			11.4%		6.0%	
N54 Macartan Road / Farney Road priority	1/1	N54 Macartan Road (w-e)	20.6%	0	25.9%	0
	2/1+2/ 2	N54 Macartan Road (e-w)	33.4% 34.2%	0	28.5% 31.4%	0
	3/2+3/ 1	Farney Road	5.6% 4.9%	0	25.4% 25.4%	0
	4/1	Castle Road	4.0%	0	13.2%	0
N54 Macartan Road / McNally's Car Park / Foodstore	1/1	N54 Macartan Road (w-e)	20.1%	0	27.1%	0
	5/1	McNally's Car Park / Foodstore	0.0%	0	14.1%	0

It can be seen from **Table 9.8** that there is a slight reduction in operational capacity in the evening peak as a result of the foodstore development, with the max DoS% now recorded as 84.9% on Glen Road in the evening peak, with a Practical Reserve Capacity (PRC) value of 6%.

9.6 Summary of Effects & Conclusion

An accessibility review was undertaken to assess the opportunities for travel to the site by all relevant modes of transport and review walking, cycling and public transport provision, as well as access by private car. The site is located within an existing and established urban centre and therefore benefits from good pedestrian and cycle links. The proposed development will significantly improve pedestrian and cycle facilities within the scheme area.

A detailed junction capacity analysis was undertaken using approved traffic modelling software to ensure that the existing road network could accommodate the traffic impacts resulting from the proposed development. The modelling results demonstrate that the site access points associated with the proposed development are predicted to operate within capacity for all assessment years and scenarios considered and with the cumulative development traffic added to the surrounding road network. Therefore, it is concluded that the proposed development can be accommodated within the surrounding road network.

Table 9.7: Summary of Likely Environmental Effects on Traffic and Transportation

Receptor	Sensitivity of receptor	Description of Effect	Duration	Magnitude	Significance	Significant Not significant
Construction phase						
Surrounding receptors (residential, amenity & commercial)	Medium	Increase in HGV activity	Short term	Medium	Moderate adverse	Not significant
Operational phase						
Surrounding receptors (residential, amenity & commercial)	Low	Redistribution of local traffic	Long term	Negligible	Negligible	Not significant

9.7 Limitations of the Assessment

There were no limitations observed within the assessment.

Chapter
14

**Townscape and
Visual**

14 TOWNSCAPE AND VISUAL IMPACT

14.1 Introduction

The purpose of this Townscape and Visual Impact Assessment (TVIA) is to identify and determine the effects on townscape character, townscape features, visual receptors and visual amenity as a result of the works associated with the construction of the proposed development. This Chapter is supported by EIAR Volume III Technical Drawings & Figures:

- Figure 14.4a: Viewpoint 01 Dublin Street Looking East Existing View;
- Figure 14.4b: Viewpoint 01 Dublin Street Looking East Proposed View;
- Figure 14.5a: Viewpoint 02 Dublin Street Looking West Existing View;
- Figure 14.5b: Viewpoint 02 Dublin Street Looking West Proposed View;
- Figure 14.6a: Viewpoint 03 Farney Road Towards Gavan Duffy Place Existing View;
- Figure 14.6b: Viewpoint 03 Farney Road Towards Gavan Duffy Place Proposed View;
- Figure 14.7a: Viewpoint 04 Towards Courthouse Car Park Existing View;
- Figure 14.7b: Viewpoint 04 Towards Courthouse Car Park Proposed View;
- Figure 14.8a: Viewpoint 05 Castle Road/Farney Existing View;
- Figure 14.8b: Viewpoint 05 Castle Road/Farney Road Proposed View; and
- **Figure 14.9: Viewpoint 06 Dublin Street towards Gavin Duffy Place to backlands.**

This assessment has been prepared and reviewed by Chartered Landscape Architects at RPS.

14.2 Methodology

14.2.1 General Approach

The methodology and approach to the assessment contained within this chapter has been carried out in accordance with best practice guidance described in the following documents;

- Guidelines for Landscape and Visual Impact Assessment, Third Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2013) (GLVIA3);
- Technical Guidance Note 06/19 Visual Representation of Development Proposals (The Landscape Institute, 2019).

In response to the FI request it can be confirmed that the methodology set out below has been derived from the GLVIA3 and is robust having been used for a large number of LVIA and TVIA for a wide range of planning applications across Ireland. The methodology has also been used for Planning Appeals and Oral Hearings with successful outcomes. RPS can confirm that we stand over the methodology used for this TVIA. In addition, the FI request raised concerns that the TVIA failed to consider the direct view off Dublin Street into the backlands/car park area at Farney Road. This has been addressed by the addition of Viewpoint 06. The remaining pack of photomontages have also been updated to represent the plans for proposed development.

Photomontages and renders were created by Eoin Heatley, McAdam Design Project Architect, BA (Hons) Arch, M Arch, MSc BIM Prj Mgmt, ARB. The site was surveyed on 10-11-2023 and relevant views which show the proposed development within sufficient context were chosen. Photographs were taken using a high resolution digital camera with a 26mm focal length. Photographs and photomontages are intended to be printed

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

The camera positions of the views were established using survey standard digital GPS equipment. The surveyed reference points on existing buildings were attached to the three dimensional model created in 'Sketchup'. The model used for photomontages included appropriate detail of the proposed buildings as shown on design drawings. Renderings were made with 'Lumion' from each camera position using the field of view of each photograph, and, in the case of photomontages, with the sun position correct for the date and time that each photograph was taken. In the case of photomontages, the renders were inserted into the relevant view using 'Photoshop'. Renders were scaled and positioned using the field of vision of each photograph and the surveyed reference points in each view.

GLVIA3 recommends that an LVIA 'concentrates on principles and process' and 'does not provide a detailed or formulaic 'recipe' to assess effects, it being the 'responsibility of the professional to ensure that the approach and methodology adopted are appropriate to the task in hand' (preface to the third edition).

The effects on the landscape resources and visual receptors (people) have been assessed by considering the proposed change in the baseline conditions (the impact of the development) against the type of landscape resource or visual receptor (including the importance and sensitivity of that resource or receptor). These factors are determined through a combination of quantitative (objective) and qualitative (subjective) assessment using professional judgement. The assessment methodology is summarised in Figure 14.1 below.

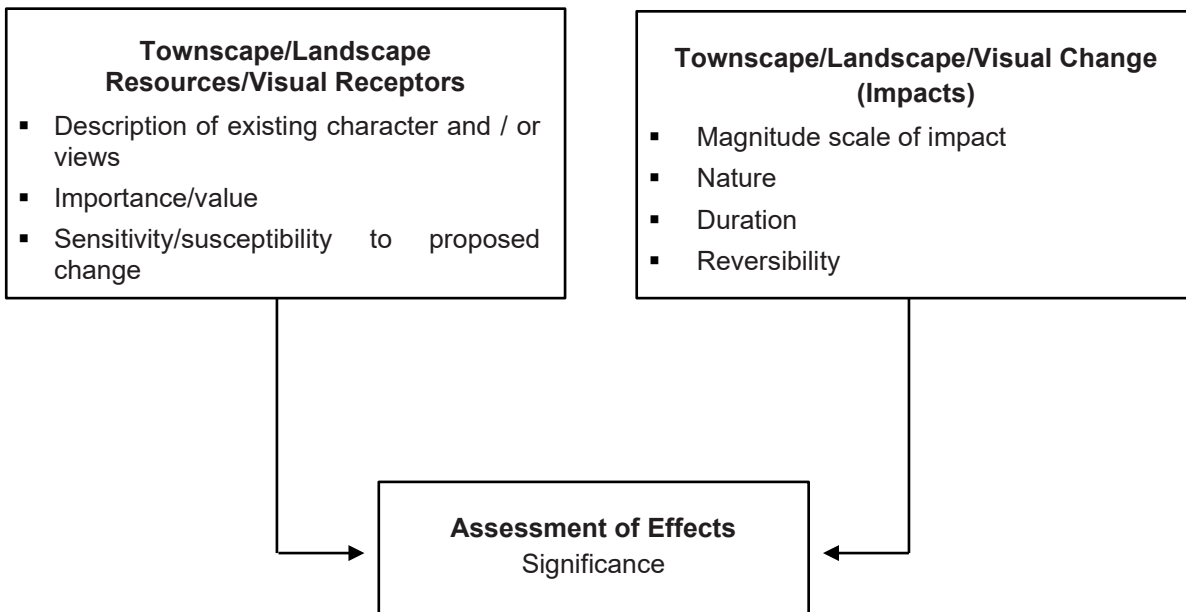


Figure 14.1: Assessment Methodology Summary

The TVIA considers the potential effects of a project upon:

- Individual landscape features and elements;
- Townscape/Landscape character; and
- Visual amenity and the people who view the townscape/landscape.

14.2.2 Identification of Baseline Conditions

Baseline conditions have been identified and assessed through analysis of;

- Up to date digital copies of OSI maps;
- Aerial photography;
- Monaghan County Landscape Character Assessment (ERM, 2008);
- Monaghan County Development Plan 2019 – 2025; and,
- Drawings of the proposed development.

Site visits were undertaken to assess the existing environment, to establish the existing visual resource and to identify sensitive receptors, i.e. residential properties, scenic viewpoints. Site visits were also used to consider the potential effects on townscape/landscape character and visual impacts arising as a result of the proposed development.

14.2.3 Identifying Effects

Assessing the significance of an effect is a key component of the TVIA and is an evidence-based process combining professional judgment on the nature of a landscape or visual receptor's sensitivity, its susceptibility or ability to accommodate change and the value attached to the receptor. It is important to note that judgments in this TVIA are impartial and based on professional experience and opinion informed by best practice guidance.

The effects of a proposed development are considered to be of variable duration and are assessed as being either short-term, medium-term or long-term duration, and permanent or reversible. Effects are considered to be long-term during the operational phase of the development, whilst operations and infrastructure works apparent during the construction and initial operating period are considered to be temporary, short-term effects.

The reversibility of an effect is also variable. The effects on the townscape/landscape and visual resource that occurs during the construction period such as the use of construction machinery are considered to be reversible.

Where effects arise during the construction period, these are most likely to be as a result of: movement of construction machinery within the townscape/landscape; construction of new structures and construction activities within the site boundary all of which are considered to be short term in duration.

To avoid repetition, the duration and reversibility of effects are not reiterated throughout the assessment.

14.2.4 Assessment Criteria

The objective of the assessment process is to identify and evaluate the predicted significant effects arising from a proposed development. Significance is a function of the:

- Sensitivity of the affected landscape or visual receptors, determined through consideration of the susceptibility of the receptor to the type of change arising from the specific proposals and the value attached to the receptor; and
- Secondly its scale or magnitude, derived from a consideration of the size/ scale, geographical extent, duration and reversibility of the proposed development.

These definitions recognise that townscape/landscapes vary in their capacity to accommodate different forms of development according to the nature of the receiving landscape and the type of change being proposed.

As with any new development, it is acknowledged that, the introduction of a proposed development into the existing landscape or visual context could cause either a deterioration, improvement or neutral impact on the existing townscape/landscape or visual resource.

14.2.5 Townscape Impact Assessment

The TVIA firstly assesses how a proposed development would impact directly on any landscape features and resources. This category of effect relates to specific landscape elements and features (e.g. woods, trees, walls, hedgerows, watercourses) that are components of the landscape that may be physically affected by the proposed development, such as the removal or addition of trees and alteration to ground cover.

The TVIA then considers impacts on townscape/landscape character at two levels. Firstly, consideration is given to how the townscape/ landscape character is affected by the removal or alteration of existing features and the introduction of new features. This is considered to be a direct impact on townscape/landscape character.

Secondly, the indirect impacts of a proposed development on the wider townscape/landscape are considered. The assessment of impacts on the wider landscape is discussed using the surrounding character areas identified in the relevant townscape/ landscape character assessments. It is acknowledged there is an overlap between perception of change to landscape character and visual amenity, but it should be remembered that townscape/landscape character in its own right is generally derived from the combination and pattern of landscape elements within the view.

The significance of effects on townscape/landscape features and character is determined by considering both the sensitivity of the feature or townscape/landscape character and the magnitude of impact.

Consideration of the sensitivity of the townscape/landscape resource against the magnitude of impact caused by the proposed development is fundamental to landscape and visual assessment and these two criteria are defined in more detail below.

14.2.6 Townscape/Landscape Sensitivity

The determination of the sensitivity of the townscape/landscape receptor is based upon an evaluation of the elements or characteristics of the townscape/landscape likely to be affected. The evaluation reflects such factors as its quality, value, contribution to landscape character and the degree to which the particular element or characteristic can be replaced or substituted.

GLVIA 3 at paragraph 5.39 states that '*landscape receptors need to be assessed firstly in terms of their sensitivity, combining judgments of their susceptibility to the type of change or development proposed and the value attached to the landscape.*

Susceptibility is defined by GLVIA 3 at paragraph 5.40 as '*the ability of the landscape receptor (whether it be the overall character or quality/ condition of a particular landscape type or area, or an individual element and/ or feature, or a particular aesthetic and perceptual aspect) to accommodate the proposed development without due consequences for the maintenance of the baseline situation and/or the achievement of landscape planning policies and strategies*'.

The value of a townscape/landscape receptor is determined with reference to the presence of relevant townscape/landscape designations, such as Areas of Outstanding Natural Beauty (AONB) and their level of importance. For the purpose of this assessment, landscape value is categorised as:

- Very High: Areas of townscape/landscape acknowledged through designation such as Areas of Outstanding Natural Beauty (AONB) or other landscape based sensitive areas. These are of townscape/landscape significance within the wider region or nationally;

- High: Areas that have a very strong positive character with valued and consistent distinctive features that gives the townscape/landscape unity, richness and harmony. These are of townscape/landscape significance within the district;
- Medium: Areas that exhibit positive character but which may have evidence of alteration/degradation or erosion of features resulting in a less distinctive townscape/landscape. These may be of some local townscape/landscape significance with some positive recognisable structure; and
- Low: Areas that are generally negative in character, degraded and in poor condition. No distinctive positive characteristics and with little or no structure. Scope for positive enhancement.

As previously discussed, townscape/landscape sensitivity is influenced by a number of factors including susceptibility to change, value and condition. In order to assist with bringing these factors together judgements regarding susceptibility and value have been used which define the townscape/landscape resource as being either, negligible, low, medium, high or very high. Table 14.1 defines the criteria that have guided the judgement as to the overall sensitivity of the landscape resource.

Assessments of susceptibility and value of a particular townscape/landscape resource may be different and professional judgement will always be used to conclude on the judgement of sensitivity. For example, value may be high and susceptibility may be low, and a professional judgement will be made to determine whether sensitivity is high, low or in between, supported by a narrative explanation.

Table 14.1: Townscape/Landscape Sensitivity

Definition		Sensitivity
Townscape/Landscape resource susceptibility	Townscape/Landscape resource value	
Exceptional landscape quality, no or limited potential for substitution. Key elements / features well known to the wider public. Little or no tolerance to change	Nationally / internationally designated/ valued landscape, or key elements or features of national/ internationally designated landscapes. Little or no tolerance to change	Very High
Strong/ distinctive landscape character; absence of landscape detractors. Low tolerance to change.	Regionally/ nationally designated/ valued countryside and landscape features. Low tolerance to change.	High
Some distinctive landscape characteristics; few landscape detractors. Medium tolerance to change.	Locally' regionally designated/ valued countryside and landscape features. Medium tolerance to change.	Medium
Absence of distinctive landscape characteristics; presence of landscape detractors. High tolerance to change	Undesignated countryside and landscape features. High tolerance to change	Low
Absence of positive landscape characteristics. Significant presence of landscape detractors. High tolerance to change	Undesignated countryside and landscape features. High tolerance to change	Negligible

14.2.7 Magnitude of Townscape/Landscape Effect

The effect on townscape/landscape receptors and the overall judgement of the magnitude of townscape/landscape effect is based on combining judgements on '*size or scale, the geographic extent of the area influenced, and its duration and reversibility*' (GLVIA3, paragraph 5.48).

Direct resource changes on the townscape/landscape character in the study area are brought about by the introduction of the proposed development and its impact on the key landscape characteristics. Judgements regarding the magnitude of townscape/ landscape impact are indicated in Table 14.2 below.

Table 14.2: Magnitude of Townscape/Landscape Impact

Definition	Magnitude of Impact
Total loss or addition or/ very substantial loss or addition of key elements / features / patterns of the baseline, i.e., pre-development townscape/landscape and/ or introduction of dominant, uncharacteristic elements with the attributes of the receiving townscape/landscape	Large
Partial loss or addition of or moderate alteration to one or more key elements / features / patterns of the baseline, i.e., pre-development townscape/landscape and / or introduction of elements that may be prominent but may not necessarily be substantially uncharacteristic with the attributes of the receiving townscape/landscape.	Medium
Minor loss or addition of or alteration to one or more key elements / features / patterns of the baseline, i.e., pre-development townscape/landscape and or introduction of elements that may not be uncharacteristic with the surrounding townscape/landscape.	Small
Very minor loss or addition of or alteration to one or more key elements / features / patterns of the baseline, i.e., pre-development townscape/landscape and/or introduction of elements that are not uncharacteristic with the surrounding townscape/landscape approximating to a 'no-change' situation.	Negligible
No loss, alteration or addition to the receiving townscape/landscape resource	No change

14.2.8 Visual Impact Assessment

As outlined in GLVIA 3 (Paragraph 6.1) ‘*an assessment of visual effects deals with the effects of change and development on the views available to people and their visual amenity*’. The assessment of effects on views is an assessment of how the introduction of a proposed development will affect views within the study area. The assessment of visual effects therefore needs to consider:

- Direct impacts of a proposed development upon views of the landscape through intrusion or obstruction;
- The reaction of viewers who may be affected, e. g. residents, walkers, road users; and
- The overall impact on visual amenity.

14.2.9 Sensitivity of Visual Receptors

For visual receptors, judgements of susceptibility and value are closely interlinked. For example the most valued views are likely to be those which people go and visit because of the available view. The value attributed to visual receptors also relates to the value of the view – for example a National Trail is nationally valued for its access, not necessarily for its views.

Paragraph 6.32 of the GLVIA refers to the susceptibility of different visual receptors to changes in views and states that susceptibility is mainly a function of “*the occupation or activity of different people experiencing the view at particular locations*” and “*the extent to which their attention or interest may therefore be focused on the views and the visual amenity they experience at particular locations.*”

Other factors affecting visual sensitivity include:

- The location and context of the viewpoint;
- The expectations and occupation or activity of the receptor; and
- The importance of the view.

Judgements on the overall visual sensitivity/susceptibility are provided in Table 14.3 below and overall sensitivity of the visual resource is based on combining judgements on the sensitivity of the human receptor (for example resident, commuter, tourist, walker, recreationist or worker, and the numbers of viewers affected)

and judgements on the visual resource value (for example views experienced from residential properties, workplace, leisure venue, local beauty spot, scenic viewpoint, commuter route, tourist route or walkers' route).

Table 14.3: Visual Resource Sensitivity

Definition		Sensitivity
Visual resource Susceptibility	Visual resource value	
Views of remarkable scenic quality, of and within internationally designated townscape/landscapes or key features or elements of nationally designated landscapes that are well known to the wider public. Little or no tolerance to change.	Observers, drawn to a particular view, including those who have travelled to experience the views. Little or no tolerance to change	Very High
Views from residential property. Public rights of way, National Trails, Long distance walking routes and nationally designated countryside/ landscape features with public access. Low tolerance to change.	Observers enjoying the countryside from their homes or pursuing quiet outdoor recreation are more sensitive to visual change. Little tolerance to change	High
Views from local roads and routes crossing designated countryside / landscape features and 'access land' as well as promoted paths. Medium Tolerance to change.	Observers enjoying the countryside from vehicles on quiet/ promoted routes are moderately sensitive to visual change. Medium tolerance to change	Medium
Views from workplaces, main roads and undesignated countryside / landscape features. High tolerance to change.	Observers in vehicles or people involved in frequent or infrequent repeated activities are less sensitive to visual change. High tolerance to change	Low
Views from within and of undesignated landscapes with significant presence of landscape detractors. High tolerance to change.	Observers in vehicles or people involved in frequent or frequently repeated activities are less sensitive to visual change. High tolerance to change	Negligible

14.2.10 Photomontages/Visualisations

Images representing views available from the public realm at each of the selected viewpoints have been captured using a digital SLR camera with a full frame sensor in combination with a 50mm fixed focal length lens, mounted on a tripod for horizontal alignment.

Generally, the horizontal angle of view represented within photomontages accompanying this TVIA is 56.5 degrees and has been taken with a 50mm fixed focus lens. For each of the viewpoints represented a record is taken of the light, visibility conditions, camera height above ground, time of day, viewpoint coordinates and the bearing of each view towards the proposed development site.

A highly accurate 3D computer model of the proposed development is created directly from architectural drawings. All materials and finishes are modelled as realistically as possible. Rendering is the process by which the computer generates realistic images from the 3D model. All of the information recorded at the time the site photos were taken, that is, camera co-ordinates, angle of view, and direction of view, is used to

generate matching renders for each view. Careful consideration is given to the direction of sunlight, time of day, weather conditions and distance of viewer, so that photomontages will match reality in terms of lighting, sharpness, density of colour etc.

At this stage the rendered image of the proposed development is superimposed onto its matching photograph. The mathematical accuracy is then double checked and verified by ensuring that existing prominent features which are also modelled line up exactly in the photo. Next, the photomontage specialist establishes, which existing features, such as buildings and trees are in the foreground of the proposed development and those that are in the background, i.e. which features will mask the development and which ones will appear behind the development. When it is found that the development is not visible due to foreground features, its outline is indicated with a red line.

The resulting photomontage, having gone through this extensive procedure, is an accurate and verifiable representation of the proposed development as viewed from the viewpoint positions.

The existing views, indicating the current view available from each of the viewpoint locations are suffixed with the letter 'a' (e.g. Figure 14.4a) within EIAR Volume III Technical Drawings & Figures.

The predicted view, indicating the proposed development in the context of the existing view is suffixed with the letter 'b' (e.g. Figure 14.4b) within EIAR Volume III Technical Drawings & Figures).

14.2.11 Magnitude of Visual Effects

The magnitude of impact on the visual resource results from the scale of change in the view, with respect to the loss or addition of features in the view, and changes in the view composition. Important factors to be considered include: proportion of the view occupied by the proposed development, distance and duration of the view. Other vertical features in the landscape and the backdrop to the proposed development will all influence resource change. Judgements regarding the magnitude of visual impact are provided in Table 14.4 below.

Table 14.4: Magnitude of Visual Impact

Definition	Magnitude
Complete or very substantial change in view dominant involving complete or very substantial obstruction of existing view or complete change in character and composition of baseline, e.g., through removal of key elements	Large
Moderate change in view: which may involve partial obstruction of existing view or partial change in character and composition of baseline, i.e., pre-development view through the introduction of new elements or removal of existing elements. Change may be prominent, but would not substantially alter scale and character of the surroundings and the wider setting. Composition of the view would alter. View character may be partially changed through the introduction of features which, though uncharacteristic, may not necessarily be visually discordant	Medium
Minor change in baseline, i.e. pre-development view - change would be distinguishable from the surroundings whilst composition and character would be similar to the pre change circumstances.	Small
Very slight change in baseline, i.e. pre-development view - change barely distinguishable from the surroundings. Composition and character of view substantially unaltered.	Negligible
No alteration to the existing view	No change

14.2.12 Significance of Effects

The purpose of this TVIA is to determine, in a transparent way, the likely significant landscape and visual effects of the proposed development. It is accepted that, due to the nature and scale of development, the proposed development could potentially give rise to some notable landscape and visual effects.

GLVIA3 identifies that ‘..... a final judgment is made about whether or not each effect is likely to be significant. There are no hard and fast rules about what effects should be deemed ‘significant’ but LVIA’s should always distinguish clearly between what are considered to be significant and non-significant effects’.

Significance can only be defined in relation to each particular development and its specific location. The relationship between receptors and effects is not typically a linear one. It is for each TVIA to determine how judgements about receptors and effects should be combined to derive significance and to explain how this conclusion has been arrived at.

The identification of significant effects would not necessarily mean that the effect is unacceptable in planning terms. What is important is that the likely effects on the landscape and visibility are transparently assessed and understood in order that the determining authority can bring a balanced, well-informed judgement to bear when making the planning decision.

The significance of effects on landscape, views and visual amenity have been judged according to a six-point scale: Substantial, Major, Moderate, Minor, Negligible or None as presented in Table 14.5 below, which contains a description of the significance of effect criteria.

Table 14.5: Significance of Effect Criteria

Significance of Effect	Townscape/Landscape Resource	Visual Resource
None	Where the project would not alter the townscape/landscape character of the area.	Where the project would retain existing views.
Negligible	Where proposed changes would have an indiscernible effect on the character of an area.	Where proposed changes would have a barely noticeable effect on views/visual amenity.
Minor	Where proposed changes would be at slight variance with the character of an area.	Where proposed changes to views, although discernible, would only be at slight variance with the existing view.
Moderate	Where proposed changes would be noticeably out of scale or at odds with the character of an area.	Where proposed changes to views would be noticeably out of scale or at odds with the existing view.
Major	Where proposed changes would be uncharacteristic and/or would significantly alter a valued aspect of (or a high quality) townscape/landscape.	Where proposed changes would be uncharacteristic and/or would significantly alter a valued view or a view of high scenic quality.
Substantial	Where proposed changes would be uncharacteristic and/or would significantly alter a townscape/landscape of exceptional townscape/landscape quality (e.g., internationally designated townscape/landscapes), or key elements known to the wider public of nationally designated landscapes (where there is no or limited potential for substitution nationally).	Where proposed changes would be uncharacteristic and/or would significantly alter a view of remarkable scenic quality, within internationally designated landscapes or key features or elements of nationally designated landscapes that are well known to the wider public.

For the purposes of this assessment those effects indicated, in Table 14.6 below, as being Substantial or Major to Substantial are regarded as being significant. Effects of ‘Minor to Moderate’ and lesser significance have been identified within the assessment, though are not considered significant. For those effects indicated as being of ‘Moderate’ or ‘Moderate to Major’ the assessor has exercise professional judgement in determining if

the effect is considered to be significant, taking account of site specific or location specific variables which are given different weighting in each instance according to location.

Table 14.6: Significance of effects matrix

Magnitude of Impact	Sensitivity				
	Negligible	Low	Medium	High	Very High
No Change	No Change	No Change	No Change	No Change	No Change
Negligible	Negligible	Negligible to Minor	Negligible to Minor	Minor	Minor
Small	Negligible to Minor	Negligible to Minor	Minor	Minor to Moderate	Moderate to Major
Medium	Negligible to Minor	Minor	Moderate	Moderate to Major	Major to Substantial
Large	Minor	Minor to Moderate	Moderate to Major	Major to Substantial	Substantial

A conclusion that an effect is 'significant' should not be taken to imply that the proposed development is unacceptable. Significance of effect needs to be considered with regard to the scale over which it is experienced and whether it is beneficial or adverse.

14.2.13 Cumulative Effects

The methodology for assessment of cumulative impacts has been derived from Guidelines for Landscape and Visual Impact Assessment, Third Edition (The Landscape Institute and Institute of Environmental Management & Assessment, 2013) (GLVIA3).

The purpose of the Cumulative Townscape and Visual Impact Assessment (CTVIA) is to consider the townscape and visual impacts of the proposed development when viewed in context with other similar development.

Cumulative effects consist of direct effects on the physical character of the site containing the development, and indirect, perceived effects on the character of areas from which the developments would be visible. GLVIA3 identifies effects as follows:

- Cumulative effects as *'the additional changes caused by a proposed development in conjunction with other similar developments or as the combined effect of a set of developments, taken together'* (SNH, 2012:4);
- Cumulative townscape effects as effects that *'can impact on either the physical fabric or character of the landscape, or any special value attached to it'* (SNH, 2012:10);
- Cumulative visual effects as effects that can be caused by combined visibility, which *'occurs when the observer is able to see two or more developments from one viewpoint'* and/or sequential effects which *'occur when the observer has to move to another viewpoint to see different developments'* (SNH, 2012:11).

The significance of any identified cumulative townscape and visual effect has been assessed as per the main TVIA methodology. These categories have been based on the same combination of receptor sensitivity and predicted magnitude of impact in order to identify the residual significance of effects.

14.3 Receiving Environment

14.3.1 General Overview

The site of the proposed development is located on the immediate southern side of Monaghan town centre core and is bounded by Dublin Street to the north and N54 Macartan (Broad) Road to the south.

The majority of the proposed site is currently underutilised backlands located to the rear of Dublin Street. In addition there is extensive off-street surface parking with immediate access to Monaghan Shopping Centre and the town centre.

The adjacent built environment is largely characterised by commercial buildings of mixed scale, style and quality, with dereliction/dilapidation apparent along the rear of properties on Dublin Street. Existing buildings on the frontage of Dublin Street also exhibit signs of dereliction and decay with poorly maintained upper facades apparent.

The surrounding area is dominated by vehicular traffic and is currently not perceived as a particularly welcoming part of the town for pedestrians particularly on Dublin Street. The streetscape consists of mainly two and three storey properties, a one-way carriageway running from west to east and on street parking on the southern side of the street. The streetscape is punctuated on both sides by alleyway leading to backlands to the north and south of Dublin Street. Dublin Street is connected to the main arterial routes to the north and south of the town centre.

At the ground floor level, the relationship between buildings and the existing public realm is poor. Monaghan Shopping Centre lies to the immediate south / southwest of the proposed development site, with Monaghan Courthouse located to the west, forming a notable boundary to the site.

Retailing is the main function of the town centre but it also serves as an employment and service centre for the town and the wider hinterland. While some areas of the town are vibrant with a range of town centre uses and low vacancy levels, Dublin Street, particularly to the east/northeast/southeast has a high number of vacant units at street level.

14.3.2 Monaghan Landscape Character Assessment

Monaghan County Council have completed a Monaghan Landscape Character Assessment (MLCA) that forms part of the Monaghan County Development Plan 2019-2025. The objective of the study was to complete a thorough assessment of the character of Monaghan's landscapes in order to provide the basis for policy formulation and informed decision-making regarding landscape management in the County.

The assessment provides an overview of the Monaghan County landscape and subdivides the countryside into 14 Landscape Character Types (LCTs) and 9 Landscape Character Areas (LCAs) based upon information on people and place and the combinations of nature, culture and perception which make up each part of the County.

A review of the MLCA indicates that the proposed development lies within LCT 14 – Urban and LCA 5 – Monaghan Drumlin Uplands. The MLCA does not include any description of LCT 14 so it is not possible to set out the key characteristics from this study. However, this TVIA has completed a Townscape Character Assessment for the purpose of this impact assessment and the findings are set out below in section 14.3.3.

14.3.2.1 Monaghan Drumlin Uplands LCA 5

The key characteristics identified in the MLCA are as follows;

- Elevated landscape featuring drumlin hills and small to medium sized loughs.
- These drumlins are not so steep sided and they do not follow a particular strong alignment and as such, the pattern of glaciation is not very pronounced.

- Occasional rock outcrops on the eastern side near the townland of Annyalla.
- Occasional loughs and areas of marshland located between drumlin hills.
- Land uses mostly given over to pastoral farming. Hedgerows featuring native species define the field boundaries, some of these are cut and some are not cut or managed.
- Hedge trees are fairly frequent.
- Long ranging views to the south and the north can be gained at particular points along the highest elevations of this ridgeline. The views extend for many kilometres.

With regards to condition and sensitivity the MLCA states: *“Most of this landscape is in good condition. The summit or highest point along the ridgeline is likely to be highly sensitive to development because it is visually exposed for many kilometres. In general, this landscape would not be regarded as highly scenic and hence, the capacity to accommodate development without undue compromise to the farmed landscape pattern is good.”*

14.3.3 Local Townscape Character

A feature of the townscape immediately surrounding the proposed development site is the broad range of building uses and building types. In order to reflect some of this diversity and since the urban townscape has not been described in the MLCA, an assessment of the townscape of Monaghan town has been completed and Townscape Character Areas (TCA) have been identified (Please refer to EIAR Volume III Technical Drawings & Figures, Figure 14.2 for details) within close proximity to the proposed development based on scale and function;

- Monaghan Town Centre Townscape
- Residential Townscape;
- Industrial Townscape;
- Open Space and Institutional Townscape; and
- Rural/Urban Fringe.

14.3.3.1 Monaghan Town Centre Townscape

Monaghan, as the County town, has an extensive road network that radiates from the town connecting to national and regional roads. Monaghan is a historic town with notable architectural and civic character. Monaghan Town developed many of its current characteristics during a period of prosperity in the late eighteenth century, when the county an important linen centre. The opening of the Ulster Canal in 1839 linked Monaghan with Belfast and Newry while the Ulster Railway opened in 1863, linking Monaghan to Belfast. The core of the town centres historic street pattern is defined by the four squares, connected by the main streets, radiating from the central space; the Diamond, Glaslough Street, Market Street and Dublin Street.

The town centre has a number of landmark Victorian era buildings including; the Market House; Monaghan Courthouse; St Macartan’s Cathedral; and St Patricks Church of Ireland. Broadly buildings are three storey in scale reducing to two storey away from the towns core.

The Diamond and Old Cross Square have benefitted from environmental improvements that that has enhanced the attractiveness of the area and improved access for pedestrians.

Dublin Street was also established in the 18th century when it was a centre of commercial activity in the town. The street is defined by townhouses of varying size primarily with ground floor commercial units and residence above. The archways, laneways, courtyards and outbuildings that extended from the street to the south west and the north east were important links serving as storehouses to the merchants and homes to communities who lived and worked in these backland areas of the town. In more recent times the Dublin Street area has

seen a steady decline in both commercial activity and visual appearance. With the introduction of the shopping centre in the 1980s southwest of Dublin Street there was further decline in the street and its backlands. On Dublin Street the majority of external finishes to buildings in the streetscape is rendered finish over rough textured stone, which is exposed on gables and other facades, and adds to the character of the streetscape. Pedestrian access points are interspersed along the street, some under the archways, linking the predominantly derelict back lands to the rear. The majority of the access points are now infrequently used or are not used at all.

Along Dublin Street the nature of the urban grain is long narrow building plots that fall away to the south and as a result, properties are restricted in development because of the plot shape, topography and the difficulty of providing access and services to the backlands.

This TCA is generally enclosed in character allowing only short distance views. The townscape quality of this TCA away from the town's core is considered to be of 'Low Quality' as areas exhibit negative characteristics, are degraded in areas and are in poor condition. The TCA is considered to have the scope and capacity for positive enhancement, and to have a high tolerance to change.

Susceptibility of this TCA to the type of development proposed is judged to be medium as while this townscape does distinctive urban features. Part of Dublin Street is designated as an Architectural Conservation Area. The value of the TCA is judged to be medium.

Overall, taking into account the susceptibility and value attached to the TCA, the sensitivity of this LCA is judged to be medium.

14.3.3.2 Residential Townscape

Beyond the town centre and away from the historically developed streets more modern housing has been established that extends to the town limits and its rural/urban fringes. To the immediate south of the proposed development lies the Canal Street and Pound Hill residential area. Housing densities are generally medium to high with terraced properties prevalent in older housing stock and detached dwellings frequent for more recent houses. Properties predominantly consist of two stories in rendered finishes. Housing has been established in a linear fashion along radial roads into Monaghan e.g. N54 Cavan Road; Dublin Road towards N2; and R162 Glen Road. Occasional modern housing estates also occur on the fringes of the town, these are built in a variety of styles and designs at medium to high density e.g. Mullach Gas Crescent.

This TCA is generally enclosed in character but due to location on town centre fringes housing does sometimes occupy hill tops e.g. Pound Hill offering longer distance views across the town centre. The townscape quality does exhibit some negative characteristics such as degraded in areas that are in poor condition but the views from Dr Mc Kenna Terrace (Pound Hill) toward the town and the view of the landscape backdrop of the drumlin topography beyond the town while the panoramic view across the town is a positive and these features are considered to raise the value of this area to medium.

Susceptibility of this TCA to the type of development proposed is judged to be low as this townscape has a high tolerance to change.

Overall, taking into account the susceptibility and value attached to the TCA, the sensitivity of this LCA is judged to be low.

14.3.3.3 Industrial Townscape

Large scale industrial features are not notable in Monaghan town centre but there is one extensive area to the eastern side of the town where industrial type character is found at the Monaghan Bottling factory and the sewage treatment works. The landscape at this location is low-lying resulting in a sense of enclosure due to the surrounding elevated/drumlin topography and existing built development. For this reason, the built elements are not prominent in the majority of wider views and it is only at close proximity that these industrial characteristics are notable.

Susceptibility of this TCA to the type of development proposed is judged to be low as this townscape is not valued locally and it does exhibit conspicuous urban influences. The value of the TCA is judged to be low.

Overall, taking into account the susceptibility and value attached to the TCA, the sensitivity of this LCA is judged to be low. The TCA is considered to have the scope and capacity for positive enhancement.

14.3.3.4 Open Space & Institutional Townscape

There are extensive areas of green space located in and around the town centre that are mostly associated with educational and health institutions such as schools such as Scoil Mhuire Muineachan, Nai-Scoil LSan Lughaidh, St Louis Secondary School, St Davnet's Campus and Monaghan General Hospital. Further areas of open space are found at Monaghan Harps GAA; Monaghan Greenway along the former Ulster Canal and Peter's Lake. Buildings within these areas are well screened by mature trees which provide a mature landscape context to the town. The Ulster Canal to the east of the town centre and within easy access of the town is an important asset for both biodiversity and leisure reasons.

Susceptibility of this TCA to the type of development proposed is judged to be high. The characteristics of this TCA are valued and identified in the CDP. The value of the TCA is judged to be high.

Overall, taking into account the susceptibility and value attached to the TCA, the sensitivity of this LCA is judged to be high.

14.3.3.5 Rural/Urban Fringe

Monaghan town has an immediacy and direct visual link to the surrounding countryside due to the scale of the settlement and the frequency of drumlin hills in County Monaghan. The rural character within the settlement envelope extends almost to the town centre core on the western side. Field patterns are fairly regular and provide pasture lands for livestock predominantly. Field boundaries are defined by hedgerows and trees. Urban influences are frequent in the form of scattered one-off houses and occasional commercial premises.

Susceptibility of this TCA to the type of development proposed is judged to be medium as this townscape is valued locally through the CDP as it defines the towns setting but does exhibit some urban influences and has a medium tolerance to change. The value of the TCA is judged to be medium.

Overall, taking into account the susceptibility and value attached to the TCA, the sensitivity of this LCA is judged to be medium.

14.4 Townscape/Landscape Designations

This section reviews townscape/landscape designations in Monaghan. The relevant Plan is Monaghan County Development Plan 2019-2025.

14.4.1 Monaghan County Development Plan 2019 - 2025

A review has taken place of the Monaghan County Development Plan and all zonings and designations that are relevant to this TVIA have been outlined below.

14.4.2 Areas of Primary Amenity

The CDP identifies two areas of outstanding landscape quality which require protection from insensitive and inappropriate development. As per CDP Table 6.5 the Areas of Primary Amenity are listed as; Lough Muckno & Environs; and Sliabh Beagh & Bragan Mountain. Development in these areas will only be permitted where the integrity and natural beauty of the landscape is not threatened. The proposed development will have no impact on these areas due to the separation distances between the site and these areas.

14.4.3 Areas of Secondary Amenity

In addition to the Areas of Primary Amenity above, the CDP also identifies other scenic and amenity areas that require protection from inappropriate and insensitive development known as Areas of Secondary Amenity. These areas are generally associated with river valleys, uplands, woodlands and lakes and provide an important community, recreational and tourism resource. Any development proposals in these areas must be sensitively designed and compatible with the overall landscape character of the areas. Table 6.6 (Chapter 6) of the Monaghan County Development Plan 2019-2025 lists these Areas of Secondary Amenity of which the nearest to the proposed development are Ulster Canal & environs; Rossmore Park & environs; and Castleshane Woods & environs. Due to the landscape setting, the enclosure provided by the drumlin landscape and the mature landscape context surrounding the town the proposed development will have no impact on the setting of Rossmore Park or Castleshane Forest as there is no visual linkage between the site and these areas. There may be some intermittent views available from short stretches of Monaghan Ulster Canal Greenway adjacent to the N54 Macartan (Broad) Road section, however these are seen in the wider town centre context and as such the visual impact will be low.

14.4.4 Architectural Conservation Areas

Dublin Street is designated as an Architectural Conservation Area (ACA) and includes a number of protected structures. Policies for the ACA and protected structures ensure that repair and refurbishment of the existing buildings will be favoured over demolition and new build, and that development in the vicinity of buildings of architectural heritage shall respect the character and integrity of these. Further details are provided in Chapter 15 of the EIAR.

14.4.5 Scenic Routes/Views

A number of important scenic routes have been identified by the CDP as requiring protection as listed in CDP Appendix 3 'Views from Scenic Routes' and illustrated on CDP Map 6.1. Any development that would interfere with or adversely impact on these scenic routes will not be permitted. The closest scenic view to the proposed site is SV9; View of St. Macartan's Cathedral Monaghan from R162 at Berry Brae (Appendix 3 of the Monaghan County Development Plan 2019-2025).

14.5 Proposed Development

The proposed development includes associated public realm, landscaping and all other associated site works as described in more detail in EIAR Chapter 2 and supporting planning reports and drawings accompanying the planning application. This report has appraised the development as described in those reports and illustrated on those drawings.

In summary the proposals involve the demolition of 4 properties along Dublin Street (No's 8-12), including all the associated outbuildings and structures (however, the aim is to minimise the demolitions involved through the design process). A section of the Northern Standard building is also identified for removal, to facilitate a new street.

New gable façades to No's 7 and 12 Dublin Street will be formed to facilitate the creation of a new, civic space linking Dublin Street to the backlands (refer to drawing no. A2156-Proposed Elevations to No.7 and No.12 Dublin Street -200-104). This space will include new paving, boundary walls, street lighting and furniture, street trees, and associated drainage infrastructure. The new civic space may also be used for special events/festivals as required by the Council.

The proposed development also creates new pedestrian linkages from Dublin Street and The Diamond through to the redeveloped backlands, the car parks and Monaghan Shopping Centre. The proposals include high quality public realm improvements, namely:

- New pavements, high quality surfaces and kerbing
- Resurfacing of existing pavements with natural stone paving
- New railings, bollards and pop-up power supply
- Bicycle parking
- Street furniture including bins and seats
- Traffic calming ramps, pedestrian crossings
- New trees and vegetation
- New / replacement street lighting and CCTV
- Reduction in long stay car parking
- New utility services /upgrading of existing services ESB services, WiFi and Broadband;
- Drainage improvements, including watermains, foul, storm and water drainage;
- Construction works including excavation, cut / fill, re-grading of land, and construction of retaining structures, to accommodate level changes, throughout the study area.

The proposals have been designed following close contextual analysis with careful regard to current site conditions, fragmented historic fabric and the history. The scale of surrounding buildings historically ranged from single storey terraces to large 3 and 4 storey townhouses. The vast majority of these buildings used stone and render which created a unification of the built environment in this neighbourhood.

The design proposals seek to reintroduce a familiar building typology, coupled with contemporary modern interventions and respect the existing urban grain of Monaghan town into the overall design.

The extent to which the proposed development has the potential to appear intrusive and hence, detrimental to the townscape character is limited by several factors. The development form is visually contained by surrounding built form, restricting visibility to those localised areas which have an unrestricted view towards the development. Significant effects upon townscape character are expected to be contained to the immediate vicinity of the site boundaries due to the enclosing nature of the urban form surrounding the site.

It is considered that the principal sources of impact during the construction phase of the proposed development include:

- Site preparation works, excavations, regrading of land, embankments and site operations;
- Site infrastructure and vehicular access;
- Increased vehicular movements – construction / delivery vehicles;
- Dust and other emissions;
- Temporary site hoardings, site lighting and accommodation and welfare units; and
- Temporary scaffolding and associated infrastructure (catch nets / decks and cranes).

It is considered that the above are temporary in nature and duration and will be limited to areas within the site boundary and immediately adjacent areas and are common features in the context of towns.

It is considered that the principal sources of impact during the operational phase of the proposed development is the final built form as illustrated in EIAR Volume III –Technical Drawings & Figures, Figure 14.4a - 14.8b. The assessment of effects has considered that the new built form is permanent in duration, though may at some point in the future itself be further developed. It is considered that predicted effects upon TCA’s will be limited to areas within the site boundary and immediately adjacent though visual effects may vary depending upon availability of views from the surrounding built form (Please refer to EIAR Volume III –Technical Drawings & Figures, Figure 14.4a - 14.8b).

14.6 Townscape/Landscape Effects

The assessment of townscape/landscape effects follows the methodology previously described in Section 14.2 and considers those effects which are predicted to occur during the construction and operational phases of the proposed development.

The construction phase of the proposed development will result in additional built elements being introduced into the landscape. The operational phase of the proposed development will result in vertical elements (buildings) being visible within the surrounding landscape.

In order to avoid repetition, an assessment of construction phase impacts and predicted operational phase impacts is included within the following landscape assessments.

14.6.1 Townscape/Landscape Character Effects

The proposed development is located within the Monaghan County Council area and the predicted landscape effect of the proposed development is set out in Table 14.7 below.

Table 14.7: Townscape/Landscape Character Effects

Monaghan Town Centre TCA	
Sensitivity	<p>This TCA is generally enclosed in character allowing only short distance views. While the town centre core itself has a strong character the townscape quality of this TCA away from the town’s core is considered to be of ‘Low Quality’ as some areas exhibit negative characteristics, are degraded/derelict in areas and are in poor condition. The TCA is considered to have the scope and capacity for positive enhancement, and to have a high tolerance to change.</p> <p>Susceptibility of this TCA to the type of development proposed is judged to be medium as it does retain key built heritage characteristics with Architectural Conservation Area designations. The value of the TCA is judged to be medium.</p>

Monaghan Town Centre TCA

	<p>Overall, taking into account the susceptibility and value attached to the TCA, the sensitivity of this LCA is judged to be medium.</p>
<p>Magnitude of Change</p>	<p>The proposed development is located directly within this TCA and predicted effects are considered to be direct.</p> <p>Existing features within the site boundary will be replaced by more modern, contemporary built form and high quality surfaced public realm space and event spaces.</p> <p>Views into the rear plots of Dublin Street (backlands), some of which are currently derelict will be replaced as existing boundaries will be removed and replaced.</p> <p>The proposal has also been designed to respect the scale of built form in this townscape albeit with newer elements to reflect and respect surrounding built form. The proposed public realm improvements at street level will have a beneficial impact in an area currently lacking in visual quality. The proposed development consists of a high quality environment that will raise the overall profile of the area and provide a legible, attractive, safe and engaging place for all to use and enjoy. A hierarchy of streets, alleyways and spaces form the foundation of the new urban structure proposed south of Dublin Street. Alterations to the adjoining streets will provide new connections to and from Dublin Street, enhancing the permeability of the area and providing a legible network of connections and spaces for pedestrian movements, seamlessly integrating into the existing urban fabric of Monaghan's Town Centre. The proposal will positively contribute to the redevelopment and regeneration of the southern side of the Dublin Street in this TCA and it is envisaged that the proposed development will act as a positive catalyst for future regeneration initiatives in this TCA. The new Gavin Duffy Place has been designed to provide a complimentary contemporary expression to the existing built heritage and to provide CGDP with a new unique identity. Charles Gavan Duffy Place will be a new fully pedestrianised public plaza connecting Dublin Street through to its 'backland' areas, opening up new sites for development and enhancing pedestrian linkages throughout this area. The new civic plaza is formed by the demolition of existing structures fronting Dublin Street and their associated 'backland' areas. The proposals focus on fully pedestrianised high quality public realm, encouraging activity, social interaction and providing connections into a new reimagined urban place.</p> <p>The new public realm will be realised through a high quality palette of materials and street furniture, coordinating with recently delivered areas within Monaghan's Town Centre, including 'Diamond Square'. This approach ensures consistency, with areas combining to form a cohesive public realm identity for Monaghan.</p> <p>The predicted magnitude of impact during the construction phase is considered to be small, temporary and direct, limited to the immediate site boundaries and those limited portions of the TCA with unobstructed views towards the proposed development site.</p> <p>The predicted magnitude of impact during the operational phase is considered to be direct and medium, limited to the immediate boundaries and those portions of the TCA with unobstructed views towards the proposed development site.</p> <p>The wider townscape resource has the ability to absorb a development of this scale and it is considered that the magnitude of townscape impact during the construction and operational phases is negligible for remaining portions of the TCA.</p>

Monaghan Town Centre TCA

Significance of Effect	<p>There are predicted to be minor, adverse direct effects upon the development site itself during the construction phase, which are considered to be temporary in duration.</p> <p>There are predicted to be moderate, positive, direct effects upon the TCA during the operational phase. Remaining portions of the TCA are predicted to experience localised, moderate positive indirect effects during the operational phase.</p>
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Residential TCA

Sensitivity	<p>This TCA is generally enclosed in character but due to location on town centre fringes housing does sometimes occupy hill tops e.g. Pound Hill offering longer distance views across the town centre. The townscape quality does exhibit some negative characteristics such as degraded in areas that are in poor condition but the views from Dr Mc Kenna Terrace (Pound Hill) toward the town and the view of the landscape backdrop of the drumlin topography beyond the town while the panoramic view across the town is a positive and these features are considered to raise the value of this area to medium.</p> <p>Susceptibility of this TCA to the type of development proposed is judged to be low as this townscape has a high tolerance to change.</p> <p>Overall, taking into account the susceptibility and value attached to the TCA, the sensitivity of this LCA is judged to be low.</p>
Magnitude of Change	<p>The Residential TCA lies to the south and southwest of the proposed development site and is not directly or indirectly affected by the proposed development as a result of substantial buildings being located around the town centre. Elevated views from Pound Hill area to the south are possible but with very limited visibility of the proposed site.</p> <p>The predicted magnitude of change in townscape resource during the construction and operational phases of the proposed development is negligible.</p>
Significance of Effect	<p>The predicted significance of townscape impact for the Residential TCA during both construction and operational stages is negligible to minor.</p>

Industrial TCA

Sensitivity	<p>Susceptibility of this TCA to the type of development proposed is judged to be low as the townscape has a high tolerance to change. The value of the TCA is judged to be low.</p>
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Industrial TCA

	Overall, taking into account the susceptibility and value attached to the TCA, the sensitivity of this LCA is judged to be low. The TCA is considered to have the scope and capacity for positive enhancement.
Magnitude of Change	<p>This robust townscape character area lies east of the proposed development with significant buildings located adjacent to the Ulster Canal. Due to the low-lying nature of this TCA and intervening built form at Dublin Street area, with the added severance of the strategic road network, no direct or indirect impacts on this townscape will occur. There are existing large buildings/structures peppered throughout this townscape.</p> <p>The predicted magnitude of change in townscape resource during the construction and operational phases of the proposed development is no change.</p>
Significance of Effect	The predicted significance of townscape impact for the Industrial TCA during both operational and construction stages is none and no significant effects are predicted.

Open Space & Institutional TCA

Sensitivity	<p>Susceptibility of this TCA to the type of development proposed is judged to be high. The characteristics of this TCA are valued and identified in the CDP. The value of the TCA is judged to be high.</p> <p>Overall, taking into account the susceptibility and value attached to the TCA, the sensitivity of this LCA is judged to be high.</p>
Magnitude of Change	The Open Space & Institutional TCA lies to the northeast and southwest of the proposed development site and is not directly or indirectly affected by the proposed development as a result of substantial buildings being located around the town centre that prevents any intervisibility with the proposed site. Longer distant views across the town centre are available from parts of lands at St Davnet's but it is difficult to discern the proposed development site. The predicted magnitude of change in townscape resource during the construction and operational phases of the proposed development is negligible.
Significance of Effect	The predicted significance of townscape impact for the Open Space & Institutional TCA during both operational and construction stages is minor.

Urban/Rural Fringe TCA

Sensitivity	Susceptibility of this TCA to the type of development proposed is judged to be medium as this townscape is valued locally through the County Development Plan
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Urban/Rural Fringe TCA

	<p>CDP as it defines the towns setting but does exhibit some urban influences and has a medium tolerance to change. The value of the TCA is judged to be medium.</p> <p>Overall, taking into account the susceptibility and value attached to the TCA, the sensitivity of this LCA is judged to be medium.</p>
<p>Magnitude of Change</p>	<p>The Urban/Rural Fringe TCA lies to the west of the proposed development site at its nearest and is not directly or indirectly affected by the proposed development as a result of substantial buildings being located around the town centre. Due to the drumlin landscape in and around Monaghan there are elevated views from hilltops towards the town centre but with very limited visibility of the proposed site.</p> <p>The predicted magnitude of change in townscape resource during the construction and operational phases of the proposed development is negligible.</p>
<p>Significance of Effect</p>	<p>The predicted significance of townscape impact for the Open Space & Institutional TCA during both operational and construction stages is negligible to minor.</p>

14.6.2 Townscape/Landscape Designation Impacts

With regards to Areas of Primary Amenity identified in the CDP the proposed development is not located in proximity to this designation. No significant effects are predicted on the Areas of Primary Amenity designation due to separation distance.

In addition to the Areas of Primary Amenity the CDP also identifies Areas of Secondary Amenity. The nearest designation to the proposed development is the Ulster Canal & Environs. The Ulster Canal is located to the immediate east of the proposed development but is low lying and separate from the proposed development site by a strategic road network and built form on the town centre. These factors result in no influence from the proposed development on this designation. No significant effects are predicted on the Areas of Secondary Amenity designation due to separation distance.

Dublin Street is an Architectural Conservation Area (ACA) and includes a number of protected structures with policies that development in the vicinity of buildings of architectural heritage shall respect the character and integrity of this area. The proposal has also been designed to respect the scale of built form in this townscape albeit with newer elements to reflect and respect surrounding built form. The proposed public realm improvements at street level will have a beneficial impact in an area lacking in visual quality. The proposal will transform an underutilised-backland site into a more attractive public realm, providing Dublin Street with better connectivity between existing points of interest in the town. In addition, the proposed development will create opportunity sites to realise further town centre uses/development in the future. This is likely to improve the development potential of the lands and present a more attractive proposition to developers and investors in the TCA. streetscapes that will positively contribute to the redevelopment of this side of the Dublin Street in this TCA and the proposed development is viewed as a positive catalyst for future regeneration initiatives in this TCA.

There is one view in proximity to the proposed development namely a view of St. Macartan’s Cathedral Monaghan from R162 at Berry Brae but due to the separation distance and intervening topography and built form it is not possible to view the proposed development from this viewpoint location.

A summary of the predicted townscape/landscape and visual effect on landscape designations is provided in the summary Table 14.8.

Table 14.8: Summary of Predicted Townscape/Landscape Effects

Townscape/Landscape Character / Designation	Predicted Townscape & Visual Effects (Construction Stage)	Predicted Townscape & Visual Effects (Operational Stage)
Areas of Primary Amenity	None	None
Areas of Secondary Amenity	None	None
Architectural Conservation Areas	Minor	Moderate Positive
Scenic Routes/Views	None	None
Monaghan Town Centre TCA	Minor	Moderate Positive
Residential TCA	Minor	Minor
Industrial TCA	None	None
Open Space & Institutional TCA	Minor	Minor
Rural/Urban Fringe TCA	Negligible to minor	Negligible to minor

14.7 Visual Effects

A series of 6 representative viewpoints have been selected to illustrate the existing visual context of the proposed development and as an aid to the visual impact assessment. All of the viewpoints have been located on publicly accessible roads, footways and verges (for viewpoint locations please refer to EIAR Volume III Technical Drawings & Figures, Figure 14.3 and for photographs and photomontages refer to Figures 14.4a - 14.9).

Viewpoints selected as part of the visual effects assessment were selected to meet the following criteria;

- A balance of viewpoints from where the main direction of view is towards the proposed development;
- A range of views towards the proposed development from within the study area. Selected viewpoints are all located within the study area associated with the proposed development; and
- Locations of interest e.g. local access roads and settlement.

Views available from each of the selected viewpoint locations are presented in [EIAR Volume III Technical Drawings & Figures Figure 14.3](#) which should be read in conjunction with the following viewpoint assessments below.

The assessment of the existing environment and the impact of the proposed development on visual receptors has established that there will be no protected views or scenic views significantly affected by the proposed development.

Further, there will be no important views from visitor amenity areas or tourist sites significantly affected by the proposed development due to intervening topography, vegetation and distance of potential views.

14.7.1 Viewpoint 1: View South-east from Dublin Street

14.7.1.1 Viewpoint Description and Sensitivity

This view is predominantly available to vehicle users and pedestrians and is heavily influenced by traffic on Dublin Street. The view is typical of Monaghan town centre and Dublin Street views and is not protected. There are some residential uses along Dublin Street on upper floors. The area is designated as an Architectural Conservation Area. Overall, taking into account the receptor susceptibility, and the value of the view, the sensitivity is judged to be medium.

14.7.1.2 Existing View

The viewpoint is located on the street looking southeast along Dublin Street. The viewpoint is located immediately north-west of the north-western boundary of the proposed development site and available views from this location are represented in EIAR Volume III –Technical Drawings & Figures Figure 14.4a.

The existing built form of Dublin Street defines the view along the vista of the street. The view is enclosed with no views out to the surrounding townscape. To the right of the view the buildings are two storeys rising to three storeys in the middle distance. To the left of the view the buildings are consistently three storeys in height. The view is dominated by parked vehicles and traffic at most times of the day and week.

14.7.1.3 Predicted Effects

Construction phase activities associated with the construction of the proposed development will be largely screened by intervening built form for the majority of the proposed development with the exception the demolition works and construction for Charles Gavan Duffy Place. Such effects are considered to be short term, temporary effects within the overall view, with distinctive buildings forming the main visual draw.

At the operational stage the aim is to facilitate an increase in pedestrian footfall and dwell time in a new fully pedestrianised public plaza (Charles Gavan Duffy Place) to connect Dublin Street through to its backland areas, opening up new sites for development and enhancing pedestrian linkages throughout this area. This area is formed by the demolition of existing structures fronting Dublin Street and their associated backland areas. This would see buildings annotated 4, 5, 6, and 7 Dublin Street in centre right of the view being demolished to accommodate the new plaza. The proposals focus on a fully pedestrianised high quality public realm, encouraging activity, social interaction and providing connections into a new reimagined urban place. The new civic plaza will benefit from a southerly orientation and will increase light onto Dublin Street. This area is intended as a multi-use space that can host events, open-air markets, pop-up commercial/retail uses, or occasional festival events. Vehicular access will be restricted to deliveries to commercial premises and waste collection for residential and commercial units. The proposed pedestrianised civic plaza creates a new setting and enables new opportunities for future infill development and reuse / adaptation of existing underutilised buildings on either side of the new space, creating opportunities for new commercial and residential activity. New building frontages along No's 7 and 12/13 Dublin Street provide a strong urban form, animated edges to the new space, and an element of natural surveillance at this gateway location. The new public realm will be realised through a high quality palette of materials and street furniture. The proposed development will be a positive intervention.

The proposed development will be viewed as a new addition to the view available from this location and an enhancement in the quality of the streetscape as represented in EIAR Volume III –Technical Drawings & Figures Figure 14.4b.

14.7.1.4 Magnitude of Impact:

The magnitude of visual impact during the construction phase of the proposed development is considered to be localised and small.

The magnitude of visual impact during the operational phases of the proposed development is considered to be medium.

14.7.1.5 Significance of Effect:

Minor, localised temporary effect during the construction phase of the proposed development.

Moderate positive, localised effect during the operational phase of the proposed development.

14.7.2 Viewpoint 2: View northwest from Dublin Street

14.7.2.1 Viewpoint Description and Sensitivity

This view is predominantly available to vehicle users and pedestrians and is heavily influenced by traffic on Dublin Street. The view is typical of Monaghan town centre and Dublin Street views and is not protected. There are some residential uses along Dublin Street on upper floors. The area is designated as an Architectural Conservation Area. Overall, taking into account the receptor susceptibility, and the value of the view, the sensitivity is judged to be medium.

14.7.2.2 Existing View

The viewpoint is located on the street looking northwest along Dublin Street towards the core town centre. The Diamond at the town centre core is not visible. The viewpoint is located immediately northeast of the northern boundary of the proposed development site and available views from this location are represented in EIAR Volume III –Technical Drawings & Figures, Figure 14.5a.

The existing built form of Dublin Street defines the view along the vista of the street. The view is enclosed with no views out to the surrounding townscape. To the left of the view the buildings are two storeys rising to three

storeys in the middle ground. To the right of the view the buildings are consistently three storeys in height with occasional gable end visible where alleyways exist. The view is dominated by parked vehicles and traffic at most times of the day and week.

14.7.2.3 Predicted Effects

Construction phase activities associated with the construction of the proposed development will be largely screened by intervening built form for the majority of the proposed development with the exception the demolition works and construction for Charles Gavan Duffy Place. Such effects are considered to be short term, temporary effects within the overall view, with distinctive buildings along the street forming the main visual draw.

At the operational stage the aim is to facilitate an increase in pedestrian footfall and dwell time in a new fully pedestrianised public plaza (Charles Gavan Duffy Place) to connect Dublin Street through to its backland areas, opening up new sites for development and enhancing pedestrian linkages throughout this area. This area is formed by the demolition of existing structures fronting Dublin Street and their associated backland areas. This would see buildings annotated 4, 5, 6, and 7 Dublin Street in centre right of the view being demolished to accommodate the new pedestrianised public plaza. The proposals focus on a fully pedestrianised high quality public realm, encouraging activity, social interaction and providing connections into a new reimagined urban place. The new pedestrianised civic plaza will benefit from a southerly orientation and will increase light onto Dublin Street. This area is intended as a multi-use space that can host events, open-air markets, pop-up commercial/retail uses, or occasional festival events. Vehicular access will be restricted to deliveries to commercial premises and waste collection for residential and commercial units. The proposed space creates a new setting and enables new opportunities for future infill development and reuse / adaptation of existing underutilised buildings on either side of the new space, creating opportunities for new commercial and residential activity. New building frontages along No's 7 and 12/13 Dublin Street provide a strong urban form, animated edges to the new space, and an element of natural surveillance at this gateway location. The new public realm will be realised through a high quality palette of materials and street furniture. The proposed development will be a positive intervention.

The proposed development will be viewed as a new addition to the view available from this location and an enhancement in the quality of the streetscape as represented in EIAR Volume III –Technical Drawings & Figures Figure 14.5b.

14.7.2.4 Magnitude of Impact:

The magnitude of visual impact during the construction phase of the proposed development is considered to be localised and small.

The magnitude of visual impact during the operational phases of the proposed development is considered to be medium.

14.7.2.5 Significance of Effect:

Minor, localised temporary effect during the construction phase of the proposed development.

Moderate positive, localised effect during the operational phase of the proposed development.

14.7.3 Viewpoint 3: View north from Castle Road (Farney Road)

14.7.3.1 Viewpoint Description and Sensitivity

This view is predominantly available to vehicle users and shopping pedestrians and is heavily influenced by traffic and parked cars using off street car parks. The view is typical of views across the backlands and is not

protected. Overall, taking into account the receptor susceptibility and the value of the view the sensitivity is judged to be low.

14.7.3.2 Existing View

The viewpoint is located on Castle Road immediately adjacent to the shopping centre. The viewpoint is located within and immediately south of the central part of the proposed development site and available views from this location are represented in EIAR Volume III –Technical Drawings & Figures, Figure 14.6a

This roadside view consisted predominantly of parked cars and black top surfacing. During the day this view is in a constant state of change with shoppers coming and going frequently. The backdrop consists of trees and the rears of properties on the south side of Dublin Street. The First Presbyterian Church at the eastern limit of Dublin Street is a lone notable positive feature.

The view is enclosed and the distant horizon is obscured.

14.7.3.3 Predicted Effects

The ground level of the proposed development site is visible in views from this location. Temporary construction phase activities associated with site clearance and tree removal will be directly visible but construction activities in this urban setting are a common feature. It is considered that cranes will form a temporary addition to the view during the construction phase.

At the operational stage the proposed development will be directly visible within the view, **comprising newly created fully pedestrianised public plaza characterised by high quality public realm, to encourage activity, social interaction and provide connections to a new reimagined urban place. The new pedestrianised civic plaza will benefit from a southerly orientation and will provide enhanced views onto Dublin Street.**

The view of the new public plaza will be defined by high quality natural stone paving laid in various unit sizes, introducing texture and interest, ensuring the space has a distinctive identity within the surrounding public realm and wider Monaghan Town Centre. The pedestrianised civic plaza is designed with integrated seating and raised planters, pop-up power supplies, street lighting and trees.

Mature tree planting will be evident in structural tree pits with recessed grilles infilled with paving matching the adjacent surfaces. This view will be of a multi-use space that can host events, open-air markets, pop-up commercial/retail uses, or occasional festival events. The proposed space creates a new enhanced setting that will enable new opportunities for future infill development and reuse / adaptation of existing underutilised buildings on either side of the new civic plaza, creating opportunities for new commercial and residential activity in the programme of progressive regeneration of Dublin Street and the backlands quarter.

The proposed development will be viewed as a positive contribution to the **townscape**, with built form and materials reflecting the surrounding urban context, **providing a high-quality public space that sets an appropriate context for complimentary future regeneration proposals on the southern side of Dublin Street as represented in EIAR Volume III –Technical Drawings & Figures Figure 14.6b.**

14.7.3.4 Magnitude of Impact

The magnitude of visual impact during the construction phase of the proposed development is considered to be medium and adverse.

The magnitude of visual impact during the operational phase is considered to be large and positive.

14.7.3.5 Significance of Effect:

Minor, adverse, temporary effect during the construction phase of the proposed development.

Minor to moderate, positive effect during the operational phase of the proposed development.

14.7.4 Viewpoint 4: View north-west across Courthouse Car Park

14.7.4.1 Viewpoint Description and Sensitivity

This view is predominantly available to vehicle users and shopping pedestrians and is heavily influenced by traffic and parked cars. The view is typical of the town centre views and while the view is not protected it does include a number of Protected Structures i.e. Court House; St Patricks Church; Monaghan Methodist Church etc. Overall, taking into account the receptor susceptibility and the value of the view the sensitivity is judged to be medium.

14.7.4.2 Existing View

The viewpoint is located immediately north of the shopping centre and looks across the Court House car park towards the town centre core that is screened by built form and available views from this location are represented in EIAR Volume III –Technical Drawings & Figures, Figure 14.7a.

The view is enclosed but taller buildings beyond are visible including the landmark spire of St Patricks Church. The rear of the stone-built Court House defines the left side of the view. To the centre is large open car park dominated by cars during the daytime but in a constant state of flux as shoppers come and go. To the right of the view is a large warehouse and backlands with trees.

14.7.4.3 Predicted Effects

Temporary construction phase activities associated with site clearance and construction will be directly visible. It is considered that construction activities will form a medium, temporary addition to the view during the construction phase.

As illustrated in EIAR Volume III –Technical Drawings & Figures Figure 14.7b, the operational stage of the proposed development will see the parking bays re-surfaced in natural stone paving in mid-grey tones, bounded by newly paved pedestrian footpaths / kerbing in silver grey natural stone paving that matches the alleyways and complements the finishes in the Courthouse and Church that abut this part of the backlands quarter. The view will be further enhanced by the introduction of a number of semi-matures trees in the pedestrian areas. These pedestrian areas will become part of the wider enhanced pedestrian network, with the natural stone finish and soft landscaping providing continuity and legibility throughout the pedestrian network. To the right of the view new high quality public realm will be developed to enhance connectivity in the town and stimulate regeneration of the backlands this will be a positive intervention. The new public realm will be realised through a high quality palette of materials and street furniture, coordinating with recently delivered areas within Monaghan's Town Centre, including 'Diamond Square'. This approach ensures consistency, with areas combining to form a cohesive public realm identity for Monaghan.

14.7.4.4 Magnitude of Impact

The magnitude of visual impact during the construction phase of the proposed development is considered to be medium and adverse.

The magnitude of visual impact during the operational phase is considered to be large and positive.

14.7.4.5 Significance of Effect

Moderate, adverse, temporary effect during the construction phase of the proposed development.

Moderate to major, positive effect during the operational phase of the proposed development.

14.7.5 Viewpoint 5: View N54 Macartan (Broad) Road to Castle Road (Farney Road)

14.7.5.1 Viewpoint Description and Sensitivity

This view is predominantly available to vehicle users and pedestrians and is heavily influenced by traffic and parked cars using off street car parks. The view is typical of views from the road network to the south of the town centre core and is not protected. Overall, taking into account the receptor susceptibility and the value of the view the sensitivity is judged to be low.

14.7.5.2 Existing View

The viewpoint is located at the junction of Castle Road and N54 Macartan (Broad) Road immediately south of the shopping centre. The viewpoint is located immediately south of the proposed development site and available views from this location are represented in EIAR Volume III –Technical Drawings & Figures, Figure 14.8a.

This roadside view consisted predominantly of built form of the shopping centre to the left and large commercial premises to the right that both obscure the view beyond. A middle-distance view is available along the axis of Castle Road towards the backlands at the south side of Dublin Street. The tall spire of St Patricks Church at the town centre core is a notable landmark on the skyline.

The remaining backdrop consists of trees and the rears of properties on the south side of Dublin Street.

The view is enclosed and the distant horizon view is obscured.

14.7.5.3 Predicted Effects

The ground level of the proposed development site is visible in views from this location. Temporary construction phase activities associated with site clearance will be directly visible but construction activities in this urban settling are a common feature. It is considered that cranes will form a temporary addition to the view during the construction phase.

At the operational stage the proposed development will be directly visible within the view as illustrated in EIAR Volume III –Technical Drawings & Figures Figure 14.8b. The proposed development will see public realm improvements along this access route – new cycle lanes (asphalt) and pedestrian footpaths comprising granite aggregate precast paving units will be provided on both sides of the realigned carriageway that provides the main connection to the regeneration area from the Broad Road. The new enhanced layout will encourage pedestrian and cycle movements and improved connectivity with the historic town centre areas. The view of public realm is further enhanced by the introduction of semi-mature trees in both soft and hard landscape contexts along the footpath and key locations to provide an attractive context for the future development plots. These are complemented by new cycle stands in various locations throughout the site, to promote safe bicycle storage along with tree planting. The new public realm will be realised through a high quality palette of materials and street furniture, coordinating with recently delivered areas within Monaghan's Town Centre, including 'Diamond Square'. This approach ensures consistency, with areas combining to form a cohesive public realm identity for Monaghan.

The new civic plaza at a Charles Gavan Duffy Place along with enabling works for future development lands will be partially visible in the middle distance.

The proposed development will be viewed as a positive contribution to the streetscape, with built form and materials reflecting the surrounding urban context and reforming the streetscape and enhancing pedestrian and cyclist's access to the town centre.

14.7.5.4 Magnitude of Impact

The magnitude of visual impact during the construction phase of the proposed development is considered to be medium and adverse.

The magnitude of visual impact during the operational phase is considered to be large and positive.

14.7.5.5 Significance of Effect:

Minor, adverse, temporary effect during the construction phase of the proposed development.

Minor to moderate, positive effect during the operational phase of the proposed development.

Table below summarises the predicted significance of visual effect for each of the previously assessed viewpoints.

14.7.6 Viewpoint 6: View from Dublin Street to Gavin Duffy Place and Backlands

14.7.6.1 Viewpoint Description and Sensitivity

This view is predominantly available to vehicle users and pedestrians and is heavily influenced by traffic on Dublin Street. The view is typical of Monaghan town centre and Dublin Street views and is not protected. There are some residential uses along Dublin Street on upper floors. The area is designated as an Architectural Conservation Area. Overall, taking into account the receptor susceptibility, and the value of the view, the sensitivity is judged to be medium.

14.7.6.2 Existing View

The viewpoint is located on the street looking southwest from property numbers 8, 9, 10 and 11 Dublin Street and as the viewpoint is located at the site of the existing buildings to be demolished no existing photograph can or have been provided.

The existing built form at the rear of Dublin Street defines the view that consist of degraded areas of backlands with frequent outbuildings. The view is enclosed with no views out to the surrounding townscape.

14.7.6.3 Predicted Effects

Construction phase activities associated with the construction of the proposed development will be largely screened by intervening built form for the majority of the proposed development with the exception the demolition works and construction for Charles Gavan Duffy Place. Such effects are considered to be short term, temporary effects within the overall view, with distinctive buildings along the street forming the main visual draw.

At the operational stage the aim is to facilitate an increase in pedestrian footfall and dwell time in a new fully pedestrianised public plaza (Charles Gavan Duffy Place) to connect Dublin Street through to its backland areas, opening up new sites for development and enhancing pedestrian linkages throughout this area. This area is formed by the demolition of existing structures fronting Dublin Street and their associated backland areas. This would see buildings annotated 8, 9, 10 and 11 Dublin Street in centre right of the view being demolished along with their backlands to accommodate the new pedestrianised public plaza. The proposals focus on a fully pedestrianised high quality public realm, encouraging activity, social interaction and providing connections into a new reimagined urban place. The new pedestrianised civic plaza will benefit from a southerly orientation and will increase light onto Dublin Street. This area is intended as a multi-use space that can host events, open-air markets, pop-up commercial/retail uses, or occasional festival events. Vehicular

access will be restricted to deliveries to commercial premises and waste collection for residential and commercial units. The proposed space creates a new setting and enables new opportunities for future infill development and reuse / adaptation of existing underutilised buildings on either side of the new space, creating opportunities for new commercial and residential activity. New building frontages along No’s 7 and 12/13 Dublin Street provide a strong urban form, animated edges to the new space, and an element of natural surveillance at this gateway location. The new public realm will be realised through a high quality palette of materials and street furniture. The proposed development will be a positive intervention and the transformation of degraded backlands to a new high quality civic space with a strong legible connection for pedestrian movement, seamlessly integrated into the existing urban fabric of Monaghan’s Town Centre.

The proposed development will be viewed as a new addition to the view available from this location and an enhancement in the quality of the streetscape on Dublin Street and the degraded backland areas as represented in EIAR Volume III –Technical Drawings & Figures Figure 14.9.

14.7.6.4 Magnitude of Impact:

The magnitude of visual impact during the construction phase of the proposed development is considered to be localised and small.

The magnitude of visual impact during the operational phases of the proposed development is considered to be high.

14.7.6.5 Significance of Effect:

Minor, localised temporary effect during the construction phase of the proposed development.

Moderate positive, localised effect during the operational phase of the proposed development.

Table 14.9: Summary of Predicted Visual Effect

Viewpoint		Predicted Visual Impacts (Construction Stage)	Predicted Visual Impacts (Operational Stage)
1	View southeast from Dublin Street	Minor adverse	Moderate positive
2	View northwest from Dublin Street	Minor adverse	Moderate positive
3	View north from Castle Road	Minor adverse	Minor to moderate positive
4	View northwest from Court House Car Park	Moderate adverse	Moderate to major positive
5	View north from Castle Road/N54 Macartan (Broad) Road Junction	Minor adverse	Minor to moderate positive
6	Dublin Street towards Gavin Duffy Place and backlands	Minor adverse	Moderate to major positive

14.8 Mitigation Measures

Mitigation measures are those taken to help reduce or remedy townscape and visual impacts or compensate for the loss of townscape value created by the development.

14.8.1 Mitigation of Construction Impacts

The clearance of the existing site and subsequent construction works will be restricted to land within the site boundary. A site compound, including site accommodation, together with hoarding, scaffolding, cranes and other associated temporary works will be required during the construction phase. These features will be visible during the construction phase from areas immediately adjacent to the proposed development site. Cranes and scaffolding may be visible at a greater distance, though this will be dependent upon view direction and intervening built form. These temporary features will be viewed as a feature of construction in the urban setting. All construction impacts are limited to the construction period and therefore of temporary duration.

14.8.2 Mitigation of Operational Impacts

Please refer to EIAR Volume III Technical Drawings & Figures for details on the proposed hard and soft landscape plans for the proposed development, which are set on the planning application and described in Chapter 2 of the EIAR.

It is proposed to provide a hard and soft landscape scheme within the site boundary to enhance the streetscape and public realm environment immediately surrounding the proposed development in order to help the development enhance the amenity of the area and act as a catalyst for regeneration of the Dublin Street south backlands. The soft landscape scheme within the site boundary will include new tree and shrub planting with the aim of using nature-based solutions in the design and the use of low maintenance native tree species.

Only those trees which require removal to facilitate the development will be replaced. All other trees which can be maintained within the scheme shall be retained and protected from damage in accordance with BS 5837:2012 (Trees in relation to design, demolition and construction).

It is important that a landscape management plan is prepared to ensure the healthy establishment of all trees within the proposed development and the replacement of any dead or dying plants in subsequent years.

14.9 Cumulative Assessment

There are a number of approved developments in close proximity to the proposed development. It is not known at this time whether all identified approved developments will be constructed and as such cumulative effects may vary from that predicted within the following assessment.

Section 1.4.2 of the EIAR sets out the projects considered as part of the cumulative assessment. One notable application is an extant permission granted in 2019 at No 24 Dublin Street, for a change of use from residential use to retail commercial uses, including alterations and extensions. If completed this project would complement the proposed development by making a positive change to the appearance of Dublin Street with no significant effects predicted.

Section 1.4.2 and Table 1.2 identifies a range of projects in close proximity to the proposed development. Due to the built form of Monaghan town centre these projects will be read separately from Dublin Street South when viewed in the wider townscape. It is also recognised that towns evolve and change over time in a continual cycle. As such-no significant cumulative effects are predicted.

There are also several wider regeneration initiatives being progressed within the town at present including the North Dublin Street and Backlands Plan, The Peace Link, North Road. Both plans for and south Dublin Street are part of the Dublin Street Regeneration Plan and will create a new urban structure with a new civic spaces, streetscape and improved linkages within the town. The vision for these plans is re-imagine these underutilised parts of the town centre and create new places for people to live, do business and enjoy. From a townscape and visual perspective, the cumulative effects of the proposed development with the ongoing regeneration of the built form through the implementation of both of these plans in conjunction with the implementation of objectives of the Monaghan County Development Plan 2019-2025 will make a positive change to this part of the town. No significant negative cumulative effects are predicted as a result.

In terms of cumulative townscape and visual impacts, the built character of Monaghan is constantly changing. There are a number of permitted developments in the vicinity that are not directly adjacent to the proposed development. It is not known if all or any of these permitted schemes will be developed and the ultimate cumulative townscape and visual context of Monaghan town centre is therefore not certain.

However, the proposed development will be read in the context of the overall regeneration of this portion of the town centre without adding significant cumulative townscape and visual impacts. It is also considered that the townscape on this southern side of the town centre has the capacity to absorb the proposed development and the permitted developments without significant cumulative townscape and visual impacts.

14.10 Conclusion

A review of the Monaghan County Development Plan 2019-2025 has established that the proposed development is not located in proximity to any landscape or scenic designations and as such there are no predicted effects on any primary or secondary amenity area and/or scenic views. Part of Dublin Street is defined an Architectural Conservation Area due to its historic streetscape quality. The proposed development has also been designed to respect the scale of built form in this townscape albeit with newer elements incorporated to create a new civic space and provide enhanced connectivity between Dublin Street, the backlands and the wider town area. The proposed public realm improvements will have a beneficial impact on the character of the designated ACA.

Analysis of the townscape character within the immediate environs of the proposed development site displays typical urban character consisting of mixed-use buildings of small to medium scale. Vacancy and dereliction is evident on the backlands. Monaghan Town Centre TCA is generally enclosed in character allowing only short distance views. The townscape quality of this TCA away from the town's core is considered to be of 'Low Quality' as areas exhibit negative characteristics, are degraded in areas and are in poor condition. The TCA is considered to have the scope and capacity for positive enhancement, and to have a high tolerance to change.

Susceptibility of this TCA to the type of development proposed is judged to be medium as while this townscape does distinctive urban features. Part of Dublin Street is designated as an Architectural Conservation Area. The value of the TCA is judged to be medium. Overall, taking into account the susceptibility and value attached to the TCA, the sensitivity of this LCA is judged to be medium.

Built form within adjacent TCA's restricts views of the proposed development site and as such predicted effects associated with the construction and operational phases of the proposed development are limited to close environs. Predicted direct effects upon the Monaghan Town Centre TCA during the operational phase of the proposed development are considered to be direct, moderate and positive.

Of the **six** viewpoints assessed for impacts during the operational phase, **four** viewpoints are considered to experience positive visual effects as the underutilised backlands are replaced with a new public space, streetscape and public realm improvements that will regenerate **and act as a catalyst to encourage new development within the town centre.**

Overall, the wider landscape and visual resources of the development's surroundings have the capacity to accommodate a development of this type and scale.

Chapter
15

**Cultural
Heritage &
Architectural
Heritage**

CHAPTER 15 – CULTURAL HERITAGE & ARCHITECTURAL HERITAGE

Note: This EIAR chapter encompasses 2 aspects; namely Cultural Heritage (Sections 15.1 to 15.8) and Architectural Heritage (Section 15.9 to 15.9.9). In some instances there may be occasional repetition of information, mapping and photographs.

15.1 Introduction

John Cronin & Associates was commissioned to assess the impact on the cultural heritage resource of the proposed South Dublin Street & Backlands Regeneration Project – this assessment is provided in Sections 15.1 – 15.8). The term ‘Cultural Heritage’ encompasses archaeological, architectural and cultural (folklore, placenames, traditions) heritage resources.

Consarc Design Group (Consarc Conservation RIAI Grade 1 Accredited Conservation Practice) was commissioned to prepare the Architectural Heritage Impact Assessment, which is provided in Section 15.9 onwards.

The cultural heritage and archaeological assessment has been prepared by Martin McGonigle & Camilla Brännström. Mr McGonigle graduated with a Bachelor of Arts in Humanities in Heritage Studies from G.M.I.T in 2001 and followed this up with an MSc in Maritime Archaeology at the University of Ulster, Coleraine in 2002. Mr McGonigle is a Senior Archaeologist with John Cronin & Associates (JC&A) and has been a full-time professional archaeologist since 2002, a Licensed Archaeologist in RoI since 2008 & NI since 2009 and is a full member of Institute of Archaeologists of Ireland (MIAI). Since joining JC&A in 2008 Mr McGonigle has worked as Senior Archaeologist on numerous archaeological schemes and heritage projects, including cultural heritage assessments for environmental impact assessments, archaeological works on large infrastructure projects, etc. Mr McGonigle has also published nationally and internationally on a wide range of cultural heritage and archaeological subjects. Mr McGonigle has recently completed an MSc. in Applied Landscape Archaeology, at University of Oxford, passing with Distinction.

Ms Brännström graduated with a Master of Arts with a major in Archaeology from the Dept. of Archaeology, Umeå University, Sweden (2000-2004). Ms Brännström has been a Licensed Archaeologist in NI since 2015 and in the RoI since 2019. Since joining JC&A in 2018, Ms Brännström has been involved with numerous archaeological excavations as well as the production of pre-development archaeological desktop assessments and EIARs for small- and large-scale projects throughout Ireland. Ms Brännström is a full member of Institute of Archaeologists of Ireland (MIAI).

This Chapter is supported by EIAR Volume II Technical Appendices which include:

- Appendix 15A Photographic Record
- Appendix 15B Cultural Heritage Figures: [Figures 15.1 – 15.14](#)
- Appendix 15C Cultural Heritage Site Inventories
- Appendix 15D: Previous Licenced Archaeological Excavations
- Appendix 15E Placenames Review.

15.2 Methodology

The assessment methodology was also based on a programme of desk-based research combined with a site inspection and these studies were undertaken to identify any features of cultural heritage significance likely to be affected by the proposed development.

15.2.1 Relevant Guidance

The methodology used for this assessment is based on EPA (2003) Advice Notes on Current Practice in the preparation of Environmental Impact Statements and EPA (2002) Guidelines on the Information to be contained in Environmental Impact Statements; as well as more recent (draft) guidance methods have also been utilised as per EPA (2015) Draft Advice Notes for Preparing an EIS and (2017) Draft Guidelines for Information to be Contained in EIAR, and Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (DHPLG - August 2018). The EIAR seeks to comply with the requirements of Directive 2011/92/EU as amended by Directive 2014/52/EU, and the Planning and Development Act, 2000 (as amended) and Planning and Development Regulations, 2001 (as amended). The management and protection of cultural heritage in Ireland is achieved through a framework of national laws and policies which are in accordance with the provisions of the Valetta Treaty (1995) (formally the European Convention on the Protection of the Archaeological Heritage, 1992) ratified by Ireland in 1997; the European Convention on the Protection of Architectural Heritage (Granada Convention, 1985), ratified by Ireland in 1997, and the UNESCO Convention for the Safeguarding of the Intangible Cultural Heritage, 2003, ratified by Ireland in 2015.

15.2.2 Legal & Policy Framework

The management and protection of cultural heritage in Ireland is achieved through a framework of national laws and policies which are in accordance with the provisions of the Valetta Treaty (1995) (formally the *European Convention on the Protection of the Archaeological Heritage*, 1992) ratified by Ireland in 1997; the *European Convention on the Protection of Architectural Heritage* (Granada Convention, 1985), ratified by Ireland in 1997; and the *UNESCO Convention for the Safeguarding of the Intangible Cultural Heritage*, 2003, ratified by Ireland in 2015.

The locations of World Heritage Sites (Ireland) and the Tentative List of World Heritage Sites submitted by the Irish State to UNESCO were reviewed. There are no UNESCO World Sites or Tentative World Heritage sites within the vicinity of Monaghan Town.

The national legal statutes and guidelines relevant to this assessment include:

- National Monuments Act (1930) (and amendments in 1954, 1987, 1994 and 2004);
- Heritage Act (1995);
- National Cultural Institutions Act (1997);
- Architectural Heritage (National Inventory) and Historic Monuments (Miscellaneous Provisions) Act (1999);
- Planning and Development Act (2000);
- *Architectural Heritage Protection: Guidelines for Planning Authorities*, Department of Arts, Heritage, and the Gaeltacht (2011); and
- *Framework and Principles for the Protection of the Archaeological Heritage*, Department of Arts, Heritage, Gaeltacht and the Islands, 1999.

15.2.2.1 Archaeological Heritage

The administration of national policy in relation to archaeological heritage management is the responsibility of the National Monuments Service (NMS) which is currently based in the Department of Culture, Heritage and the Gaeltacht. The National Monuments Act of 1930, and its Amendments, are the primary means of ensuring the satisfactory protection of the archaeological resource. They include a number of provisions that are applied to secure the protection of archaeological monuments. These include the designations of nationally significant sites as National Monuments, the Register of Historic Monuments (RHM), the Record of Monuments and Places (RMP), the Sites and Monuments Record (SMR), and the placing of Preservation Orders and Temporary Preservation Orders on endangered sites.

Section 2 of the National Monuments Act, 1930 defines a National Monument as ‘*a monument or the remains of a monument, the preservation of which is a matter of national importance*’. The State may

acquire or assume guardianship of examples through agreement with landowners or under compulsory orders. Archaeological sites within the ownership of local authorities are also deemed to be National Monuments. There are no National Monuments located within the study area. The nearest National Monument is Tiredigan Court Tomb (National Monument No. 367), located approximately 9km to the southwest.

The National Monuments (Amendment) Act, 1994 made provision for the establishment of the RMP, which comprises the known archaeological sites within the State. The RMP, which is based on the earlier Register of Historic Monuments (RHM) and Sites and Monuments Record (SMR), provides county-based lists of all recorded archaeological sites with accompanying maps. All RMP sites receive statutory protection under the National Monuments Act 1994 and the NMS must be given two months' notice in advance of any work proposed at their locations. There are two recorded archaeological sites within the proposed development boundary, while there are a further 10 within the surrounding study area. The proposed development boundary is located within the *Zone of Archaeological Importance* for Monaghan Town (Figure 15.4; [EIAR, Volume II: Technical Appendices: Appendix 15B Cultural Heritage Figures](#)) and the *Zone of Notification* for the Historic Town of Monaghan (Figure 15.5 -[EIAR, Volume II: Technical Appendices: Appendix 15B Cultural Heritage Figures](#)). These recorded archaeological sites are listed in Table 15.6.

The *Monaghan County Development Plan 2019-2025* includes the following statement in relation to archaeology:

Monaghan is a fine example of a seventeenth century plantation town and much of the street pattern of this time has survived. Dublin Street, the Diamond, Glaslough Street, Mill Street, Park Street and Market Street all appear to be of seventeenth century origin. The "Zone of Archaeological Potential" within the town, which comprises the area of the seventeenth century town together with the area around the site of Mullaghmonaghan Fort, is delineated on the map MDP 3. Within this area there is a possibility of discovering archaeological deposits such as seventeenth century house foundations, refuse pits, industrial areas and workshops. Developers should also refer to the County Monaghan Urban Archaeology Survey which detail other known archaeological findings in the urban area.

15.2.2.2 Architectural Heritage

Protection of architectural heritage is provided through a range of legal instruments that include the Heritage Act (1995), the Architectural Heritage (National Inventory) & National Monuments (Misc. Provisions) Act (1999), and the Planning and Development Act (2000).

The Heritage Act (1995) (as amended) defines architectural heritage as including: all structures, buildings, traditional and designed, and groups of buildings including streetscapes and urban vistas, which are of historical, archaeological, artistic, engineering, scientific, social or technical interest, together with their setting, attendant grounds, fixtures, fittings and contents.

The National Inventory of Architectural Heritage (NIAH) was established under the Architectural Heritage Act (1999), to record architectural heritage structures within the State and to advise local authorities in relation to structures of architectural heritage significance within their administrative areas. The conservation principles of care and protection of architectural heritage and the facilitation of the listing of significant buildings of architectural merit are set out in Part IV of the Planning and Development Act (2000). This requires Local Authorities to maintain a Record of Protected Structures (RPS) of structures with special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest, to be included in City/County Development Plans. In addition, Local Authorities must provide for the preservation of townscapes etc. through designation of Architectural Conservation Areas (ACAs). Any changes that materially affect the character of a protected structure require planning permission.

The Record of Protected Structures (RPS) lists 712 entries for County Monaghan. The *Monaghan County Development Plan 2019-2025* contains the following policies in relation to Protected Structures:

BHP 1 To protect and conserve all structures included in the Record of Protected Structures and to encourage the sympathetic re-use and long-term viability of such structures without detracting from their special interest and character.

BHP 2 To contribute, as appropriate, towards the protection and sympathetic enhancement of archaeological heritage, in particular by implementing the relevant provisions of the Planning and Development Act 2000 (as amended) and the National Monuments Act, 1930 (as amended).

BHP 3 To contribute towards the protection of architectural heritage by complying, as appropriate, with the legislative provisions of the Planning and Development Act 2000 (as amended) in relation to architectural heritage and the policy guidance contained in the Architectural Heritage Protection Guidelines 2011 (and any updated/superseding document).

BHP 4 To maintain and update the Record of Protected Structures in consultation with the National Inventory of Architectural Heritage and to encourage the sympathetic conservation, renewal and repair of these structures.

BHP 5 Planning permission for the demolition of any protected structure shall not be granted except in exceptional circumstances and in accordance with Section 57(10)(b) of the Planning and Development Act 2000.

BHP 6 To ensure that any new development proposed to or in the vicinity of a Protected Structure will complement and be sympathetic to the structure and its setting in Monaghan County Development Plan 2019-2025 131 Protected Structures Policy terms of its design, scale, height massing and use of materials and to resist any development which is likely to impact on the building's special interest and/ or any views of such buildings and their setting.

BHP 7 To facilitate the retention and sympathetic re-use of protected structures and their settings in circumstances where the proposal is compatible with their character and special interest. In certain instances, land use zoning restrictions and site development standards may be relaxed to secure the conservation and reuse of a protected structure and to provide a viable use for any building which is at risk by virtue of being derelict or vacant.

BHP 8 To require that proposals for works to a protected structure shall be carried out in accordance with best practice as advocated in the Architectural Heritage Protection Guidelines 2011 (and any subsequent guidelines).

BHP 9 To use the provisions of the Planning and Development Act 2000 and the Derelict Sites legislation to prevent the loss or deterioration of the County's Architectural Heritage.

BHP 10 The Council aims to conserve the built fabric of the Ulster Canal, Great Northern Railway, historic mills and other industrial heritage structures throughout the county and planning permission will be required for their removal or alteration.

The Monaghan County Development Plan 2019-2025 contains information of a total of eleven Architectural Conservation Areas (ACAs) within Monaghan Town. The following is stated in relation to Architectural Conservation Areas Policy:

ACP 1 To prepare character appraisals for each of the designated Architectural Conservation Areas in the County to guide new development proposals and environmental improvements by identifying the character of each ACA and designing objectives to ensure that their distinctiveness and special interest are preserved and enhanced.

ACP 2 To resist development that would adversely affect the character and appearance of the Architectural Conservation Area. New development or alterations to existing building(s) in an ACA shall reflect the historic architecture in terms of scale, design and materials used. Regard shall be had to any objectives contained in the character appraisals (where applicable).

The Monaghan County Development Plan 2019-2025 contains the following Objectives for the Protection of Natural & Built Heritage:

SNO 6 Protect and preserve the Protected Monuments and Structures located within the towns.

SNO 7 Protect existing Architectural Conservation Areas by ensuring that all developments within them comply with the policies set out in Monaghan County Development Plan 2019-2025 and the DEHLG Architectural Heritage Protection Guidelines. In these areas repair and refurbishment of existing buildings will be favoured over demolition and new build.

SNO 8 To protect the architectural quality of the towns by investigating the potential of designating additional Architectural Conservation Area(s) (ACAs) in accordance with DEHLG Architectural Heritage Protection Guidelines, during the plan period.

SNO 9 Protect and conserve the streetscape character, architectural quality and heritage of the towns.

15.2.3 Study Area

The Study Area of the Cultural Heritage assessment comprises the proposed development site boundary and the surrounding *Zone of Notification* for the Historic Town of Monaghan (Figure 15.5 -EIAR, Volume II: Technical Appendices: Appendix 15B Cultural Heritage Figures). This is a large enough area to provide archaeological context to the study.


15.2.4 Baseline

The principal source accessed for the baseline study was the Sites and Monuments Record (SMR) and Record of Monuments and Places (RMP) as published by the Archaeological Survey of Ireland (ASI) from the online database and web viewer known as ‘Historic Environment Viewer’ at www.archaeology.ie. In addition, the following sources were consulted:

- *Cartographic Sources* - including the 1st edition of the 6-inch Ordnance Survey (OS) maps (surveyed and published in the 1830s-40s) and the second edition, 25-inch OS maps (surveyed and published 1887-1913). (Source: <http://map.geohive.ie/mapviewer.html> & www.heritagemaps.ie).
- *Aerial photography* – In parallel with the cartographic study, a review of publicly-accessible aerial photographic sources from the Ordnance Survey, Google and Bing Maps was undertaken. (Source: <http://map.geohive.ie/mapviewer.html> & Google earth).
- *Database of Irish Excavation Reports* - The Database of Irish Excavation Reports contains summary accounts of all archaeological excavations carried out in Ireland (North and South) from 1970 to 2021 (Source: www.excavations.ie).
- *Placenames Database of Ireland* - (Source: www.logainm.ie).
- *National Inventory of Architectural Heritage* – (Source: www.buildingsofireland.ie).
- *The Monaghan County Development Plan 2019-2025* (Source: www.monaghan.ie).

15.2.5 Consultation

Table 15.1: Consultation Responses

Date	Consultee and Issue Raised	How and Where Addressed in the ES
03/03/2021	 <p><i>There is major EIA sensitivity issue in relation to Cultural Heritage as the proposed development involves the demolition of the 1816 birthplace of Charles Gavan Duffy. With Thomas Davis, William Smith O'Brien, Thomas Francis Meagher and John Mitchell he was one of the</i></p>	This is considered in this chapter and it is acknowledged that this is a key cultural heritage feature in the area.

main leaders in the Young Ireland movement of the 1840s and Co founder with Davis and first editor of the Nation newspaper He went on to be a significant figure in the history of Australia becoming premier of Victoria where he played a major role in land reform He died in France and his body was brought back for burial in Glasnevin cemetery beside that of Daniel O Connell in 1903 Attached is his Wikipedia entry.

The revised proposals now under consideration and the associated updated assessment in respect of the potential impact on cultural heritage has taken account of all the submissions made to An Bord Pleanála to date in the processing of this planning application.

15.2.6 Assessment Criteria and Assignment of Significance

The following criteria (based on EPA (2017) and ICOMOS (2011) guidelines) has been applied to determine the methodology applied to the assessment of significance of effects on the cultural heritage resource. Impact assessment is achieved by a consideration of the duration, quality, type, magnitude and value of effect(s) on the cultural heritage resource.

15.2.6.1 Duration of Effect

The duration of effects is assessed based on the following criteria:

- Momentary (seconds to minutes);
- Brief <1 day;
- Temporary <1 year;
- Short term 1-7 years;
- Medium term 7-15 years;
- Long term 15-60 years;
- Permanent > 60 years; and
- Reversible: Effects that can be undone, for example through remediation or restoration.

15.2.6.2 Quality of Effect

The quality of an effect on the cultural heritage resource can be positive, neutral or negative.

Positive – a change which improves the quality of the cultural heritage environment (e.g. increasing amenity value of a site in terms of managed access, signage, presentation etc. or high-quality conservation/restoration and re-use of an otherwise vulnerable derelict structure).

Neutral – no change or effects that are imperceptible, within the normal bounds of variation for the cultural heritage environment.

Negative – a change which reduces the quality of the cultural heritage resource (e.g. visual intrusion on the setting of an asset, physical intrusion on features/setting of a site etc.).

Type of Effect

The type of effect on the cultural heritage resource can be direct, indirect or no predicted effect.

Direct – where a cultural heritage site is physically located within the footprint of the proposed development, which will result in its complete or partial removal.

Indirect – where a cultural heritage site, or its setting, is located in close proximity to the footprint of the proposed development.

No predicted effect – where the proposed development will not adversely or positively affect a cultural heritage site.

15.2.6.3 Magnitude of Impact

The significance of the effect is based on an assessment largely of the magnitude of the impact (graded from high to negligible, based on a consideration of character, duration, probability and consequences) and the value (graded from high to negligible, based on a consideration of significance/sensitivity) of the heritage asset.

Magnitude of impact (degree of change, incorporating any mitigation measures) can be negative or positive, and should be ranked without regard to the value of the asset according to the following scale: High, Medium, Low and Negligible (see Table 15.2).

Table 15.2 Magnitude of Impact - Assessment Indicators of the Cultural Heritage Asset

Indicative Factors for Assessing the Magnitude of Impact on the Cultural Heritage Asset (after ICOMOS 2011, 16-17)

High	<p>Most or all key archaeological or architectural materials affected such that the resource is totally altered.</p> <p>Comprehensive changes to setting.</p> <p>Changes to most or all key historic landscape elements, parcels or components; extreme visual effects; fundamental changes to use or access; resulting in total change to historic landscape character unit.</p> <p>Major changes to area that affect Intangible Cultural Heritage activities or associations or visual links and cultural appreciation.</p>
Medium	<p>Changes to many key archaeological or historic building materials/elements such that the resource is clearly/significantly modified.</p> <p>Considerable changes to setting that affect the character of the archaeological asset.</p> <p>Changes to the setting of a historic building, such that it is significantly modified.</p> <p>Change to many key historic landscape elements, parcels or components, visual change to many key aspects of the historic landscape, considerable changes to use or access, resulting in moderate changes to historic landscape character.</p> <p>Considerable changes to area that affect the Intangible Cultural Heritage activities or associations or visual links and cultural appreciation.</p>
Low	<p>Changes to key archaeological materials/historic building elements, such that the resource is slightly altered/slightly different.</p> <p>Slight changes to setting of an archaeological monument.</p> <p>Change to setting of a historic building, such that it is noticeably changed.</p> <p>Change to few key historic landscape elements, parcels or components; slight visual changes to few key aspects of historic landscape; slight changes to use or access; resulting in limited change to historic landscape character.</p> <p>Changes to area that affect the Intangible Cultural Heritage activities or associations or visual links and cultural appreciation.</p>

Indicative Factors for Assessing the Magnitude of Impact on the Cultural Heritage Asset (after ICOMOS 2011, 16-17)

Negligible	<p>Very minor changes to key archaeological materials or setting.</p> <p>Slight changes to historic building elements or setting that hardly affect it.</p> <p>Very minor changes to key historic landscape elements, parcels or components; virtually unchanged visual effects; very slight changes to use or access; resulting in very small change to historic landscape character.</p> <p>Very minor changes to area that affect the Intangible Cultural Heritage activities or associations or visual links and cultural appreciation.</p>
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15.2.6.4 Evaluation of Cultural Heritage Value/Sensitivity

The evaluation of the value/sensitivity of a heritage asset is largely based on its significance criteria, and should not be considered definitive, but rather an indicator which contributes to a wider judgment based on the individual circumstances of each feature. Generally, the more criteria that are evident for a given asset, the higher in scale it’s respective value shall be. Criteria to be considered in addition to any legal designations include a consideration of the condition/preservation, documentary/historical significance, group value, rarity, visibility in the landscape, fragility/vulnerability and amenity value. The Value/Sensitivity of all known or potential assets that may be affected by the proposed development can be ranked according to the following scale: High, Medium, Low and Negligible (see Table 15.3).

Table 15.3 Evaluation of Value/Sensitivity - Assessment Indicators of the Cultural Heritage Asset

Indicative Factors for Assessing Value/Sensitivity of the Cultural Heritage Asset (after ICOMOS 2011, 14-17)

Very High	<p>World Heritage Sites (including Tentative List properties).</p> <p>Assets of acknowledged international importance, including buildings.</p> <p>Assets that can contribute significantly to acknowledged international research objectives.</p>
High	<p>Designated National Monuments (archaeological) (including sites with Preservation Orders).</p> <p>Assets of significant quality and importance, including designated RMP sites.</p> <p>Assets that can contribute significantly to acknowledged national research objectives.</p> <p>Protected Structures/National NIAH Grade Buildings.</p> <p>Conservation Areas containing significant buildings of importance, including group value.</p> <p>Archaeological Landscapes with significant inter-group value.</p>
Medium	<p>Assets of good quality and importance, including designated RMP sites.</p> <p>Assets that can contribute significantly to acknowledged regional research objectives.</p> <p>Regional Grade NIAH Buildings.</p>

Indicative Factors for Assessing Value/Sensitivity of the Cultural Heritage Asset (after ICOMOS 2011, 14-17)

	<p>Other undesignated buildings that can be shown to have exceptional qualities in their fabric or historical associations.</p> <p>Undesignated structures of potential national importance (archaeological, potential 'new sites').</p> <p>Conservation Areas containing buildings that contribute significantly to its historic character.</p> <p>Historic townscape or built-up areas with important historic integrity in their buildings or built settings (e.g. including street furniture and other structures).</p>
Low	<p>Designated and undesignated assets of local importance, including buildings.</p> <p>Assets compromised by poor preservation and/or poor survival of contextual associations.</p> <p>Assets of limited value, but with potential to contribute to local research objectives.</p> <p>Historic Townscape or built-up areas of limited historic integrity in their buildings or built settings (e.g. including street furniture and other structures).</p>
Negligible	<p>Assets with very little or no surviving archaeological interest.</p> <p>Buildings of no architectural or historical note; buildings of an intrusive character.</p>

15.2.6.5 Significance of Effect

The Significance of Effect can be described as Profound, Very Significant, Significant, Moderate, Slight, Not Significant or Imperceptible (see Table 15.4 below).

Table 15.4 Assessing Significance of Effect for the Cultural Heritage Resource

Significance of Effects (per EPA Draft Guidelines 2017)

Imperceptible	An effect capable of measurement but without significant consequences. Does not directly affect the cultural heritage resource and is without noticeable consequences.
Not Significant	An effect which causes noticeable changes in the character of the environment but without significant consequences. Does not directly affect the cultural heritage resource.
Slight	An effect which causes noticeable changes in the character of the environment but without affecting its sensitivities. Does not directly affect the cultural heritage resource.
Moderate	An effect that alters the character of the environment in a manner that is consistent with existing and emerging baseline trends. Directly affects the cultural heritage asset but not such where the integrity of the resource is compromised.
Significant	An effect which, by its character, magnitude, duration or intensity alters a sensitive aspect of the environment. Directly affects the cultural heritage asset in part, with partial loss of integrity, character and data.

Very Significant	An effect which, by its character, magnitude, duration or intensity significantly alters most of a sensitive aspect of the environment. Directly affects the cultural heritage asset for the most part, with loss of integrity, character and data.
Profound	An effect which obliterates sensitive characteristics. Directly and wholly affects the cultural heritage asset with total loss of integrity, character and data.

Table 15.5 Assessing Significance of Effect for the Cultural Heritage Resource

Significance of Effects Matrix (per EPA Draft Guidelines 2017)

Magnitude of Impact	High	Not Significant / Slight	Moderate / Significant	Significant / Very Significant	Very Significant / Profound
	Medium	Not Significant	Slight	Moderate / Significant	Significant / Very Significant
	Low	Not Significant / Imperceptible	Slight / Not Significant	Slight	Moderate
	Negligible	Imperceptible	Not Significant / Imperceptible	Not Significant / Slight	Slight
		Negligible	Low	Medium	High/Very High
	Value/Sensitivity of the Cultural Heritage Asset				

15.3 Baseline Environment

15.3.1 Historical Background

Monaghan town (from the Irish *Muineacháin* meaning ‘hilly place’) is situated on a low ridge between Peter’s Lake to the north and Convent Lake to the south in an area located within the ancient kingdom of Airgialla or Oriel. The Annals of the Four Masters contain references to a McMahan ‘*caislean*’ or castle at Monaghan in 1492 which the Annals of Ulster later describe as a ‘house’ in 1496. This may have been located on the crannog in Convent Lake (MO009-037----) which is described on a map of c. 1590 as ‘McMahon’s house’. A Franciscan friary (MO009-060002-) founded nearby by Phelim McMahon in 1462 would also have contributed to the growth of a settlement. Excavations at the site of the Westenra Arms Hotel have uncovered the remains of a mid-16th century house (MO009-06010-) constructed from posts and wattle (Excavation Licence No. 02E1147) which belong to this early phase of the town’s development. Monaghan was incorporated as a county with five baronies in 1587, marking the end of the kingdom of Oriel, but remained a stronghold of the McMahon’s.

In 1590 the Lord Deputy, Sir William FitzWilliam, launched an expedition to Monaghan to hang Hugh Roe MacMahon, the then principal Gaelic chieftain in County Monaghan, accused of raiding cattle belonging to the Earl of Essex and burning the crops of his enemy Heber MacCooley MacMahon. After his death the MacMahon lands were divided between the remaining members of the clan and other prominent families of the area which reduced the power of the MacMahons and allowed the English crown more control over the territory. The annals record how the Franciscan Abbey (MO009-060002-) was sacked by the Crown in 1589. FitzWilliam later established a garrison at the site but it was later probably abandoned in the wake of the battle of Clontibret in 1595 when the army of Hugh O’Neill the 2nd Earl of Tyrone won a decisive victory over

the crown forces led by Sir Henry Bagenal. The garrison was subsequently re-established by John Berkley in 1602. In 1604 Sir Edward Blaney was appointed governor of the county and the garrison and shortly after was granted a large amount of land around the town of Monaghan and in the area of present-day Castleblaney which he founded.

In 1606 Sir John Davies, the attorney general, described the town of Monaghan as *'...consisting of divers scattered cabins or cottages, whereof the most part was possessed by the cast soldiers of that garrison. In the northmost part thereof there is a little fort, which is kept by the foot company of Sir Edward Blaney, who is seneschal or governor of the county by patent'*. Blaney began to build a castle (MO009-060003-) using material taken from the former Franciscan friary (MO009-060002-) in Monaghan, however by 1606 John Davies, the attorney general, described *'the foundation of a new castle, which being raised ten or twelve feet from the ground, and so left and neglected for the space of two years, is now ready to fall into ruin again.'* Five years later, in 1611 the castle is described as *'a fayre castle buylte at Monaghan on the king's charge wherein Sr. Edward Blayne nowe dwells, who for making of it more convenient for himself for his owne tyme hath layde out good somes of money of his owne.'*

Blaney's castle is not depicted on Richard Bartlett's map of c. 1602-03 which presents an idealised version of the town as a cluster of houses set within a star-shaped fort which did not exist. Bartlett's map does however contain the ruins of the friary (MO009-060002-) and the fort mentioned by Davies in the background. A slightly later map made for Sir Edward Blaney, believed to date to c.1611-1613, depicts the town as a fortified rectangular area defended by walls or ramparts and outer ditches with a fortified house or castle at its centre. The straight boundary lines to the rear of the plots on the northeast side of Dublin Street and the western side of Park Street are believed to mark the line of these fortifications. The precise location of the castle has not been found and archaeological excavations (96E0025; 96E0293) in the area has failed to identify any remains relating to it. In the Ordnance Survey Letters of 1835, John O'Donovan noted: *'The large house in the Diamond opposite Glasslough Street is said to occupy the site of a Castle ... in the rear of this, some old walls are to be seen, said to be the remains of an old Abbey'*. Excavations (02E1147; 03E0027) on the north side of the Diamond revealed the presence of a large ditch with a width of c.14-20m and a depth of c.3m. It is likely that similar traces of the 17th century fortifications have survived in other locations in the town centre.

The estate of Sir Edward Blaney, including Monaghan Town, was sold by his descendants in 1680, and through a series of marriages it became part of the Rossmore Estate in the late 18th century. A map of Monaghan Town drawn by Arthur Richard Neville c.1787 show buildings lining Glaslough Street, Dublin Street, Mill Street, Hill Street and Park Street which radiated out from the open spaces of the Diamond, Church Square and Market Street. The town prospered during the first half of the nineteenth century through linen and agricultural products and it was during this period that the town got its character of a market town through the construction of several public buildings, monuments and private residences of good quality. An infirmary marked on a map from 1790 on the eastern outskirts of the town was built near Old Cross Square (formerly the site of the Shambles) in 1768 while a fine classical market-house made of granite was erected at Market Street in 1792. A Courthouse was built in 1829 at Church Square near St Patrick's Parish Church (Col) dating to 1836. Several ecclesiastical buildings, banks and a Model school were also added to the town's architecture during the mid to late nineteenth century. The completion of the Ulster Canal in 1839 led to the creation of a canal bridge of stone on Dublin Street but the canal was shortly after made obsolete by the arrival of the Great Northern Railway in 1863 which prompted the building of a railway station c.1860 and other necessary infrastructure. Other examples of the industrial heritage of the town can be seen at the site of the Monaghan Lighting Company's old Gasworks site near the Old Cross Square while a Saw Mill is recorded in the location of the Monaghan Shopping Centre and a Brewery on the eastern shore of Convent Lake.

15.3.2 Archaeological Background

The Monaghan Town *Area of Archaeological Importance* as defined in the Monaghan County Development Plan 2019-2025 extends across the historic town centre from Peter's Lake in the north to the Ulster Canal

in the south, Monaghan Hospital to the west and a short distance east of Old Cross Square (Figure 15.4 -EIAR, Volume II: Technical Appendices: Appendix 15B Cultural Heritage Figures).

There are 12 recorded Archaeological Sites and Monuments within the study area (Table 15.6 & Figure 15.5 -EIAR, Volume II: Technical Appendices: Appendix 15B Cultural Heritage Figures). The majority of these belong to the development of Monaghan during the early post-medieval period (late 16th and 17th centuries). The historic settlement of Monaghan (MO009-060----) has its origins in the late medieval period under the Gaelic lordship of the MacMahons who, it is believed, resided at a crannog on Convent Lake (MO009-037----) located immediately outside the study area. Recent research however suggests that they may in fact have been associated with Roosky Lough which contains several crannogs.

An excavation (Licence No. 02E1147) at the Westenra Arms Hotel produced evidence of a mid-16th century wattle and post built structure (MO009-06010-) thought to represent an early stage of settlement in Monaghan. A Franciscan friary (MO009-060002), founded in 1462 by Phelim McMahon is marked on a map dating to c.1591 in an area between the Diamond and Convent Lake, probably in the vicinity of the Court house and the parish church (Figure 15.3 -EIAR, Volume II: Technical Appendices: Appendix 15B Cultural Heritage Figures).

In 1835 the ordnance survey recorded that in the rear of a large house on the Diamond opposite Glaslough St., which was thought to be Blaney's castle (MO009-060003-), were *'some old walls, said to be the remains of an old Abbey, whose burying ground in common with that of the church (MO009-060012-) would seem to have extended beyond its present bounds, as in levelling that open space before the old Gaol a quantity of human bones were dug up.'* Archaeological testing (Licence nos. 96E0025; 96E0293) in this area did not uncover any traces of this monument.

The layout of the fortified town in the first decade of the seventeenth century has been recorded on a contemporary map prepared for Sir Edward Blaney (Figure 15.8 -EIAR, Volume II: Technical Appendices: Appendix 15B Cultural Heritage Figures) as a large rectangular area defended by walls or ramparts and outer ditches enclose a castle and rows of houses. Remains of these town defences (MO009-060004-) have been identified through excavations (Licence nos. 02E1147; 03E0027) at the site of the Westenra Arms Hotel on the north side of the Diamond where a large ditch with a width of 14-20m and a maximum depth of 3m was found. The ditch was lined with marl so as to retain water. Similar trenches can be expected to survive on the other sides of the original fortification. The castle (MO009-060003-), set within a bawn (MO009-060013-) was constructed by Sir Edward Blaney using materials from the Franciscan Friary. A bastioned fort (MO009-060007-) is also documented from this period and is believed to have been located on relatively high ground to the northwest of Monaghan town in the grounds of the County Hospital. Samuel Lewis Topographical Dictionary of Ireland (1837) states that silver coins had been found at this location including one of Henry VIII and another of James I.

A Market or Hiring Cross (MO009-060006), first recorded in 1714, was moved to its present location in the Shambles or Old Cross Square in 1875 from the Diamond at the time of the erection of the Rossmore Memorial, a neo-gothic memorial fountain. It is believed to be a seventeenth century sundial.

A church at Monaghan town is not known before the seventeenth century, and no church is depicted on the available early seventeenth century maps made by Bartlett in 1602-03, or the Blaney map of c. 1611-13. A parish church had however been established in the town by the time of the Rebellion in 1641. The Blaney family are recorded to have been buried there since 1629. A grave slab (MO009-060011-) for Oliver Ancketill dating to 1666 was uncovered during the excavation of foundations for the present parish church of St Patrick which was built in 1830-1835. Oliver Ancketill was the first of the Ancketill family to come to Ireland from Dorsetshire and the inscription reads: HERE LYETH THE BO / DY OF OLIVER ANCKE / TILL OF ANCKETILLS G / ROVE ESQVIRE DESCEND / ED OF THE ANIENT FA / MILY OF SHAWSTONE / IN DORSET SHIRE IN / ENGLAND, WHO DYE / D AT ARD MAGH A / ND WAS BURIED A / T MONAGHAN THE / 28th DAY OF / JVNE 1666.

The old church (MO009-060012-) is depicted on the 1835 ed. of the OS 6-inch map just north of the present building as a smaller structure measuring c. 20m E-W; c. 10m N-S with a projection at the western end. It is described on the map as the 'Old Church' and is set at the northern edge of a D-shaped graveyard

(MO009-060009-) measuring c. 50m E-W; c. 40m N-S. Archaeological testing (licence no. 03E1672) undertaken in 2003 c. 8m west of the perimeter of the graveyard exposed disarticulated human remains and one in situ skeleton oriented in an east-west direction.

Burials of uncertain date have also been uncovered at during construction work in Church Square in the 1940s (MO009-060005-) and a note in the IFC Schools MSS (957, 157) record how *'the monks from the monastery, murdered by English soldiers in either 1540 or 1589 are thought to be buried near the holy well which was on the site of the present provincial bank'* (MO009-060001-) but the exact location is not known.

Table 15.6: Recorded Archaeological Sites and Monuments within the Study Area

Monument no.	Townland	Co-ordinates ITM	Class
MO009-060----	Kilnacloy, Tirkeenan, Mullaghmonaghan, Roosky	667117, 833735	Historic town
MO009-060001-	Mullaghmonaghan	667023, 833893	Burial
MO009-060002-	Roosky	667029, 833568	Religious house - Franciscan friars
MO009-060003-	Roosky	667211, 833725	House - fortified house
MO009-060004-	Roosky	667162, 833871	Town defences
MO009-060005-	Roosky	667127, 833728	Burial
MO009-060006-	Tirkeenan	667409, 833642	Cross - Market cross
MO009-060009-	Roosky	667162, 833746	Graveyard
MO009-060010-	Roosky	667191, 833837	House - 16th century
MO009-060011-	Roosky	667150, 833732	Graveslab
MO009-060012-	Roosky	667162, 833752	Church
MO009-060013-	Roosky	667211, 833708	Bawn

15.3.2.1 Archaeological Excavations

A large number of licensed archaeological excavations have been undertaken within the study area, however only five of these have produced archaeological remains (Table 15.7) Please refer to EIAR Volume II Technical Appendices, Appendix 15D for details.

Previous archaeological works undertaken in relation to this scheme

Previous archaeological works undertaken in relation to this scheme consists of the excavation of one archaeological test trench within an available greenfield area to the rear of No. 7 Dublin Street and a programme of archaeological monitoring of thirteen geotechnical investigation slit trenches throughout the development area. The archaeological investigations were carried out in June and July 2021 under Excavation Licence no. 21E0230 by licensee Camilla Brännström of John Cronin and Associates.

Most GI trenches were located within areas previously disturbed by the insertion of modern services and road surfaces, however post medieval deposits and artefacts which may relate to Monaghan town during the 17th and 18th centuries were uncovered at two locations. One sherd from a 17th century North Devon Slipware (Sgraffito ware) dish was recovered from a modern deposit within trench TP003 at No. 10 Dublin Street. A North Devon Slipware dish with similar decoration has been found at the colonial settlement of Jamestown, Virginia where it has been dated to c.1670 (Ref. no. COLO J 7366, Outlaw 2002). A portion of the foundations of No. 10 Dublin Street (which consisted of rubble to a depth of *circa* 0.65m below the current ground level) was also uncovered in TP003. The shallow depth of the foundations could allow for earlier deposits relating to the historic settlement of Monaghan to survive below the building.

A small, cobbled area was uncovered within trench ST006 (to rear of No. 24 Dublin Street, Sherry's pub) at a lower depth than nearby outbuildings, depicted on the first edition 6-inch OS map. This would suggest that the cobbled surface belong to an earlier phase of occupation.

The archaeological test trench, TR001, did not uncover any archaeological features. The trench was excavated through deposits containing frequent nineteenth and twentieth century construction materials, ceramics, metal, and glass artefacts indicating that the rear plot of No. 7 Dublin Street was used as a rubbish dump during the late nineteenth and first half of the twentieth century.

The archaeological monitoring and testing identified topsoil deposits containing artefacts relating to the nineteenth century town of Monaghan at four locations: ST001 (rear of Nos. 8 and 9 The Diamond), ST003 (rear of Nos. 12 – 14 Dublin Street), ST006 (rear of No. 24 Dublin Street) and TR001 (rear of No. 7 Dublin Street). Two of these trenches, TR001 and ST001, are located within undeveloped ground while the remaining two, ST003 and ST006, are located within paved and tarmacked surfaces.

Table 15.7: List of Licensed Archaeological Excavations within Study Area which has Produced Archaeological Deposits (www.excavations.ie)

Licence no.	Year	Location	Result
02E1147	2002	The Diamond	16 th century house (MO009-06010)
03E0027	2003	The Diamond	Town defences (MO009-060004)
03E1672	2003	Church Square	Burials (near graveyard MO009-060009)
04E1566	2004	Park Street	Post-medieval pit (c. AD1680-1750)
05E0219	2005	Church Square	Disarticulated human remains
21E0230	2021	Dublin Street	Post-medieval cobbled surface, 17th century ceramics

15.3.2.1 Cartographic Review

Browne and Baptiste's map (1590)

The earliest surviving map of the county of Monaghan details its baronies and place names with buildings of note also represented. The location of the modern-day town of Monaghan is marked by a schematic depiction of a building labelled 'Monaghan Abbey' surrounded by open countryside north of the river. The map, dated December 1590, was made by the mapmakers John Browne and Jean Baptiste with additional annotations by William Cecil, Lord Burghley ([Figure 15.6 -EiAR, Volume II: Technical Appendices: Appendix 15B Cultural Heritage Figures](#)).

Bartlett's map of Monaghan Fort (1602)

A second depiction of Monaghan made a decade later, in 1602, by Richard Bartlett show Monaghan as a fortified town defined by eight bastions enclosing a group of 14 thatched houses covered by thatch within its star shaped interior. Entrances to the fort can be seen to the south, leading up from the river and the northeast where a path leads to a moated stone fort or cashel to the north. Clusters of thatched houses can be seen between the river and the star-shaped fort. Bartlett's illustration of Monaghan was an idealised depiction however as the town was not fortified at the time of his survey (Figure 15.7 -EIAR, Volume II: Technical Appendices: Appendix 15B Cultural Heritage Figures).

Map of Monaghan town (c.1611-13)

The town is represented on a slightly later map prepared for Sir Edward Blayney, probably c. 1611-13 and now held in Trinity College Dublin (Ms 1209 (32)) It depicts the town as a fortified rectangular area (measuring approximately 500m east-west by 400m north-south) laid out between a lake to the north and a river to the south, defended by walls or ramparts and outer ditches. A total of five bastions mark the northwest, southwest and northeast corners, with a further two at the centre of the eastern and southern walls. The river forms a natural boundary at its southeast corner. At its centre a castle stands within a square bawn defended by two bastions while knot gardens and fishponds occupy an enclosed area to the north between the bawn and lake. Individual dwellings are depicted along two streets which extend along the eastern and southern boundaries of the fortified area forming a small square to the south, near the entrance to the castle bawn. Four entrances are depicted in the defensive walls to the north, south east and west (Figure 15.8 -EIAR, Volume II: Technical Appendices: Appendix 15B Cultural Heritage Figures).

Taylor and Skinner (1777)

The late eighteenth century map of Monaghan Town in Taylor and Skinner's *Maps of the Roads in Ireland* surveyed in 1777 gives a schematic description of the town as laid out in a cruciform pattern along the Dublin, Clones and Cootehill roads to the north and south of the river (Figure 15.9 -EIAR, Volume II: Technical Appendices: Appendix 15B Cultural Heritage Figures).

A map of Monaghan town made c.1790 by Andrew Richards Neville for Rossmore Estate show the town relatively built up with a similar street pattern to today. A central square (The Diamond) and a second square to the west (Market Street) dominate the map with a church between the two. A somewhat irregular network of roads extends from each square, fronted by houses set within long narrow plots, some of which border the lake to the north. An infirmary is depicted on the eastern outskirts of the town near the present-day Old Cross Square (Figure 15.10 -EIAR, Volume II: Technical Appendices: Appendix 15B Cultural Heritage Figures).

15.3.3 Architectural Heritage

The Monaghan *County Development Plan 2019-2025* includes the following statement in relation to built heritage:

Monaghan Town has a wealth of buildings of architectural interest. The present layout of Monaghan Town is striking in its unconventional triangular branching from the centre. The town centre consists of a series of four urban spaces of quite different character, Market Square, Church Square, Old Cross Square and the Diamond. The open space of the Diamond, with the Rossmore Memorial at the centre provides the main focus of the town. The prevalence of softly rounded corners on buildings is one of the most striking and unique features of the town's architecture, a feature to be repeated in the redevelopment of corner sites. Another interesting architectural feature is the arch, a typical feature of the town's buildings. Both the open arch and the arch incorporated into the wall, the arch at first floor level and segmented arches at ground level are all worthy architectural features. The streetscape is characterised by a narrow plot width with buildings of two and three storeys forming narrow wedges along a uniform building line.

There is a total of 152 structures in the Record of Protected Structures (RPS) listed in the *Monaghan County Development Plan 2019-2025* within Monaghan Town. Several of these are located within the development area around the Diamond and Dublin Street. Several of the RPS sites are also recorded in the National

Inventory of Architectural Heritage (NIAH). There is a total of nine NIAH structures recorded within or directly adjacent to the development area (Table 15.8, Figure 15.13 -EIAR, Volume II: Technical Appendices: Appendix 15B Cultural Heritage Figures), though there are several additional NIAH structures within the wider area. Please refer to EIAR Volume II Technical Appendices, Appendix 15A (Photographic Record) for details.

Table 15.8: NIAH Sites within the Development Area and Immediate Vicinity

NIAH No.	RPS No.	Description	Townland	Within Redline Boundary (Y/N)
41303123	41000170	Monaghan Courthouse	Roosky	No
41303124	Local 8	Bumble Beez Eatery/McMahon & Burke Veterinary Surgery/A New U Beauty Salon / Halligans Farm Produce	Roosky	No
41303125	41001091	Saint Patrick's Church	Roosky	No
41303126	41001086	C McNally	Roosky	No
41303127	Local 3	Magill Jewellers	Roosky	No
41303128	41001100	Monaghan Town Hall	Roosky	No
41303129	41001071 Now deleted	Birthplace of Charles Gavan Duffy	Roosky	Yes
41303130	41001056	Sherry's	Roosky	Yes
41303131	41001050	Monaghan First Presbyterian Church	Roosky	No

The *Monaghan County Development Plan 2019-2025* contains information of a total of eleven Architectural Conservation Areas (ACAs) within Monaghan Town. **Figure 15.14 (EIAR, Volume II: Technical Appendices: Appendix 15B Cultural Heritage Figures)** shows the location of Church Square ACA, The Diamond ACA and Dublin Street ACA, which are all associated with the proposed development area.

Option 1 of the development proposals (as identified in the *Review of alternative locations for proposed Charles Gavan Duffy Place Dublin Street South Regeneration Plan* by Sheridan Woods Architects) for the creation of Charles Gavan Duffy Place would involve the demolition of No. 10 Dublin Street. This was previously a Recorded Protected Structure but is also listed in the NIAH (RPS ref. 41001071, NIAH ref. 41303129). The following appraisal of No. 10 Dublin Street is based on an Architectural Heritage Impact Assessment Report compiled by CONSARC Conservation in May 2020 for application to remove No.10 Dublin Street from the RPS.

The report outlined the proposed interventions in relation to the South Dublin Street & Backlands Regeneration Project and in particular the proposed demolition of No. 10 Dublin Street. It identifies the external and internal characteristics of the fabric, assesses its significance to Dublin Street and the wider context, and provides the relevant mitigation measures necessary for its proposed demolition.

No. 10 Dublin Street has since been deleted from the Monaghan County Council list of Recorded Protected Structures (RPS).

No. 10 Dublin Street is the birthplace of Charles Gavan Duffy, a notable Young Irelander, journalist and politician who later became the Premier of Victoria. No. 10 is described as a terraced three-bay three-storey house-over-shop, built c.1810, with shopfront and integral carriageway to ground floor. The AHIA report assessed the architectural and historical/social significance of the structure against the criteria for inclusion on the RPS and found that:

‘The building structure is of some limited architectural significance. It retains the overall form, massing and scale to the street frontage. The gable chimney remains albeit without any pots and is a part of the overall street roof scape. However, the loss of original fabric and ill-considered alterations have reduced that significance’.

The building has been converted into two apartments above the shop unit and does not retain any original interior finishes such as chimneys, fireplaces and doors.

The assessment concludes that:

‘The building fabric has been substantially altered over time and this has eroded its architectural significance. The building cannot be regarded as having artistic merit due to the loss of most of the historic detail. We would therefore consider the building to have ‘neutral’ significance and no longer meets the test for special characteristics in terms of its architecture or artistic merit.’

With regard to that the buildings’ significance as the birthplace of Charles Gavan Duffy the AHIA states:

‘This element of the social history has limited regional significance only, and we feel the building does not meet the test for special characteristics in terms of historic and social significance.’

Source: *Architectural Heritage Impact Assessment, South Dublin Street & Backlands Regeneration Project, Monaghan, Charles Gavan Duffy Place Heritage Report*, CONSARC Conservation, May 2020

15.3.4 Field Survey

A field survey of the proposed development area was carried out on 18th February 2020 and 7th October 2021 by qualified and experienced archaeologists/ cultural heritage specialists. The study area was assessed in terms of historic landscape, land use, vegetation cover, presence and potential for undetected archaeological and architectural heritage sites/features. The proposed development site is defined by rows of two- and three-storey buildings with shop fronts at ground level along South Dublin Street and the Diamond. The buildings on the southern side of Dublin Street have long rear plots that extend to a surface car park which marks the southern extent of the development. Many of these rear plots are partially developed and paved over while a handful of narrow laneways allow pedestrian access from South Dublin Street and the Diamond to the car park. Most rear plots are bounded by security fencing and were not accessible at the time of the survey. Several are covered by dense vegetation with Japanese knotweed present. The field survey included the accessible portions of the proposed mews lane named ‘Church Walk’ and the structures being considered for removal to create ‘Charles Gavan Duffy Place’ (Options 1 and 2 as identified in the *Review of alternative locations for proposed Charles Gavan Duffy Place Dublin Street South Regeneration Plan* by Sheridan Woods Architects September 2021). The field visits did not identify any previously unknown archaeological or architectural heritage sites (Please refer to EIAR Volume II Technical Appendices, Plates 1 to 14 Appendix 15A for details).

15.4 Impact Assessment

15.4.1 Assessment of Construction Effects

There are two recorded archaeological sites located within the redline boundary of the proposed development. These sites comprise a castle or fortified house (MO009-060003-) and associated bawn (MO009-060013-) built in the early 17th century and depicted on later mapping. There is no above ground indication of this site and archaeological excavations (96E0025 & 96E0293) undertaken in this area previously have not been able to identify its exact location. Although the exact location of this site has not been verified its location as per previous assessment of historical cartographic sources and subsequent labelling in the Sites and Monuments Record (SMR) has located it within the redline boundary of the proposed development. More specifically this site is located near the northern portion of the proposed

development site within the area labelled as 'Church Walk' proposed for public realms works and an area labelled as plots for future development on the design concept drawing (Figure 1.3 in Chapter 1). As such Development on the location of the recorded archaeological site will result in a direct impact.

A further 11 recorded archaeological monuments are located outside the redline boundary of the proposed development but within the study area. None of these sites will be directly impacted by the proposed development.

The works will take place within the Area of Archaeological Importance for Monaghan and the National Monuments Service Zone of Notification for the historic settlement of Monaghan. Much of this area has been subject to modern intervention in the form of asphalt and concrete surfacing, concrete kerbing and ducting for electrical, sewerage, water mains and other services, leaving few undisturbed or green areas. The green areas that remain have been landscaped and may have been subject to ground reduction in the past. In addition, the proposed works in some areas will require removal of existing surfacing and replacement with new material, rather than deeper excavations into previously undisturbed deposits. The potential of this area to contain significant archaeological deposits subsurface can be considered moderate to low. However, the potential exists for archaeological remains within the area proposed for development and if identified would likely be directly impacted by development. An archaeological programme will be necessary during works in order to mitigate the impact on previously unrecorded archaeology.

There are four Protected Structures located within the redline boundary of the proposed development (as highlighted in Table 15.8): Sherry's Public House, Monaghan Town Hall, Magill Jewellers, and C McNally. The proposed development does not directly impact these Protected Structures. These structures are located on Dublin Street facing North onto Dublin Street and away from the proposed developments within the backlands. The structures are located away from the interventions on Dublin Street to form Charles Gavan Duffy Place and there are no proposals to alter these structures. Proposals do include for the redevelopment of the existing pedestrian routes from Dublin Street through to the backlands adjacent to some of these Protected Structures, namely Sherry's Public House and Monaghan Town Hall.

For the detailed Architectural Heritage Impact Assessment, refer to section 15.9 of this chapter.

15.4.2 Assessment of Operational Effects

Any potential operational effects will be of a visual nature only. Most of the archaeological monuments recorded within the study area do not have a surface expression. The potential for a visual impact on cultural heritage is likely to be on sites and features of architectural heritage significance. These are assessed in the Townscape & Visual Impact report (Chapter 14) and Architectural Heritage Impact Assessment (Please refer to section 15.9 onwards of this chapter).

15.4.3 Assessment of Cumulative Effects

This chapter has considered the cumulative effects on archaeology and cultural heritage from the projects detailed in Table 1.2 within Chapter 1 Introduction. There are no predicted cumulative effects on archaeology and cultural heritage.

15.4.4 Inter-relationships

This chapter has a potential interaction with the Townscape and Visual Impact Assessment as visual effects will include those on certain aspects of the built environment. These effects are fully assessed in the Townscape and Visual Impact Assessment (Chapter 14).

15.5 Mitigation

15.5.1 Construction Phase Mitigation

There is one designated cultural heritage site (Castle MO009-060003- and Bawn MO009-060013-) located within the proposed development area. It has not been verified if this site contains extant archaeological

deposits or material and its exact location has not been firmly established. However, based on the location assigned to this archaeological monument by the National Monuments Service through the SMR/RMP process, it is situated with an area proposed for development. As such there is potential for significant impact of a direct nature on this site during the construction phase of the project. To mitigate this potential direct impact, a programme of archaeological works in the form of a watching brief (and further archaeological intervention as required) should take place at this location during ground reduction works (see further below).

The overall archaeological potential of the proposed development site is considered low, given the fact that most of the development area has been subject to ground reduction due to modern interventions. In common with any urban area, previous developments may have impacted on potential archaeological layers and in many cases removed these entirely. Much of the public realm works will involve the removal of extant modern ground surface treatments and resurfacing with new/different materials. These works are unlikely to uncover previously undisturbed archaeological deposits. Areas where deeper ground reduction is proposed have a higher potential to get down to potential undisturbed deposits below modern disturbance levels. Although the potential to encounter significant archaeological material is low, the works will take place within the Area of Archaeological potential for Monaghan town and the Zone of Notification for the historic town and associated features. As such, mitigation in the form of an archaeological watching brief during ground reduction may be necessary.

During the watching brief, the topsoil stripping (in grass areas) and the removal of overburden should be undertaken using a mechanical excavator fitted with a toothless bucket under the supervision of the attendant archaeologist. All archaeological monitoring during ground reduction works shall be undertaken by a suitably qualified archaeologist. The material that constitutes the current ground surface should be removed down to the uppermost archaeological horizon or formation layer, whichever is encountered first. Should archaeological remains be uncovered appropriate mitigation such as, preservation *in situ* (preferred option) or further archaeological work in the form of archaeological excavation and recording shall be implemented, in agreement with National Monuments Service. Archaeological excavations in the Republic of Ireland are conducted under licences issued by the NMS. A post-works report that will detail the results of all archaeological inputs to the proposed development will be submitted to NMS and Monaghan County Council on completion of archaeological works.

Mitigation measures for architectural heritage are provided in the Architectural Heritage Impact Assessment (AHIA) in Section 15.9.8.4.

15.5.2 Operational Phase Mitigation

There are no identified likely significant operational phase impacts of an indirect nature, on the cultural heritage resource.

15.6 Summary of Effects & Conclusion

Table 15.9: Summary of Likely Environmental Effects on Cultural Heritage - Archaeology

Receptor	Sensitivity of receptor	Description of Effect	Duration	Magnitude	Significance	Significant Not significant	Notes
Construction phase							
MO009-060----	Medium	Imperceptible	Permanent	Negligible	Not Significant/Slight	Not Significant	
MO009-060001-	Medium	Imperceptible	Permanent	Negligible	Not Significant/Slight	Not Significant	
MO009-060002-	Medium	Imperceptible	Permanent	Negligible	Not Significant/Slight	Not Significant	
MO009-060003-	Medium	Moderate	Permanent	Medium	Moderate/Significant	Significant	
MO009-060004-	Medium	Imperceptible	Permanent	Negligible	Not Significant/Slight	Not Significant	
MO009-060005-	Medium	Imperceptible	Permanent	Negligible	Not Significant/Slight	Not Significant	
MO009-060006-	Medium	Imperceptible	Permanent	Negligible	Not Significant/Slight	Not Significant	
MO009-060009-	Medium	Imperceptible	Permanent	Negligible	Not Significant/Slight	Not Significant	
MO009-060010-	Medium	Imperceptible	Permanent	Negligible	Not Significant/Slight	Not Significant	
MO009-060011-	Medium	Imperceptible	Permanent	Negligible	Not Significant/Slight	Not Significant	
MO009-060012-	Medium	Imperceptible	Permanent	Negligible	Not Significant/Slight	Not Significant	
MO009-060013-	Medium	Moderate	Permanent	Medium	Moderate/Significant	Significant	
Potential archaeology	Low	Moderate	Permanent	Medium	Slight	Not Significant	
Operational phase							
MO009-060----	Medium	Imperceptible	Permanent	Negligible	Not Significant/Slight	Not Significant	
MO009-060001-	Medium	Imperceptible	Permanent	Negligible	Not Significant/Slight	Not Significant	

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MO009-060002-	Medium	Imperceptible	Permanent	Negligible	Not Significant/Slight	Not Significant
MO009-060003-	Medium	Imperceptible	Permanent	Negligible	Not Significant/Slight	Not Significant
MO009-060004-	Medium	Imperceptible	Permanent	Negligible	Not Significant/Slight	Not Significant
MO009-060005-	Medium	Imperceptible	Permanent	Negligible	Not Significant/Slight	Not Significant
MO009-060006-	Medium	Imperceptible	Permanent	Negligible	Not Significant/Slight	Not Significant
MO009-060009-	Medium	Imperceptible	Permanent	Negligible	Not Significant/Slight	Not Significant
MO009-060010-	Medium	Imperceptible	Permanent	Negligible	Not Significant/Slight	Not Significant
MO009-060011-	Medium	Imperceptible	Permanent	Negligible	Not Significant/Slight	Not Significant
MO009-060012-	Medium	Imperceptible	Permanent	Negligible	Not Significant/Slight	Not Significant
MO009-060013-	Medium	Imperceptible	Permanent	Negligible	Not Significant/Slight	Not Significant
Potential archaeology	Low	Imperceptible	Permanent	Negligible	Not Significant/ Imperceptible	Not Significant

Table 15.10: Summary of Likely Environmental Effects on Architectural Heritage

NIAH No.	RPS No.	Description	Townland	Sensitivity (Table 15.3)	Quality of Effect	Duration (15.2.6.1)	Magnitude (Table 15.2)	Significance (Table 15.4)	Significant / Not Significant (Table 15.5)	Notes
41303123	41000170	Monaghan Courthouse	Roosky	High	Positive	Permanent	Negligible	Imperceptible	Imperceptible	Does not directly affect cultural resource
41303124	Local 8	Bumble Beez Eatery/McMahon & Burke Veterinary Surgery/A New U Beauty Salon / Halligans Farm Produce	Roosky	High	Positive	Permanent	Negligible	Imperceptible	Imperceptible	Does not directly affect cultural resource
41303125	41001091	Saint Patrick's Church	Roosky	High	Positive	Permanent	Negligible	Imperceptible	Imperceptible	Does not directly affect cultural resource
41303126	41001086	C McNally	Roosky	High	Positive	Permanent	Negligible	Imperceptible	Imperceptible	Does not directly affect cultural resource
41303127	Local 3	Magill Jewellers	Roosky	High	Positive	Permanent	Negligible	Imperceptible	Imperceptible	Does not directly affect cultural resource
41303128	41001100	Monaghan Town Hall	Roosky	High	Positive	Permanent	Low	Not significant	Not significant	Changes to the character of the environment without significant consequences

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41303129	N/A	Birthplace of Charles Gavan Duffy	Roosky	Medium	Neutral	Permanent	High	Significant	Significant	Building of limited architectural significance demolished. Building removed from RPS.
41303130	41001056	Sherry's	Roosky	High	Positive	Permanent	Low	Not significant	Not significant	Changes to the character of the environment without significant consequences
41303131	41001050	Monaghan First Presbyterian Church	Roosky	High	Positive	Permanent	Negligible	Imperceptible	Not significant	Does not directly affect cultural resource

15.7 Limitations of the Assessment

Access to greenfield rear plots of South Dublin Street was limited during field survey. This assessment deals primarily with archaeological heritage, potential impacts and mitigation for architectural heritage was undertaken by a separate report (AHIA) as presented in section 15.9 and beyond in this chapter.

15.8 References

15.8.1 Published Works

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15.9 Architectural Heritage Impact Assessment

15.9.1 Introduction

This Architectural Heritage Impact Assessment has been prepared by Consarc Conservation, an RIAI Grade 1 accredited conservation practice and is to accompany the planning application for public realm works within Monaghan Town Centre. The proposals are set out in the 2018 Regeneration Plan and the details have been developed by RPS.

The Project lead for the works is RPS who are working on behalf of Monaghan County Council. Consarc Conservation are appointed as Heritage Consultants.

This report has been prepared to:

- Outline the context of the area, its buildings, and the contribution that they make,
- Comment on the Protected Structures,
- Comment on the Architectural Conservation Area,
- Comment on the appropriateness of the proposals and how any potential negative effects might be mitigated.

15.9.2 Assessment Methodology

The AHIA has been carried out by a process of:

- Study of background Information and research,
- Communications with Lead Public Realm Designers and Project Managers,
- Site visit and survey to consider the existing Protected Structures within the context and consideration of any likely impacts by the proposed scheme,
- Consideration of context of the Architectural Conservation Area (ACA),
- Consideration of the conservation principles and policies contained within The Monaghan County Development Plan 2019-2025.
- Assessment of the proposals for public realm works,
- Provision of a written report for submission in support of the Planning Application.

15.9.3 Background

The 2017 Regeneration Plan proposes the overall regeneration of the Dublin Street area as a coherent and integrated development proposal. It sets out a vision for consolidating the urban structure of the plan area; creating new streets and new public spaces which integrate seamlessly with the existing historic town centre and to introduce a new backland quarter. This vision is articulated 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.”

Monaghan County Council has commissioned the preparation of the initial phase of the Dublin Street Regeneration Plan 2017, with a focus on bringing forward proposals for the South Dublin Street and backlands area. This Architectural Heritage Impact Assessment evaluates this initial phase of the Regeneration Plan.

15.9.4 Description of the Works

The proposed South Dublin Street and Backlands Regeneration Project area is located to the south-east of the town core, extending from The Diamond to the north-west, south eastwards along Dublin Street, and is defined to the south-east by the Presbyterian Church at Old Cross Square. Buildings along Dawson Street back onto the west of the site, with the Shopping Centre and Broad Road to the south. The site includes parts of Dublin Street ACA and The Diamond ACA and is adjacent to Church Square ACA. The setting includes a range of protected structures including Monaghan Town Hall, The Courthouse and Saint Patrick's Church.

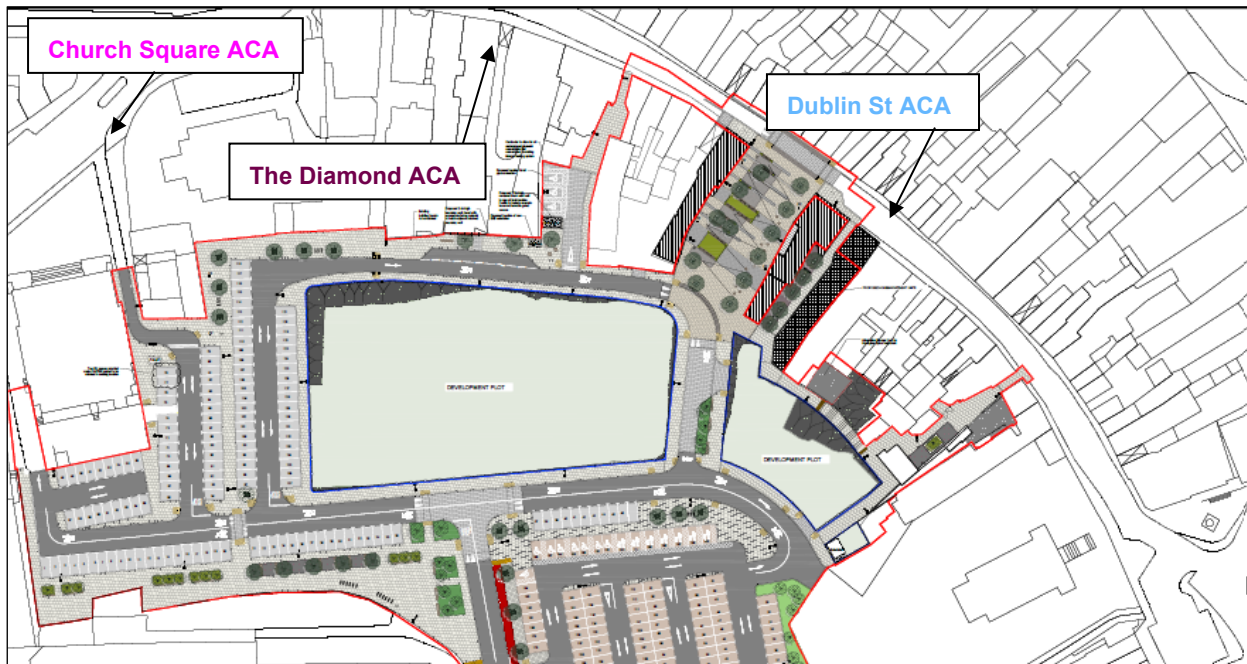


Figure 15.9.4.1: Public Realm Proposals, Wider Site Boundary and Associated ACAs (Consarc Mark-up)

The South Dublin Street and Backlands Regeneration project's overall focus is to revitalise the existing townscape in and around Dublin Street, within the core of Monaghan town centre. The aim is to regenerate the area to address dilapidated buildings, dereliction, and run-down public realm. New areas for future development and new urban spaces are envisaged, helping to create a new urban quarter.

A detailed outline of the proposed development is provided in Chapter 2 of the EIAR, however a summary of the key interventions are:

- Creation of a new fully pedestrianised civic plaza (Charles Gavan Duffy Place) that connects Dublin Street through to the backland areas, creating an enlivened, vibrant space that people will want to spend time in, will attract footfall, and that will encourage frontage development and other inward investment that will deliver the regeneration objectives for the area.
- Enhanced public realm proposals for 3 existing alleyways that provide inviting connections between Dublin Street and the backlands quarter that will also provide opportunities for new frontage development and encourage the reuse and adaption of existing building in these locations.
- Enhanced vehicle and pedestrian/cycle connections from Macartan Road to the backland area, including improved connections between the Lower Courthouse area and the new Charles Gavan Duffy Place and the alleyways, and around the backland quarter to create new serviced development plots for future mixed use development, that are well connected to the both the historic town centre and the wider road network.

The works, as detailed in the planning application, for provision of a new high-quality public realm focus on the initial civic works and the setting out of the site as required for the future development and implementation of the overall strategy for regeneration of South Dublin Street and backlands areas.

The Regeneration Vision, as set out in the Regeneration Plan 2017, aspires to create a new hierarchy of streets and public spaces which integrate seamlessly with the historic town centre and to introduce a new backland quarter. The Dublin Street area benefits from a strong identity, with fine built heritage, and the scheme has the potential to contribute to the enhancement of the quality of the built environment to both Dublin Street and the backlands. The objective is to enhance the permeability of the area and to provide an attractive place to live, work and visit. The vision states that *“a clearly defined urban structure is fundamental to the creation of a well-designed urban neighbourhood, and legible network of connections and spaces for pedestrian and traffic movement”*.

The proposals set out in the planning application represent the short-term vision for upgrading of spaces, streets and connections, and it is envisaged that these works will create a catalyst for new developments within the area, resulting in the overall regeneration of Monaghan Town.

The following policies are considered with regards to both the short-term goals for provision of high-quality public realm, as included in the planning application, and for the long-term aspirations of the overall regeneration scheme.

15.9.5 Statutory Legislation and Policy Provisions

The Monaghan County Development Plan 2019 – 2025 sets out the requirements of the Planning and Development Act 2000 (as amended) that the following mandatory objectives must be included for all new developments to ensure proper planning and sustainable development of the County. The objectives relevant to built heritage are:

- The conservation and protection of the environment, including the archaeological and natural heritage and protection of European sites and any other sites which may be prescribed.
- The integration of the planning and sustainable development of County Monaghan with the social, community and cultural requirements of the county and its population.
- The preservation of the character of the landscape, including the preservation of views and prospects and the amenities of places and features of natural beauty or interest.
- The protection of structures, or part of structures, which are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest.
- The preservation of the character of architectural conservation areas.
- The development and renewal of areas that are in need of regeneration, having regard to the core strategy in order to prevent;
 - a. adverse effects on existing amenities in such areas, in particular as a result of the ruinous or neglected condition of any land,
 - b. urban blight and decay,
 - c. anti-social behaviour, or
 - d. a shortage of habitable houses or of land suitable for residential use or a mixture of residential and other uses.

In accordance with Section 15(1) of the Planning and Development Act 2000 (as amended), there is a duty on the Planning Authority to take such steps within its powers as may be necessary for securing these objectives.

The Monaghan County Development Plan 2019 – 2025 also sets out Government Policy on Architecture (2009 – 2015) and seeks that all public authorities address the reuse of existing building stock, regardless of its protected status or otherwise.

The Protected Structures Policy is as follows:

Protected Structures Policy	
BHP 1	To protect and conserve all structures included in the Record of Protected Structures and to encourage the sympathetic re-use and long-term viability of such structures without detracting from their special interest and character.
BHP 2	To contribute, as appropriate, towards the protection and sympathetic enhancement of archaeological heritage, in particular by implementing the relevant provisions of the Planning and Development Act 2000 (as amended) and the National Monuments Act, 1930 (as amended).
BHP 3	To contribute towards the protection of architectural heritage by complying, as appropriate, with the legislative provisions of the Planning and Development Act 2000 (as amended) in relation to architectural heritage and the policy guidance contained in the Architectural Heritage Protection Guidelines 2011 (and any updated/superseding document).
BHP 4	To maintain and update the Record of Protected Structures in consultation with the National Inventory of Architectural Heritage and to encourage the sympathetic conservation, renewal and repair of these structures.
BHP 5	Planning permission for the demolition of any protected structure shall not be granted except in exceptional circumstances and in accordance with Section 57(10)(b) of the Planning and Development Act 2000.
BHP 6	To ensure that any new development proposed to or in the vicinity of a Protected Structure will complement and be sympathetic to the structure and its setting in terms of its design, scale, height massing and use of materials and to resist any development which is likely to impact on the building's special interest and/ or any views of such buildings and their setting.
BHP 7	To facilitate the retention and sympathetic re-use of protected structures and their settings in circumstances where the proposal is compatible with their character and special interest. In certain instances, land use zoning restrictions and site development standards may be relaxed to secure the conservation and reuse of a protected structure and to provide a viable use for any building which is at risk by virtue of being derelict or vacant.
BHP 8	To require that proposals for works to a protected structure shall be carried out in accordance with best practice as advocated in the Architectural Heritage Protection Guidelines 2011 (and any subsequent guidelines).
BHP 9	To use the provisions of the Planning and Development Act 2000 and the Derelict Sites legislation to prevent the loss or deterioration of the County's Architectural Heritage.
BHP 10	The Council aims to conserve the built fabric of the Ulster Canal, Great Northern Railway, historic mills and other industrial heritage structures throughout the county and planning permission will be required for their removal or alteration.

The Monaghan County Development Plan 2019-2025 contains information on a total of eleven Architectural Conservation Areas (ACAs) within Monaghan Town. Architectural Conservation Areas (ACAs) are areas of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest or areas that are important to the setting of a Protected Structure. An Architectural Conservation Area may or may not contain Protected Structures within it. The main purpose of an ACA designation is to control inappropriate development for the purpose of preserving and enhancing the character of the area.

The following is stated in relation to Architectural Conservation Areas Policy:

Architectural Conservation Areas Policy	
ACP 1	To prepare character appraisals for each of the designated Architectural Conservation Areas in the County to guide new development proposals and environmental

	improvements by identifying the character of each ACA and designing objectives to ensure that their distinctiveness and special interest are preserved and enhanced.
ACP 2	To resist development that would adversely affect the character and appearance of the Architectural Conservation Area. New development or alterations to existing building(s) in an ACA shall reflect the historic architecture in terms of scale, design and materials used. Regard shall be had to any objectives contained in the character appraisals (where applicable).

Monaghan Town’s ACAs - The Diamond and Church Square, are highlighted as important urban spaces and focal areas. Part of Dublin Street is also designated as an ACA as set out in the Monaghan County Development Plan 2019-2025 (Table 6.9), namely No’s 15,31-50, 58,59, 63,64.

The Monaghan County Development Plan 2019-2025 contains the following objectives for the Protection of Natural & Built Heritage:

Objectives for the Protection of Natural & Built Heritage	
SNO 1	Promote the value of Monaghan’s Natural and Built Heritage resources as an asset for the local economy and a key benefit to the amenity of the area and the wellbeing of the community.
SNO 2	Prohibit development that would detrimentally impact on the value or designation of areas of natural amenity in the towns.
SNO 3	Protect individual trees, groups of trees and woodland areas because of their nature conservation value or their contribution to amenity of the town and require the retention of existing mature trees and hedgerows in all new developments, except in exceptional circumstances.
SNO 4	Prohibit development in Landscape Protection/Conservation Areas unless in exceptional circumstances, where it has been clearly proven to the Planning Authority that the works would not be contrary to the zoning objective as outlined in Chapter 9, Monaghan County Development Plan 2013-2019.
SNO 5	Have regard to nature conservation issues when considering proposals for development which may detrimentally impact on habitats, species, or features worthy of protection.
SNO 6	Protect and preserve the Protected Monuments and Structures located within the towns.
SNO 7	Protect existing Architectural Conservation Areas by ensuring that all developments within them comply with the policies set out in Monaghan County Development Plan 2019-2025 and the DEHLG Architectural Heritage Protection Guidelines. In these areas repair and refurbishment of existing buildings will be favoured over demolition and new build.
SNO 8	To protect the architectural quality of the towns by investigating the potential of designating additional Architectural Conservation Area(s) (ACAs) in accordance with DEHLG Architectural Heritage Protection Guidelines, during the plan period.
SNO 9	Protect and conserve the streetscape character, architectural quality and heritage of the towns.
SNO 10	Encourage new developments to refurbish existing buildings and back lands to eliminate dereliction and reinforce the town centre where possible.
SNO 11	Ensure that new developments enhance, respect and compliment the form and scale of the existing town streetscape and architecture.
SNO 12	Preserve features which contribute to the townscape and character of the town (e.g. archways, facades, stonework, iron railings etc)

15.9.6 Policy Context and Considerations

15.9.6.1 Architectural Conservation Areas

As can be seen from the Monaghan County Council map of the ACA's within Monaghan Town, the red line boundary of the South Dublin Street and Backlands Site extends into Dublin Street ACA and The Diamond ACA.

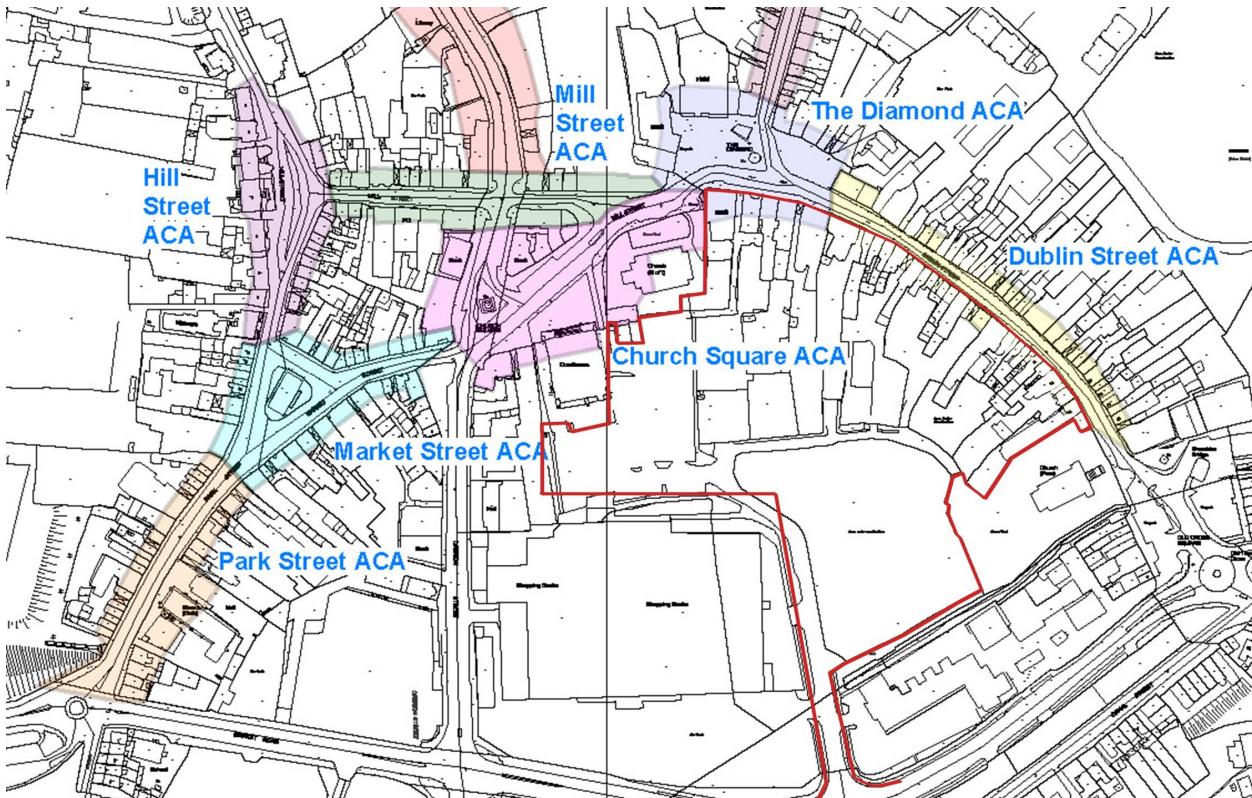


Figure 15.9.6.1: Monaghan County Council ACA – Monaghan Town Plan (Consarc Mark-up)

The red line boundary, as overlaid above, shows the terraced buildings that form the elevations to the south side of Dublin Street are within the Dublin Street and The Diamond ACA's. The backlands area is outwith any ACA within Monaghan town.

The Architectural Conservation Policy, ACP1 requires that the distinctiveness and special interest of the character of the ACA is preserved and enhanced.

ACP2 requires that development that would adversely affect the character and appearance of the ACA is resisted, and that new development or alterations shall reflect the historic architecture in terms of scale, design and materials.

Monaghan Town has a wealth of buildings of architectural interest. The present layout of the town is striking in its unconventional triangular form and is formed by a series of public spaces branching out from the centre. These spaces consist of The Diamond, Church Square, Market Square, and Old Cross Square. Each are of quite different character.

The Diamond (ACA) forms the main focus of the town and contains the Rossmore Memorial. The Diamond was the original marketplace of Monaghan and contained the market cross prior to its replacement for the Rossmore Memorial. Today it is still the key commercial and social focus. The Diamond plays host to a number of festivals including the annual Monaghan Town Country Music Festival.



Figure 15.9.6.2: The Diamond c.1870 (Francis Frith Collection) – Alma House on the corner of Glaslough Street and market cross to the centre.

The Diamond is characterised by traditional two and three storey brick and render buildings with relatively few modern interventions. Notably, alongside the Rossmore Memorial (Protected, built 1875 – 1880), the red-brick three and a half storey Victorian Westenra Arms Hotel (Protected, built 1830 – 1850) commands



much of the space with its adjoining premises, originally the town hall, and with Alma House (Protected, built 1800 – 1820) to the corner of Glaslough Street its dressed limestone walls contrast dramatically with the red brick. The rounded corner is an attractive feature that softens a particularly prominent place in the town centre. The prevalence of softly rounded corners on buildings is one of the most striking and unique features of Monaghan Town's architecture.

Figure 15.9.6.3: The Diamond, present day – Rossmore Memorial, Westenra Arms Hotel and Alma House.

Church Square (ACA) hosts another important social and historical landmark in the town, the Dawson Monument obelisk (Protected, built 1855 – 1860). The Square opens out to the amenity space in front of St. Patricks Church, former Rectory, and Monaghan Courthouse, and is characterised by a variety of other traditional two and three storey buildings. The views from Church Square curves away to the South towards Dawson Street by another softened corner of Dinkin's Coffee Shop (1850 – 1890), and to the North Road past the Bank of Ireland (1870 – 1880).



Figure 15.9.6.4: LEFT Saint Patrick's Church (Protected, built 1850 – 1890)



Figure 15.9.6.5: RIGHT Monaghan Courthouse (Protected, built 1825 – 1830)



Figure 15.9.6.6: LEFT Former Rectory (Protected, built 1830 – 1840)



Figure 15.9.6.7: RIGHT Dinkin's Coffee Shop (Protected, built 1850 – 1890)

Under the Monaghan County Development Plan, The Diamond and Church Square are each identified as an 'Important urban space and focal area'.

Throughout the Church Square and The Diamond ACA's there is a relatively high-quality urban realm with recent significant improvements to both footpath and civic spaces upgrading previous buff or brown block paving with new charcoal block paving and granite paving flags and setts.

Market Square (Market Street ACA) features Monaghan Market House (1790 – 1795) a detached five-bay single story limestone market house dated 1792. Its use of classical architecture, niches, pediments, rosettes, with variety of treatments of limestone and ornament make it a noteworthy feature of the town which continues to serve as an arts venue.



Figure 15.9.6.8: Monaghan Market House (1790 – 1795)

There are fewer Protected Structures within Market Square which is mainly comprised of traditional style two and three storey buildings. Monaghan County Museum (Protected, built 1820 – 1840), previously a pair of substantial townhouses built in limestone with an unusual heavy cornice and the neighbouring two-storey red-brick houses (Protected, built 1840-1860) sit to the North-West of the square.

Another interesting feature of Monaghan's architecture is the arch, both the open arch and the arch incorporated into the wall. This is present on buildings like the Market House, flanking passageways to the Courthouse, Dinkin's Coffee Shop and to many of the window heads and carriageways to the traditional two and three storey buildings around the town.

Old Cross Square is not part of an ACA. It is characterised predominantly by vehicular access to the town and leads towards Dublin Street to the North. Looking towards Dublin Street, the view is framed by First Monaghan Presbyterian Church and the relocated Market Cross that was previously sited at The Diamond.



Figure 15.9.6.9: Market Cross (First recorded 1714)

Dublin Street ACA represents the traditional established commercial and social core of the town linking onto The Diamond. The buildings within the ACA are two, three and four storey buildings of narrow fronted shopfronts providing interest at street level. The function of these buildings include a range of retail, commercial, residential, and retail services, interspersed with derelict, vacant or underutilised buildings and rear spaces. The majority of the building's external finishes are rendered over rough textured stone which can be seen to some exposed gables and other facades. There are several dwellings interspersed between shopfronts and a number of access points to the rear, some under archways creating active and interesting frontage to both sides of the street. Dublin Street has a varied roof line which heightens and releases along a narrow footpath creating an elongated, compact, and interesting streetscape. There are various architectural building styles, with different heights, façade treatments, and finishes adding a visual interest to the wider area. There is a distinctive urban grain, with building fronting Dublin Street characterised by long narrow rear buildings or spaces.

The Regeneration Plan identified the removal of Numbers 8, 9, 10 and 11 Dublin Street to make way for a new civic space, Charles Gavan Duffy Place – these buildings are not located within the Dublin Street ACA however are considered a part of its setting. As such, due consideration was given to the contribution they make to the appearance and character of the ACA, in assessing the impact of the proposal on the heritage asset. The buildings to be removed are not architecturally or traditionally distinctive, but they do contribute to the character of Dublin Street streetscape by way of their varied architectural interest. They have little group value and in terms of their function, the majority are characterised by long term under-use and vacancy/dereliction (both building and rear spaces). In this context, this group of buildings do not significantly contribute or positively enhance the overall character and appearance of the setting of the ACA.

The Dublin Street Regeneration Plan is incorporated within the Monaghan County Development Plan 2019-2025 (CDP) and it is an objective of the CDP that all new development in the Dublin Street regeneration area and its associated backlands has regard to this plan. Policy MPO 2 reinforces that position stating that: 'all development proposals within the Dublin Street Regeneration Plan area must have regard to the regeneration strategy and development objectives of the Dublin Street Regeneration Plan.

The proposal to form a new public space connecting Dublin Street to the backlands area reflects Figure 3.2 of the Dublin Street Regeneration Plan which has also been carried through into the Dublin Street and Backlands Regeneration Plan 2018. Both plans show delivery of this public space and linkage, that is critical to the overall regeneration objectives, through demolition of properties fronting onto Dublin Street.

Monaghan County Council engaged new architectural consultants (McAdam Design) and public realm specialists (OPEN) to re-consider the design approach in the context of the submissions received by An Bord Pleanála and to develop new design proposals that address the matters raised in those submissions and reflected in the FI request. In conjunction with the new design team, MCC have developed amended design proposals and high-quality architectural images for a new pedestrian civic plaza (Charles Gavan Duffy Place) that is centred on a pedestrian first priority that complies with prevailing planning and urban regeneration policies and will create an enlivened vibrant space that will encourage frontage development, outdoor seating and an attractive space that people want to spend time in.

The new pedestrian civic plaza utilises bespoke high quality public realm materials (paving, street furniture, landscaping, lighting), with collaborative and joined up design proposals that have been developed in the context of marketing the area to attract additional footfall, attract inward investment and sell the regeneration ambitions and objectives for the area. The new pedestrian plaza demonstrates an appreciation of Charles Gavan Duffy with an appropriate commemorative incorporated into the design.

The Regeneration Plan seeks to focus economic activity and redevelopment in the areas where it can be of most benefit and seeks to revitalise the area within a comprehensive and practical framework. It represents an opportunity for a positive intervention throughout the Dublin Street area, and particularly, a new opportunity to enhance the space and contribute positively to the setting of the ACA. The removal of the buildings will open up Dublin Street and allow natural light into an area characterised by overshadowing during parts of the day and will showcase the ACA from various new views within the townscape.

The opening is also directly adjacent to several Protected Structures (54-57 Dublin Street) – this scheme enables the creation of a new, well-lit space around these buildings, enabling them to become prominent elements in the townscape, and introduce Dublin Street as a new focal point within the longer range views.

The new development created by the proposed development on the corners of the proposed Charles Gavan Duffy Place, as set out in the Planning Drawings, is of a simple traditional architectural style and form, which will integrate satisfactorily in the streetscape.

The revised design proposals for CGDP involve creation of a new pedestrian civic plaza with a distinctive identity within the surrounding public realm and wider Monaghan Town Centre. The space is designed with integrated seating and raised planters, pop-up power supplies, street lighting and trees. The structure of the space is provided by the paving design using a random pattern with different sizes and finishes of paving slabs, setts and smaller units. The proposals for CGDP create a high-quality public place that can facilitate both day-to-day activity and events. The re-designed space engages with the adjacent building uses along the northern and southern edges and creates a place where people can relax and socialise, read a book, enjoy outside eating and drinking, listen to a busker, or attend an organised event such as a market, street theatre, or musical performance.

In essence the new CGDP will be ‘book ended’ to Dublin Street by new retaining walled gables to the existing buildings either side of the new ‘opening’ as reflected in the design drawings and by further development options on adjoining lands.

In that context consideration has also been given to the overall environment of the new CGDP and in particular to the properties that will front onto the new public space. The detailed design principles are set out further in the Design Statement prepared by the project architects (see EIAR Volume II Technical Appendices Appendix 21). While these properties are outside the application site, they are immediately adjacent to it, and it is important to demonstrate how the proposals that are the subject of the planning application will form the context for subsequent development projects that will progressively deliver the regeneration objectives. Monaghan County Council, in consultation with the relevant property owners, have prepared proposals for the redevelopment of the plots adjacent to the proposed new pedestrian square. These redevelopment proposals illustrate how the plots can be developed for residential and commercial use, which would support an active and vibrant square.

Along with the future adaptive reuse / infill development envisaged in later years by the Regeneration Plan, it is considered that these new building blocks have the potential to make an important and positive contribution to the appearance and character of the ACA. The new building blocks will be a catalyst to new development within Dublin Street and in the new development plots identified in the proposed development.

It is considered that any harm resulting from the demolition of this group of buildings will be outweighed by the merits of the proposed development. It is considered that this intervention will affect the setting of the ACA, but not significantly. The benefits of a high-quality, comprehensive regeneration scheme focusing on urban renewal, connectivity, and accessibility are considered to outweigh the disadvantages of this specific demolition adjacent to the ACA.

All proposals within and adjacent to the ACA should be carried out in accordance with best conservation practice, as defined by the International Council on Monuments and Sites (ICOMOS) in the Venice Charter of 1964 and subsequent charters.

15.9.6.2 Protected Structures

The Monaghan County Development Plan provides a copy of the Record of Protected Structures. The pink hatch, as shown on the plan below, denotes the location of some of the Protected Structures within Monaghan Town. There are four Protected Structures within the red line boundary and a further ten Protected Structures in close proximity to the red line boundary. Other Protected Structures surrounding The Diamond and Church Square make up the ‘important urban space and focal area’ as previously discussed.

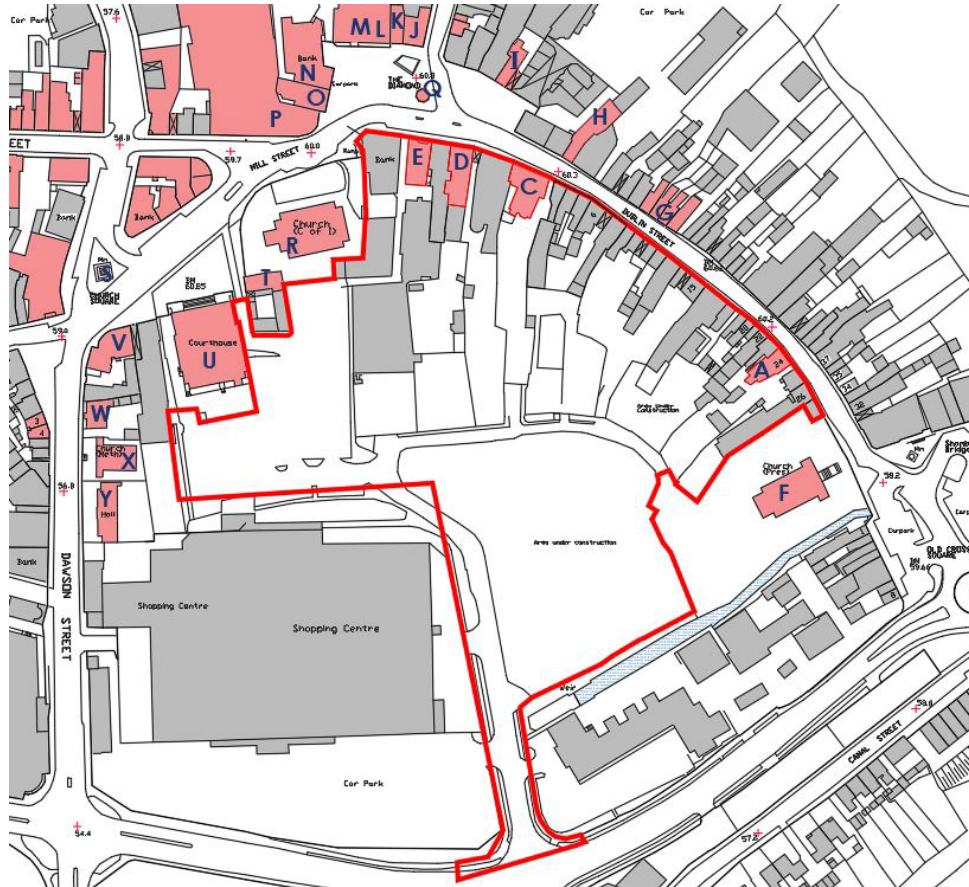


Figure 15.9.6.2.1: Locations of Recorded Protected Structures

Protected Structures within the red line boundary:

Letter	Building	Location to Proposals	RPS Reg No.
A	Sherry's No.24 Dublin Street	Within Site Boundary	41001056
C	Monaghan Town Hall	Within Site Boundary	41001080
D	Magill Jewellers	Within Site Boundary	
E	C. Mc Nally	Within Site Boundary	41001086

Protected Structures near the red line boundary:

Letter	Building	Location to Proposals	RPS Reg No.
F	First Monaghan Presbyterian Church, Old Cross Square	Adjacent to Site Boundary	41001050
G	54 – 57 Dublin St	Opposite Site Boundary	41001181, 41001180, and proposed location of 41001179, 41001178.
H	Seamie Mc Kenna's Pub	Dublin Street, Opposite Site Boundary	
R	St. Patricks Church, Church Square	Adjacent to Site Boundary	41001091
T	Former Rectory, Church Square	Adjacent to Site Boundary	Local 8

U	Monaghan Courthouse, Church Square	Adjacent to Site Boundary	41000170
V	Dinkin's Coffee Shop & Restaurant	Church Square	Local 7
W	Dawson Street (Manse)	Adjacent to Site Boundary	41000175
X	Monaghan Methodist Church	Adjacent to Site Boundary	41000176
Y	Dawson Street Assembly Rooms	Adjacent to Site Boundary	41000177

Other Protected Structures surrounding The Diamond and Church Square:

Letter	Building	Location to Proposals	RPS Reg No.
I	Mc Crystal Opticians	The Diamond	
J	Age Action	The Diamond	
K	Jewellery Boutique	The Diamond	41001103
L	Westenra Hotel	The Diamond	41001100
M	Westenra Arms Hotel	The Diamond	41001098
N	AIB Bank	The Diamond	41001096
O	Boyle	The Diamond	
P	Flemming's Department Store / 02 / SuperValu	The Diamond	41000300
Q	Rossmore Memorial	The Diamond	41001104

Outline information for the four buildings within the red line boundary has been provided below as sourced from the National Inventory of Architectural Heritage <https://www.buildingsofireland.ie/> with current photos and any updated notes on changes since the Protected Structure record.

A: Sherry's Public House No. 24 Dublin Street

NIAH Reg No. 41303130 | RPS no.41001056 | Regional | Public House, originally a house.

Date 1830 – 1850.

Outline Description: Terraced three-bay three-storey house over public house with pub front to ground floor. Pitched slate roof recently rebuilt with brick chimney stack. Random rubble walls to gables with squared quoin stones. Square-headed window openings with patent margin surrounds, red brick voussoirs, six-over-six horned timber sliding sash windows and painted sills. Timber framed pub front to the road with display window, timber panelled door with over-light.

Appraisal: The building is taller than its neighbours and adjacent to a lane/alleyway leading to rear outbuildings. It makes a strong impression in the streetscape. The use of brick provides good textural contrast to surrounding rendered buildings. The shopfront enhances the ground floor and retention of timber sash windows contributes to its heritage value.



Comments and Observations: The building is a welcome and pleasant feature to the south-east end of Dublin Street. New purposeful connectivity down past the gable wall to the backlands area will increase footfall to Sherry's and further enhance its marker/presence along Dublin Street by becoming a new corner and gateway through to the backlands. New paving and street lighting will enhance the pedestrian experience and encourage building owners to best maintain their presence on the street. **The proposals have been amended to retain the outbuildings to the rear of Sherry's Pub (24 Dublin Street) in acknowledgement of the Department's position that the structure is protected by virtue of its situation in the curtilage of Sherry's Pub. The proposals have been developed around its retention and likely use as retail premises in accordance with a recent planning permission.**

B: Birthplace of Charles Gavan Duffy No. 10 Dublin Street

Note: Deleted from Record of Protected Structures (10th May 2021)

NIAH Reg No. 41303129 | Regional | Vacant retail unit with living accommodation over, originally shop/retail unit.

Date 1800 – 1820.



Outline Description: Terraced three-bay three-storey house-over-shop, with shopfront and integral carriageway to ground floor. Pitched slate roof not visible from street, with smooth-rendered chimneystacks, and replacement rainwater goods. Smooth-rendered ruled-and-lined walls with block-and-start quoins to upper floors. Plaque to front wall inscribed 'Charles Gavan Duffy was born here 12th April 1816'. Square-headed window openings with replacement uPVC windows and painted sills. Shopfront has timber fascia board with console brackets, timber-framed display window and glazed door. Carriage-arch has depressed-arch opening and recent metal gate

Appraisal: This modest building has the typical characteristics of buildings in Irish provincial towns, such as the shopfront and the archway allowing access to a yard to the rear. The building is notable for being the birthplace of the Irish nationalist and Australian politician Charles Gavan Duffy.

Comments and Observations: The building structure is of some limited architectural significance. It retains the overall form, massing and scale to the street frontage but its substantial alteration over time has diminished this eroding its architectural significance. The building has been deleted from the RPS in accordance with Section 55 of the Planning and Development Act, as the building fabric no longer meets the test for historic and social significance. The building is vacant with a through archway, a typical feature within the town, which leads to an enclosed and gated fire escape area which does not enhance the architectural and civic values of the ACA. The archway at No 10 is an architectural feature which provides access to the rear of the property only and does not give access to a through route. There are numerous examples of these features throughout the town, both as an interesting feature in wall detailing or open arches to facilitate access along an alley way.

As directed by ABP in the FI request, Monaghan County Council (MCC) have carried out further engagement with the Department of Housing, Local Government and Heritage in relation to the issues and concerns raised in their submission. MCC held a meeting with the Department to provide further clarity on the approach to delivery of the regeneration objectives of the Dublin Street Regeneration Plan 2017, as incorporated into the Monaghan County Development Plan and to discuss intended amendments to the proposed development to address relevant concerns. As a result, the Department has now confirmed that they have a detailed in the attached correspondence received from the Development Application Unit within the Department (EIAR, Volume II Appendix 3B), the Department are now inclined to set aside observations detailed in their previous submission to An Bord Pleanála.

Monaghan County Council engaged new architectural consultants (McAdam Design) and public realm specialists (OPEN) to re-consider the design approach in the context of the additional information by An

Bord Pleanála and to develop new design proposals that address the matters raised in those submissions and reflected in the FI request. In conjunction with the new design team, MCC have developed amended design proposals and high-quality architectural images for a new pedestrian civic plaza (Charles Gavan Duffy Place) that is centred on a pedestrian first priority that complies with prevailing planning and urban regeneration policies and will create an enlivened vibrant space that will encourage frontage development, outdoor seating and an attractive space that people want to spend time in.

The new pedestrian civic plaza utilises bespoke high end public realm materials (paving, street furniture, landscaping, lighting), with collaborative and joined up design proposals that have been developed in the context of marketing the area to attract additional footfall, attract inward investment and sell the regeneration ambitions and objectives for the area. The new pedestrian plaza demonstrates an appreciation of Charles Gavan Duffy with an appropriate commemorative incorporated into the design.

To address concerns regarding active elevations for the existing properties adjacent to the proposed new pedestrian square (Gavan Duffy Place), Monaghan County Council and their architectural consultants, in consultation with the relevant property owners, have prepared proposals for the redevelopment of the plots adjacent to the proposed new pedestrian plaza (Charles Gavan Duffy Place). These redevelopment proposals illustrate how the plots can be developed for residential and commercial use, which would support an active and vibrant square. The relevant floor plans, elevations, and visuals of the redevelopment proposals for the relevant properties can be viewed at EIAR Volume II Appendix 2G CGDP Frontage Development. These proposals are located outside the defined red line boundary of the site submitted to ABP, and for procedural reasons it is consequently not proposed that they be formally considered as part of the scheme at this stage.

C: Monaghan Town Hall

NIAH Reg No. 4303128 | Regional | Town/County Hall, originally Bank/Financial institution.

Date 1870 – 1890.

Outline Description: End-of-terrace seven bay two-storey former bank altered c.1930 to Monaghan town hall. It has shallow pedimented breakfront framing central bays, a pitched roof concealed by a parapet with moulded corniced coping with console brackets to margins, moulded scooping and surround to pediment. Smooth-rendered chimneystacks, and cast-iron rainwater goods. Smooth-rendered channelled walls, with smooth-rendered pilasters to breakfront, and with stepped string course at eaves level. Square-headed window openings with one-over-one pane horned timber sliding sash windows to first floor, cast-iron margined casement windows to ground floor, round-headed window opening to centre of pediment with moulded architrave and Napoleon-hat surround with multiple-pane timber casement window. Square-headed door opening with marble doorcase and double-leaf timber panelled door. Square-headed door opening to south-east bay with timber panelled door and over-light.

Appraisal: The building retains its intrinsic architectural qualities, including timber sash windows, and although the facade of this building may not be original. Its decorative, classical elements, so commonly applied to public buildings of this period, enhance the building's appearance.



Comments and Observations: The end of terrace building will form another marker and entry point to the backlands area behind via the passageway beside. New paving and street lighting will further enhance the setting of the building as an integral part of Monaghan town centre.

D: Magill Jewellers, Dublin Street

NIAH Reg No. 41303127 | Regional | Shop/ retail outlet.

Date 1810 - 1830

Outline Description: Terraced three bay three-storey house-over shop with shopfront of c.2000 to ground floor having deeply recessed entrance. It has a pitched slate roof with red brick chimneystacks and replacement rainwater goods. It has squared, coursed rubble limestone walls, with marble-effect cladding to shopfront, with projecting clock to first floor. Square-headed window openings with dressed tooled limestone voussoirs, horned timber sash windows three-over-three pane to top floor and six-over-six pane to first floor, with dressed stone sills.

Appraisal: The building retains its intrinsic architectural qualities, including timber sash windows and the evident masonry skills employed in the construction are evident. The overall composition, scale and character of the building remain despite the insertion of a modern shopfront.



Comments and Observations: The building is not directly impacted by the proposals but will benefit from the social and commercial outcomes arising from the Regeneration Scheme.

E: C Mc Nally, Dublin Street

NIAH Reg No. 41303126 | Regional | Shop/ retail outlet.

Date 1810 - 1830

Outline Description: End-of-terrace four bay three-storey house-over-shop with late twentieth-century shopfront to ground floor. It has a pitched slate roof with roughcast rendered chimneystack, and cast-iron rainwater goods. Smooth-rendered ruled-and-lined walls with channelled quoins and having orange tiled walls to shopfront. It has square-headed window openings with keystone detail, six-over-six pane horned timber sash windows, and painted sills.

Appraisal: This building is notable for the retention of timber sash windows to its upper floors, the keystone detail being eye catching. The form has been somewhat compromised by the heavy-handed late twentieth-century shopfront, but the building nevertheless adds to the quality of the streetscape.



Comments and Observations: The building is not directly impacted by the proposals but will benefit from the social and commercial outcomes arising from the Regeneration Scheme.

As per BHP1, the overall policy is to retain, restore and enhance the integrity and significance of the protected buildings within their wider context. As the works to this project are related to public realm street improvements, it is assumed that there will no significant adverse impact on the Protected Structures or indeed to the majority of the other buildings which line the streets. Generally, the regeneration plans for Monaghan Town aim to revitalise and enhance the urban environment to ensure long-term vibrancy and use of the existing buildings, environs, and Monaghan Town Centre to ensure that Protected Structures do not fall into disrepair or dereliction. It is assumed that the proposed Public Realm works will serve to enhance the buildings providing an improved setting for them using appropriate quality materials.

It can be concluded that the proposed development will have no direct impact on any building currently on the RPS.

This section concludes that there are no direct impacts on Protected Structures other than civil works in the environs of these buildings and that the works have negligible impact on the significance of the heritage overall, with only minor changes to the historic landscape character. The works will generate positive and permanent outcomes for improving the quality of the heritage environment.

The next section on street analysis includes the impacts of the proposals on the surrounding Protected Structures beyond the site boundary.

15.9.7 Street Analysis: Context, Buildings & Adjacent Environs

15.9.7.1 Dublin Street Urban Grain

As previously discussed, Monaghan Town centre typically comprises of traditional narrow fronted units of two and three storeys height, generally two and three bays width, with interspersed passageways, some under archways. This is typical of the Dublin Street Regeneration Area which has terraces fronting onto Dublin Street with long rear gardens to the south. The building line is well defined, and with a gentle rising topography and slightly curved elevation it creates an attractive and intimate feel. The gaps and archways allow glimpses southwards with potential good visual connection to the south-west and backland areas. Historically the rear gardens of these properties extended to the Shambles River, however 20th century development has resulted in the gardens being reduced to their present-day configuration. Typically, there are long rear annexes extending into the depths of the plots. The rear gardens are generally unused, disconnected and face onto the existing large public surface carparking that serves the Monaghan Shopping Centre. To the south-east, the backlands are characterised by small courtyards created by two storey outhouses positioned parallel to the principal structure.

Figure 15.9.7.1.1 below shows the proposals in context with the existing fabric of Monaghan Town.

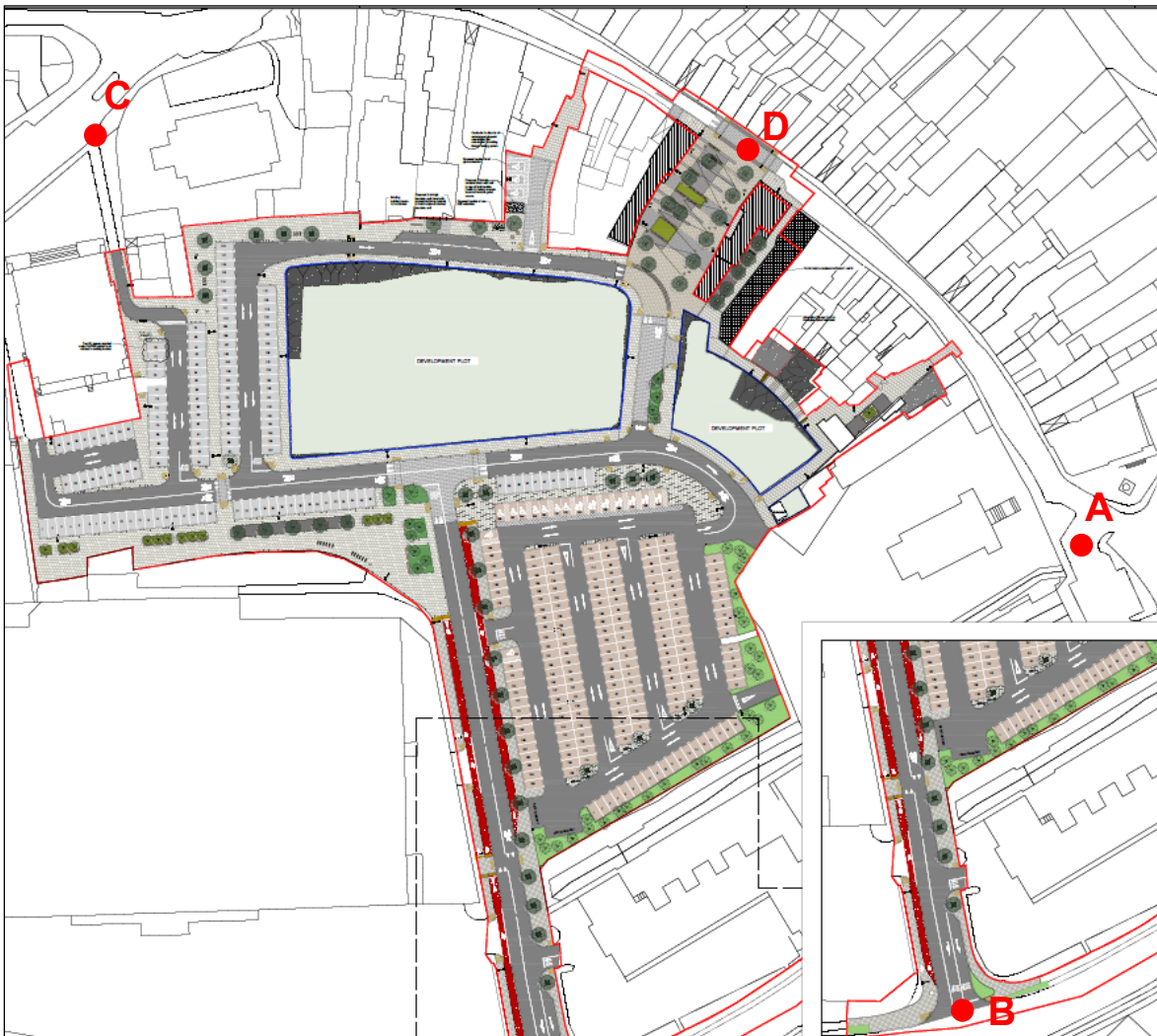


Figure 15.9.7.1.1

- A:** Approach to proposed public realm from east / Old Cross Square.
- B:** Approach to proposed public realm from south / Broad Road.
- C:** Approach to proposed public realm from north-west / Church Square
- D:** Approach to proposed public realm from Dublin Street.

The following sub-sections review the existing approaches to the site from various locations in Monaghan Town.

15.9.7.2 Approach to Proposed Public Realm from the East / Old Cross Square

When standing at Old Cross Square looking towards Dublin Street, you can see the boundary of Dublin Street ACA which includes the building elevations to both sides of Dublin Street and comprises of another soft corner. The First Monaghan Presbyterian Church to the left-hand side of the image (not within the ACA) is a Protected Structure and sits on the outside of the red line boundary of the proposed development. Further along Dublin Street you can also see the three-storey stone gable with brick chimney to Sherry's public House, also a Protected Structure. The regeneration proposals do not directly impact the setting of either the ACA or the Protected Structures when viewed from Old Cross Square.

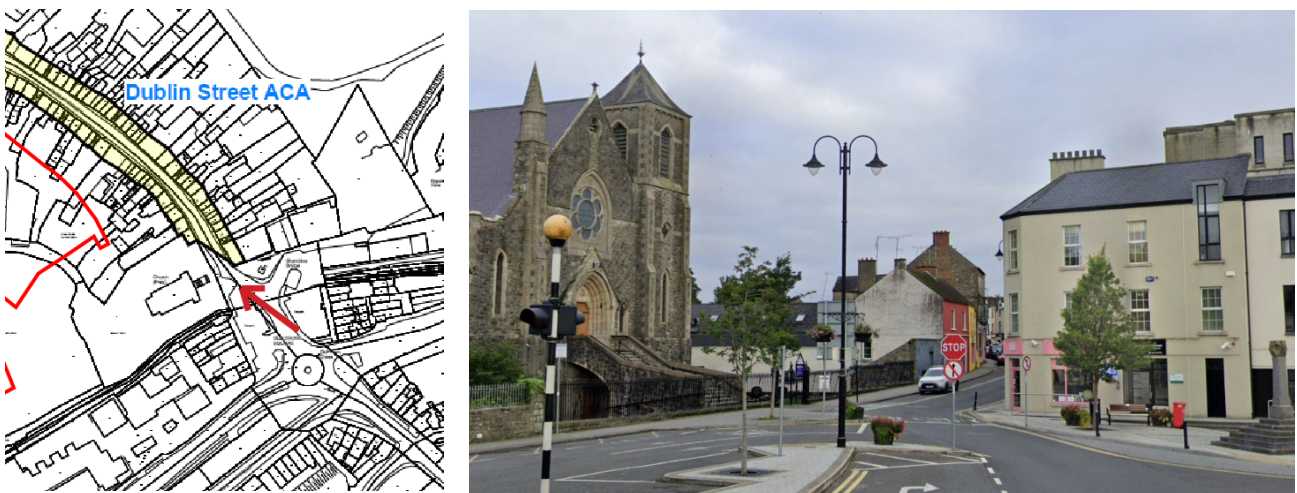


Figure 15.9.7.2.1:

LEFT: Dublin Street ACA and red line boundary when approached from Old Cross Square.
RIGHT: Looking towards Dublin Street from Old Cross Square.

Advancing up Dublin Street, there are two two-storey terraces on the left. There is a gap between these and the next building, which is Sherry's Public House. Adjacent to Sherry's, the proposals include new natural granite paving with a natural granite 'flush trim' to the Dublin Street pavement. This surface treatment will extend into Sherry's alley and open out to the revitalised space that will lead to the proposed new development plots. The existing pedestrian route consists of granite setts along Dublin Street; the alleyway to the side and rear of Sherry's is a concrete surface. The new paving and lighting will complement the new space to be created along this alleyway, creating a safe and attractive environment, and encourage new outdoor uses and pedestrian movements. The proposed design is consistent with other public realm schemes throughout the town, and it is considered that it will not negatively or directly impact the Protected Structure.

The Department has confirmed a position that the outbuildings to the rear of Sherry's Pub are protected by virtue of their location within the curtilage of the Protected Structure. Further, the Heritage Council has also confirmed that Sherry's Pub, including the ancillary outbuildings, is to be refurbished with funding from the Heritage Council and the Department of Housing's Historic Towns Initiative.

The revised regeneration proposals incorporate the retention of the stone outbuilding to the rear of Sherry's Pub in line with the County Development Plan policy requirements to preserve and enhance such structures and in recognition of a current planning permission for an alternative use as retail premises.



Figure 15.9.7.2.2:

LEFT TO RIGHT:

- **First Monaghan Presbyterian Church (Protected, built 1825 – 1905),**
- **25 – 26 Dublin Street (not protected but part of the ACA),**
- **Sherry's Public House (Protected, built 1830 - 1850).**



Figure 15.9.7.2.3: Outbuilding to the rear of Sherry's Public House - Proposed for Retention. Location of new connection to Backlands with new paving and street lighting.

15.9.7.3 Approach to Proposed Public Realm from the South / Broad Road

From Broad Street looking North towards the backlands area you see mainly car parking with Monaghan Shopping Centre on the left and modern office and commercial premises on the right. There are no features of built heritage to consider. The proposals to realign the access road for improved access to the backlands area with a mix of new pre-cast concrete paving units and natural stone paving have no significant impact on heritage.

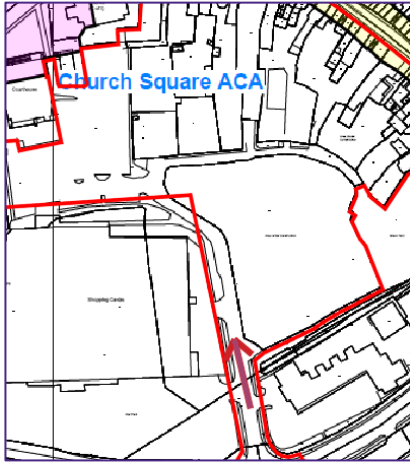


Figure 15.9.7.3.1:

LEFT: Access from Broad Road into Backlands Area

RIGHT: Access Road for proposed works to redefine access to Backlands area.



Figure 15.9.7.3.2: Car park to the south-east of the site, looking towards the rear of the First Monaghan Presbyterian Church (Source: Consarc Design Group)

The site boundary to the First Monaghan Presbyterian Church adjoins the proposed development site. This is not within an ACA. The proposed works are modest alterations to landscaping and carparking provision, mainly new surfacing and lighting. A new development site is proposed to the north-west of the Church. These new proposals will have to be appropriate to the scale and massing of the church and existing plots fronting onto Dublin Street but will be assessed as part of future planning proposals for the sites within the overall regeneration area.

15.9.7.4 Approach to Proposed Public Realm from the North West / Church Square

The area between Church Square and the proposed development site is within the Church Square ACA. The existing buildings framing this view include Protected Structures; St. Patrick's Church, Monaghan Courthouse, and the former Rectory. An archway adjoining the courthouse is to be retained as existing.

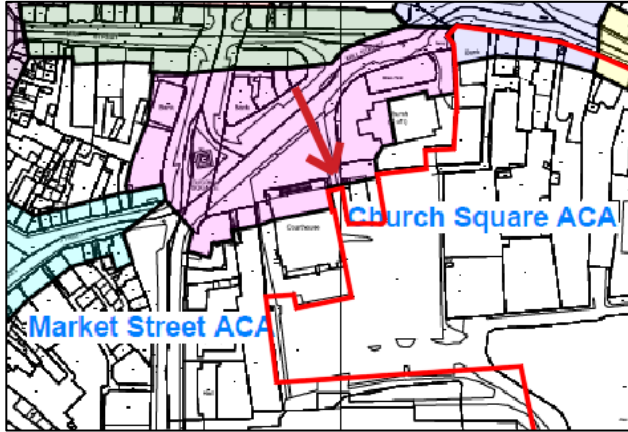


Figure 15.9.7.4.1:

LEFT: Access to the site from Church Square past St. Patrick's Church.

RIGHT: Existing Protected Structures framing view towards the archway and site beyond.

The proposals will not directly impact the Protected Structures or ACA as they comprise of new paving and street lighting outside the threshold of the buildings. The existing view through to carparking and the Shopping Mall will be enhanced by improved finishes and planting to the public realm.



Figure 15.9.7.4.2: Carpark in front of existing shopping centre looking towards Saint Patrick's Church and the rear of the Courthouse.

15.9.7.5 Approach to Proposed Public Realm from Dublin Street

Following in the tradition of Monaghan's historic squares, connected by narrow streets, a new civic plaza is proposed to be located midway along Dublin Street. The new urban space will provide enhanced connectivity between Dublin Street and the backlands and act as a gateway to the future development area to the rear of Dublin Street.

The edges of the new civic space will be created by future redevelopment / infill development with the new structural gables of existing structures defining the space onto Dublin Street. These gables will be punctuated by new window and door openings which will provide active frontage onto Charles Gavan Duffy Place. To commemorate the life of Charles Gavan Duffy, it is envisaged that a high quality 'totem' information sign displaying details of the life and contribution of Charles Gavan Duffy to Irish History could be sited here.

As previously acknowledged, the demolition of a structure which was formerly on the Record of Protected Structures is a significant intervention. However, it is a necessary intervention in order to deliver on the objectives of the Dublin Street and Backlands Regeneration Plan which has been incorporated into the Monaghan County Development Plan. The Plan proposed a new street and public space to connect Dublin Street to the backland area (Charles Gavan Duffy Place). The new street was to be formed by the demolition of existing structures to form a new opening in Dublin Street and while the Plan recommended that the space should be sufficiently wide to accommodate two way vehicular traffic and a pedestrian space, the revised proposals relate to a pedestrian public space only and the demolition of structures involved are kept to the minimum possible to deliver on the objectives of the Plan and by incorporation, the objectives of the County Development Plan.. The edges of the street are to be created by new gables to existing structures, and adaptive reuse/ infill development.

The overall benefits of this new civic space, improved connectivity between Dublin Street and the remainder of the town centre and regeneration of a currently underutilised area of the town which is so central to the delivery of the wider regeneration project, will compensate for the loss of traditional fabric that, in itself, has diminished in respect of its architectural significance over time.

As directed by ABP in the FI request, Monaghan County Council (MCC) have carried out further engagement with the Department of Housing, Local Government and Heritage in relation to the issues and concerns raised in their submission. MCC held a meeting with the Department to provide further clarity on the approach to delivery of the regeneration objectives of the Dublin Street Regeneration Plan 2017, as incorporated into the Monaghan County Development Plan and to discuss intended amendments to the proposed development to address relevant concerns. As a result, the Department has now confirmed that they have a detailed in the attached correspondence received from the Development Application Unit within the Department (EIAR, Volume II Appendix 3B), the Department are now inclined to set aside observations detailed in their previous submission to An Bord Pleanála.

Monaghan County Council engaged new architectural consultants (McAdam Design) and public realm specialists (OPEN) to re-consider the design approach in the context of the additional information by An Bord Pleanála and to develop new design proposals that address the matters raised in those submissions and reflected in the FI request. In conjunction with the new design team, MCC have developed amended design proposals and high-quality architectural images for a new pedestrian civic plaza (Charles Gavan Duffy Place) that is centred on a pedestrian first priority that complies with prevailing planning and urban regeneration policies and will create an enlivened vibrant space that will encourage frontage development, outdoor seating and an attractive space that people want to spend time in.

The new pedestrian civic plaza utilises bespoke high end public realm materials (paving, street furniture, landscaping, lighting), with collaborative and joined up design proposals that have been developed in the context of marketing the area to attract additional footfall, attract inward investment and sell the regeneration ambitions and objectives for the area. The new pedestrian plaza demonstrates an appreciation of Charles Gavan Duffy with an appropriate commemorative incorporated into the design.

To address concerns regarding active elevations for the existing properties adjacent to the proposed new pedestrian square (Gavan Duffy Place), Monaghan County Council and their architectural consultants, in consultation with the relevant property owners, have prepared proposals for the redevelopment of the plots adjacent to the proposed new pedestrian plaza (Charles Gavan Duffy Place). These redevelopment proposals illustrate how the plots can be developed for residential and commercial use, which would support an active and vibrant square. The relevant floor plans, elevations, and visuals of the redevelopment proposals for the relevant properties can be viewed at EIAR Volume II Appendix 2G CGDP Frontage Development. These proposals are located outside the defined red line boundary of the site submitted to ABP, and for procedural reasons it is consequently not proposed that they be formally considered as part of the scheme at this stage.

The revised design also updates proposals for the 3 existing alleyway connections from Dublin Street to the backlands quarter area to incorporate new high-quality public realm (paving, street furniture, wayfinding, signage, landscaping etc) to create enlivened spaces and provide opportunities for new frontage developments and encourage the reuse and adaption of existing building in these locations.

Monaghan County Council's Housing Department, in consultation with the architectural consultants, have prepared proposals for the development of social housing units (6 no. apartments) on the plot of No. 15 Dublin Steet which is adjacent to Monaghan Spice Restaurant (formally Peaky Blinders public house). The housing units have been designed in accordance with "Sustainable Urban Housing Design Standards for New Apartments", providing adequate living floor area, storage, amenity space and refuse storage. The relevant floor plans, elevations, and visuals for the proposed housing units can be viewed at EIAR Volume II Appendix 2H Social Housing Units Development. MCC have secured Stage 1 Approval from the Social Housing Capital Investment Unit in the Department of Housing, Local Government and Heritage EIAR Volume II Appendix 3C DHLGH Stage 1 Approval) for the housing proposal which the Local Authority consider supports the ambitions of the Housing for All and Town Centre First policies. Subject to the property acquisition, it is intended that this development proposal will be progressed through a separate planning process in the near future.

The revised proposals place increased emphasis on the creation of a new backland quarter that delivers enhanced multi-use town centre public realm focused on pedestrian connectivity that facilitates seamless integration with the existing historic town centre.

The objective is to utilise the existing network of laneways and to provide new connections centring on Dublin Street to enhance the permeability of the area into and through the new backland quarter. It is also an objective to provide an attractive place where people wish to live, work and visit.

In that context the vision for the area in the short term is to plan for the upgrading of existing public spaces, streets, spaces and footpaths and to utilise and create new connections with new streets and spaces which enhance the urban structure, and quality of the public realm of the Dublin Street quarter as development sites come on-stream. This new high-quality public realm (footpaths, street furniture, wayfinding, signage, landscaping and other ancillary developments) will set the standard for new developments and ensure existing structures are reused and adapted.

The new space will benefit from a southerly orientation and will increase light onto Dublin Street, as well as improving pedestrian connections to the backlands. It will add to the sense of place and cultural identity of the town.

The new public space will be formed by the demolition of existing structures Numbers 8, 9, 10 and 11 Dublin Street to form a new civic space with and high-quality public realm.

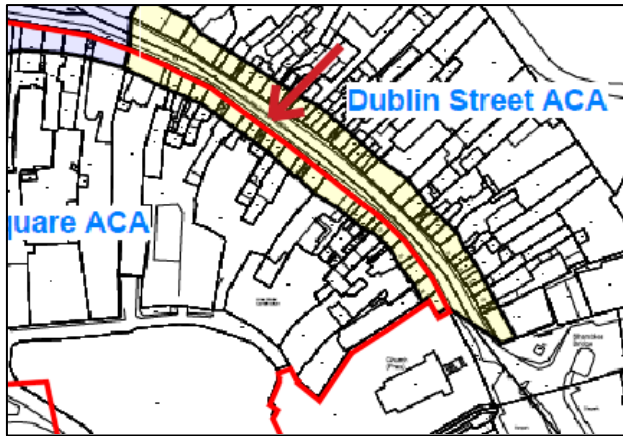


Figure 15.9.7.5.1:

**LEFT: Access to the site from Dublin Street – formation of Gavan Duffy Place.
 RIGHT: Existing No. 10 Dublin Street – Birthplace of Charles Gavan Duffy.**



Figure 15.9.7.5.2: Dublin Street – Looking north-west.

No. 13 Dublin Street (yellow building above) has an existing archway. This building is to be retained along with its adjoining neighbour to the right-hand side. The archway will be retained and form another access to the backlands. The proposals include for new paving, lighting, and trees.



Figure 15.9.7.5.3:

LEFT: No. 13 Dublin Street with existing archway and adjacent No. 12 Dublin Street, both retained.

RIGHT: Rear space behind archway to No. 13 Dublin Street – for new public realm proposals.

The existing space is lined with dilapidated fencing and overgrown shrubbery that does not make for safe and attractive routes through to the backlands area. The proposals will upgrade the existing finishes and improve permeability with better lighting making No.13 Dublin Street and archway a new gateway for future activity. The proposals do not significantly impact the existing ACA. The proposed new development plot behind will be viewed upon advancing down the enhanced access route and will provide new opportunities for development and activity. This site has been identified as a potential housing opportunity site and is likely to be subject to a planning application in the near future.

The revised design also updates proposals for the 3 existing alleyway connections from Dublin Street to the backlands quarter area to incorporate new high-quality public realm (paving, street furniture, wayfinding, signage, landscaping etc) to create enlivened spaces and provide opportunities for new frontage developments and encourage the reuse and adaption of existing building in these locations.

Monaghan County Council's Housing Department, in consultation with the architectural consultants, have prepared proposals for the development of social housing units (6 no. apartments) on the plot of No. 15 Dublin Street which is adjacent to Monaghan Spice Restaurant (formally Peaky Blinders public house). The housing units have been designed in accordance with "Sustainable Urban Housing Design Standards for New Apartments", providing adequate living floor area, storage, amenity space and refuse storage. The relevant floor plans, elevations, and visuals for the proposed housing units can be viewed at EIAR Volume II Appendix 2H Social Housing Units Development. MCC have secured Stage 1 Approval from the Social Housing Capital Investment Unit in the Department of Housing, Local Government and Heritage (EIAR Volume II Appendix 3C DHLGH Stage 1 Approval) for the housing proposal which the Local Authority consider supports the ambitions of the Housing for All and Town Centre First policies. Subject to the property acquisition, it is intended that this development proposal will be progressed through a separate planning process in the near future.

The revised proposals place increased emphasis on the creation of a new backland quarter that delivers enhanced multi-use town centre public realm focused on pedestrian connectivity that facilitates seamless integration with the existing historic town centre.

The objective is to utilise the existing network of laneways and to provide new connections centring on Dublin Street to enhance the permeability of the area into and through the new backland quarter. It is

also an objective to provide an attractive place where people wish to live, work and visit.



Figure 15.9.7.5.4: Existing access route through archway to carparking area proposed for new development site.

Other access points from Dublin Street include the existing passageway adjoining Monaghan Town Hall and the existing passageway adjoining Sherry's Public House (as previously addressed).

The proposals include for new paving and streetlighting to these alleyways / passageways. These improvements will have a positive impact on existing heritage assets.

15.9.7.6 Approach to Proposed Public Realm from The Diamond

On approach to Dublin Street from The Diamond there will be little or no impact on the ACA or Protected Structures as all works are proposed to the rear of the building line to Dublin Street.



Figure 15.9.7.6.1: Existing approach to Dublin Street from the Diamond.

As previously noted, it is envisaged the proposals to upgrade the spaces, streets, and connections from Dublin Street through to the backlands, and vice versa, and the creation of a new high-quality public realm will act as a catalyst for vibrant development opportunities both within the existing fabric and to the redundant and underused backlands beyond.

15.9.8 Impact of Works

15.9.8.1 Summary of Works

The proposed works aim to integrate with the historic streetscape in a manner which is contemporary and forward looking while complimenting the built heritage.

New connections and spaces are to be formed to integrate both the existing Dublin Street ACA and the new backlands areas, and to better enhance other connections around the town. The main intervention for improving permeability is the proposed creation of Charles Gavan Duffy Place. Additionally, by creating new streets (Church Walk and The Mall) within the unutilised backlands area, new opportunities for commercial, leisure and residential facilities will be created. Improved access from Broad Road will improve accessibility to the town centre and better utilise existing car parking, removing any imperative for vehicular access through the new public space. The implementation of a new high-quality civic plaza in CGDP and enhanced public realm in the backlands quarter will form consistent and attractive pedestrian and cycling routes between both Dublin Street and the backlands area, stitching both old and new together. Figure 15.9.8.1 and Figure 15.9.8.2 illustrates the entrance to Charles Gavan Duffy Place from Dublin Street.



Figure 15.9.8.1 Entrance to Charles Gavan Duffy Place looking southeast



Figure 15.9.8.2 Entrance to Charles Gavan Duffy Place looking southwest

The proposals that are the subject of this planning application will deliver the necessary enhanced urban framework that will act as a catalyst for and enable the longer-term regeneration of the backlands quarter and the wider town centre area.

The detailed proposals that form part of the planning application are set out further in the relevant sections below. In summary the key elements of the planning application are:

- Creation of a new fully pedestrianised civic plaza (Charles Gavan Duffy Place) that connects Dublin Street through to the backland areas, creating an enlivened, vibrant space that people will want to spend time in, will attract footfall, and that will encourage frontage development and other inward investment that will deliver the regeneration objectives for the area.
- Enhanced public realm proposals for 3 existing alleyways that provide inviting connections between Dublin Street and the backlands quarter that will also provide opportunities for new frontage development and encourage the reuse and adaption of existing building in these locations.
- Enhanced vehicle and pedestrian/cycle connections from Macartan Road to the backland area, including improved connections between the Lower Courthouse area and the new Charles Gavan Duffy Place and the alleyways, and around the backland quarter to create new serviced development plots for future mixed use development, that are well connected to the both the historic town centre and the wider road network.



Figure 15.9.8.3 Proposed entrances to existing alleyways along Dublin Road

The longer-term vision is to enable and encourage delivery of the wider regeneration goals through the development of urban blocks in the backlands quarter and through adaptation, conversion and infill developments. The development proposals brought forward in this planning application essentially form the foundations, core and first phase of the overall regeneration project, seeking to provide the framework that will be the catalyst for further investment and regeneration.

The design concept highlights those areas where adaptive reuse, conversion and infill development, and where new development blocks will be accommodated and encouraged. This concept envisages strong building blocks along the edges of and fronting onto the new spaces and movement routes, to provide a high level of activity throughout the day, provide visual interest, animate the spaces, and create a natural surveillance within the area.

In that context the detailed design proposals have, in consultation with the relevant landowners, been developed for the buildings that will front onto the new Charles Gavan Duffy Place and for housing units in existing alleyway to the rear of 15 Dublin Street. These design proposals have been developed in accordance with the principles set out in the Dublin Street Regeneration Plan and Monaghan County Development Plan, seeking to integrate within the existing historic town centre context incorporating policy objectives in respect of Living Over the Shop, creating active ground floor uses and positive interaction between space and the built form that sets a context for a design led approach to the redevelopment of infill and new development sites.



Figure 15.9.8.4 Proposed housing units in alleyway to the rear of 15 Dublin Street



Figure 15.9.8.5 Proposed Charles Gavan Duffy Place

These design proposals relate to development just outside the application site boundary and will therefore be brought forward separately through the planning process. However, in recognition of the need to integrate such future development projects within the context of the overall regeneration framework, the design proposals and their potential environmental impacts are assessed in this EIAR.

15.9.8.2 Observed Sensitivities

Dublin Street has suffered decline more than any other area of the town centre due to the volume, speed and one-way flow of traffic, coupled with narrow footpaths has resulted in declining footfall on the street. The concentration of fast-food takeaways and late-night venues on the street combined with several vacant and derelict properties have also resulted in anti-social behaviour and loss of residential amenity in the area.

In general, pedestrian routes to the backlands are not well supervised, which limits a sense of security and detracts from the quality of the public realm.

Dublin Street is a narrow street with limited car parking and restricted footpath widths limit opportunities to comfortably walk and pause on the street. This environment creates a poor public realm contributed to the deterioration and decline of Dublin Street as a shopping destination, a place to do business and a place to live.

Vehicular movement along Dublin Street to the north-east of the study area, operates on a one-way system leading from The Diamond to Old Cross Square. As a consequence of this, Dublin Street has become an exit from the town, reversing its former role as a principal entrance to the town core.

All of these factors combined result in an inability for the street to attract a vibrant mix of uses.

15.9.8.3 Impact of Demolition of Historic Buildings over Reuse

Demolition of No. 10 Dublin Street

As previously noted, the works propose some demolitions to Dublin Street for the formation of Charles Gavan Duffy Place. Building numbers 8, 9, 10 and 11 are proposed for demolition as part of this planning application. Other demolitions proposed include some industrial or commercial units within the backlands areas.

No. 10 Dublin Street was previously a Protected Structure (RPS Ref 41001071) which has since been deleted from the Record of Protected Structures, under Section 55 of the Planning and Development Act 2000 (as amended) in May 2021 following a detailed consideration of the architectural and heritage merits of the building and its history. This process was supported by a detailed heritage report prepared by Monaghan County Council, assisted by Consarc Design Group.

The Report has been included in Volume II Technical Appendices 'Architectural Heritage Impact Assessment' assessment of No. 10 Dublin Street.

As noted in Section 15.3.3, the assessment of No. 10 Dublin Street concludes that *'The building fabric has been substantially altered over time and this has eroded its architectural significance.....We would therefore consider the building to have 'neutral' significance and that it no longer meets the test for special characteristics in terms of its architecture or artistic merit'*.

It is proposed that the birthplace of Charles Gavan Duffy is celebrated through the creation of a new vibrant civic space to be named 'Charles Gavan Duffy Place',

No 10 Dublin Street is currently used for private rental purposes and is not publicly accessible. As such it is considered that the creation of a new public space honouring the contribution made by Charles Gavan Duffy to Irish and Australian history will provide for a wider appreciation and knowledge of the man and his Monaghan connection than is currently the case. **There is an opportunity to provide a high quality 'totem' information sign commemorating Charles Gavan Duffy and displaying details of his life and contribution to Irish History within the new civic plaza.**



Figure 15.9.8.3.1: Location of No. 10 Dublin Street, Birthplace of Charles Gavan Duffy (Source: NIAH Historic Environment Viewer)

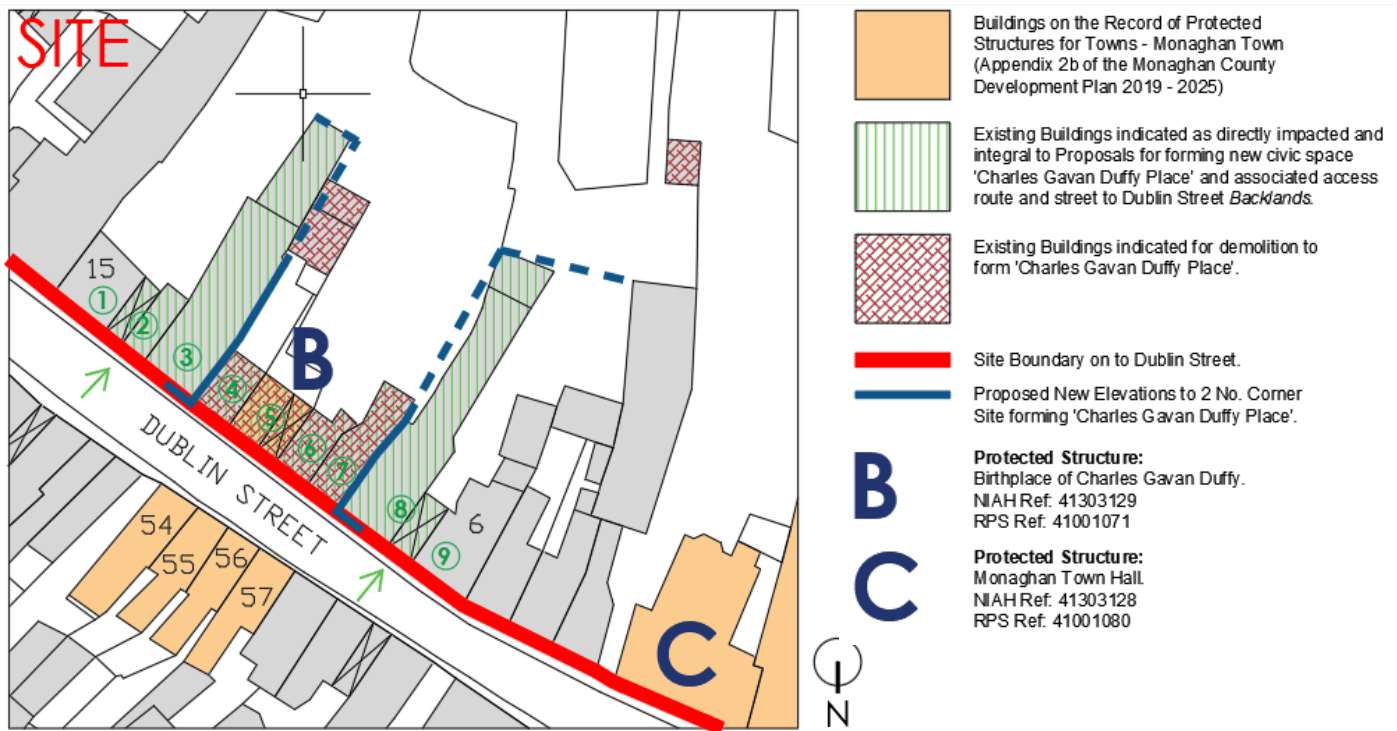


Figure 15.9.8.3.2: Existing Plan – Site Review (Consarc)

The proposals include the removal of buildings highlighted in green numbers 4, 5, 6, and 7 below, to create an entrance through from Dublin Street to the backlands area and new urban quarter.



Figure 15.9.8.3.3: Photomontage (Source: Consarc Design Group)

- 1: 15-16 Dublin Street – Retained.
- 2: 14 Dublin Street – Retained.
- 3: 12-13 Dublin Street – Retained.
- 4: 11 Dublin Street – Proposed Demolition.
- 5: 10 Dublin Street – Proposed Demolition.
- 6: 9 Dublin Street – Proposed Demolition.
- 7: 8 Dublin Street – Proposed Demolition.
- 8: 7 Dublin Street – Retained.
- 9: 6 Dublin Street – Retained.

Impact

As discussed, the proposed development concept forming the basis of the proposed Gavan Duffy Place urban space is identified below in Figure 15.9.8.3.5.

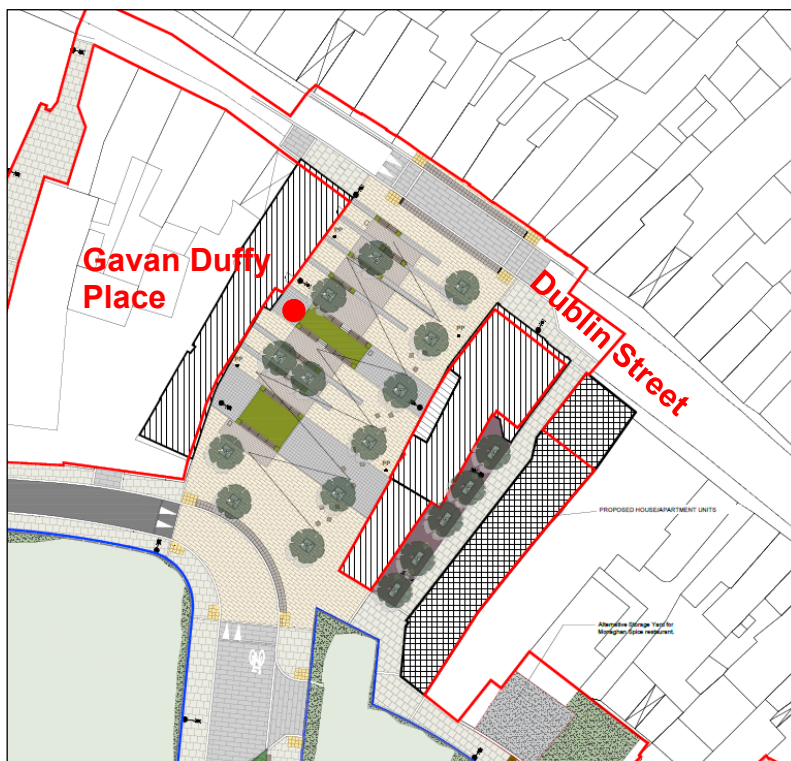


Figure 15.9.8.3.5: Proposed Gavan Duffy Place

Proposed new connection past Sherry’s Public House is shown in Figure 15.9.8.3.6.

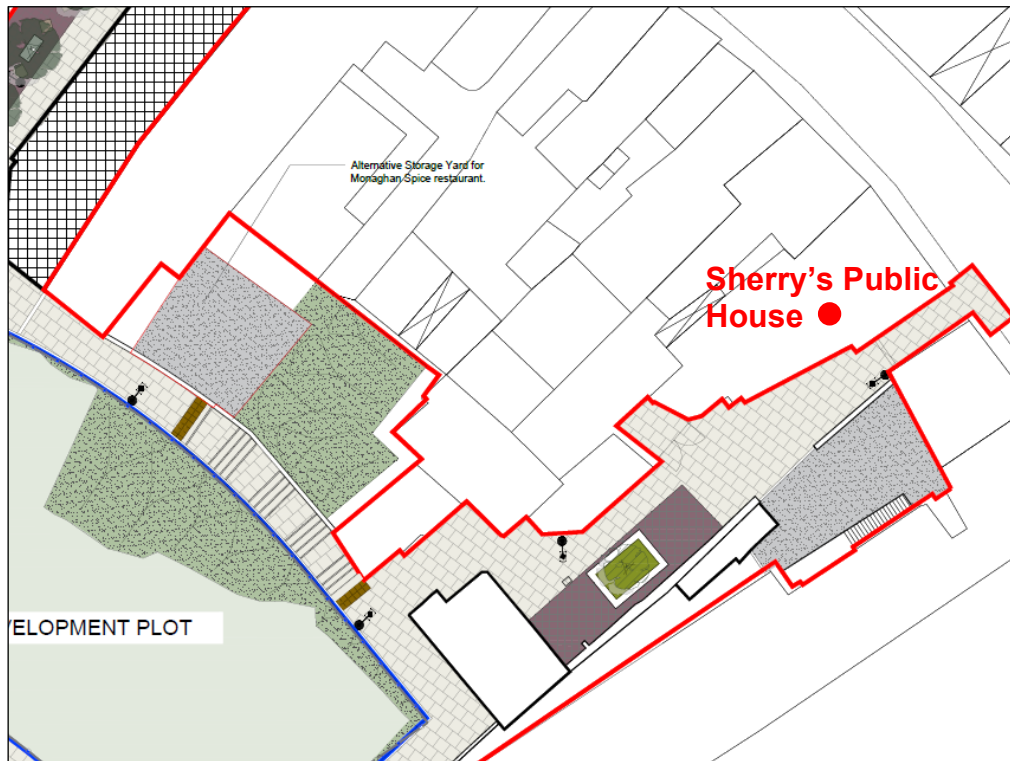


Figure 15.9.8.3.6: Proposed Urban Realm at Sherry's Public House

In the case of this project the decision to remove rather than reuse is based on analysis of the existing structures, and how these could be integrated into the proposed scheme. This led to the conclusion to demolish rather than replace for the following reasons:

- Demolition is a necessary intervention in order to deliver on the objectives of the Dublin Street and Backlands Regeneration Plan which has been incorporated into the Monaghan County Development Plan. The Plan proposed a new street and public space to connect Dublin Street to the backland area (Charles Gavan Duffy Place) and the new street was to be formed by the demolition of existing structures to form a new opening in Dublin Street.
- Monaghan County Council engaged new architectural consultants (McAdam Design) and public realm specialists (OPEN) to re-consider the design approach in the context of the additional information by An Bord Pleanála and to develop new design proposals that address the matters raised in those submissions and reflected in the FI request. In conjunction with the new design team, MCC have developed amended design proposals and high-quality architectural images for a new pedestrian civic plaza (Charles Gavan Duffy Place) that is centred on a pedestrian first priority that complies with prevailing planning and urban regeneration policies and will create an enlivened vibrant space that will encourage frontage development, outdoor seating and an attractive space that people want to spend time in.
- The new pedestrian civic plaza utilises bespoke high end public realm materials (paving, street furniture, landscaping, lighting), with collaborative and joined up design proposals that have been developed in the context of marketing the area to attract additional footfall, attract inward investment and sell the regeneration ambitions and objectives for the area. The new pedestrian plaza demonstrates an appreciation of Charles Gavan Duffy with an appropriate commemorative incorporated into the design.
- The design concept highlights those areas where adaptive reuse, conversion and infill development, and where new development blocks will be accommodated and encouraged. This concept envisages strong building blocks along the edges of and fronting onto the new spaces and movement routes, to

provide a high level of activity throughout the day, provide visual interest, animate the spaces, and create a natural surveillance within the area.

- In that context the detailed design proposals have, in consultation with the relevant landowners, been developed for the buildings that will front onto the new Charles Gavan Duffy Place and for housing units in existing alleyway to the rear of 15 Dublin Street. These design proposals have been developed in accordance with the principles set out in the Dublin Street Regeneration Plan and Monaghan County Development Plan, seeking to integrate within the existing historic town centre context incorporating policy objectives in respect of Living Over the Shop, creating active ground floor uses and positive interaction between space and the built form that sets a context for a design led approach to the redevelopment of infill and new development sites.
- These design proposals relate to development just outside the application site boundary and will therefore be brought forward separately through the planning process.
- The proposal is part of a wider public benefit to the whole of the town centre,
- The combination of the erosion of character of the existing buildings through modern interventions and alterations, coupled with the predicted public benefit of the proposal can be seen to outweigh the loss of the existing buildings.

The principal tenet is that the greater public interest will be served by demolition of the existing buildings and creation of new public spaces can be argued for the following reasons:

- The proposal relates to a wider public realm and opportunity for Monaghan to drive regeneration into the town centre,
- The properties as outlined above have limited, or eroded, architectural significance,
- Although No.10 Dublin Street forms part of the streetscape, it is considered that the new proposal will create a new and enhanced streetscape,
- For Gavan Duffy Place, the social significance of the building will still be recognised in the creation of the new urban place and the social / historical significance will be more evident and legible to the public than it is currently.

The proposed public realm scheme and creation of Gavan Duffy Place is predicted to enhance the special character of the ACA through the quality of the design and the positive introduction of public artwork and social history information which will tell the story of Gavan Duffy.

The formation of new gable elevations with new openings are proposed to be reflective of the historic architecture in terms of scale, design and materials. New window and door opening positions and scale are to be consistent with those to the elevations of Dublin Street. A rendered finish is proposed and in-keeping with the existing streetscape. **A subtle change in material and style provides a transition between traditional vernacular streetscape to modern building forms that are to replace the existing built form to the rear elevations of No 7 Dublin Street. It is proposed to increase the building scale from Dublin Street to the southern extremities of CGDP from 2 to 2½ to 3 storeys on both sides. This should create a greater sense of place by forming strong built form of a suitable scale and interest to define the extents of CGDP. The proposed use of the new built form is to accommodate ground floor commercial/retail units, to create an active frontage, with duplex residential units over which will greatly increase the passive surveillance of the public space. Past the retaining wall works the proposed elevations are a strategic vision developed in consultation with the building owners. These proposals are located outside the defined red line boundary of the site submitted to ABP, and for procedural reasons it is consequently not proposed that they be formally considered as part of the scheme at this stage.**

Mitigation Measures

- The structures proposed for demolition shall be recorded prior to demolition and a full inventory prepared, (conservation by record) and shall be monitored by a conservation architect during demolition to record evidence of historic fabric that may be uncovered.

- Any original fabric shall be saved and stored for future reuse elsewhere in the town. This may include internal joinery items. Any original brickwork or stonework to the building shall be carefully taken down and stored for possible reuse where required within the ACA area. All information shall be submitted to Monaghan County Council and the Irish Architectural Archive.
- A full archival standard photographic record of the site will be carried out and will be submitted to the Irish Architectural Archive.
- The history of the site and its relationship to Charles Gavan Duffy could be included within the town museum.
- Public realm improvements will be undertaken to Dublin Street as part of this regeneration scheme to enhance to whole area.

15.9.8.4 Response to Policy Summary

BHP1 – The works are concerned with public realm and will enhance the Protected Structures in terms of setting. The regeneration scheme will ensure the long-term viability of Protected Structures within and adjacent to the area by increasing footfall and activity opportunities within Monaghan Town without detracting from the buildings special interest and character.

BHP2 – Proposals are in accordance with Monaghan County Development Plan 2019 – 2025.

BHP3 – Proposals are in accordance with Monaghan County Development Plan 2019 – 2025. The identified Protected Structures and Architectural Conservation Area (ACA) have been recognised as documented in this report as they contribute positively to the heritage of the County.

BHP4 – The Record of Protected Structures has been reviewed and updated with the removal of No.10 Dublin Street after completing a detailed analysis of the building's significance.

BHP5 and **SNO6** - The proposals do not include for demolition of a Protected Structure.

BHP6 and **SNO11** – Regarding the public realm proposals, these works are adjacent to rather than concerned with the Protected Structures themselves. The proposals are compatible with their special character in terms of layout and materials so that the integrity of the structure and its curtilage is preserved. New development sites proposed within the backlands area in the context of adjacent ACAs and Protected Structures will be assessed as separate planning applications to ensure that they are sympathetic in terms of design, scale, massing and materials.

BHP7 and **SNO10** – Monaghan Development Plan aims to address re-development of backlands and derelict sites within the scheme. Derelict or vacant Protected Structures are not a concern within the proposals. The improvement of the setting with public realm seeks to encourage rehabilitation, renovation and re-use of existing Protected Structures for their own economic benefit and that of the area in which they are located.

BHP8 – Works are proposed outside the threshold of Protected Structures.

BHP9 - Derelict or vacant Protected Structures are not a concern within the proposals.

BHP10 – Not applicable.

ACP1 – Appraisals of Monaghan Town ACA and Protected Structures are included in Section 15.9.6 & 15.9.7. The public realm proposals represent a contemporary design approach of sufficiently high quality, principally achieved by the use of appropriate and quality materials, which do not detract from the character of the historic fabric of the Protected Structures. The proposals respect the special character of the ACA.

ACP2 and **SNO7** – The majority of the proposed works are public realm works. The benefits of forming Charles Gavan Duffy Place can be considered to outweigh the consequential impact of demolitions within the ACA. The new gables formed to Gavan Duffy Place are formed by the existing structures remaining either side of the new opening and therefore true to the streetscape in terms of scale and materials.

15.9.9 Recommendations and Conclusions

This report has outlined the context of the proposals in relation to the built heritage, Protected Structures and ACA's of Monaghan Town.

Specific comment has been made on the proposal's relevance and impact to the Protected Structures and ACA's, with a detailed analysis of the proposal's benefits provided.

As can be seen from the information presented, the proposed works are considered appropriate for both the setting of the Protected Structures and of the Architectural Conservation Areas as they will bring about significant improvements to the public realm in the way of high-quality surface finishes, street lighting and furniture. There are no significant and direct impacts to a Protected Structure.

Mitigation provisions for the resulting demolition within an ACA have been provided and, in the opinion of the Conservation Architect and Heritage Consultant, the proposed works for improvements to the public realm will not significantly impact the Architectural Conservation Area and will in fact serve to enhance it.

The proposed works will not have an adverse effect on any of the Protected Structures and will improve their overall setting and viability. In the opinion of the Conservation Architect, the Planning Application should therefore be recommended for approval.