

Planning Statement Monaghan Civic Offices

November 2023



McCutcheon Halley
CHARTERED PLANNING CONSULTANTS

Document Control Sheet

Client	Monaghan County Council	
Project Title	Monaghan Civic Offices	
Document Title	Planning Statement	
Document Comprises	Volumes	1
	Pages (Including Cover)	49
	Appendices	-
Prepared by	Sean Campbell	
Checked by	Martina Keenan Rivero	
Office of Issue	Dublin	
Document Information	Revision	B
	Status	Final
	Issue Date	November 2023

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1. Introduction

This Planning Statement has been prepared by McCutcheon Halley Chartered Planning Consultants (MHP) on behalf of the Applicant, Monaghan County Council (MCC) in support of a Part 8 planning application for a proposed civic offices development within the Roosky Lands Masterplan Area, Monaghan Town.

The purpose of this report is to present details of the proposed development and provide an assessment of the proposal against the relevant policies, objectives and development management criteria contained in the Monaghan County Development Plan 2019-2025 and Monaghan Town Settlement Plan. Other statutory policy instruments are also referenced.

The report sets out the relevant information to assist MCC in their assessment of this application under the following headings:

- Introduction
- Site Location & Context
- Planning History
- Pre-planning consultation
- Description of Proposed Development
- National & Regional Planning Policy Context
- Local Planning Policy Context and Assessment
- Summary and Conclusion

In accordance with the Planning and Development Regulations 2001 (as amended), Part 8 proposals are subject to public consultation and the application shall be made available for public inspection prior to a decision being made on the proposed development.

This application has been prepared by MHP in conjunction with a competent Design Team. The full suite of supporting documentation is listed in the Cover Letter (MHP) which accompanies this application.

1.1 Executive Summary

A detailed description of the proposed development is provided in Section 5 of this report. Briefly, this proposal involves the construction of a new civic office building, provision of car parking and bicycle parking, pedestrian and cycle linkages and road realignment and upgrades.

The proposal is located at a backland site within an area known as the 'Roosky Lands' between Monaghan Harps GAA Club, Saint Davnet's Hospital and Dublin Street, Monaghan Town (see **Figure 1**).

There is a statutory masterplan in place for the 'Roosky Lands' in which the vision is to adopt a placemaking approach that makes sustainable use of the town centre area to create a desirable and convenient place to live and work.

Delivery of the new civic offices together with supporting infrastructure will generate employment and contribute to the creation of a new urban identity for the Roosky lands, whilst integrating successfully with the established built up area of the town.

The application is accompanied by a series of comprehensive assessments which demonstrate that the project will not adversely impact on the receiving environment, ecology or European Designated Sites.

As demonstrated in this report and the supporting documents, the vision, design and implementation of the proposed development is consistent with the Roosky Masterplan and the policies and objectives of the Monaghan County Development Plan 2019-2025.



Figure 1 Aerial Image of Subject Site

2. Site Location and Context

2.1 Subject Site

The subject site is located within Monaghan Town which is strategically located at the intersection of the N2 Dublin – Derry/Letterkenny and N54 Belfast – Galway National Routes, linking Dublin to the North-West and Belfast to the Midlands, respectively. Monaghan Town performs important employment, retailing and administrative functions servicing the economic needs of a large rural hinterland, which extends into Northern Ireland and adjoining counties.

The subject site consists of a greenfield site of approx. 3.9 ha in size located within the Roosky Masterplan Lands. The site comprises lands located to the rear (north-east) of existing properties in Dublin Street North, to the east and south-east of the Diamond Centre and to the west of Monaghan Harps GAA Club. A narrow footpath, Infirmary Hill, connects the site from Old Cross Square to St Davnet's Hospital in the north-east. The existing residential development, Rooskey Vale, is also situated to the north of the lands. See **Figure 2** below for an aerial image of the site and its surrounds.

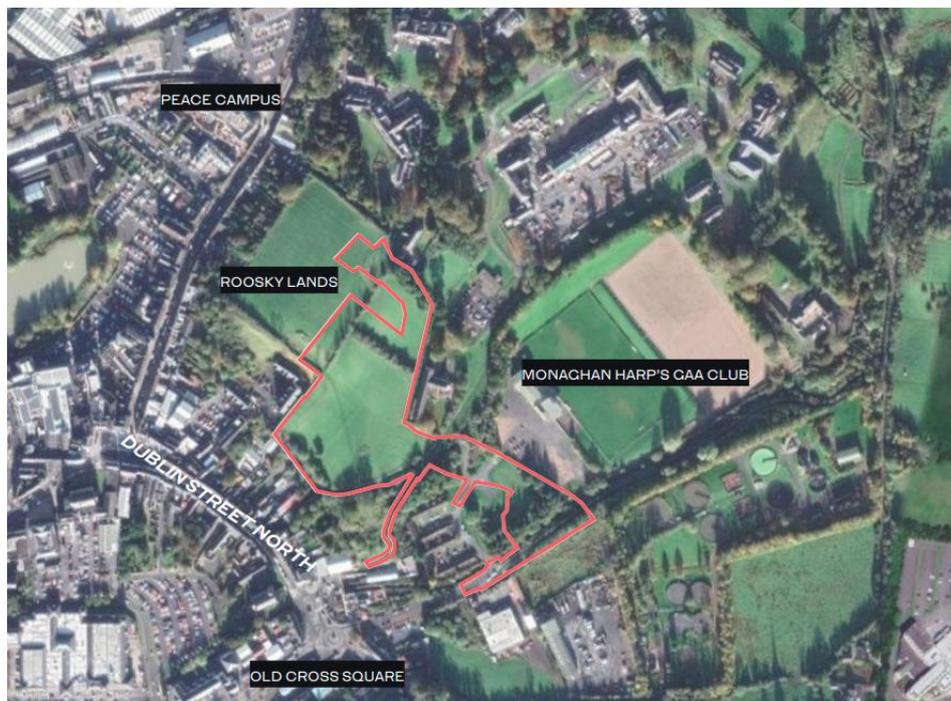


Figure 2 Subject Site Indicating red-line boundary (Source: Henry J Lyons).

Vehicular movement along Dublin Street to the south-west operates on a one – way system leading from the Diamond Centre to Old Cross Square. There are pedestrian links from St Davnet's Row within the site at the rear of the Dublin Street properties, and these create potential for pedestrian connections from the site to Dublin Street.

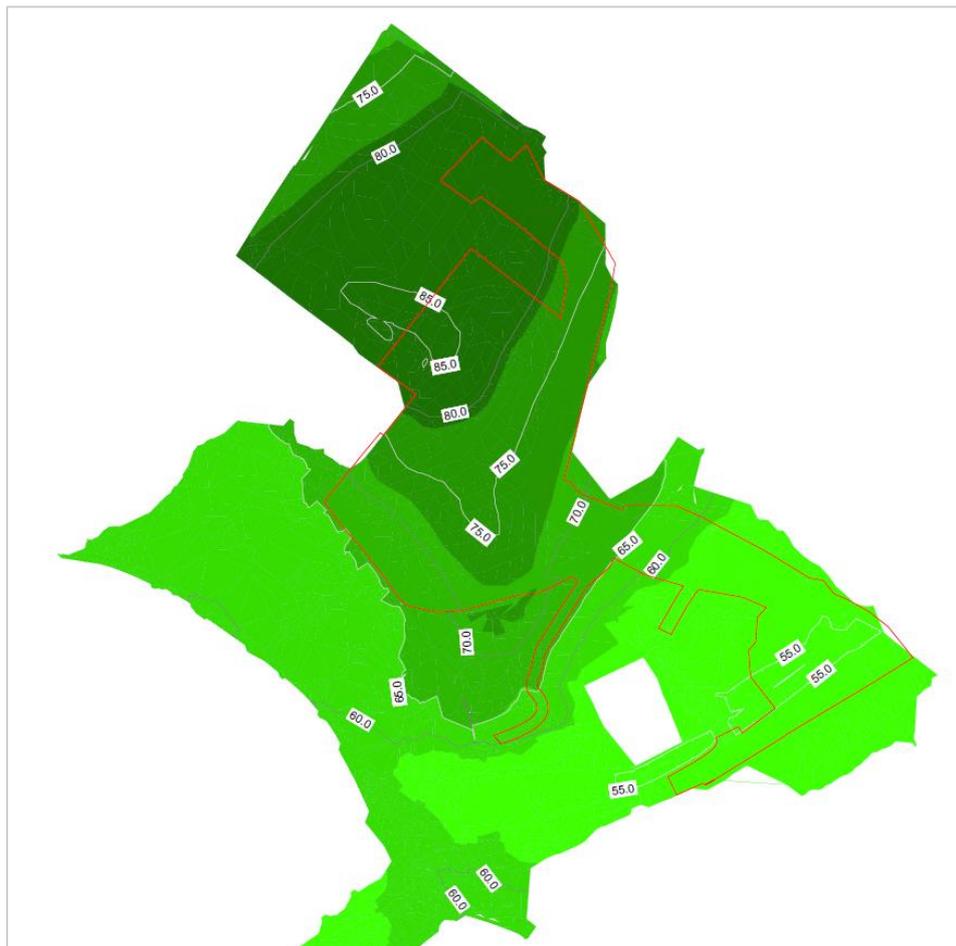


Figure 3 Elevation Map (DBFL)

The site is located on a steep drumlin with accessibility challenges presented by the topography. As shown in **Figure 3** above, the topography is steep travelling northwards and reasonably flat further to the south, generally ranging between 55.84m AOD to 85.89m AOD.

The proposed Civic Offices require positioning at the lower rising slopes to the rear of Dublin Street North and at the junction of the proposed new access road to the south of Rooskey Vale. The sloping site topography presents an opportunity to harness views and create new green networks that connect the site with Monaghan Town whilst navigating the varied site levels.

The southern boundary of the site is characterised by existing dense vegetation and has the potential to become an amenity open space linking Old Cross Square with the new civic offices.

2.2 Roosky Masterplan

The subject site forms part of the Roosky Lands Masterplan area which has been prepared by Sheridan Woods Architects & Urban Planners Ltd. On behalf of Monaghan County Council.

In April 2022, Monaghan County Council made a variation (Variation No.4) to the Monaghan County Development Plan 2019-2025. The variation includes a new objective within the Settlement Plan for Monaghan Town within the Monaghan County Development Plan 2019-2025,

Objective MPO 16 to, *'Ensure that all development proposals within the Roosky Lands Master Plan area have regard to the master plan strategy and development objectives of the Roosky Lands Master Plan.'*

Reason: To provide a vision for a place making approach that makes use of this sustainable town centre area to create a desirable and convenient place to live, work and thrive, in an area that has considerable development potential.

The full extent of the Masterplan area is shown in **Figure 4** below.

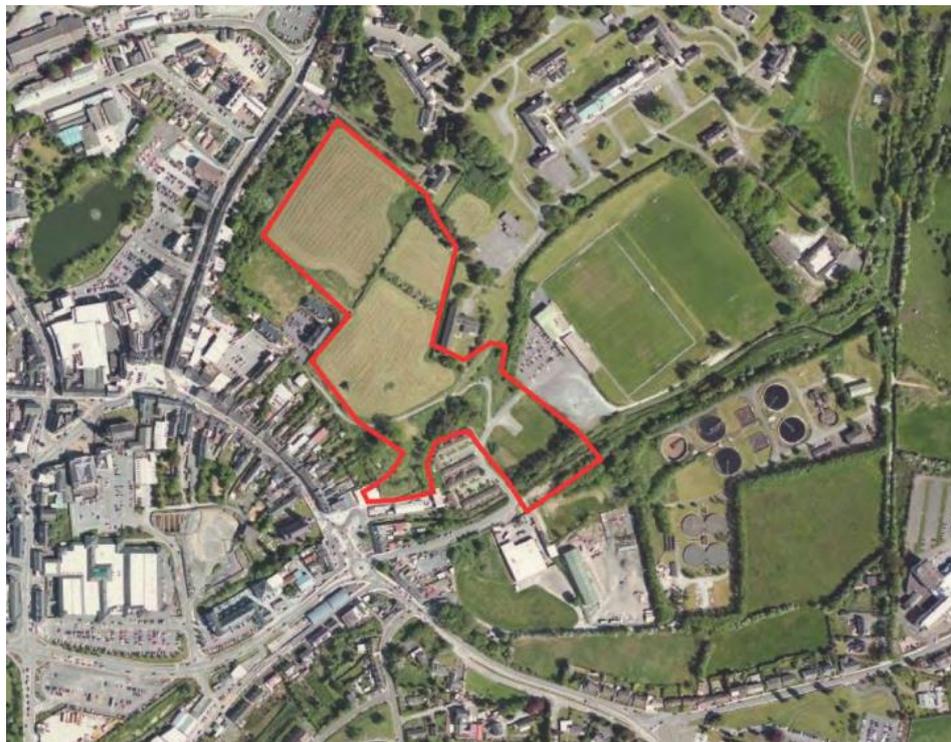


Figure 4 Roosky Masterplan Area

The Master Plan Vision is set out below:

"The Roosky Master Plan area offers a unique opportunity to make sustainable use of 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."

To realise this vision, the Master Plan contains a development and place-making strategy as follows:

“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 and distinctive character areas of Dublin Street, Old Cross Square, Roosky Vale and St. Davnet’s and 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.”

In line with best planning practice, the Masterplan aims to provide for the creation of an inclusive, sustainable mixed-use neighbourhood that integrates new development successfully with its surrounds, enhances permeability and facilitates connections with the existing network of local streets.



Figure 5 Roosky Masterplan Vision in Context

2.3 Relevant Designations

2.3.1 Landscape Character

This application is accompanied by a **Townscape & Visual Statement** prepared by Macroworks which should be read in conjunction with this section.

MCC have completed a Landscape Character Assessment (LCA) that forms part of the MCDP 2019-2025.

The proposed development lies within LCT 14 – Urban and LCA 5 – Monaghan Drumlin Uplands. The MLCA does not include any description of LCT 14.

The key characteristics for LCA 5 are;

- 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.**”* (emp. Added).

The MCDP also sets out areas of primary and secondary amenity that must be protected from inappropriate development. The Ulster Canal and its environs are identified as an Area of Secondary Amenity (SA5). It is an objective to manage development in these areas to ensure that the scenic value is maintained and ensure any development proposals are sensitively designed and compatible with the overall landscape character of the area. Further, Policy SAP 1 of the MCDP seeks:

To limit development in Areas of Secondary Amenity Value and to only permit compatible amenity developments where they do not unduly impact on visual amenity.

The proposed development has been sensitively designed in response to the natural topography and landscape so as to preserve its inherent character and scenic value, as set out in section 1.6.10 of the Townscape & Visual Statement:

The integration of the development with the topography of the site and the considered architectural treatments will moderate the prominence and influence of the development. In addition, the extensive landscape proposals would further assimilate built form into the visual context and progressively provide a degree of screening.

In proximate locations such as around the Monaghan Harps GAA and along the Ulster Canal Greenway, changes to the visual environment will be localised as a result of the new approach road, but views will remain influenced by the context of road infrastructure. The proposals work with the existing topography, and benefit from new planting that will with time assimilate the development within its vegetated hillside context.

A number of important scenic routes have been identified by the MCDP as requiring protection as listed in 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, see **Figure 6** below.

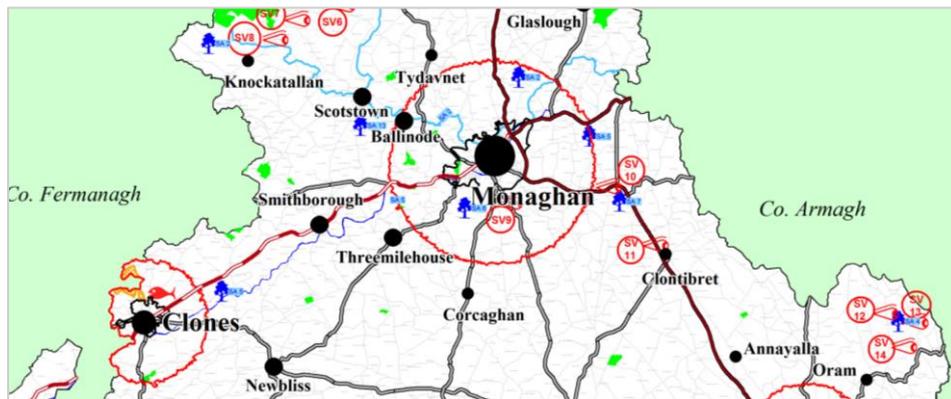


Figure 6 Location of View SV9 (Extract from Map 6.1 of Monaghan County Development Plan)

2.3.2 Built Heritage & Archaeology

This application is accompanied by an **Archaeological, Architectural and Cultural Heritage Assessment** (ABH) which should be referred to for full details of the historic environment surrounding the site.

The National Inventory of Architectural Heritage (NIAH) lists no sites within the application area.

The proposed development site does not impinge on the Architectural Conservation Areas (ACAs) of Glaslough Street, The Diamond and Dublin

Street and at its closest point the redline boundary of the proposed development is 60m, 80m and 60m respectively to the rear of each of those ACAs.

Policies for the ACA require that development in the vicinity of buildings of architectural heritage shall respect their character and integrity. These traditional vernacular structures contribute to the identify and architectural heritage of the area.

There are no known archaeological monuments within the area investigated, however the zone of archaeological potential for the historic town of Monaghan (MO009-060) forms a section of the site's southwestern boundary at the rear of properties on Dublin Street.

An extract of MDP3 is shown in **Figure 7** below. It confirms that part of the proposed development site is within the Zone of Archaeological Potential (red line). Notably, the site is not identified as 'approx. location of a site of archaeological importance' identified with yellow shading on the plan.

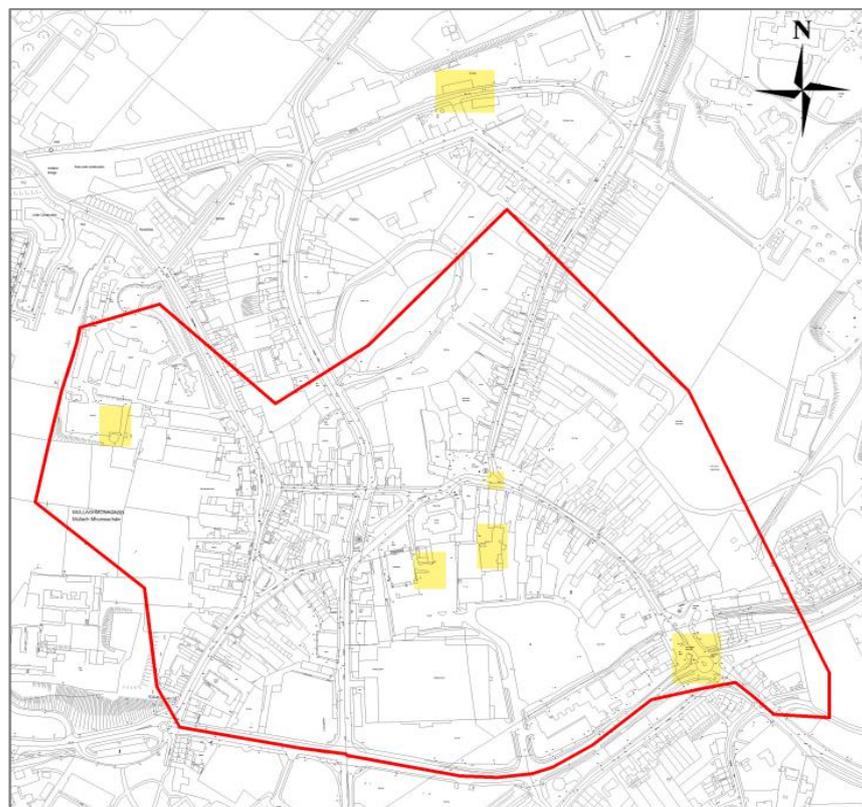


Figure 7 Zone of Archaeological Potential

The walkover survey identified two sites of archaeological potential however both were discounted following further inspection and archaeological testing,

There is a single protected structure (RPS No. 41001248), the location of a fort, within the application boundary. However, the walkover survey confirmed that there are no upstanding remains or traces of any remains present at that location. As part of the archaeological test trenching an investigation of the locus point for that protected structure was undertaken.

That archaeological investigation confirmed that no such structure or elements relating to a structure of that type were present.

2.3.3 Natural Environment & Ecology

This application is accompanied by an **Appropriate Assessment Screening Report** and **Ecological Impact Assessment** (Flynn Furney).

The site is not located within or close to a European site. The EPA geo mapping tool identifies one European site within a 15km radius of the proposed development site. Slieve Beagh SPA is to the north west of the proposed development site, and it straddles ROI and NI.

The Appropriate Assessment Screening Report concludes the project is not likely to have significant impacts or indeterminate impacts on Natura 2000 sites as follows:

"In view of the best and objective scientific knowledge and in view of the conservation objectives of the European sites reviewed in the screening exercise, the proposed development as described here, individually/in combination with other plans and projects (either directly or indirectly) is not likely to have significant effects on any of the European sites."

Regarding ecology, a survey of bat habitat within and surrounding the study area found no potential bat roost habitat areas while all birds seen and heard during surveys were recorded. All of these were species typical of farmland, woodland and hedgerows species. No Annex II (Birds Directive) bird species or red-listed species were recorded during bird surveys of the site and surrounds.

The Ecological Impact Assessment confirms the proposal will not result in the loss of internationally, nationally or regionally important habitat areas. Furthermore, no protected mammals were found to occur within or surrounding the proposed development area and it is therefore unlikely that any protected mammal species will be impacted upon as a result of the construction and operation of this development.

2.3.4 Flood Risk

The Office of Public Works (OPW) Flood Maps indicates there is no record of historical flooding at the site. The Monaghan County Development Plan 2019-2025 provides map MDP1 of indicative flood zones in the functional area of the County Administrative Area and the site is not within a location identified as being at risk.

The OPW Eastern Catchment Flood risk assessment and Management (CFRAM) mapping shows that the majority of the site is located within flood zone C, therefore indicating that the site is at low risk of flooding, see **Figure 8**.

A small section of the proposed developments infrastructure is located within close proximity to the river Shambles which poses the greatest risk of flooding inside or bordering the site as it is within a fluvial flood zone. However, as set out in the Infrastructure Design Report prepared by DBFL

Consulting Engineers and submitted under separate cover, this will not prove problematic as:

“The estimated fluvial flood levels for the Shambles River is 53.18m OD for the 1% AEP (1 in 100 year) flood event. The lowest level on the subject site is at 55.68m OD which is the finished road level (FRL) at chainage 73 along the proposed access road which is safely (approx 2.5m) above the predicted fluvial flood level.”

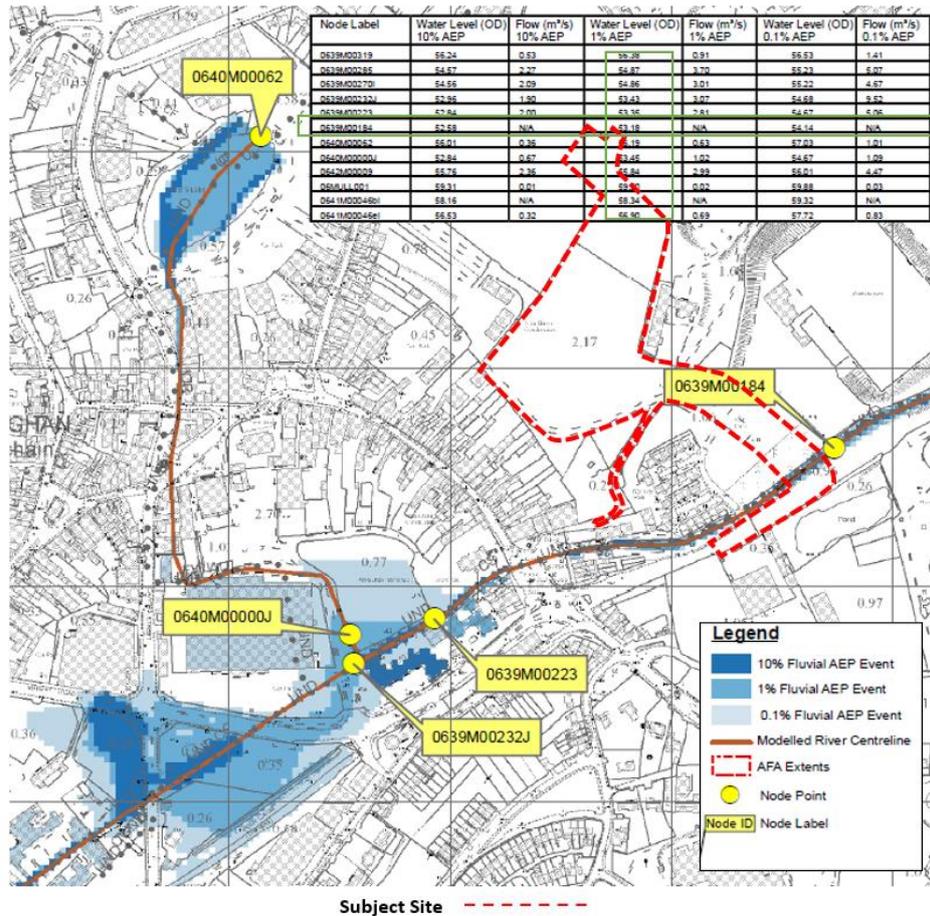


Figure 8 FRAM Fluvial Flood extents records [Source OPW]

There are no historical recorded incidents of flood for the proposed site or in the immediate area, with the nearest recorded flood events situated along the River Shambles approx. 1.2km from the proposed site, see **Figure 9**.

The conclusion of the Flood Risk Assessment undertaken by DBFL is as follows:

- *The development proposed is appropriate for the Site's flood zone C category.*

- *The Planning System and Flood Risk Management Guidelines Sequential Approach is considered to have been met and the 'Avoid' principal achieved and a justification test is not required.*
- *Finished road levels(FRL) have been designed to provide sufficient freeboard to the predicted flood levels for the Shambles River and the top water level (TWL) of the attenuation storage structures.*

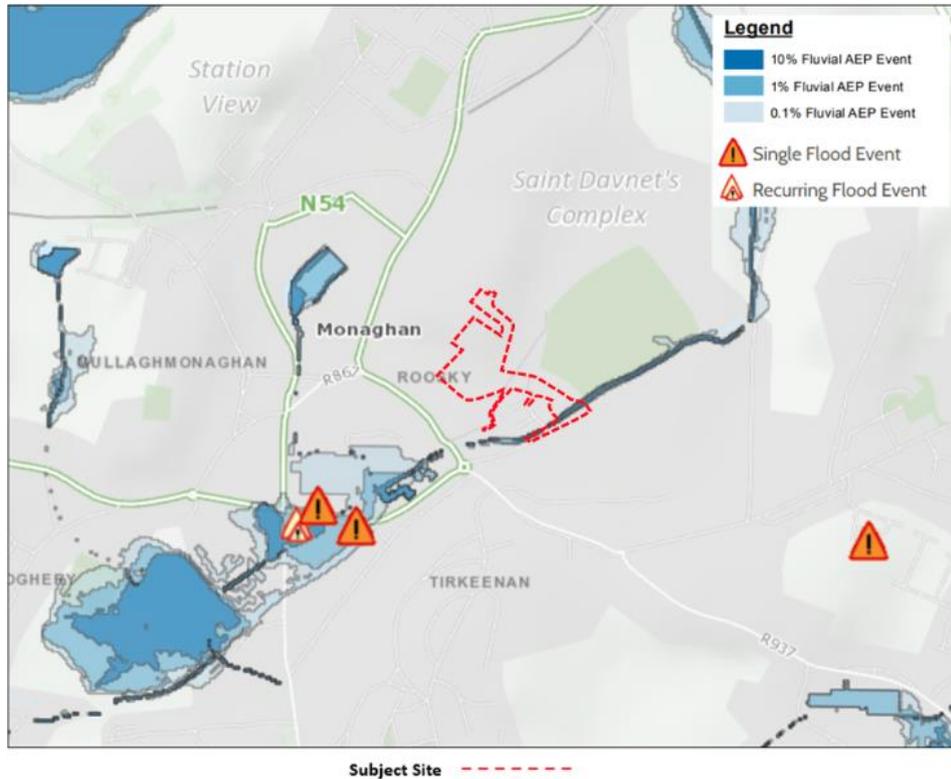


Figure 9 Flood Risk (source: floodmaps.ie)

3. Planning History

This Section provides details of the relevant planning history for the subject site and other planning applications for the surrounding area.

3.1 Subject Site

There are three planning applications of relevance to the subject site and Roosky Masterplan area set out in **Table 1** below.

Table 1 Planning History Roosky Masterplan Area

Reg. Ref. & Decision	Application Details
<p>0630804</p> <p>No record of decision available on MCC Planning Portal</p>	<p>Applicant: Monaghan Town Council</p> <p>Construction of approximately 0.5km of road from the existing access to Rooskey Vale OPD's, running parallel to and north of Shambles River to the GAA grounds, where a new access road to Monaghan Harps GAA Grounds will be provided. From here the road runs northwest alongside the GAA carpark, entering the HSE lands due west of the Local Health Care Unit.</p>
<p>9730090</p> <p>Grant Permission 15th December 1999</p>	<p>Applicant: Frank Keelaghan</p> <p>Erect Community Resource Centre situated on lands at the rear of Dublin Street, Old Cross Square, Monaghan</p>
<p>0630078</p> <p>Received date: 13/12/2006</p> <p>Deemed Withdrawn</p>	<p>Applicant: Monaghan Community Development Committee</p> <p>New creche facility comprising a single storey building measuring 761 sq.m, containing classrooms/playrooms, offices and ancillary kitchen, toilet and storage facilities together with all associated site access, parking and landscaping</p>

As reflected in the online planning records only a small number of planning applications were submitted in the period since 1997 for the Roosky lands, one for infrastructural works and two for community uses. Of the three proposals, only the application for a community resource centre was confirmed as having received permission, although it appears not to have been implemented.

3.2 Other Relevant Planning History

A search of online planning records also identified a number of planning applications for sites in the wider vicinity, as detailed in **Table 2**. These applications relate to nearby sites, including applications for St. Davnet's

Hospital to the north-east, Monaghan Harps GAA Grounds to the east, and the Diamond Centre to the west.

The applications related to St Davnet's and the GAA Club are generally for alterations to and expansion of existing facilities associated with these long established community uses. In respect of the Diamond Centre, the proposals facilitated a mixed use development on site, comprising residential apartments, office and retail uses.

Table 2 Planning History for Surrounding Area

Reg. Ref. & Decision	Development Description
St Davnet's Hospital Alterations	
08/30047 Granted Permission 23 rd February 2009	Internal alterations to this building listed as a Protected Structure.
09/30034 Grant Permission 4 th March 2010	A boiler house, use existing site entrance and all associated site works. The development is in the curtilage of a protected structure.
Reg. Ref. 20/58 Grant Permission 9 th April 2020	Change of use from outpatient & inpatient care to Primary Care centre, and internal/ external works to Protected Structure, car parking (168 no.) staff car park and waste management area.
Monaghan Harps GAA Club	
Reg. Ref.: 98/3002 Grant permission 30 th July 1998	Erection of 2 No. toilet blocks and electronic scoreboard.
Reg. Ref. 98/30054 Grant permission 11 th July 1999	Change of use of existing buildings to include a) Bar and function room, b) Kitchen, c) effluent discharge.
Reg. Ref. 01/30080 Grant permission 1 st March 2002	Covered Spectator Stand, 6 no. turnstiles and 2 No. dressing rooms with showers and toilets.
Reg. Ref. 12/30010 Grant permission 13 th August 2012	Extension to existing facilities to add unisex dressing room, toilets and showers.
Reg. Ref. 15/395	Erection of covered stand to part of terraced spectator area.

Reg. Ref. & Decision	Development Description
Grant permission 18 th January 2016	
<p>Reg. Ref. 23/160</p> <p>Submitted 27th July 2023.</p> <p>Not yet decided</p>	<p>Development consisting of; 1. Permission for the erection of 6 no. new 18m high columns with 8 floodlights per column to existing training pitch 2. Permission to retain & complete access walking path to training pitch 3. Retention permission for as installed 4 no. 18m high columns with 8 floodlights to the juvenile playing pitch and all associated site development works.</p>
The Diamond Centre (Mixed Use)	
<p>Reg. Ref. 00/30078</p> <p>Granted 26th May 2001</p>	<p>Offices at ground floor, with 16 no. apartments above, with car parking to the rear.</p>
<p>Reg. Ref.: 01/30047</p> <p>Granted 13th March 2002</p>	<p>Erect apartment block consisting of 12 no. apartments within carpark of previous approved offices/ apartments (MU 78/00) and provide new extended carpark to rear.</p>
<p>Reg. Ref. 05/30004</p> <p>Granted Permission 9th September 2005</p>	<p>Retention of brick render on completed apartment building. Change of use of permitted office to 4 no. retail units, replacement of permitted apartment (01/30047) with 2 no. apartment blocks, 32 no. apartments in total.</p>
<p>Reg. Ref.: 08/30045</p> <p>Granted Permission 31st March 2009</p>	<p>Change of use of 8 no. ground floor apartments to office use, and all other associate works.</p>
South Dublin Street and Backlands Regeneration Project	
<p>An Bord Pleanála Case reference: JA18.314501</p> <p>Lodged on 31/08/2022</p> <p>Decision/Status: Requires Further Consideration</p>	<p>South Dublin Street and Backlands Regeneration Project. The proposed development covers an area of approximately 2.72 hectares and comprises urban regeneration and public realm proposals.</p>

4. Pre-Planning Consultation

4.1 Proposed Development

The proposed development has been subject of extensive engagement between Monaghan County Council and the appointed multi-disciplinary design team.

Due to the presence of the Ulster Canal within the application site, consultation was also undertaken with Waterways Ireland in advance of submitting this application.

The feedback received during this ongoing consultative process directly informed the design and scope of supporting documentation.

4.2 Roosky Masterplan

The Roosky Masterplan was prepared in close consultation with Monaghan County Council and relevant stakeholders, including landowners and the Monaghan Town Team. The consultations and contributions from stakeholders were taken into account at the survey, analysis and plan stages.

5. Description of Proposed Development

5.1 Proposed Development Overview

This section should be read in conjunction with the suite of drawings and reports which are included with this application under separate cover.

The proposed development implements Variation No. 4 of the Monaghan County Development Plan 2019-2025 which aims to create a desirable and convenient place to live, work and thrive. The design rationale is to create and deliver a high quality sustainable development within this strategic site that respects its setting and maximises the site's natural attributes, while creating its own sense of place and identity.

The proposed development will consist of the following:

- i. Construction of a new civic office building consisting of:
 - a. office accommodation with a cumulative gross floor area (GFA) of 5,601 sq.m distributed over 3 floors incorporating entrance foyer, office spaces, meeting rooms, staff canteen, Council chamber, public counter and reception desk, welfare facilities, internal landscaped courtyards and supporting spaces;
 - b. external plant enclosure and single storey ESB substation and storage room at ground level; and
 - c. covered services enclosure at ground level containing waste store room, plant, water tanks, UPS room, power distribution and supply rooms, and fire escape.
- ii. Surface car parking spaces and drop-off area.
- iii. Bicycle parking spaces.
- iv. Improvement works to existing road infrastructure and the provision of pedestrian, cycle and vehicular links comprising:
 - a. extension (approx. 120m in length) to existing vehicular route on Slí Ógie Uí Dhufaigh along the route of the existing Ulster Canal Greenway;
 - b. realignment of portion of the existing greenway;
 - c. construction of a priority junction on existing roadway serving Roosky Vale at the interface with the extended Slí Ógie Uí Dhufaigh;
 - d. provision of a new 13m clear span bridge over the River Shambles;
 - e. provision of new combined vehicular/pedestrian link, 'Quarry Walk' (approx. 460m in length) comprising a 5.5m vehicular carriageway, two-way cycle track, footpaths, and roadside SuDs swale;
 - f. provision of a replacement vehicular access to Monaghan Harps GAA club and associated pedestrian links;

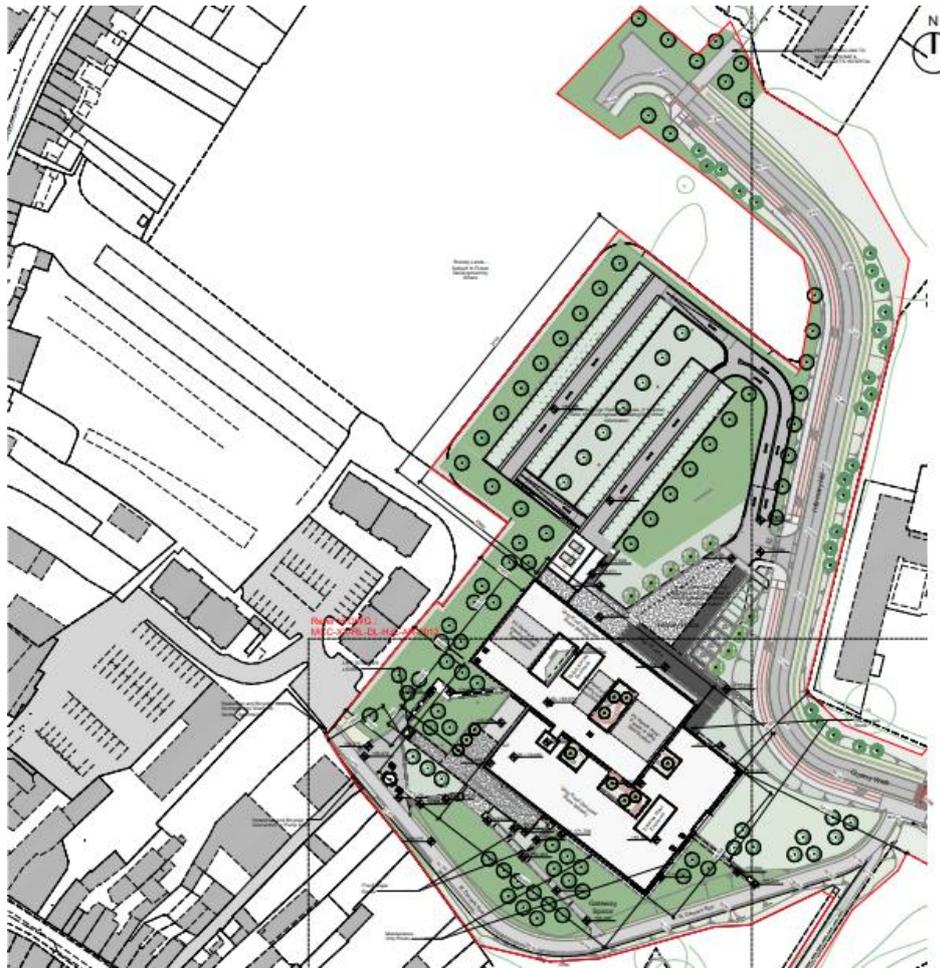


Figure 10 Civic Offices Layout Plan (Source: HJL Dwg Ref. MCC-XX-RL-DR-HJL-AR-0011_PROPOSED SITE LAYOUT PLAN (2 OF 3))

5.2 Layout & Design

A comprehensive description of the architectural design approach for the Civic Offices building is presented in Henry J Lyon's **Architectural Design Statement**.

The positioning of the building and its location within the site have principally been informed by the site's topography and the aim of creating permeability via a network of pedestrian and cycle links that will enhance connectivity with surrounding lands and encourage sustainable travel.

The formation of pedestrian and cycle routes across the site will facilitate opportunities for connections to public roads in the Roosky Masterplan and improve the connections between Monaghan Town Centre and the Roosky Lands.

In terms of the scale and massing of the proposed Civic Offices building, this has been carefully designed to provide an appropriate and sympathetic interface between the proposed site and existing properties of Dublin Street North and the apartments of The Diamond Centre, see **Figure 11**. By

maintaining a generous separation distance between the proposed Civic Offices and the existing properties, a civic grassland landscape is formed around the entire site.

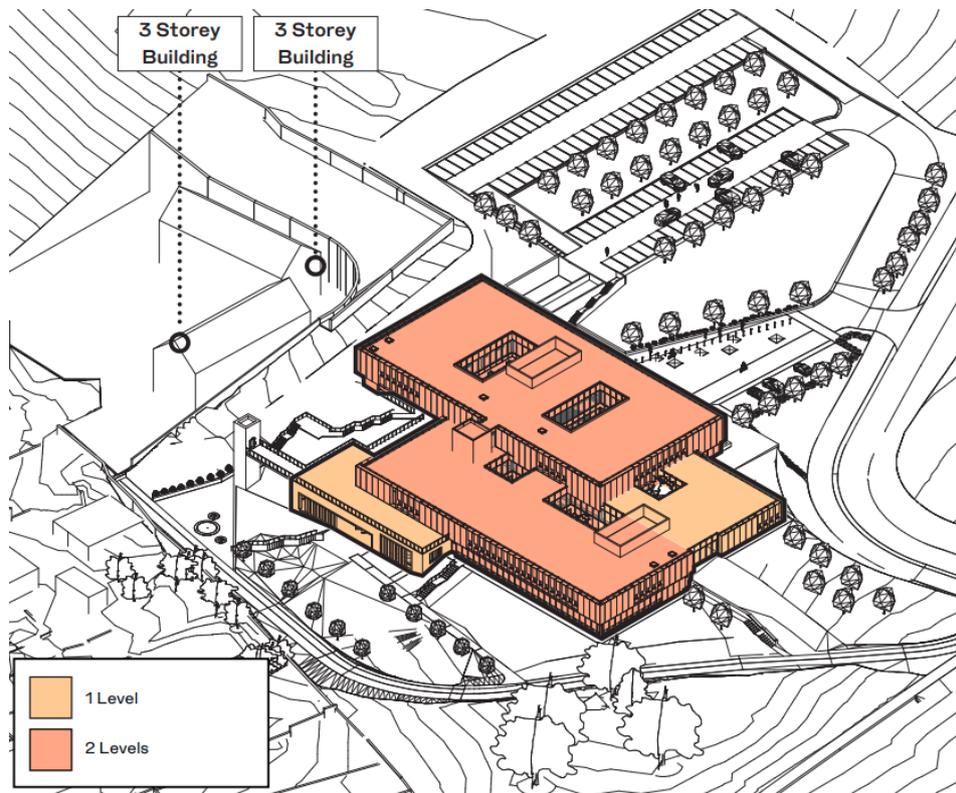


Figure 11 Massing Approach (Source: HJL Architectural Design Statement)

The proposed material palette is kept simple and clear to create order between the elements and to create a connection to its context. The selected materials have been chosen in order to project a warm and inviting presence, which has been done through the use of pale stone and bronze toned cladding which are in keeping with the context of the area, as seen in **Figure 12**.



Figure 12 CGI of Proposed Civic Offices (Source: HJL Architectural Design Statement)

A total of 91 standard staff car parking spaces are proposed, together with 12 EV staff spaces, 4 Part M spaces and 5 visitor spaces. Wheelchair accessible, drop-off and short stay visitor car parking spaces are provided for within the multi-purpose civic space of Farney Place adjacent to the main entrance. The remaining staff car parking spaces are provided across two terraced landscaped spaces

A total of 80 bicycle parking spaces are to be provided as part of the development. 28 of these spaces would be long-term bicycle spaces located within close proximity to the main entrance of the MCC civic building. 52 additional short stay bicycle spaces would also be provided at a number of points around the site.

5.4 Sustainability

The Civic Offices are designed to reduce both the operational and embodied carbon footprint of the development. Operational carbon is reduced by a design that optimises natural daylight and ventilation of the internal environment, whilst meeting NZEB requirements as a minimum.

Consideration has been given to balancing access to daylight with solar gain in the façade design, which is refined according to its orientation to the sun. A passive low energy environmental strategy has informed the development of the massing and façade articulation of the proposed building.

High ceilings and facades are designed to allow access to natural daylight and ventilation, creating a pleasant and healthy working environment. The orientation and proportions of the building are designed to optimise natural daylighting and minimise the reliance on artificial lighting. The facades and massing of the building are designed to optimise natural ventilation and minimise the reliance on mechanical ventilation. The building heating system is driven by a heat-pump, minimising the use of fossil fuel. Photovoltaic panels are integrated into grey roof on top of the office building generating electricity, to be installed on a phased basis

5.5 Road Infrastructure, including Pedestrian & Cycle Access

Details of the proposed infrastructural works associated with the Active Travel project are set out in the **Infrastructure Design Report** prepared by DBFL Consulting Engineers which should be referred to for full details.

The proposed infrastructure for the access and active travel links consist of various components as shown in **Figure 14**. These include the extension of the existing vehicular route on Slí Ógie Uí Dhufaigh along the route of the existing Ulster Canal Greenway for approximately 120m before crossing the River Shambles. The existing greenway will be re-aligned to run parallel to the new carriageway.

From the bridge crossing provision of approximately 430m of Main Link Street (Quarry Walk) through the Roosky Lands will provide access to the MCC Civic offices and the wider Masterplan lands. All visibility splays along the route shall be designed in accordance with DMURS principles.

Provision of active travel paths (bike and footpath) are proposed to run alongside the main Link street.

A replacement access to Monaghan Harps GAA club and associated pedestrian infrastructure links is also proposed. The existing pedestrian links to St Davnets, Glaslough Street, and to the alternative route to the Ulster Canal greenway will be incorporated into Quarry Walk, providing links to the development area and adjacent destinations.

The existing Davnet's Row pedestrian route (200m) and Infirmary Hill path (160m) will be upgraded to form active travel shared and pedestrian links to the town centre from the Diamond Apartments car park and Old Cross Square respectively. These linkages will be tied in to the proposed Quarry Walk.

The junctions along Slí Ógie Uí Dhufaigh, access, at Rooskey Vale Avenue, and the entrance to Monaghan Bottlers will be upgraded to form pedestrian and active travel priority crossings.

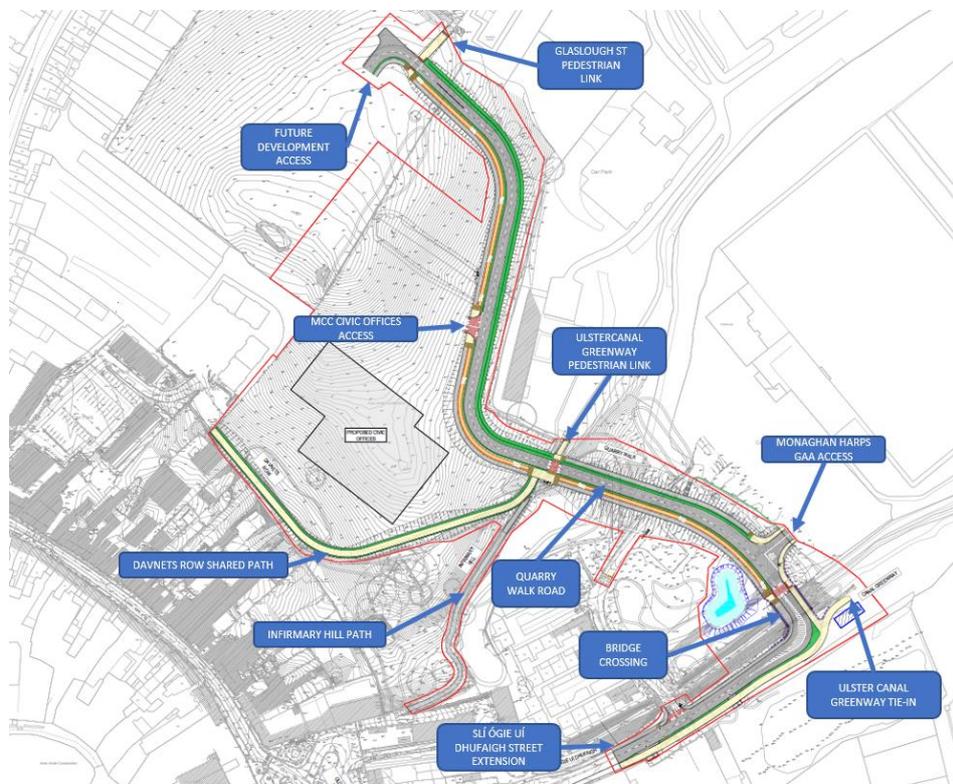


Figure 14 Overview of Road Access and Active Travel links (Source: DBFL Infrastructure Design Report).

The permeability of the site is a defining principle of the site strategy which has resulted in the formation of pedestrian and cycle routes across the site linking to opportunities for further connections to public lands on the N11 corridor. These links will also further enhance the connection with the town centre.

5.6 Landscaping

The landscape strategy focusses on improving accessibility within the site and enhancing biodiversity. The main elements of the landscaping strategy are set out in the **Landscape Design Statement** prepared by The Paul Hogarth Company.

The landscape proposals are designed to be aligned with the principles outlined in the Roosky Masterplan and Monaghan County Development Plan. The proposal aims to provide seamless links across Monaghan Town.

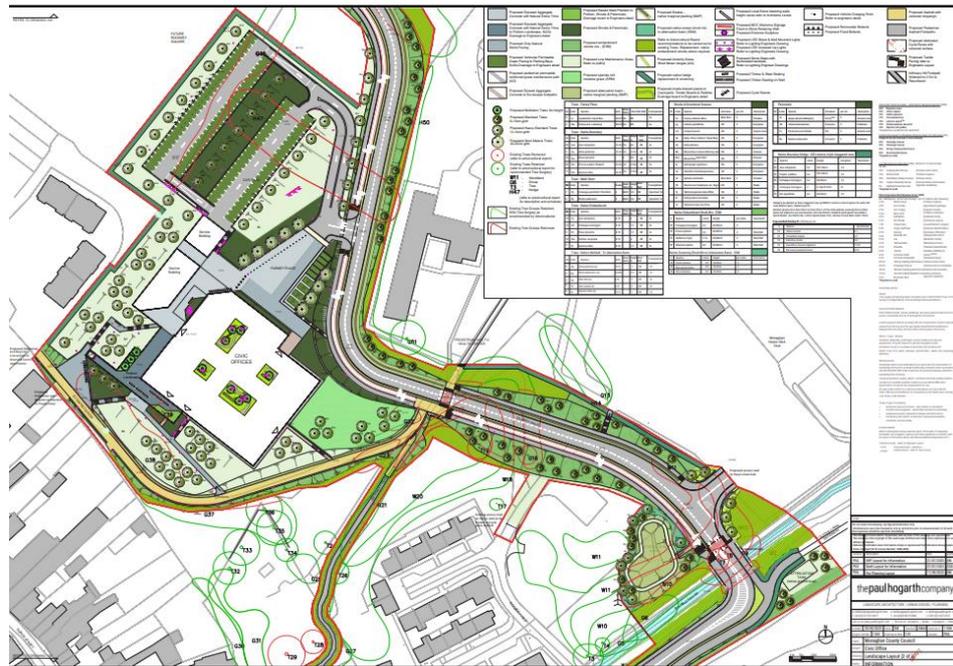


Figure 15 Landscape Strategy (Source: The Paul Hogarth Company).

The aim is to create an external environment that is:

- Practical and distinctive
- Sensitive to the sites location, gradients, views and heritage
- Considerate of high quality soft and hard materials which are appropriate to long term maintenance and sustainability
- Rich in terms of its biodiversity
- Adaptable to activation and flexibility
- Low in terms of embodied carbon

Sustainable Urban Drainage Systems (SuDS) measures are integral to the landscape strategy, incorporating permeable car parking spaces, the podium landscape and below ground attenuation tanks associated directly with the Civic Offices which feeds into the approach road of Quarry Walk with a combination of below ground and above ground SuDS solutions to attenuate the sites water while increasing native habitats and biodiversity.

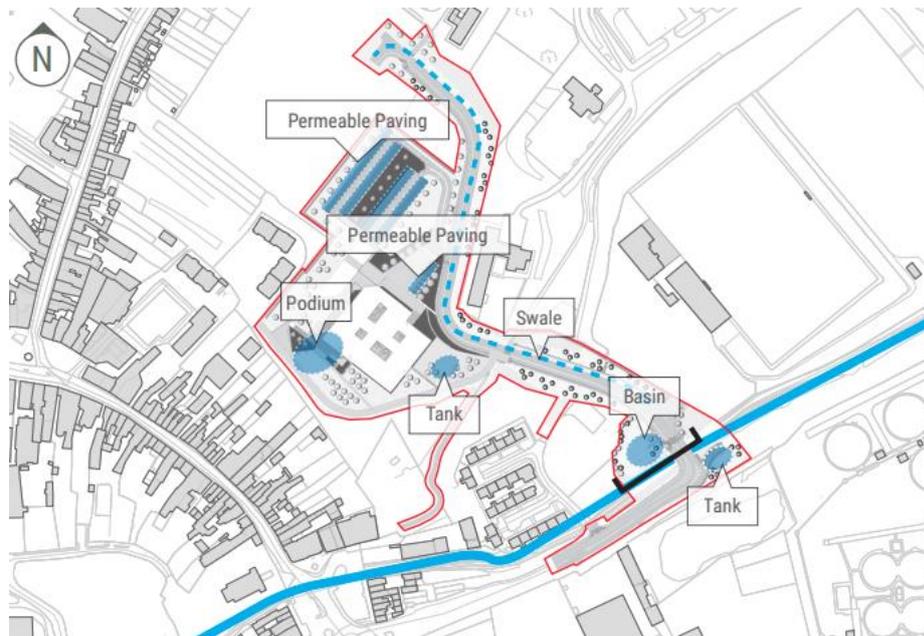


Figure 16 Proposed SuDS Measures (Source: TPHC Landscape Design Statement)

5.7 Drainage – Surface Water, Foul & Water Supply

This section should be read in conjunction with the **Engineering Services Report** prepared by CORA Consulting Engineers and the **Infrastructure Design Report** prepared by DBFL Consulting Engineers.

Surface Water

The proposed drainage strategy primarily involves the collection of runoff from the site via SuDS then through piped systems to attenuation storage areas. Outflows are then routed through petrol interceptors before discharging in the River Shambles.

The civic offices incorporate a grey roof made up of selected stone with a drainage barrier below the stone which will drain to the edges where rainwater will be collected via pipes and carried to the attenuation tank. The outflow from the attenuation tank is limited by a HydroBrake, limiting the flow to 4.3 l/s/ha. This attenuated flow shall be discharged into the new public sewer under Infirmary Hill/Quarry Walk where it flows into a new attenuation basin and the bottom of Quarry Walk. There is also a high-level overflow pipe from the attenuation tank into the public sewer in the event of a major rainfall event or an unforeseen blockage.

The car parking areas have a permeable surface with storage underneath taking rainwater from the area of the car park and part of the soft landscaping further uphill. The rainwater is infiltrated into the ground and there is an overflow pipe that drains to the attenuation tank in the event of a major rainfall event.

The podium area is an impermeable surface. The rainfall is collected through channels and stored under the podium where it flows to the attenuation tank. The entrance area adjacent to St. Davnet's Row is drained to a soakaway which infiltrates into the ground.

Details of the proposed surface water drainage for the civic offices are detailed on CORA drawing no. MCCCORA-ZZ-ZZ-DR-C-0004.

Refer to DBFL drawing reference 220084-RY-05-Z00-XXX-DR-DBFL-CE-1001 & 1002 for the proposed surface water layout and the Surface water longitudinal sections are shown in DBFL drawing 220084-RY-05-Z00-XXX-DR-DBFL-CE-3010 & 3011.

Foul Drainage

The strategy for foul wastewater is to provide trunk foul sewer main along Quarry Walk which will service the civic office and any future development within the Masterplan lands. This sewer main will discharge to the existing foul sewer located along Sli Ogie Ui Dhufaigh, south-west of the proposed site. This is indicated on DBFL drawings 220084-RY-05-Z00-XXX-DR-DBFL-CE-1001 & 1002.

Total foul discharge from the civic offices building has been calculated at 21,000 l/day with a peak discharge rate of 1.44 l/s based on the Irish Water Codes of Practice for Waste Water.

The foul sewer falls by gravity within the site to a final manhole where it then enters the new public sewer under Infirmary Hill/Quarry Walk.

The connection point to the public sewer has been confirmed as feasible subject to upgrades by Uisce Eireann following a review of the pre-connection enquiry process.

Water Supply

A watermain diversion is needed to facilitate the proposed development at the Roosky Lands. This includes the redirection of the existing watermain along Davnet's Row and Quarry Walk, connecting to the existing network north of the site.

Details of the proposed water main are detailed on CORA Drawing no. MCC-CORA-ZZ-ZZDR-C-0005

The planned diversion is indicated on DBFL drawings 220084-RY-93-Z00-XXX-DR-DBFL-CE-1401 and 220084-RY-93-Z00-XXX-DR-DBFL-CE-3401. A Diversion application has been made to Irish Water for the watermain diversion.

6. National & Regional Planning Policy Context

6.1 National Planning Framework

Addressing economic resilience is a strategic priority for the Northern and Western Region, including in Monaghan. The proposed development complies with and will assist in the delivery of the following **National Planning Framework** (NPF) National Policy Objectives (NPOs):

NPO 3 Compact and Sustainable Growth

NPO 4 Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.

NPO 6 Regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets, that can accommodate changing roles and functions, increased residential population and employment activity and enhanced levels of amenity and design quality, in order to sustainably influence and support their surrounding area.

NPO 7 Reversing the stagnation or decline of many smaller urban centres, by identifying and establishing new roles and functions and enhancement of local infrastructure.

NPO 11 In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth.

NPO 27 Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments and integrating physical activity facilities for all ages.

The proposed development is aligned with the NPF in that it would make optimum use of underutilised land that is contiguous to the existing settlement of Monaghan Town, and it would contribute to urban regeneration by enhancing the vitality and attractiveness of this key town as a place to work and live.

Furthermore, this project would make a positive contribution to sustainable travel patterns by facilitating a modal shift to walking, cycling and public transport, with pedestrian linkages improving permeability and promoting active travel and this is consistent with the NPF objectives to support the transition to a low carbon economy (NPO 53 and NPO 54 refers).

6.2 Regional Spatial & Economic Strategy

The **Northern and Western Regional Spatial and Economic Strategy** (RSES) provides a high-level development framework for the Northern and Western Region that supports the implementation of the NPF and the relevant economic policies and objectives of Government.

Monaghan Town is identified as a Key Town, a regionally strategic employment centre of significant scale that can act as a regional driver that complements and supports the higher-order urban areas within the settlement hierarchy. Its strategic border location along the Dublin to Letterkenny/ Derry City corridor, and adjacent to the Dublin/Belfast eastern economic corridor is recognised as an advantage.

The RSES identifies Key Future Priorities for Monaghan Town over the plan period and the proposed development would contribute to securing the following;

- Industry, Enterprise and employment lands in the North East of the town. These lands could be connected to the national road network and their development should be integrated with the population growth and are of strategic importance for future employment in the town.
- Deliver 20% of projected growth through regeneration and renewal of a significant area of the town centre.
- Support sustainable travel including the provision of cycling, walking and smart travel initiatives set out in the Monaghan Land Use and Transportation Study.

The following Regional Planning Objectives (RPOs) are relevant to the proposed development:

RPO 3.1 Develop urban places of regional scale through:

- Delivering on the population targets for the Metropolitan and Regional Growth Centres through compact growth;
- Delivering significant compact growth in Key Towns; and
- Developing derelict and underutilised sites, with an initial focus within town cores.

RPO 3.9 Identify suitable development opportunities for regeneration and development that are supported by quality site selection process that also addresses environmental constraints and opportunities.

RPO 6.29 The management of space in town and village centres should deliver a high level of priority and permeability for walking, cycling and public transport modes to create accessible, attractive, vibrant and safe, places to work, live, shop and engage in community life.

RPO 7.15 Encourage multi-agency approaches for delivering the health, social care, education and community services needed by growing, diverse or isolated communities.

6.3 Design Manual for Urban Roads and Streets

The Design Manual for Urban Roads and Streets provides design standards that will be used throughout all urban areas in Ireland when designing/upgrading roads and streets. This Manual recognises the importance of assigning higher priority to pedestrians and cyclists, without unduly compromising vehicle movement, in order to create secure, connected places that work for all members of the community.

Well-designed streets contribute to the creation of sustainable communities, while enhancing opportunities for walking and cycling improves human health and well-being and provides greater opportunities for community interaction.

6.4 National Sustainable Mobility Policy 2022

The overall vision for sustainable mobility in Ireland in 2030 is:

"To connect people and places with sustainable mobility that is safe, green accessible and efficient."

This vision is associated with 10 principles and goals, which include:

- 1) Improve mobility safety.
- 2) Decarbonise public transport.
- 3) Expand availability of sustainable mobility in metropolitan areas.
- 4) Expand availability of sustainable mobility in regional and rural areas.
- 5) Encourage people to choose sustainable mobility over the private car.
- 6) Take a whole of journey approach to mobility, promoting inclusive access for all.
- 7) Design infrastructure according to Universal Design Principles and the Hierarchy of Road Users model.
- 8) Promote sustainable mobility through research and citizen engagement.
- 9) Better integrate land use and transport planning at all levels.
- 10) Promote smart and integrated mobility through innovative technologies and development of appropriate regulation.

Furthermore, a number of the Goals within this policy are of particular importance, including Goal 4 which aims to expand the capacity and availability of sustainable mobility in a regional and rural context. This will be done through the delivery of improved active travel infrastructure, expansion of regional bus and rail services and local bus networks, and improved connectivity between different transport modes.

Goal 5 aims to encourage a modal shift to more sustainable options across all ages through behavioural change and demand management measures.

Goal 7 aims to support enhanced permeability and ensure that the universal design principle and Hierarchy of Road Users model is used to inform future investment decisions to reduce inequalities, support a whole of journey approach, and prioritise sustainable mobility.

The proposed development is consistent with these goals and the overall policy vision, aiming to improve connectivity and permeability, provide active travel links and reduce dependence on the private car.

7. Local Planning Policy Context and Assessment

7.1 Roosky Masterplan

The Vision and Strategy for the Roosky Masterplan area is embodied in a series of development principles which are consistent with national, regional and local policy, set out below:

- Principle 1: To adopt a placemaking approach that strengthens the role of the Master Plan Area as a new civic quarter, and a place to live, work, shop and do business,
- Principle 2: To develop a mix of uses to create a vibrant urban quarter that complements and supports the town centre,
- Principle 3: To create an attractive desirable place for people with a sense of place and identity,
- Principle 4: To integrate the master plan area with the existing street network of Dublin Street, Old Cross Square, Roosky Vale, St. Davnet's Campus and Glaslough Street,
- Principle 5: To create a permeable and accessible master plan area,
- Principle 6: To adopt a people first approach in street design,
- Principle 7: To provide multi generational housing to create sustainable residential communities and;
- Principle 8: Architectural Design Standards.

For each of these principles, a number of masterplan objectives have been developed. Of particular relevance to the proposal are the following:

- Objective 1: To locate the Monaghan Civic Offices in the Master Plan area as an anchor and catalyst for new civic quarter, and place to live, work, shop and do business,
- Objective 10: To provide car parking to meet the car parking demand generated by the proposed development. To consider the use of car sharing clubs is to be incorporated in meeting car parking requirements in order to reduce the extent of on street parking in the Master Plan area. New developments are to integrate car parking within the building where possible through the use of the topography and changes in levels. Surface parking must incorporate high quality landscaping and pedestrian routes to ensure pedestrian priority,
- Objective 18: To ensure that the overall Master Plan develops as a permeable urban quarter, requiring new developments to integrate new routes between the proposed street network, connecting the new urban spaces, utilising innovative design approaches to address the changes in level including consideration of the use of escalators, steps, elevators, lifts and ramps. Also, access projects can be required to be incorporated within the development blocks, allowing lifts and stairs to be accessible to the public. Consideration may also be given to the use of a funicular, which has the potential to provide a tourist attraction and destination for visitors to the town,

- Objective 21: To facilitate active travel, walking and cycling in the plan area, to include street design that prioritises the pedestrian and cyclist, including shared surfaces, wider footpaths, cycleways, reduced carriageway widths, with particular reference to the recommendations and design standards set out in the *Design Manual for Urban Roads and Streets* and people first approach to street design and;
- Objective 24: All development are to be designed to the highest design standard to ensure that development conforms with Government Policy on Architecture and is consistent with the quality of civic and vernacular architecture that is a character of Monaghan Town and County. In order to ensure the highest architectural design standards is achieved, it is preferred that developments are designed and delivered by registered architect led design teams.

The proposed development responds directly to the relevant development principles and objectives within the Roosky Masterplan. The scheme will contribute to the economic and social enhancement of Monaghan, providing an important civic function that will generate employment opportunities and add to the vitality of the town.

Construction of the Civic Office building within a highly landscaped attractive setting will create a focal point within the planned new civic quarter and act as a catalyst for future development of the wider lands.

Movement and accessibility will be significantly improved via a permeable network of cycle paths and pedestrian priority spaces that will promote active travel and facilitate connections to the immediately adjoining network of streets, including Dublin Street and Old Cross Square.

The development has been designed to the highest architectural standards, ensuring the new building will contribute to placemaking, while responding to the site's topography and change in levels.

7.2 Monaghan County Development Plan 2019-2025

The Monaghan County Development Plan (MCDP) 2019-2025 is the statutory local planning instrument governing development in the Monaghan administrative area. The MCDP sets out the policies, objectives and development management criteria which are relevant to the proposed development. These are outlined in this section and the proposed development assessed against same.

7.2.1 Principle of Development

Settlement Designation

Monaghan Town is appointed as a 'Tier 1 – Principal Town' in the MCDP, which carries the following Principle Town Objective:

SHO 1 To facilitate the development of Monaghan to maintain its position as the principal town in the County at the top of the settlement hierarchy and to ensure that its expansion takes place in

an orderly and sustainable fashion that will not detract from the vitality and viability of its town centre.

Chapter 9 of the MCDP sets out a suite of Strategic Objectives for Settlement Plans, including Monaghan Town. The objectives set out below are of relevance to this Part 8 proposal and are included here for reference purposes.

The requirements of these objectives are further translated into other polices/objectives and development management criteria set out in this section.

SSO 3 Facilitate the provision of adequate services and facilities in the areas of education, medical/health, transport and public administration and encourage co-location of these services.

SSO 5 Promote the towns as residential, employment, retail and service centres as well as industrial and commercial centres.

SSO 7 Provide a wide range of amenity, sporting and cultural facilities including public spaces and parks.

SSO 8 Provide, as resources permit, specific area action plans and/or masterplans for the towns to provide for the most efficient and suitable co-ordinated development to take place.

SSO 10 Promote the development of all settlements with an appropriate range of facilities and services including social infrastructure, retail units, commercial offices and local enterprise in accordance with the provisions of the Core Strategy.

SSO 11 Promote sustainable compact development forms, including more comprehensive backland development where appropriate and promote the efficient use of available public infrastructure and services.

SSO 12 Facilitate and/or provide the infrastructure and services necessary to accommodate anticipated population growth in each settlement.

SSO 16 Ensure that new development within settlements is appropriate in terms of use, siting, scale, layout, design, materials and character.

SSO 17 Promote and encourage the delivery of the refurbishment and regeneration of the back lands of the towns as well as appropriate development on infill sites, derelict sites, vacant plots and brownfield sites.

Land Use Zoning

The site is zoned 'Town Centre', which carries the following objective;

To provide, protect and enhance town centre facilities and promote town centre strengthening.

Table 9.1 of the MCDP indicates that for the Town Centre zoning objective "*Principal permitted land use will be town centre related uses including retail, residential, commercial, social uses, cultural uses, medical/health uses, hotels, pubs, restaurants and other similar type uses.*"

The proposed civic offices development is consistent with commercial use of the land (and 'similar type uses'), consistent with the zoning objective for this site. The scheme is therefore compliant with Land Use Zoning Policy LZP 1 which seeks "To implement the land use zoning categories and objectives in each of the settlement plan areas as set out in Table 9.1."

Table 9.3 of the MCDP provides a Development Zoning Matrix, indicating 'Offices' as a Permitted use on Town Centre zoned lands.

The proposed road upgrades and active travel links could feasibly be seen to fall within the category of a 'Public Infrastructure Project', identified in the Development Zoning Matrix as an Open for Consideration use, which by virtue of its nature and scale would not be in conflict with the primary zoning objective for the area subject to the proper planning and sustainable development of the area.

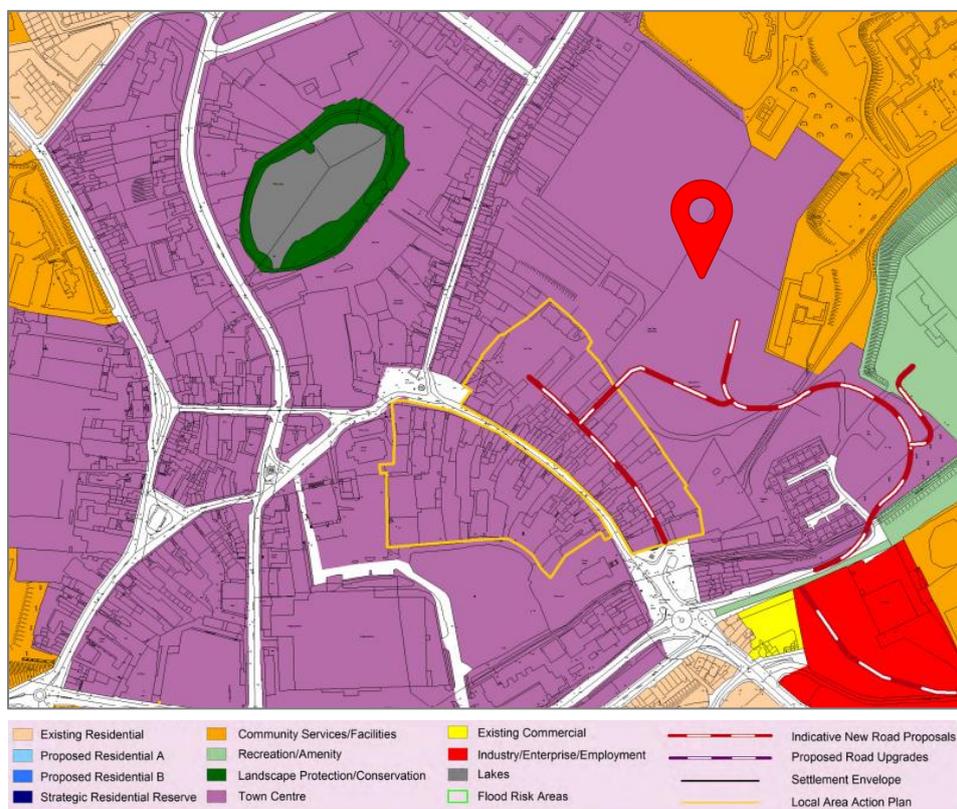


Figure 17 Subject Site Zoning (Excerpt from Zoning Map MDP2 contained in the MCDP)

7.2.2 Monaghan Town Settlement Plan

Chapter 10 contained in the MCDP contains the Monaghan Town Settlement Plan seeks to facilitate the development of Monaghan to maintain its position as the principal town in the County at the top of the settlement hierarchy. The Plan sets out the following Strategic Objective:

MTSO 1 To facilitate the development of Monaghan to maintain its position as the principal town in the County at the top of the settlement hierarchy and to ensure that its expansion takes place in

an orderly and sustainable fashion that will not detract from the vitality and viability of its town centre.

The following objectives contained in Chapter 10 are of further relevance:

MPO 1 Ensure that all development proposals in the vicinity of Dublin Street/ Roosky have regard to the Local Area Action Plan for lands to the North East of Dublin Street.

MPO 6 Promote Monaghan as the key industrial and employment centre in line with its County Town Status

MPO 11 To provide sufficient open space and amenity areas within and adjacent to the town.

The proposed Civic Offices will make an important contribution to the economic growth of Monaghan Town, generating secure and sustainable employment opportunities and acting as a catalyst for future sustainable development in the Roosky Lands.

The development design and layout has been informed by the aim of creating a network of pedestrian and cycle routes, together with formal and informal amenity spaces that will contribute to the creation of a high quality, attractive place to live and work.

7.2.3 Development Management Standards

Chapter 15 of the MCDP contains the planning standards and design criteria applicable to ensure development takes place in accordance with the strategic vision for the County. Those of relevance to the proposed development are set out below.

Overall Urban and Building Design

Policies relating to Urban Development more generally and Building Design of relevance are addressed in **Table 3**.

Table 3 Overall Building and Urban Design

Policy	Comment
15.2.2 - Compact Urban Centres - <i>The Planning Authority will endeavour to create compact urban centres and establish strong definition for the County's towns and villages by discouraging ribbon development on the approaches to the urban areas and unnecessary development on the urban fringe.</i>	The proposed development is located on a zoned greenfield backland town centre site that will further consolidate the established built up area of Monaghan Town. Development on the subject site would therefore be consistent with the aim of creating compact urban centres and reducing sprawl.
15.2.5 - Backland Sites - <i>Backland sites are usually undeveloped parcels of land located to the rear of existing buildings. Development proposals on these lands should be prepared using</i>	The proposed development is located on an undeveloped backland site to the rear of existing properties at Dublin Street and Old Cross Square. The

Policy	Comment
<p><i>the principles of master planning to ensure that large areas of land, often in multi-ownership, are appropriately planned and developed in a sustainable manner. Masterplans provide a plan-led approach and may include provisions for phasing, infrastructure provision, community facilities, density, layout, open spaces, landscaping and development design briefs and statements. Piecemeal development of individual plots will generally not be permitted unless it is satisfactorily demonstrated that the development does not jeopardise the comprehensive redevelopment of adjoining lands in a sustainable manner.</i></p>	<p>design development has been guided by the principles and objectives of the Roosky Masterplan to ensure its successful integration with surrounding lands, including in relation to the height and massing of the civic offices building, provision of pedestrian and cycle routes that will enhance connectivity, and infrastructure provision (roads and services) that will benefit the wider lands.</p>
<p>15.2.6 - Scale & Mass - <i>The size of a building should be relative to its surroundings and scale and is a key element in the design consideration for new buildings. If a building's design is incongruous or excessively large when compared to adjoining buildings within the streetscape, then the proposal will be resisted. Exceptions may be accepted in the following situations:</i></p> <ul style="list-style-type: none"> • <i>The building is of major public significance or it contributes to the regeneration and/or redevelopment of an urban area.</i> • <i>If the nature of the use demands such a building and the site is suitable for its scale.</i> • <i>The significance of the building in contributing to the economic vitality of the town centre.</i> 	<p>The scale of the new civic offices building has been carefully considered and a key driver of its design to ensure an appropriate response to the site characteristics, including the topography and relationship to adjoining properties.</p> <p>The consideration of scale started at the site edges and perimeters with the concept of three interlinked and overlapping volumes which sit comfortably into the site, framed by a series of landscaped spaces. This composition of volumes is never greater than two storeys above ground level, linking directly to the building heights in Dublin Street North nearby. The creation of a large multi-purpose landscaped space to the north of the building provides a civic entrance and public amenity space.</p>
<p>15.2.7 - Key Buildings - <i>Landmark buildings will usually contribute to the identity of a settlement and have the potential to act as a significant place.</i></p>	<p>The design of the proposed building is restrained in response to the slope of the site and to tie into the established built context</p>

Policy	Comment
<p><i>Suitable locations for these buildings include important corner or junction sites, centre sites or at the edge of public squares. At these locations it may be acceptable to increase the building heights and a higher architectural design quality will be required. Buildings located on corner sites shall be designed with windows and, where appropriate, entrance ways onto both streets/facades."</i></p>	<p>of Dublin Street North. Notwithstanding, it will make an important contribution to placemaking within the Roosky Lands and create a focal point by generating activity and providing a natural point of interaction with the new civic space to the north.</p>
<p>15.2.10 - Building Heights & Overshadowing - <i>The height of new or extended developments shall not be determined solely by the height of adjoining properties. In general, heights should respect the local streetscape. Buildings of different heights maybe appropriate to reinforce the urban form or when buildings are designed as landmark structures in response to their settings.</i></p> <p><i>All proposals must minimise overlooking, overbearing and overshadowing to ensure no significant adverse impact on adjoining properties. Proposals which impact negatively on the residential amenity of adjoining properties by reason of overlooking or overshadowing will be resisted. Project drawings determining the degree of impact may be requested. Shadow projection drawings in accordance with 'Site Layout Planning for Daylight and Sunlight; A guide to good practice (1991)' or 'Lighting for Buildings Part 2; A code of practice for day lighting (1992)' may be required."</i></p>	<p>The height of the proposed building (no more than two storeys above ground level) is a direct response to the site setting. It responds to the established building heights in Dublin Street and integrates with the rising topography. It creates a sense of identity through building form, architectural expression, rather than greater height.</p> <p>This application is accompanied by a Daylight, Sunlight and Overshadowing Study prepared by IES in accordance with the guidance set out in the BRE Guide – 3rd Edition of BR 209 BRE Site Layout Planning for Daylight and Sunlight (2022). The assessment confirms:</p> <ul style="list-style-type: none"> • There will be a negligible impact with regards to overshadowing. • On March 21st the existing amenity spaces will continue to receive the same levels of sunlight with the proposed development in place when compared to the existing situation. In all cases the results comply with the recommendations in the BRE Guide. • In respect of sunlight to existing buildings, when

Policy	Comment
	<p>compared to the existing situation, of the 32 no. points tested, 100% meet the BRE recommended values over both the annual and winter periods, highlighting that the proposed development will have no impact to the sunlight received to these existing neighbouring properties.</p> <ul style="list-style-type: none"> • In relation to daylight, of the 32 points tested, 100% have a proposed VSC value greater than 27% or not less than 0.8 times their former value compared to the existing situation, thus complying with the BRE recommendations.
<p>15.2.13 - Access for All - <i>The refurbishment of existing buildings or proposals for new development, particularly those intended for public use, must be designed in accordance with the standards outlined in 'National Disability Authority - Building for Everyone; A Universal Design Approach (2012)' and in compliance with Part M of the Building Regulations.</i></p>	<p>The proposed Civic Offices development has been designed to be universally accessible in accordance with the relevant standards and Part M of the Building Regulations. Within the external environment, earth modelling has been implemented to improve accessibility and encourage users to approach the building on foot or cycle. Given the challenging topography, resting points with seating and cycle stands have been located along the main approach at Quarry Walk and wheelchair and buggy access have been provided to public approaches to the building ensuring level access.</p>

Public Realm

Section 15.2.15 of the MCDP identifies the public realm of towns and villages as “*all the outside spaces that are used and seen by people*”. The Plan requires that new developments enhance and complement the public realm of the area.

The Public Realm policies of relevance are addressed in **Table 4**.

Table 4 Public Realm Policy Overview

Policy	Comment
<p>Policy UDP 1 - <i>To promote the development of backland and infill sites and the reuse and regeneration of brownfield sites within the urban areas in accordance with the principles set out in Section 15.2 of Chapter 15 (Development Management Standards) of the Monaghan County Development Plan 2019-2025 unless otherwise provided for within the plan.</i></p>	<p>The subject lands are located to the rear of existing properties at Dublin Street North and Old Cross Square and therefore comprise a backland site. The proposed Civic Offices development is therefore consistent with policy which promotes development of backland sites in existing urban areas.</p>
<p>Policy UDP 2 - <i>To require development within all urban areas to comply with the assessment criteria and guidance and principles set out in Section 15.2 Chapter 15 (Development Management Standards) of the Monaghan County Development Plan 2019-2025 unless otherwise provided for within the plan.</i></p>	<p>As set out in the preceding table, the proposed development complies with the relevant assessment criteria and guidance in Section 15.2 of the MCDP.</p>

Landscape

The Landscaping policies of relevance are addressed below.

Table 5 Landscape Policy Overview

Policy	Comment
<p>Policy LCP 1 - <i>To require all planning applications to include a comprehensive landscaping plan commensurate to the scale of development on site in accordance with the specifications set out in Section 15.19 of Chapter 15 of the Monaghan County Development Plan 2019-2025.</i></p>	<p>This application is supported by a comprehensive landscaping proposal prepared by The Paul Hogarth Company and the Landscape Design Statement and suite of landscape drawings should be referred to for full details.</p> <p>The landscape proposals are designed to align with the principles outlined in the Roosky Masterplan and future development of Dublin Street North Regeneration Plan, providing for seamless links to future and existing developments by using a high-quality external environment that is defined by</p>

Policy	Comment
	legible stimulating spaces, utilising a range of hard and soft materials, reflective of the immediate environment, its heritage and the architectural proposals.
<p>Policy LCP 2 - <i>Developments which necessitate the removal of extensive hedgerow and trees shall only be permitted in exceptional circumstances. In these instances, a comprehensive landscape plan must be submitted with the proposal which includes a replanting schedule along with the replacement of planting being lost.</i></p>	<p>The siting and layout of the proposed development seeks to retain existing trees and hedgerows, where possible. The planting design varies across the site with each area providing primarily native trees, both deciduous and evergreen. Shrub planting is varied depending on location with native species designed to strengthen wildlife corridors including where replacement planting is being proposed due to loss of existing planting where development necessitates removal.</p>

Car Parking

Section 15.28 of the MCDP contains policies and standards in relation to parking provision, those of relevance are addressed in **Table 6** below.

Table 6 Car Parking Policy Overview

Policy	Comment
<p>Policy CP 1 - <i>To require car parking to be provided in compliance with Table 15.9 Car Parking Standards of the Monaghan County Development Plan 2019-2025.</i></p>	<p>Car parking provision has been provided in accordance with the standards and policies of the MCDP. In line with Table 15.9 of the Plan, the parking requirement is 1 space per 25sq.m GFA (office use) which equates to 224 spaces.</p> <p>The accessible location of the development site to Monaghan Town Centre and the proposed network of pedestrian and cycle links will support active travel modes and it is therefore considered appropriate to provide for a reduced rate of parking provision (112 spaces) in line with policy that promotes sustainable</p>

Policy	Comment
	travel and reduced car dependence in designated Town Centre locations (Policy CP 5 refers).
Policy CP 3 - <i>To require car parking provision to be located within or immediately adjacent to the site of the proposed development.</i>	The main car park is conveniently located at surface level north-west of the building to facilitate ease of access to the civic offices, connected to the development via a pedestrian path. Accessible spaces, short-stay visitor spaces and drop off area are provided for adjacent to the building entrance, ensuring ready and safe access.
Policy CP 4 - <i>To require the provision of car parking spaces for persons with impaired mobility at a rate of one space in twenty-five.</i>	4 accessible spaces have been provided for in line with MCDP standards.
Policy CP 5 - <i>To provide for a reduction of up to 50% of the standards as required in Table 15.9 of the Monaghan County Development Plan 2019-2025 for developments or redevelopment of infill/ brownfield/ derelict sites located within the designated town centres, where appropriate.</i>	A total of 112 car parking spaces are proposed, being 50% of the 224 spaces that would be required under Table 15.9, in line with this policy that supports reduced parking provision in Designated Town Centre sites.

Other Matters

Other MCDP policies of relevance relating to electric vehicles, waste management, energy efficiency measures, services and lighting are addressed in **Table 7**.

Table 7 Other Relevant Policy

Policy	Comment
EVP 2 - <i>New non-residential development should accommodate at least one car parking space equipped with an EV charging points for every ten car parking spaces being provided for the associated development.</i>	The car parking strategy has been developed in compliance with the requirement to provide 10% EV spaces. In total, provision is made for 12 EV spaces to serve the new civic offices.

Policy	Comment
<p>WMP 4 - <i>To require that all construction projects are carried out in accordance with Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects.</i></p>	<p>This application is supported by a Resource & Waste Management Plan (RWMP) prepared by AWN Consulting. The RWMP demonstrates that construction of the proposed development will be undertaken in accordance with all current legal and industry standards with the aims to ensure maximum recycling, reuse and recovery of waste with diversion from landfill, wherever possible. It also seeks to provide guidance on the appropriate collection and transport of waste from the site to prevent issues associated with litter or more serious environmental pollution (e.g. contamination of soil and/or water).</p>
<p>WMP 5 - <i>To encourage best environmental practice in all agricultural, industry, business and local authority activities.</i></p>	<p>The RWMP submitted with this application demonstrates that construction of the proposed development will be undertaken in line with best practice the manner in which environmental impacts and risks will be minimised and maximum levels of waste recycling are to be achieved.</p> <p>An Operational Waste Management Plan (OWMP) prepared by AWN Consulting also accompanies this application. The OWMP presents a waste strategy that addresses all legal requirements, waste policies and best practice guidelines and demonstrates that the required storage areas have been incorporated into the design of the development.</p>
<p>WMP 7 - <i>To support the minimisation of waste creation and promote a practice of reduce, reuse and recycle where possible and to safeguard the environment by</i></p>	<p>Implementation of the RWMP and OWMP that accompany this application will ensure a high level of recycling, reuse and recovery at the development. All recyclable materials will be segregated at source to reduce waste contractor</p>

Policy	Comment
<p><i>seeking to ensure that residual waste is disposed of appropriately.</i></p>	<p>costs and ensure maximum diversion of materials from landfill, thus achieving the targets set out in the EMR Waste Management Plan 2015 – 2021. Adherence will also ensure that waste management at the development is carried out in accordance with the requirements of the MCC Waste Bye-Laws.</p>
<p>ENP 2 - <i>To require the provision of at least one energy efficient measure in the design of all new developments (solar panels, geo-thermal, passive design, wood burning installation, etc.). Details shall be included at application stage.'</i></p>	<p>The Civic Offices are designed to reduce both the operational and embodied carbon footprint of the development. Operational carbon is reduced by a design that optimises natural daylight and ventilation of the internal environment while ensuring compliance with NZEB requirements.</p> <p>The building heating system is driven by a heat-pump, minimising the use of fossil fuel.</p> <p>Photovoltaic panels are integrated into grey roof on top of the office building generating electricity.</p>
<p>DSP 1 - <i>To require that open access ducting for broadband and telecommunications is made available for all new developments and infrastructure projects, where possible.</i></p>	<p>Ducting for broadband and telecommunications shall be made available to serve the development.</p>
<p>DSP 2 - <i>To require that all services are located underground and in easily accessible locations for future maintenance in accordance with the specifications required by Monaghan County Council.</i></p>	<p>All services are to be located underground in easily accessible locations to facilitate future maintenance.</p>
<p>DSP 3 - <i>To require that all public lighting shall be high performance low energy lighting as agreed with Monaghan County Council.</i></p>	<p>The public lighting strategy utilises high performance, low energy lighting that is consistent with MCC requirements.</p> <p>The lighting design is based on the use of LED lighting which has minimal or no UV output of significance. Lighting controls will</p>

Policy	Comment
	<p>be utilised where possible, such as photo-electric cell for automatic switch on at dusk and off with time control, as well as presence detection lighting in spaces around the development where lighting would reduce to a pre-determined level. Adaptive lighting systems will be utilised for road lighting to provide for a reduction in energy consumption, compared with operating the normal lighting class throughout the night.</p>

8. Summary and Conclusion

Monaghan is designated a Tier 1 – Principal Town in the Monaghan County Development Plan 2019-2025 and the Plan aims to maintain its position in the settlement hierarchy. Aligned with this aim, the proposed development will contribute to the orderly expansion and consolidation of the established urban area.

The proposed new Civic Offices will support economic growth and contribute to the vitality and vibrancy of the town by generating employment and activity, enhancing connectivity and supporting active travel in and around the site.

In accordance with the Roosky Masterplan strategy, the proposed Civic Offices are intended to act as a catalyst for the development of the Masterplan area by providing an anchor and focal point for a new civic quarter within the Roosky Lands.

The proposed development is consistent with the Town Centre zoning objective for the subject lands, which is to *“provide, protect and enhance town centre facilities and promote town centre strengthening”*.

The proposal has evolved in response to Monaghan County Council’s land use objectives for this location and the strategic context of the site. The design of the proposed development has been informed by an understanding of the site characteristics and the requirement to comply with planning and environmental legislation and policy, where potential impacts were identified and mitigation measures have been incorporated, as necessary.

Having regard to the zoning objective, the design, layout and scale of the development, it is considered that the proposed Civic Offices will contribute to the future orderly growth of these strategic lands in Monaghan Town, provide employment opportunities and promote sustainable travel. The proposed development is, therefore, in accordance with the proper planning and sustainable development of the area.