



# Appendix to Monaghan County Development Plan **2019-2025**

**1<sup>st</sup> of April 2019**

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**Strategic Flood Risk  
Assessment for County  
Monaghan**

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## **Chapter 1**

### **1.0: Introduction**

This report has been prepared for County Monaghan in order to inform and assist in the preparation of the Monaghan County Development Plan 2019-2025. It details the Strategic Flood Risk Assessment (SFRA) which has been completed for the County. This report has been prepared in accordance with the Planning System and Flood Risk Management Guidelines for Planning Authorities, published by the Department of Environment, Heritage and Local Government and the Office of Public Works in 2009.

#### **1.1: Objectives**

This SFRA includes the preparation of Flood Zone mapping in accordance with the 2009 Guidelines. These maps will inform the County Development Plan and Settlement Plans and the policies and land use zonings contained therein. They will also be used as a decision tool in the functions of development management and assessment of planning applications and flood risk assessments. The objectives of this SFRA are as follows:

- To enable an improved understanding of flood risk issues within County Monaghan.
- To use all available data and survey work to prepare flood risk assessment maps that will inform the decision making process and the sequential approach in the larger settlements where development pressures exist.
- To inform as required the application of the Justification Test and the avoidance of development pressure in areas of flood risk areas.

#### **1.2: Study Area**

Monaghan is a relatively small county of approximately 1295km<sup>2</sup>. It is bounded by Counties Cavan, Meath, Louth, Armagh, Tyrone and Fermanagh. Monaghan is part of the Neagh-Bann and North Western River Basin Regions. It has five large settlements, Monaghan, Carrickmacross, Castleblayney, Clones and Ballybay, nine village settlements as well as a number of smaller cluster settlements. Monaghan has a drumlin landscape with uplands at Sliabh Beagh and Mullyash to the north and east of the county respectively. In the central part of the county a series of low-lying lakes extend from west to east. To the north and south of this belt of lakes, the landscape character consists of high drumlin farmland.

The County has a population of 61,273 with over 60% of the population living within the rural area. The settlements within County Monaghan historically evolved along the Great Northern Railway route and the main transport routes. The focus of economic activity for the County exists within the five main towns of Monaghan, Carrickmacross, Castleblayney, Clones and Ballybay.

There are a number of Environmental Designations in place in County Monaghan which are listed in Table 1.0. National Parks and Wildlife Service has proposed 40 additional Natural Heritage Areas in County Monaghan. NHA's are sites that contain elements of our natural heritage which are unique or are of significant importance at a national level. The process of designation of NHA's is ongoing, with new sites being added or existing sites being upgraded as more information becomes available.



**Table 1.0: Natura 2000 Sites in County Monaghan**

Designation Type	Location	Qualifying Interests
Special Area of Conservation (SAC)	Kilrooskey Lough, Clones	White Clawed Crayfish
Special Protection Area (SPA)	Bragan Mountain	Hen Harrier
Designation Type	Location	Feature of Interest
Eshbrack Bog (NHA)	Sliabh Beagh/Bragan	Blanket Bog

## **Policy Context**

### **1.3: EU Floods Directive**

The EU Directive 2007/60/EC on the assessment and management of flood risk aims to reduce and manage the risks that floods pose to human health, the environment, cultural heritage and economic activity. The Directive applies to inland waters as well as coastal waters across the whole territory of the EU. The Directive requires Member States to;

- Carry out a preliminary assessment in order to identify the river basins and associated coastal areas where potential significant flood risk exists.
- Prepare flood hazard and risk maps for the identified areas.

### **1.4: Flood Policy & Legislation**

Flood Risk Management has historically been focused on land drainage improvements. The Arterial Drainage Act 1945 led to the establishment of a central drainage authority, The Office of Public Works (OPW), which was given responsibility for the provision and maintenance of arterial drainage on a catchment wide basis.

The Planning and Development Act 2000 (as amended) legislates for the proper planning and sustainable development of the Country. The Minister of the Environment, Heritage and Local Government issued guidelines under Section 28 of The Planning Act. This gives guidance on the consideration of flood risk in the preparation of development plans, local area plans and in the assessment of planning applications. The Planning System and Flood Risk Management Guidelines for Planning Authorities were published in November 2009 and the requirements of these Guidelines are discussed further in the next chapter.

A Flood Policy Review Group was set up by the Minister to review a national flood policy. A report was published by this group in 2004 which considered the roles and responsibilities of various bodies in relation to flood risk management to set out a national policy for flood risk management with a focus on managing flood risk rather than reliance on flood protection measures.

The national Catchment Flood Risk Assessment and Management (CFRAM) programme commenced in Ireland in 2011 to deliver on core components of the National Flood Policy and on the requirements of the EU Floods Directive. It was decided an integrated approach between the Water

Framework Directive and the Floods Directive would be taken and coordination in the preparation of River Basin Management Plans (RMBPs) and Flood Risk Management Plans (FRMPs) was essential.

The CFRAM programme was undertaken for each of the eight river basin districts in Ireland. The CFRAM programme consisted of the following:

- Stage 1 Preliminary Flood Risk Assessment (2011)
- Stage 2 Flood Risk Hazard Mapping (2013)
- Stage 3 Flood Risk Management Plans (2018)

The Flood Risk Management Plans 2018-2021 set out a feasible range of flood risk management measures proposed for their respective River Basins. The CFRAM programme examined flood risk and possible measures to address the risk in 300 communities identified through the PFRA. A set of maps indicating areas prone to flooding has been developed and published for each of the communities. The Flood Risk Management Plan builds on and supplements the national programme of flood protection works completed previously, that are under design and construction or have been set out through other projects or plans and the ongoing maintenance of existing drainage and flood relief schemes.

## Chapter 2

### The Planning System & Flood Risk Management Guidelines

#### 2.0: Flooding & Flood Risk

The Planning System and Flood Risk Management: Guidelines for Planning Authorities, published in November 2009, describe flooding as a natural process that can occur at any time and in a wide variety of locations. It is important to understand what flood risk is and to define its components in order to apply the principles of flood risk management consistently.

#### 2.1: Definition of Flood Risk

Flood risk is generally accepted to be a combination of the likelihood (or probability) of flooding and the potential consequences which arise. Flood risk can be expressed in terms of the following relationship:

$$\text{Flood Risk} = \text{Probability of Flooding} \times \text{Consequences of Flooding}^1$$

The assessment of flood risk aims to identify, quantify and communicate to decision makers and stakeholders the risk of flooding to land, property and people. This requires an understanding of the sources, the flow path of floodwater and the people and property that can be affected. The 'Source - Pathway - Receptor Model' illustrates this and is a widely used environmental model to assess and inform the management of risk.

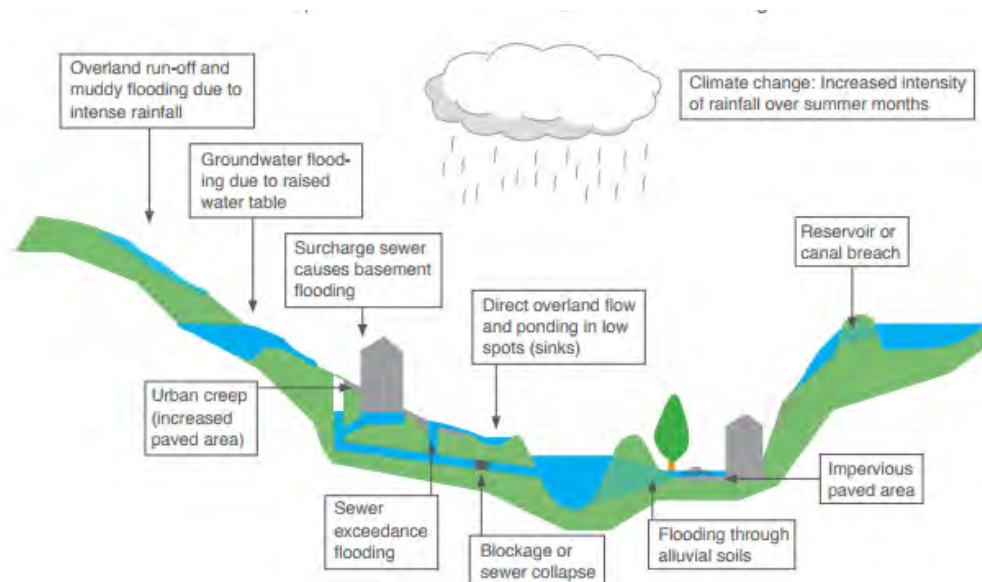


Figure 2.0: Source Pathway Receptor Model Source: Figure A1 The Planning System and Flood Risk Management Guidelines Technical Appendices

<sup>1</sup> The Planning System and Flood Risk Management Guidelines for Planning Authorities 2009

The primary sources of flooding are rainfall or higher than normal sea levels while the most common pathways are rivers, drains, sewers, overland flow and river and coastal floodplains and their defence assets. Receptors include people, their property and the environment. All three elements must be present for flood risk to arise. Mitigation measures, such as defences or flood resilient construction, have little or no effect on sources of flooding but they can block or impede pathways or remove receptors. The planning process is primarily concerned with the location of receptors, taking appropriate account of potential sources and pathways that might put those receptors at risk. Flood risk management is essentially concerned with protected receptors and/or modifying pathways.

## 2.2: Likelihood of Flooding (AEP)

Likelihood or probability of flooding or a particular flood event is classified by its annual exceedance probability (AEP) or return period (in years). This is difficult to estimate because it must take account of many years of flow records. Consequences are also complex to measure in terms of potential to cause loss of life and damage to property. A 1% AEP flood indicates the flood event that will occur or be exceeded on average once every 100 years and has a 1 in 100 chance of occurring in any given year. Return period is often misunderstood to be the period between large flood events rather than an average recurrence interval.

**Table 2.0 - Flood Event Probabilities:**

<b>Annual Exceedance Probability (%)</b>	<b>Odds of Occurrence in any given year</b>	<b>Return Period (years)</b>
10 (High Probability)	<b>10:1</b>	<b>10</b>
1 (Medium Probability)	<b>100:1</b>	<b>100</b>
0.5 (Medium Probability – Coastal Flood Map)	<b>200:1</b>	<b>200</b>
0.1 (Low Probability)	<b>1000:1</b>	<b>1000</b>

\*OPW Draft Flood Maps booklet

## 2.3: Consequences of Flooding

Consequences of flooding depend on the hazards caused by flooding (depth of water, speed of flow, rate of onset, duration, wave-action effects, water quality) and the vulnerability of receptors (type of development, nature, vulnerability of the population, presence and reliability of mitigation measures

etc.). The 'Planning System and Flood Risk Management' provides three vulnerability categories, based on the type of development, which are detailed in Table 3.1 of the Guidelines, and are summarised as:

**Table 2.1 Classes of vulnerability of different types of development**

Vulnerability Class	Land Uses & Development which include
Highly Vulnerable	Residential, essential infrastructure, emergency service facilities & access
Less Vulnerable	Retail/commercial/non residential uses, local transport infrastructure
Water Compatible	Open space, outdoor recreation and associated infrastructure (changing rooms)

#### 2.4: Definition of Flood Zones

Flood Zones are used to indicate the likelihood of a flooding occurring and they are set out in the Planning System and Flood Risk Management Guidelines. These Zones indicate a high, moderate or low risk of flooding from fluvial or tidal sources and are defined below in Table 2.2. It is important to note that the definition of the Flood Zones is based on an undefended scenario and does not take into account the presence of flood protection structures such as flood walls or embankments. This is to allow for the fact that there is a residual risk of flooding behind the defences due to overtopping or breach and that there may be no guarantee that the defences will be maintained in perpetuity. It is also important to note that the Flood Zones indicate flooding from fluvial and tidal sources and do not take other sources, such as groundwater or pluvial, into account. An assessment of risk arising from such sources should also be made.

**Table 2.2 - Flood Zones and Implications for Development**

Zone	Description
Zone A – High Probability	Development in this Zone should be avoided or only considered in exceptional circumstances and where the Justification Test has been applied.  Water compatible development (docks, outdoor sports and recreation) would be considered appropriate in this Zone.

<b>Zone B – Moderate Probability</b>	Highly vulnerable development considered inappropriate in this Zone (hospitals, emergency facilities, strategic utility and transport facilities) unless the Justification Test can be met.  Less vulnerable development should only be considered in this zone if suitable lands are not available in Zone C and subject to a flood risk assessment to demonstrate that flood risk to and from the development can be managed.
<b>Zone C – Low Probability</b>	Development is appropriate subject to assessment of flood hazard from sources other than rivers and the coast.

## 2.5: Objectives & Principles of the Planning Guidelines

The overriding objective of the Planning System and Flood Risk Management Guidelines is to integrate flood risk management into the planning process and assist in the delivery of sustainable development. Planning Authorities must have regard to these Guidelines in the preparation of Development Plans and Local Area Plans as well as in the assessment of planning applications within the Development Management process.

The core objectives set out in the Planning System and Flood Risk Management Guidelines are to:

- Avoid inappropriate development in areas at risk of flooding.
- Avoid new developments increasing flood risk elsewhere, including that which may arise from surface water run-off.
- Ensure effective management of residual risks for development permitted in floodplains.
- Avoid unnecessary restriction of national, regional or local economic and social growth.
- Improve the understanding of flood risk among relevant stakeholders.
- Ensure that the requirements of EU and national law in relation to the natural environment and nature conservation are complied with at all stages of flood risk management.

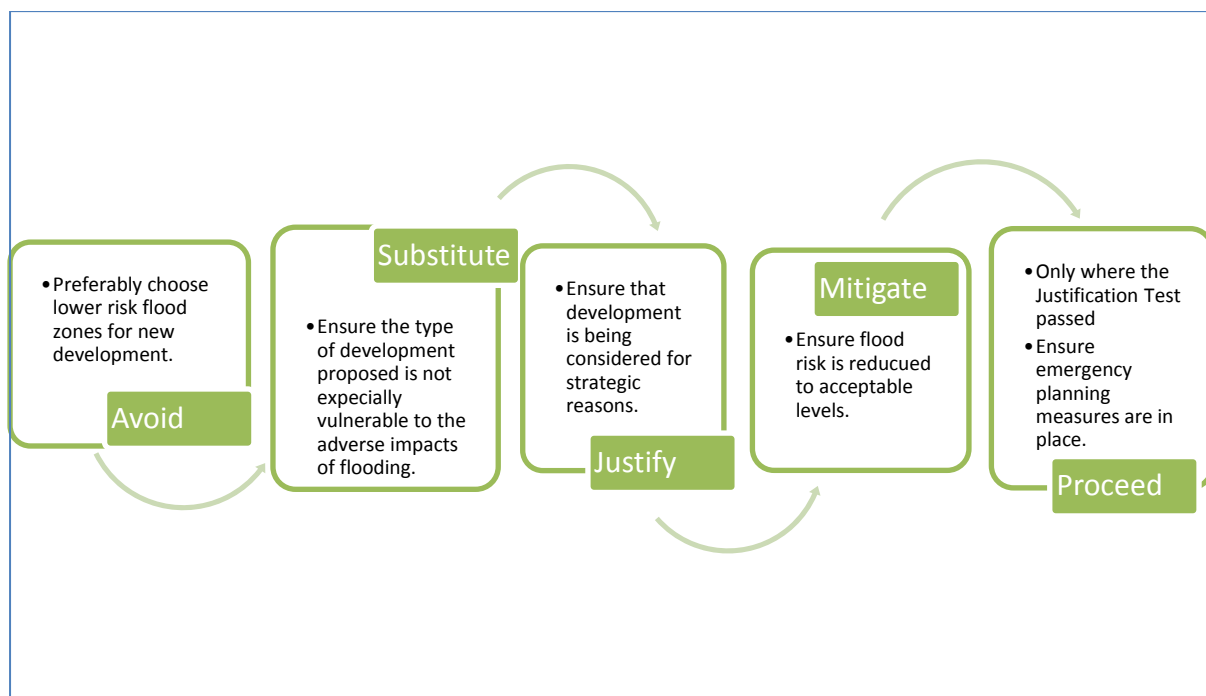
The underlying principle in relation to flooding is that development should not be permitted in flood risk areas except where there are no alternative. Any exceptions to development being considered in potential flood risk areas can be considered through the use of a Justification Test whereby the

planning need and the sustainable management of flood risk to an acceptable level must be provided and demonstrated.

## 2.6: The Sequential Test & Justification Test

The sequential approach is a key tool in planning to ensure that development is primarily directed towards land that is a low risk of flooding as outlined in Fig 2.1. This approach should be applied to all states of the planning and development management process. Where possible development in areas identified as being at flood risk should be avoided which may necessitate de-zoning of lands or rezoning to a less vulnerable land use at the Planning Making Stage.

**Figure 2.1**



Exceptions to rezoning and de-zoning are required given that a number of settlement centres are located in areas of significant flood risk. To enable the sustainable and compact development of these urban centres, development in areas highlighted as flood risk may be considered necessary. In these instances, the Justification Test must be passed. This is a robust assessment carried out to satisfy the Planning Authority that it can clearly be demonstrated on a solid evidence base that the zoning or designation for development will satisfy the justification test as outlined in Box 4.1 of the Guidelines. The justification test process can be carried out at:

1. Planning Making Stage – Where it is intended to zone or otherwise designate land which is not at moderate or high risk of flooding.
2. Development Management Stage – Used at planning application stage where it is intended to develop land at moderate or high risk of flooding for uses or development vulnerable to flooding that would generally be inappropriate for such lands.

Table 2.3 indicates those types of development based on vulnerability to flood risk that are appropriate land uses for each of the Flood Zones.

**Table 2.3 Matrix of Vulnerability versus Flood Zone**

	Flood Zone A	Flood Zone B	Flood Zone C
<b>Highly vulnerable development (including essential infrastructure)</b>	Justification Test	Justification Test	Appropriate
<b>Less vulnerable development</b>	Justification Test	Appropriate	Appropriate
<b>Water-compatible development</b>	Appropriate	Appropriate	Appropriate

*Source: Table 3.2 of The Planning System and Flood Risk Management*

## 2.7: Scales & Stages of Flood Risk Assessment

A tiered approach of flood risk assessment ensures that the level of information is appropriate to the scale and nature of the flood risk issues. A hierarchy of regional, strategic and site specific flood risk assessments avoid expensive flood modelling and development of unnecessary mitigation measures.

The stages and scales of floor risk assessment consist of:

- Regional Flood Risk Appraisal (RFRA) – a broad overview of flood risk issues within a region to confirm the nature and sources of flooding that may affect the region and identify it on a locational basis. This appraisal should identify where flood risk management measures may be required at a regional level.
- Strategic Flood Risk Assessment (SFRA) – an assessment of all types of floor risk informing land use planning decisions. This is used as a tool for the planning authority to allocate appropriate sites for development, whilst identifying opportunities for reducing flood risk. It will develop the flood risk identified in the RFRA and consider a range of potential sources of



flooding. Flood zones should be indentified and where the initial flood risk assessment highlights the potential for a significant level of flood risk, or there is conflict with the proposed vulnerability of development, then a site specific FRA will be recommended.

- Site Specific Flood Risk Assessment (FRA) – a specific assessment of flood risk for a site or a project which should consider all types of flood risk associated with the site and proposed appropriate site management mitigation measure to reduced floor risk to and from the site to an acceptable level.

## **Chapter 3**

### **3.0: Data Collection & Availability**

It is imperative that a review of the all available data relating to flood risk in County Monaghan is completed. The aim of the review is to identify flood risk based on the data available. This review includes historical records, considering all sources of flooding and to appraise the quality and usefulness of the data. In collating the data sources it must be acknowledged that flooding can come from a variety of sources, including rivers, rainfall on the ground surface (surface water), rising groundwater, overwhelmed sewer and drainage systems and breached flood defences. Table 2.4 summarises the available data, its quality and gives an indication of how it was used in the SFRA study.

#### **3.1: National PFRA Study**

The Preliminary Flood Risk Assessment (PFRA) is a national screening exercise completed by the OPW in 2012 to identify areas where there may be a significant flood risk. It is a report required by the EU Flood Directive. This assessment considered flooding from a number of sources including fluvial, tidal, pluvial and groundwater on a national scale using consistent methodology and data collection. It prepared a suite of maps indicating broadscale flooding and its publication led to Areas of Further Assessment (AFA's) being undertaken in the Catchment Flood Risk Assessment and Management studies (CFRAMS).

The 'AFAs' are where more detailed assessment will be undertaken to accurately assess the extent and degree of flood risk, and where the significance of the risk is confirmed, to develop where possible measures to manage and reduce the risk. The more detailed assessment, which will focus on the AFAs, will be undertaken through Catchment Flood Risk Assessment and Management (CFRAM) Studies for release in 2015.

#### **3.2: National Catchment Flood Risk Assessment and Management (CFRAM) Study**

The National CFRAM programme was completed by the OPW and RPS Consultants in conjunction with all relevant stakeholders including Local Authorities. It was carried out across seven river basin districts in Ireland. County Monaghan is located within the North West – Neagh Bann River Basin District. The CFRAM programme examined in detail the causes of significant flooding and integrated plans of specific measures to address flood risk factors in a comprehensive and sustainable way. It involved extensive public consultation throughout and examined all options to reduce flood risk including structural and non-structural measures.

### 3.3: Regional Flood Risk Assessment

The Border Regional Planning Guidelines 2010-2022 sets out the overall planning strategy for the Border Region. It contains a Regional Flood Risk Assessment (RFRA) which sets out the key policy recommendations with regard to avoiding and managing flood risk in the Border Region. It also identifies the settlement hierarchy within the region which is an important consideration for identifying development potential in a sustainable manner relative to their position within the hierarchy. The ‘Regional Spatial and Economic Strategy’ is currently being prepared by the Northern & Western Regional Authority and will supersede the RPGs for the Border Region when published in 2019.

**Table 3.1: Data Set Review**

Dataset	Description	Coverage	Comments
OPW Preliminary Flood Risk Assessment flood maps (PFRA)	A national screening study to identify areas at potential risk of flooding. Fluvial, pluvial and groundwater risks were identified at an indicative scale.	County Wide	Cannot be used without validation through site visit. Used to identify potentially at-risk areas of the County but should not be used to inform zoning decisions without further analysis.
North West – Neagh Bann CFRAMS	Study involved further assessment of flood risk in line with social, environmental, economic and technical objectives agreed after formal public consultation in 2014.	Areas for further assessment (AFAs) in County Monaghan are: <ul style="list-style-type: none"> <li>• Monaghan</li> </ul>	Used to identify at risk areas within these settlements to

	Data collection included historic flood event and rainfall records, and detailed floodplain and channel surveys of selected rivers. Hydraulic models determined flood hazard (where rivers or the sea is likely to flood in extreme events) and flood risk (the resultant impact on people, the economy and the environment). Flood mapping was presented at a series of Public Consultation Days early in 2015 and a national, formal consultation closed in late 2015.	town <ul style="list-style-type: none"> <li>• Ballybay</li> <li>• Carrickmacross</li> <li>• Inniskeen</li> </ul>	inform zoning decisions to inform zoning decisions
Neagh Bann Flood Risk Management Plan	The Flood Risk Management Plans set out sustainable and long-term strategies to manage flood risk within the Neagh Bann River Basin and North Western River Basin. They are focused on the areas of potentially significant flood risk (AFAs) and the sources of flooding giving rise to that risk.	FRMPS have been produced for; <ul style="list-style-type: none"> <li>• Monaghan</li> <li>• Ballybay</li> <li>• Inniskeen</li> </ul>	Used to identify at risk areas within these settlements to inform zoning decisions.
Regional Flood Risk Assessment for the Border Region (RFRA)	A broad overview of flood risk issues within a region to confirm the nature and sources of flooding that may affect the regional	Key settlements identified in RPG Core Strategy	Basic overview superseded by more specific data since collected
Historical Flood Records	Reports, photos, aerial photography	County wide areas prone to regular flooding	Used to validate flood zones, identify flood sources and areas vulnerable to

			flood damage
Benefitting Land Maps	Identifies lands which have benefited from a drainage scheme.	County wide	Data superseded by more recent data sources available listed
Walkover Survey		Selected locations	Validate collected data and outlines within settlements

### 3.4: Soil and Groundwater Vulnerability Maps

National soil and groundwater maps are available from Teagasc and the Geological Survey of Ireland (GSI).

Groundwater vulnerability maps, derived by the GSI, indicate the vulnerability index, which is based on a number of parameters. The more vulnerable the groundwater is to contamination, the more chance there is of the groundwater rising to the surface and causing flooding. The GSI Mapping indicates that much of the groundwater to the south of the County from Ballybay and Clontibret is extremely vulnerable to contamination. A middle band of lands running from Glaslough to Clones is indicated as being high risk but the majority of lands focused to the north of the County are in the main classified as low and moderate risk. Although there are no flood records listing ‘groundwater’ as a source of flooding, it is often difficult to distinguish between groundwater and surface water in the historical records. It is recommended that future flooding events are monitored for source.

### 3.5: Historic Flooding

Records of past flooding are useful for looking at the sources, seasonality, frequency and intensity of flooding. Historical records are mostly anecdotal and incomplete but are useful for providing background information. The OPW hosts a National Flood Hazard Mapping website, [www.floodmaps.ie](http://www.floodmaps.ie), that makes information available on areas potentially at risk from flooding. This website includes reports and photographs taken by the local authority at the time of the flood event.

### **3.6: Drainage Districts & Benefitting Lands**

Drainage districts and benefitting land maps highlight areas where maintenance or drainage works are undertaken or have been required in the past. Minor drainage improvement schemes on localised stretches of river were first established under the Arterial Drainage Act 1842. Most of these schemes were then subsumed into Arterial Drainage Schemes under the 1945 Arterial Drainage Act, however approximately 172 schemes remain standalone and are known as Drainage Districts (DD). Maintenance responsibilities for these drainage districts remains with the local authorities, with the OPW having a policing role.

The 1945 Act considers drainage improvement based on the whole river catchment rather than the piecemeal approach that had been adopted previously. The Act set up the process of Arterial Drainage Schemes and provides for the maintenance of these works. It also implements a number of drainage and flood reduction related measures such as approval procedures for bridges and weirs and iterates reporting requirements for Drainage Districts. The Arterial Drainage Act was originally established to deal with land drainage issues and by definition focused on agricultural land in rural areas. In 1995, in response to serious urban flooding the Act was amended to allow for the provision of flood relief schemes in urban areas.

Benefitting land maps were prepared to identify areas that would benefit from land drainage schemes and typically indicate low-lying land adjacent to rivers and streams. Drainage district maps, similar to the Benefitting Land Maps, were prepared with respect to the Land Commission Embankments and Drainage District Works that pre-dated the Arterial Drainage Schemes that commenced in 1945. The Blackwater River catchment to the north of Monaghan town and the Glyde and Dee river catchment to the south of Carrickmacross are the drainage districts that exist in County Monaghan.

### **3.7: Walkover Survey**

A walkover survey, along with consultation with municipal district engineers was carried out at a number of selected locations throughout the County to help assess flood risk. In particular, settlements where historic flooding has taken place but where no detailed data has been collated were surveyed at times of heavy rainfall. Information collated on the site visits were then used to inform the Flood Zone mapping process.

## **Chapter 4**

### **4.0: Sources of Flooding**

This SFRA has reviewed flood risk from fluvial, pluvial and groundwater sources. It also considers flooding from drainage systems and other artificial or manmade systems. It is important to note that flood risk is assessed based on undefended scenarios. The focus of the study is on risk from fluvial flooding, as a review of the historical floods within the County indicates that rivers are the most common and most damaging. Secondly, Flood Zones in the Planning System and Flood Risk Management Guidelines are defined on the basis of fluvial. In addition, the SFRA should be based on readily derivable information and record and indicators for fluvial flood risk are generally more abundant than for other sources of flooding.

#### **4.1: Fluvial Flooding**

Flooding of watercourses is associated with the exceedance of channel capacity during higher flows. The process of flooding on watercourses depends on a number of characteristics associated with the catchment including; geographical location and variation in rainfall, steepness of the channel and surround floodplain and infiltration and rate of runoff associated within urban and rural catchments. Generally there are two main types of catchments; large and relatively flat or small and steep, the two giving two very different responses during large rainfall events.

In a large relatively flat catchment, flood levels will rise slowly and natural floodplains may remain flooded for several days, acting as the natural regulator of the flow. In small, steep catchments, local intense rainfall can result in the rapid onset of deep and fast flowing flooding with little warning. Such 'flash' flooding which may only last a few hours can cause considerable damage and possible threat to life.

The form of the floodplain, either natural or urbanised, can influence flooding along watercourses. The location of buildings and roads can significantly influence flood depths and velocities by altering flow directions and reducing the volume of storage within the floodplain. Critical structures such as bridges and culverts can also significantly reduce capacity creating pinch points within the floodplain. These structures are also vulnerable to blockage by natural debris within the channel or by fly tipping and waste.

Rivers are the primary cause of flooding in Monaghan and historically severe flooding events are attributed to fluvial sources ranging from the major rivers. The Erne catchment comprising of the Dromore River, the Finn River and the Bunnoe river systems dominate the west of the county. The

Blackwater River system is in the north of county and to the south are the Fane and Glyde river catchments. The Fluvial flood risk has primarily been identified through the interpretation of Flood Zones A and B based on the best available data. Flood risk to specific settlements is discussed in Chapter 6 and identifies settlements that will benefit from a more detailed flood risk assessment at a project level. Outside of the zoned settlements there is potential for developments which must also be allocated according to the principles of the Planning System and Flood Risk Management guidelines, it is recommended that all development should be screened for flood risk.

#### **4.2: Pluvial Flooding**

Flooding of land from surface water runoff is usually caused by intense rainfall that may only last a few hours. The resulting water follows natural valley lines, creating flow paths along roads and through and around developments and ponding in low spots, which often coincide with fluvial floodplains in low lying areas. Any areas at risk from fluvial flooding will almost certainly be at risk from surface water flooding.

The PRFA study considered pluvial flood risk and produced a national set of pluvial flood maps. The PFRA flood maps, including pluvial source flooding, are available for viewing online via [www.cfram.ie/prfa/interactive-mapping](http://www.cfram.ie/prfa/interactive-mapping).

SFRAs require a strategic assessment of the likelihood of surface water flooding for which overland routing is suitable and appropriate. This includes consideration of the following:

- Are there zoned lands which may need to accommodate and retain surface water flow routes?
- Are there zoned lands which might discharge upstream of an area vulnerable to surface water flooding?

Whilst the potential for surface water flow paths or ponding should not necessarily impede or restrict development, applications in such areas need to consider drainage thoroughly to ensure risks do not increase in the future. Any development proposals must not impact negatively on flood risk elsewhere. A detailed drainage assessment should be undertaken for specific applications. Using the available datasets a preliminary assessment of the potential for specific zoned lands to contribute, or be vulnerable to surface water flooding, should be undertaken based on local ground topography on a site by site basis.



### **4.3: Groundwater Flooding**

Groundwater flooding is caused by the emergence of water originating from underground, and is particularly common in karstic landscapes. This can emerge from either point or diffuse locations. The occurrence of groundwater flooding is usually very local and unlike flooding from rivers and the sea, does not generally pose a significant risk to life due to the slow rate at which the water level rises. However, groundwater flooding can cause significant damage to property, especially in urban areas and pose further risks to environment and ground stability.

Groundwater flooding can persist over a number of weeks and poses a significant but localised issue that has attracted an increasing amount of public concern in recent years. In most cases groundwater flooding cannot be easily managed or lasting solutions engineered, although the impact on buildings can be mitigated through various measures. The groundwater vulnerability maps by GSI are a useful dataset to consider when assessing the potential for groundwater flooding.

### **4.4: Flooding from Drainage Systems**

Flooding from artificial drainage systems occurs when flow entering a system such as an urban storm water drainage system, exceeds its discharge capacity, it becomes blocked or it cannot discharge due to a high water level in the receiving watercourse.

Flooding in urban areas can also be attributed to sewers. Sewers have a finite capacity which, during certain load conditions, will be exceeded. In addition, design standards vary and changes within the catchment area draining to the system, in particular planning growth and urban creep, will reduce the level of service provided by the asset. Sewer flooding problems will often be associated with regularly occurring storm events during which sewers and associated infrastructure can become blocked or fail. This problem is exacerbated in area with under-capacity systems. In the larger events that are less frequent but have a higher consequence, surface water will exceed the capacity of the sewer system and flow across the surface of the land, often following the same flow paths and ponding in the same areas as overland flow.

Foul sewers and surface water drainage systems are spread extensively across the urban areas with various interconnected systems discharging to treatment works and into local watercourses. Whilst such incidents can give an idea of those areas with limited drainage capacity, it is only a record of the hydraulic inadequacies of the sewer systems, not properties at risk of flooding. Therefore it has limited usefulness in predicting future flooding.

#### **4.5: Flooding from Reservoirs or other Artificial Sources**

Reservoirs can be a major source of flood risk as was experienced in 2009 when waters from the Inniscarra dam flooded significant sections of Cork. Whilst the probability of dam failure or breach occurring is very small, the consequences of such an event can be devastating thereby presenting a risk of flooding which has to be considered. However, Monaghan does not have any large reservoirs or artificial detention basins, removing the risk of flooding due to breach.

## Chapter 5

### 5.0: Flood Risk Management Assets

The condition of existing flood management assets is an important consideration for local authority planners when allocating new development. The Planning System and Flood Risk Management Guidelines considers that defended areas (i.e. those areas that are protected to some degree against flooding by the presence of a formalised flood defence) are still at risk of flooding due to the risk of overtopping or breach and therefore sites within these areas must be assessed with respect to the adequacy of the defences.

Should defended areas be identified, the consideration of residual risk, i.e. the likelihood of flooding occurring as a result of breach or overtopping, forms an important element of the SFRA.

Flood defences have been identified at the following locations in County Monaghan:

- A number of non return valves have been fitted along the canal in Monaghan Town.
- A sealed box culvert in Fairgreen, Ballybay has been installed to stop flooding at the Fairgreen House.

## Chapter 6 Flood Zone Mapping

As previously discussed, various sources of data are available and were used to compile a countywide flood map, indicating Flood Zones A and B. Data of the highest confidence was used as first preference, moderate next and low where no other data was available. Table 6.1 lists the settlements in County Monaghan indicates the source of modelled data available within each settlement development boundary, indicates where a site walkover was carried out and comments on the data used to define the Flood Zones for the purposes of this SFRA.

**Table 6.1: Data Used in preparation of SFRA Flood Zone Maps**

Location	FRMP	CFRAM	PFRA	SITE VISIT	COMMENT
Monaghan	Y	Y	Y	Y	Map & findings informed by OPW FRMP & MCC FRA
Carrickmacross	N	Y	Y	Y	Map & findings informed by OPW & on site survey
Castleblayney	N	N	Y	Y	Based on site walkover & PFRA
Clones	N	N	Y	Y	Based on site walkover & PFRA
Ballybay	Y	Y	Y	Y	Map & findings informed by OPW FRMP
Emyvale	N	N	Y	Y	Based on site walkover & PFRA

<b>Glaslough</b>	N	N	Y	Y	Based on site walkover
<b>Inniskeen</b>	Y	Y	Y	Y	Based on site walkover & PRFA
<b>Newbliss</b>	N	N	Y	Y	Based on site walkover
<b>Rockcorry</b>	N	N	Y	Y	Based on site walkover
<b>Scotshouse</b>	N	N	Y	Y	Based on site walkover
<b>Smithborough</b>	N	N	Y	Y	Based on site walkover
<b>Threemilehouse</b>	N	N	Y	Y	Based on site walkover

A number of settlements in County Monaghan were subject to a flood risk review under the initial stages of the National CFRAM study. This study considered the accuracy of the draft flood outlines produced as part of the National PFRA study. These findings have been considered and unless otherwise stated the PFRA output, verified at these settlements, and adopted in the preparation of the SFRA Flood Zones. Site visits were conducted to verify flood mapping within settlements where additional clarification was required.

## **Chapter 7 Flooding Impacts**

### **7.1: Flooding Impacts**

Flood impacts may be direct or indirect, immediate or long term and may affect households and communities, individuals as well as the environment, infrastructure and economy of the area. In the following sections the impacts of flooding on people, property, infrastructure and the environment is discussed and assessed in the context of County Monaghan.

### **7.2: Flooding Impacts on People**

Flooding has a wide range of social impacts which may be difficult to delineate as they are interconnected, cumulative and often not quite quantifiable. In small urban catchments or steep upland catchments which have a very rapid response to rainfall, or with flooding due to infrastructure failure, flood waters can rise very quickly and put life at risk. Even shallow water flowing at 2m/s can knock children or many adults off their feet and vehicles can be moved by water of 300mm depth. The risks rise if the flood water is carrying debris.

The impact on people as a result of the stress and trauma of being flooded or even of being under the threat of flooding can be immense. Long-term impacts can arise due to chronic illnesses and stress. Flood water contaminated with sewage or other pollutants (e.g. chemicals stored in garages or commercial properties) is particularly likely to cause such illnesses, either directly as a result of contact with the polluted flood water or indirectly as a result of sediments left behind.

The degree to which populations are at risk from flooding is not solely dependent upon proximity to the source of the threat or the physical nature of the flooding. Social factors also play a significant role in determining risk. Although people may experience the same flood, in the same area, at the same time, their levels of suffering are likely to differ greatly as a result of basic social differences. These differences will affect vulnerability in a variety of ways, including an individual or community's response to risk communication (flood warning) and physical and psychological recovery in the aftermath of the flood. How individuals and communities experience the impact will also vary depending on their awareness of the risk of flooding, preparedness for the flood event and the existence or lack of coping strategies.

Impacts of flooding on people are difficult to measure and quantify. For the purposes of this SFRA, the impacts of flooding on people must be inferred from the number of properties at risk of flooding.

### 7.3: Flooding Impacts on Property and Infrastructure

Flooding can cause severe property damage. Flood water is likely to damage internal finishes, contents, electrical and other services and possibly cause structural damage. The physical effects can have significant long term impacts, with re-occupation sometimes not possible for over a year. The costs of flooding are increasing, partly due to increasing amounts of electrical and other sophisticated equipment within developments.

The damage flooding can cause to businesses and infrastructure, such as transport or utilities like electricity and water supply, can have significant detrimental impacts on local and regional economies. The long term closure of businesses, for example, can lead to job losses and other economic impacts.

The vulnerability of buildings is important to understand in terms of their occupants and their type. For example, it is much more difficult to evacuate the old and ill from hospitals and care homes than people working in offices or industrial areas. Building types that need to be operational during and post flood, such as ambulance stations and emergency response centres are also vulnerable as if the services they provide are disrupted by flooding it will place the immediate community at greater risk.

In Monaghan 0.5% of all properties recorded in the An Post Geodirectory are located within Flood Zone A or B, it should be noted that, as specified under The Planning System and Flood Risk Management – Guidelines for Planning Authorities, flood risk in Zone A and B is considered irrespective of the impact of any flood mitigation schemes. The breakdown of property type by Flood Zone is show in Table 7.1

**Table 7.1: Properties in Flood Zone A & B**

Property Type	No (% of total properties*) in Flood Zone A	No (% of total properties*) in Flood Zone B
<b>Residential</b>	54 (0.19%)	57 (0.2%)
<b>Commercial</b>	12 (0.04%)	15 (0.05%)
<b>Both</b>	3 (0.01%)	7 (0.025%)
<b>Total</b>	39 (0.24%)	79 (0.275%)
*% of total properties is % of total number of all properties in County Meath		

\*\* This data is based on flood zone areas last modified 27/01/2017 and the number of properties are sourced from the June 2015 Geo Directory.

Transport and strategic utilities infrastructure can be particularly vulnerable to flooding because interruption of their function can have widespread effects well beyond the area of flooding. For example, flooding of primary roads or railways can deny access to areas for the duration of the flooding as well as causing damage to the road or railway. Flooding of water distribution infrastructure, such as pumping stations, or of electricity sub-stations can result in loss of water or power over large areas. This can magnify the impact of flooding beyond the immediate community and reinforces why decisions to locate development in floodplain should be taken very carefully.

Placing new development or regenerating in flood risk areas has additional short and long term costs. The need to build resistant and resilient properties could significantly increase overall costs of development, whilst ongoing maintenance and insurance increase future expenditure.

#### **7.4: Flooding Impacts on the Environment**

Environmental impacts can be significant and include soil erosion, land sliding and damage to vegetation as well as the impacts on water quality, habitats and flora and fauna caused by bacteria and other pollutants carried by floodwater.

Flooding can have a beneficial role in natural habitats. Many wetland habitats are dependent on annual flooding for the sustainability and can contribute to the storing of flood waters to reduce flood risk elsewhere. It is important to recognise the value of maintenance or restoration of natural riparian zones such as grasslands which protect the soils from erosion and 'natural' meadows which can tolerate flood inundation. The use of Green Infrastructure throughout the river centre can also play a vital role in enhancing the river environmentally as well as safeguarding land from future development, protecting people and buildings from flooding and reducing flood risk downstream.

A natural floodplain can help accommodate climate change and improve the quality of rivers and associated wetlands to help achieve 'good status' by 2015 under the Water Framework Directive. Meeting the WFD objectives involves not only ecosystems, water quality, drought and flood impact considerations but also the physical characteristics and morphology of the river channel, floodplain and associated structures.

In Monaghan, ten proposed Natural Heritage Areas lie wholly or partly within Flood Zone A and B and many have been designated for the water based components of the habitats. Development in designated sites will be constrained by the objectives of the site and would also be required to pass the Justification Test if proposed in the vicinity of the watercourse.



## **7.5: Climate Change**

The Planning System and Flood Risk Management guidelines recommends that a precautionary approach to climate change is adopted due to the level of uncertainty involved in the potential effects. A significant amount of research into climate change has been undertaken on both a national and international front. This section will briefly examine some of the key findings of the research to date.

The Intergovernmental Panel on Climate Change (IPCC) was established in 1988 and its first report in 1990 justified concern about the effects of climate change on a scientific basis.

More specific advice on the expected impacts of climate change and the allowances to be provided for future flood risk management in Ireland is given in the OPW draft guidance, OPW Assessment of Potential Future Scenarios, Flood Risk Management Draft Guidance 2009.

## **7.6: Climate Change and Flood Risk Assessment**

The flood zones are determined based on readily available information and their purpose is to be used as a tool to avoid inappropriate development in areas of flood risk. Where development is proposed, within an area of potential flood risk (Flood Zone A or B), a flood risk assessment of appropriate scale will be required and this assessment must take into account climate change and associated impacts. Under the National CFRAM programme, the detailed modelling and assessment stage of each study will include climate change effects.

Consideration of climate change is particularly important where flood alleviation measures are proposed as the design standard of the proposal may reduce significantly in future years due to increased rainfall, river flows and sea levels. As recommended by the planning guidelines, a precautionary approach should be adopted.

Climate change may result in increase flood extents and therefore caution should be taken when zoning lands in transitional areas. In general, Flood Zone B, which represents the 0.1% AEP extent, can be taken as an indication of the extent of the 1% AEP flood event with climate change. In steep valleys an increase in water level will relate to a very small increase in extent, however in flatter low-lying basins a small increase in water level can result in a significant increase in flood extent.

In the design of flood alleviation measures, climate change should be taken into account and design levels of structures, such as flood walls or embankments, must be sufficient to cope with the effects

of climate change over the lifetime of the structure or where circumstances permit, be capable of adaption.

## **Chapter 8**

### **8.0: Flood Risk Management**

Following the Planning Guidelines, development should always be located in areas of lowest flood risk and only when it has been established that there are no suitable alternative options should development (of the lowest vulnerability) proceed. In such instances, consideration of suitable flood risk mitigation and management measures is necessary. It may be technically feasible to mitigate or manage flood risk at site level, however the potential impacts on the surrounding community must also be considered.

A strategic approach to the management of flood risk is required to consider the impact of flooding on a catchment wide basis. As previously discussed, under the CFRAM programme, detailed modelling will be undertaken that will lead to the publication of flood hazard maps for a number of settlements that have been identified as an Area of Further Assessment (AFA). The CFRAM will also result in the publication of a Flood Risk Management Plan that will include management and mitigation options to deal with flood risk in the future.

#### **8.1: Management of Flood Risk from a Planning Perspective**

The Planning Guidelines recommend a sequential approach. This works well where there are no constraints to development and there is an ample source of land available for development. In some areas, development may be constrained due to its location adjacent to the river and natural flood plain. Spatial planning objectives for the areas must coincide with the overall flood management strategy. Flood risk management policies must allow a sustainable approach to development without increasing exposure to flood risk whilst considering the mitigation and management of flood risk to existing communities.

#### **8.2: Flood Risk Policies and Objectives**

The policies and objectives of the planning authority will include consideration of the following:

- The Planning System and Flood Risk Management, Guidelines for Planning Authorities.
- The content of this SFRA; the Flood Zones and their use as a planning tool.
- The triggers for review of the SFRA as set out in the Monaghan County Development Plan 2019-2025.
- The recommendations of the Flood Risk Management Plans 2018-2021.

### **8.3: Specific Development Planning Applications**

The following outlines the key requirements relating to the management of development in areas at risk of flooding:

- All development at potential risk of flooding will require an appropriately detailed flood risk assessment. As a minimum this will include a “Stage 1 – Identification of Flood Risk”; where flood risk is identified a “Stage 2 – Initial FRA” will be required and depending on the scale and nature of the risk a “Stage 3 – Detailed FRA” may be required.
- All development should have regard to surface water management policies in the Greater Dublin Strategic Drainage Study (GDSGS). Compliance with the recommendations contained in Technical Guidance Document, Volume 2, Chapter 4 of the Greater Dublin Strategic Drainage Study shall be required in all instances.

All development proposals within or incorporating areas at moderate to high flood risk, that are vulnerable to flooding will require the application of the development management justification test in accordance with Box 5.1 of the Planning Guidelines, The Planning System and Flood Risk Management.

- The planning authority will explore opportunities to include flood alleviation proposals and upgrades that benefit the county and/or local area as a whole, as part of specific development applications.

Any proposal that is considered acceptable in principle shall demonstrate the use of the sequential approach in terms of the site layout and design and in satisfying the Justification Test, the proposal will demonstrate that appropriate mitigation and management measures are put in place.

### **8.4: Flood Management Action Plan**

There are various levels of flood risk management plans and these include the overall strategy for the river catchment, the emergency response plan of the local authority and the flood risk management plan at a site specific level.

Strategic Flood Risk Management Plan will be informed by the detailed assessment of areas at significant flood risk. A Strategic Countywide FRMP The Flood Risk Management plans pull together the recommendations from each CFRAM in the Neagh Bann and North Western river basin districts. The formulation of a management plan must consider residual risk and an effective emergency response should the defences fail to due to overtopping or breach. Under the CFRAM programme, flood risk management options will be explored for all areas that will undergo detailed modelling i.e.

Areas for Further Assessment (AFA). Under the EU Floods Directive, the CFRAM programme is due for completion by the end of 2015.

Site Specific FRMP will be specific to a development and associated activities. A site specific FRMP, which may include an emergency plan, will be required for any development proposal that is granted approval in an area of flood risk.

#### **8.5: Policy in Relation to Management of Surface Water**

Development has the potential to cause an increase in impermeable area and an associated increase in surface water runoff rates and volumes. This can lead to a potential increase in flood risk downstream due to overloading of existing drainage infrastructure.

Managing surface water discharges from new development is crucial in managing and reducing flood risk to other developments downstream. The management of surface water is an important concern for all development sites. Compliance with the recommendations contained in Technical Guidance Document, Volume 2, Chapter 4 of the Greater Dublin Strategic Drainage Study (GSDSDS) shall be required in all instances.

#### **8.6: Overland Flow Routes**

Underground drainage systems have a finite capacity and regard should be given to events larger than the design capacity of the network. This should be considered along with potential surface water flows that may enter a development site from the surrounding area. Master planning should ensure that existing flow routes are maintained, through the use of green infrastructure. Floor levels should at a minimum be 300mm above adjacent roads and hard standing areas to reduce the consequences of any localised flooding.

#### **8.7: Sustainable Drainage Systems (SuDS)**

A specific requirement of the EU Water Framework Directive is that surface water discharge is controlled and managed so that any impact on its receiving environment is mitigated. This can be achieved through the use of Sustainable Drainage Systems (SuDS). SuDS can reduce the rate of runoff through a combination of infiltration, storage and conveyance (slowing down the movement of water). Sustainable drainage can be achieved through the use of green infrastructure such as green roofs and pervious pavements, rainwater harvesting, soakaways, swales and detention basins, ponds and wetlands.

The effectiveness of flow management scheme within a single site is heavily limited by the land use and site characteristics including (but not limited to) topography, geology and available area. As such, surface water design and management must be carried out at a site specific level for any proposed development.

### **8.8: Flood Mitigation Measures at Site Design**

Any development proposal in an area at moderate or high risk of flooding that is considered acceptable in principle must demonstrate that appropriate mitigation measures can be put in place and that residual risks can be managed to acceptable levels.

To ensure that adequate measures are put in place to deal with residual risks, proposals should demonstrate the use of flood-resistant construction measures that are aimed at preventing water from entering a building and that mitigate the damage floodwater causes to buildings. Alternatively, designs for flood resilient construction may be adopted where it can be demonstrated that entry of floodwater into buildings is preferable to limit damage caused by floodwater and allow relatively quick recovery.

Further detail on flood resilience and flood resistance are included in the Technical Appendices of the Planning Guidelines, The Planning System and Flood Risk Management. <sup>2</sup>

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<sup>2</sup> The Planning System and Flood Risk Management Guidelines for Planning Authorities, Technical Appendices, November 2009

## Chapter 9

### Development Zoning and Settlement Review

#### 9.0: Land Use Zoning Objectives

The purpose of zoning is to indicate to property owners and members of the public the types of development, which the Planning Authority considers most appropriate in each land use category. Zoning is designed to reduce conflicting uses within areas, to protect resources and, in association with phasing, to ensure that land suitable for development is used to the best advantage of the community as a whole.

The zoning objectives can be related to the vulnerability classifications in the Planning System and Flood Risk Management Guidelines; highly vulnerable, less vulnerable and water compatible. The vulnerability of the land use, coupled with the Flood Zone in which it lies indicates the appropriateness of the development and guides the needs for application of the Justification Test.

A summary of land zoning types and their respective vulnerabilities are shown in the table below. It is important to note that this table is provided as a general guide and the specific development types within the zoning objective must be considered individually, and with reference to Table 3.1 of the Planning System and Flood Risk Management Guidelines. For example, in planning terms a guest house or hotel is permitted in principle under the 'Tourism' zoning, but are considered to be highly vulnerable to flooding.

**Table 9.1: Summary Classification of Vulnerability**

Vulnerability Class	Land use and types of development include:
<b>Highly vulnerable development (including essential infrastructure)</b>	Garda, ambulance and fire stations Hospitals and schools Dwelling houses, student halls of residence and hostels. Essential infrastructure, such as primary transport and utilities distribution, including electricity generating power stations and sub-stations, water and sewage treatment, and potential significant sources of pollution in the event of flooding.

<b>Less vulnerable development</b>	Buildings used for; retail, leisure, warehousing, commercial, industrial and non-industrial institutions; Land and building used for agriculture and forestry; Local transport infrastructure.
<b>Water-compatible development</b>	Flood control infrastructure; Amenity open space, outdoor sports and recreation and essential facilities such as changing rooms, Lifeguard and coastguard stations.

The vulnerability class does not take into account economic damages; for example, high-tech manufacturing would be permitted under the 'Enterprise and Employment' zoning objective and could pass the Justification Test within Flood Zones A or B (See Section 3.3 for Flood Zone definition), but the costs associated with flooding of such a development may point to its preferential location within Flood Zone C.

### **9.1: Review of Flood Risk at Settlements in County Monaghan**

The following summaries the findings of the settlement review. The review considered potential for future development within the development boundary of each settlement based on the extent of flood risk and the availability of development lands. The review also considers the development pressure on the settlement as indicated by the current land use zoning maps.

The full discussion and commentary on flood risk management and its interaction with future development is provided in Appendix A.

A consideration of flood risk management is essential when the land use zoning maps for each settlement are being reviewed. If flood risk can be avoided, development zoning can proceed without the need for a SFRA at LAP or Town Plan stage. In the majority of cases, it will not be possible to completely avoid flood risk i.e. historically town centres originate on the banks of major rivers. Mitigation and management of flood risk must be considered to allow continued development of an area without increasing exposure to flood risk. In some areas this may be a relatively straight forward process that can use the general policies and recommendation of the



countywide SFRA. For areas with a significant proportion of zoned land in Flood Zone A and B a review of suitable land use zonings and specific site analysis will be required.

**Table 9.2: Summary Results from the Settlement Review**

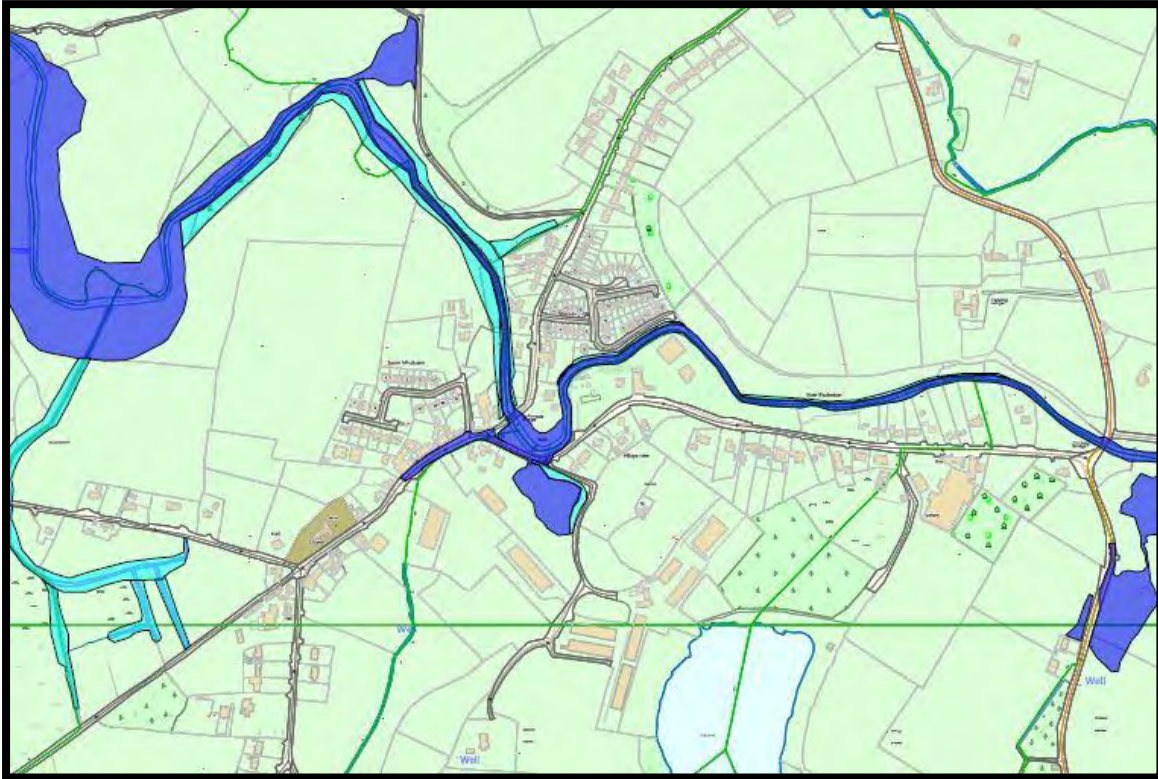
Settlement	Conclusion
<b>Monaghan Town</b>	Flood Risk Management Plan prepared under CFRAMS Implement Flood Risk Management Policies from CDP
<b>Carrickmacross</b>	Area of Further Assessment – Implement Flood Risk Management Policies from CDP
<b>Castleblaney</b>	No SFRA required – Implement Flood Risk Management Policies from CDP
<b>Clones</b>	No SFRA required – Implement Flood Risk Management Policies from CDP
<b>Ballybay</b>	Flood Risk Management Plan prepared under CFRAMS Implement Flood Risk Management Policies from CDP
<b>Ballinode</b>	No SFRA required – Implement Flood Risk Management Policies from CDP
<b>Emyvale</b>	No SFRA required – Implement Flood Risk Management Policies from CDP
<b>Glaslough</b>	No SFRA required – Implement Flood Risk Management Policies from CDP
<b>Inniskeen</b>	Flood Risk Management Plan prepared under CFRAMS Implement Flood Risk Management Policies from CDP
<b>Newbliss</b>	No SFRA required – Implement Flood Risk Management Policies from CDP
<b>Rockcorry</b>	No SFRA required – Implement Flood Risk Management Policies from CDP
<b>Scotshouse</b>	No SFRA required – Implement Flood Risk Management Policies from CDP
<b>Smithborough</b>	No SFRA required – Implement Flood Risk Management Policies from CDP
<b>Threemilehouse</b>	No SFRA required – Implement Flood Risk Management Policies from CDP

## 9.2: SFRA Review & Monitoring

An update to the SFRA will be triggered by the six year review of the County Development Plan. In addition there are a number of key outputs from possible future studies and datasets, which should be incorporated into any update of the SFRA as availability allows.

**Map1: BALLINODE**

Zoning within Flood Zone A and/or B?	<b>Yes</b>
Area for Further Assessment under CFRAM programme?	<b>No</b>



**Ordnance Survey Ireland, Licence No. 2010/03 CCMA/Monaghan County Council.**

The Flood Zone mapping has been produced in accordance with the Planning Guidelines and therefore ignores the impact of flood protection structures. Areas protected by flood defences still carry a residual risk of flooding due to overtopping or breach, there may also be no guarantee of maintenance in perpetuity. Note that Flood Zone mapping is only reproduced within the settlement development boundary.

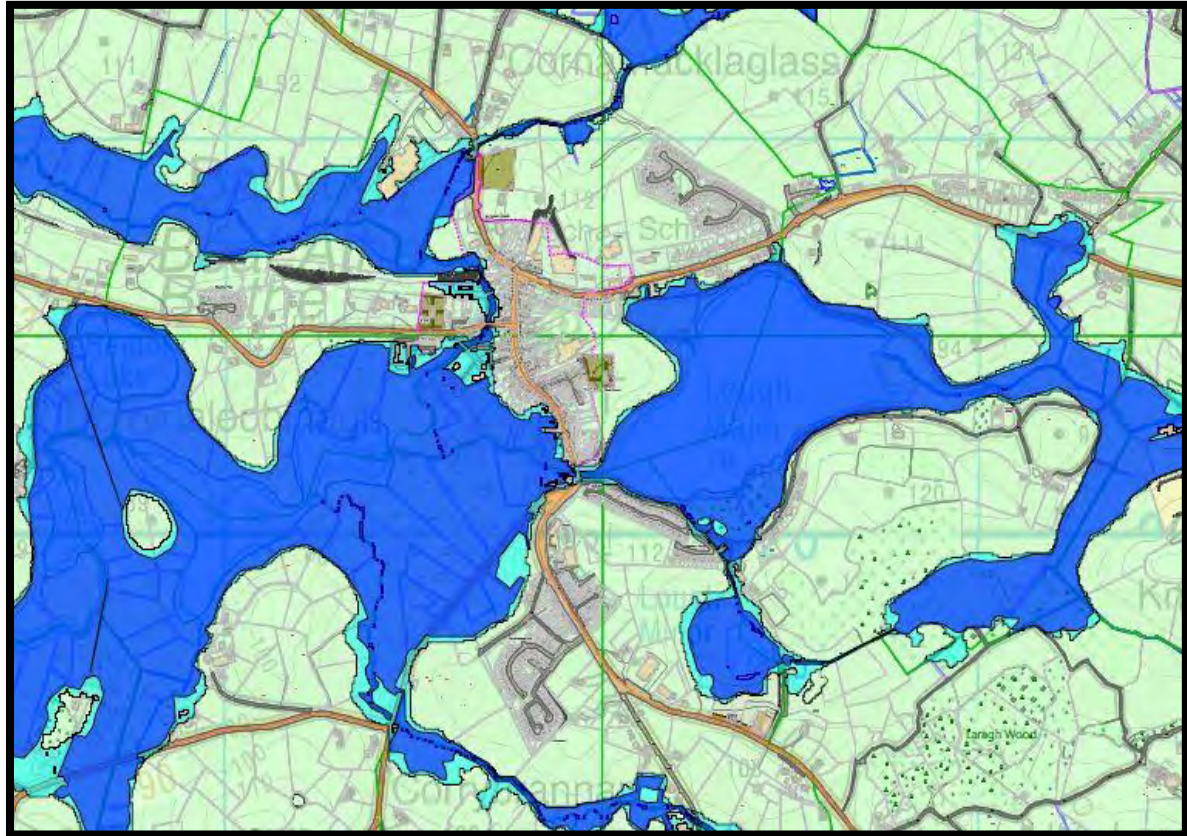
**Flood Zone A – 1 in 100 year or 1% AEP.**

**Flood Zone B – 1 in 1000 year or 0.1% AEP.**

Flood Zone mapping data source	OPW, MCC
Historical Flooding	Flooding events were recorded to have occurred in Oct. 1987, Nov. 2005, Aug 2008, Oct. 2011.
Comment	The Flood Zones will not hinder future development and zoning for new development in areas of high flood risk can be avoided.  Flood risk can be managed by adopting the policies set out in the County Development Plan and the recommendations of the Planning Guidelines.
Conclusion	No SFRA required Implement Flood Risk Management policies from CDP

**Map 2: BALLYBAY**

Zoning within Flood Zone A and/or B?	Yes
Area for Further Assessment under CFRAM programme?	North Western Neagh Bann UoM36



**Ordnance Survey Ireland, Licence No. 2010/03 CCMA/Monaghan County Council.**

The Flood Zone mapping has been produced in accordance with the Planning Guidelines and therefore ignores the impact of flood protection structures. Areas protected by flood defences still carry a residual risk of flooding due to overtopping or breach, there may also be no guarantee of maintenance in perpetuity. Note that Flood Zone mapping is only reproduced within the settlement development boundary.

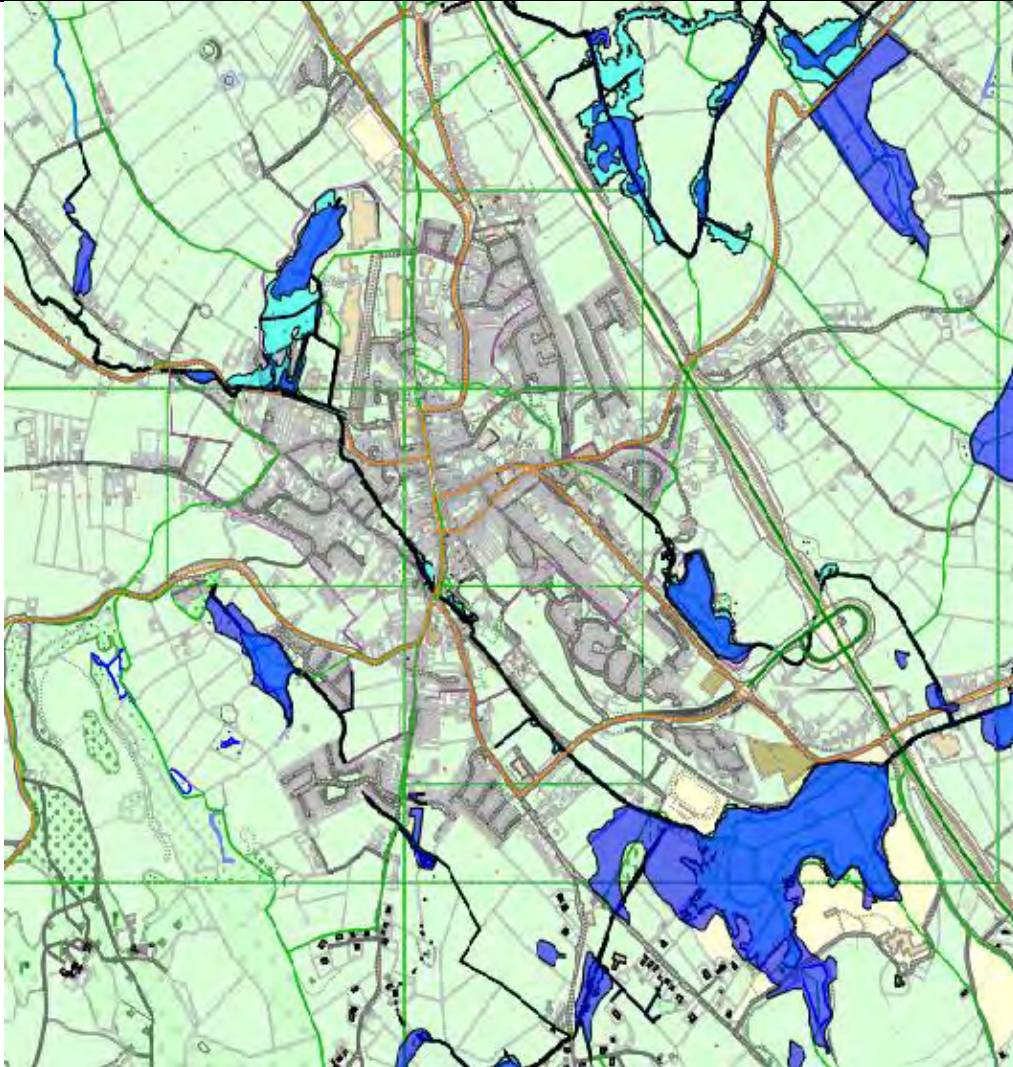
**Flood Zone A – 1 in 100 year or 1% AEP.**

**Flood Zone B – 1 in 1000 year or 0.1% AEP.**

Flood Zone mapping data source	CREAM Flood Risk Review (PRFA)
Historical Flooding	Recurring flood events due to fluvial flooding. Flooding events were recorded to have occurred in Nov 2005, Oct 2011, July 2012,
Comment	Ballybay is one of four AFAs in County Monaghan. To consider and apply the recommendations as set out in the FRMP for Ballybay.
Conclusion	Implement Flood Risk Management policies from CDP

**Map 3: Carrickmacross**

Zoning within Flood Zone A and/or B?	Yes
Area for Further Assessment under CFRAM programme?	North Western Neagh Bann UoM6



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The Flood Zone mapping has been produced in accordance with the Planning Guidelines and therefore ignores the impact of flood protection structures. Areas protected by flood defences still carry a residual risk of flooding due to overtopping or breach, there may also be no guarantee of maintenance in perpetuity. Note that Flood Zone mapping is only reproduced within the settlement development boundary. Flood Zone A – Fluvial: 1 in 100 year or 1% AEP. Flood Zone B – 1 in 1000 year or 0.1% AEP.

Flood Zone mapping data source	OPW, MCC
Historical Flooding	Recurring flood events due to fluvial flooding. Flooding events were recorded to have occurred in April 2005, Nov. 2005, Oct. 2011
Comment	One of four AFAs in County Monaghan. A FRMP will be available for this AFA which will be completed by OPW. Recommendations of the FRMP when complete are taken into account.
Conclusion	Implement Flood Risk Management policies of CDP.

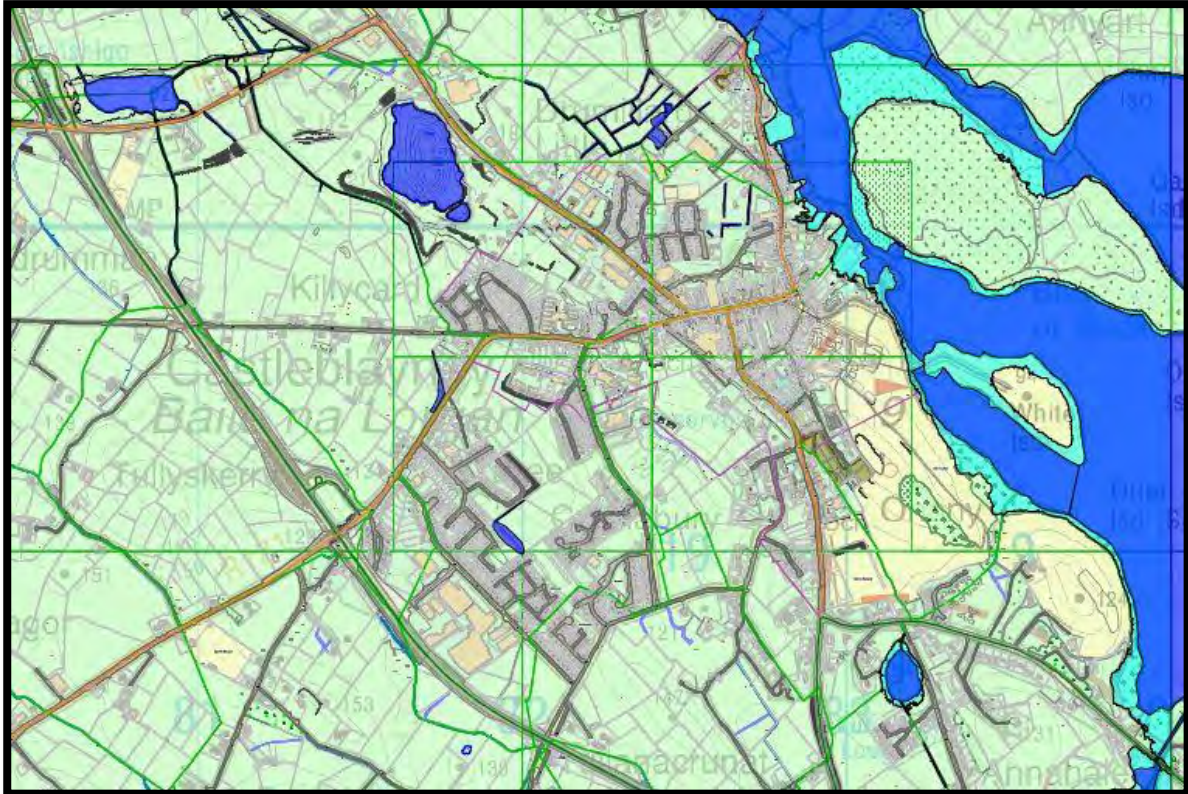
**Map 4: CASTLEBLAYNEY**

Zoning within Flood Zone A and/or B?

Yes

Area for Further Assessment under CFRAM programme?

No



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**Flood Zone A – 1 in 100 year or 1% AEP.**

**Flood Zone B – 1 in 1000 year or 0.1% AEP.**

Flood Zone mapping data source

OPW, MCC

Historical Flooding

Recurring flood events due to fluvial flooding. Flooding events were recorded to have occurred in May 2011, Oct 2011, Jan 2016.

Comment

The Flood Zones will not hinder future development and zoning for new development in areas of high flood risk can be avoided. Flood risk can be managed by adopting the policies set out in the County Development Plan and the recommendations of the Planning Guidelines.

Conclusion

No SFRA required  
Implement Flood Risk Management policies from CDP.

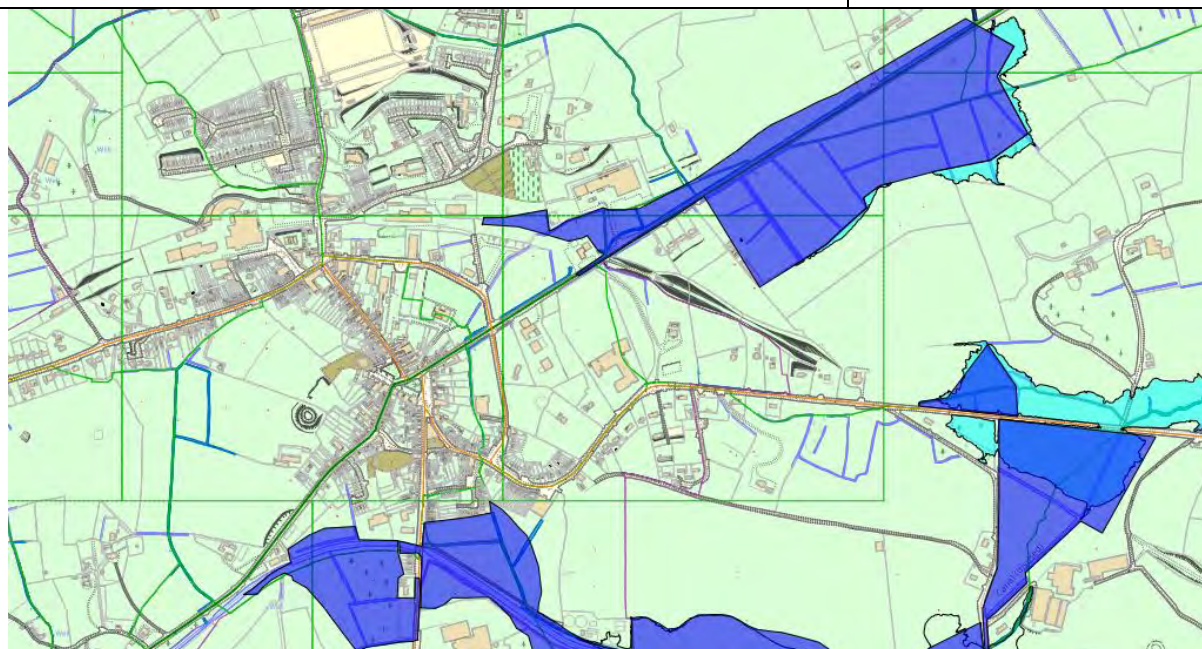
### Map 5: CLONES

Zoning within Flood Zone A and/or B?

Yes

Area for Further Assessment under CFRAM programme?

No



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The Flood Zone mapping has been produced in accordance with the Planning Guidelines and therefore ignores the impact of flood protection structures. Areas protected by flood defences still carry a residual risk of flooding due to overtopping or breach, there may also be no guarantee of maintenance in perpetuity. Note that Flood Zone mapping is only reproduced within the settlement development boundary.

**Flood Zone A – 1 in 100 year or 1% AEP.**

**Flood Zone B – 1 in 1000 year or 0.1% AEP.**

Flood Zone mapping data source

OPW, MCC

Historical Flooding

Flooding events were recorded to have occurred in Jan 2005, Nov 2005, Jan 2010, Oct 2011

Comment

The Flood Zones will not hinder future development and zoning for new development in areas of high flood risk can be avoided. Flood risk can be managed by adopting the policies set out in the County Development Plan and the recommendations of the Planning Guidelines.

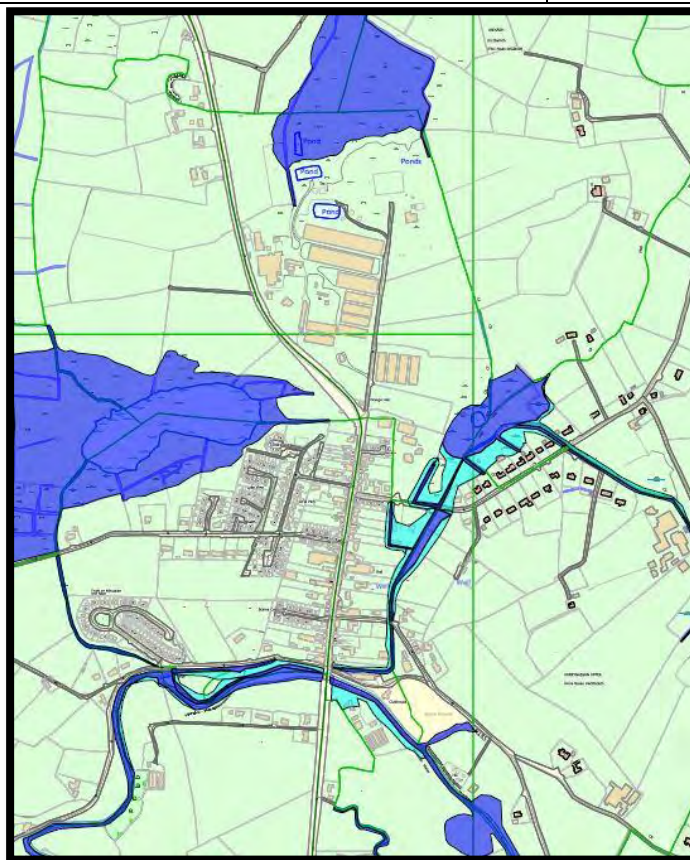
Conclusion

No SFRA required  
Implement Flood Risk Management policies from CDP

**Map 6: EMYVALE**

Zoning within Flood Zone A and/or B? Yes

Area for Further Assessment under CFRAM programme? No



**Ordnance Survey Ireland, Licence No. 2010/03 CCMA/Monaghan County Council.**

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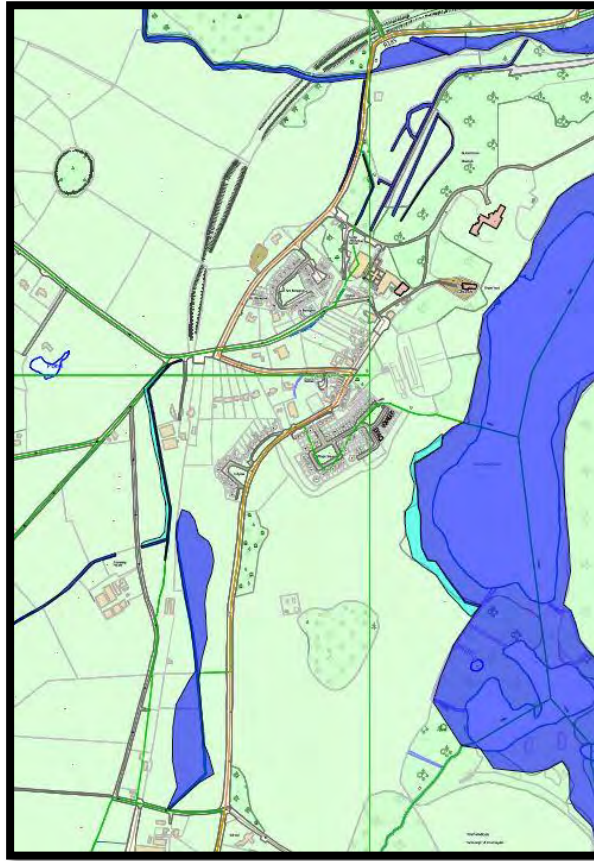
**Flood Zone A – 1 in 100 year or 1% AEP.**

**Flood Zone B – 1 in 1000 year or 0.1% AEP.**

Flood Zone mapping data source	OPW, MCC
Historical Flooding	Flooding events were recorded to have occurred in Nov 2011, Nov 2005
Comment	The Flood Zones will not hinder future development and zoning for new development in areas of high flood risk can be avoided. Flood risk can be managed by adopting the policies set out in the County Development Plan and the recommendations of the Planning Guidelines.
Conclusion	No SFRA required. Implement Flood Risk Management policies from CDP.

**Map 7: GLASLOUGH**

Zoning within Flood Zone A and/or B?	Yes
Area for Further Assessment under CFRAM programme?	No



**Ordnance Survey Ireland, Licence No. 2010/03 CCMA/Monaghan County Council.**

The Flood Zone mapping has been produced in accordance with the Planning Guidelines and therefore ignores the impact of flood protection structures. Areas protected by flood defences still carry a residual risk of flooding due to overtopping or breach, there may also be no guarantee of maintenance in perpetuity. Note that Flood Zone mapping is only reproduced within the settlement development boundary.

**Flood Zone A – 1 in 100 year or 1% AEP.**

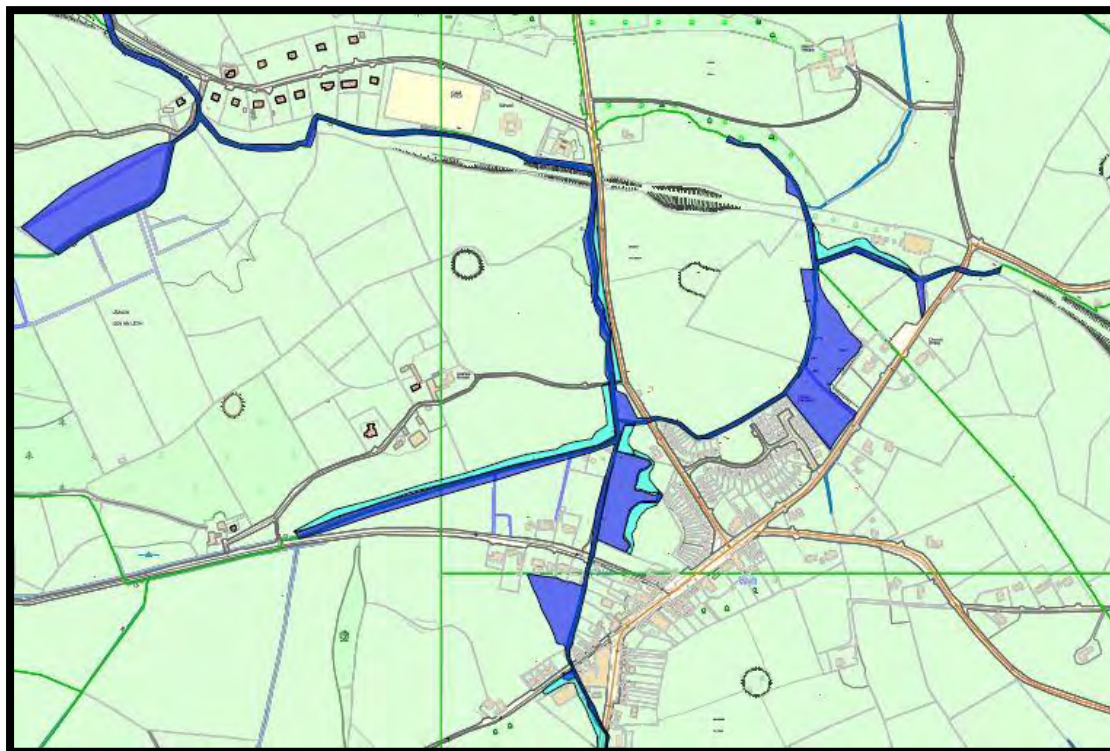
**Flood Zone B – 1 in 1000 year or 0.1% AEP.**

Flood Zone mapping data source	OPW, MCC
Historical Flooding	Flooding events were recorded to have occurred in Aug 2008
Comment	The Flood Zones will not hinder future development and zoning for new development in areas of high flood risk can be avoided. Flood risk can be managed by adopting the policies set out in the County Development Plan and the recommendations of the Planning Guidelines.
Conclusion	No SFRA required Implement Flood Risk Management policies from CDP



### Map 8: NEWBLISS

Zoning within Flood Zone A and/or B?	Yes
Area for Further Assessment under CFRAM programme?	No



**Ordnance Survey Ireland, Licence No. 2010/03 CCMA/Monaghan County Council.**

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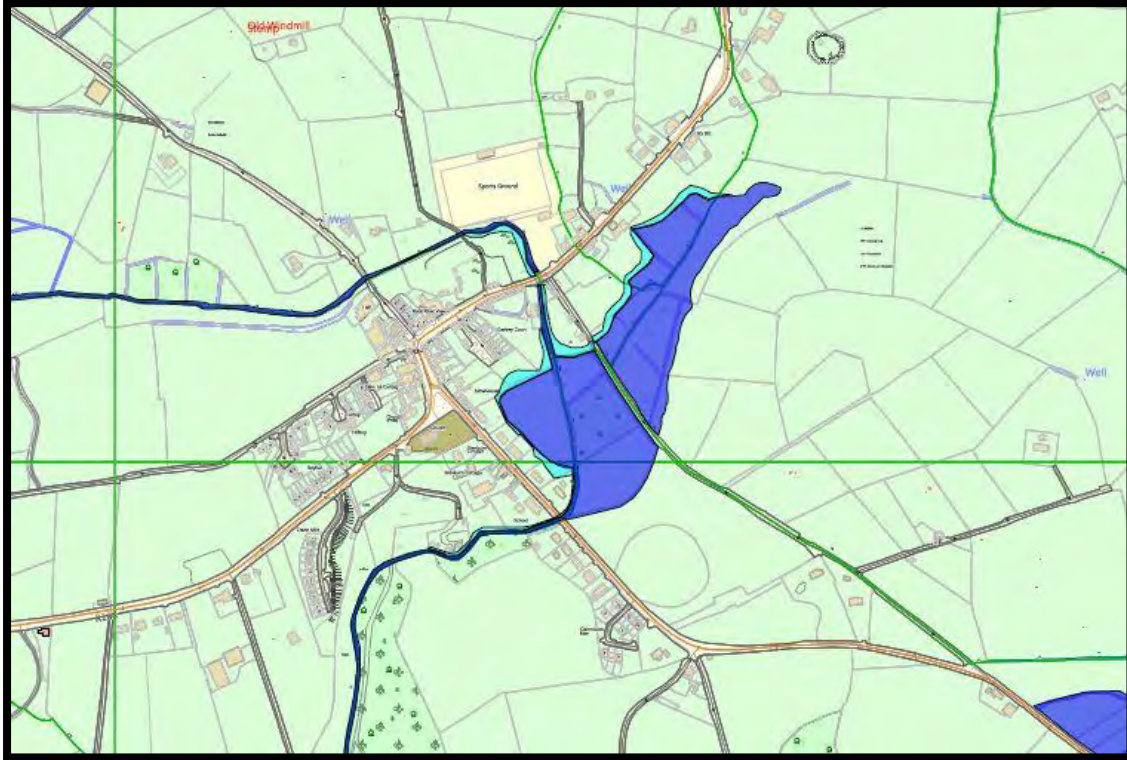
**Flood Zone A – 1 in 100 year or 1% AEP.**

**Flood Zone B – 1 in 1000 year or 0.1% AEP.**

Flood Zone mapping data source	OPW, MCC
Historical Flooding	Flooding events were recorded to have occurred in Jan 2005, Nov 2005,
Comment	The Flood Zones will not hinder future development and zoning for new development in areas of high flood risk can be avoided. Flood risk can be managed by adopting the policies set out in the County Development Plan and the recommendations of the Planning Guidelines.
Conclusion	No SFRA required. Implement Flood Risk Management policies from CDP.

**Map 9: ROCKCORRY**

Zoning within Flood Zone A and/or B?	Yes
Area for Further Assessment under CFRAM programme?	No



**Ordnance Survey Ireland, Licence No. 2010/03 CCMA/Monaghan County Council.**

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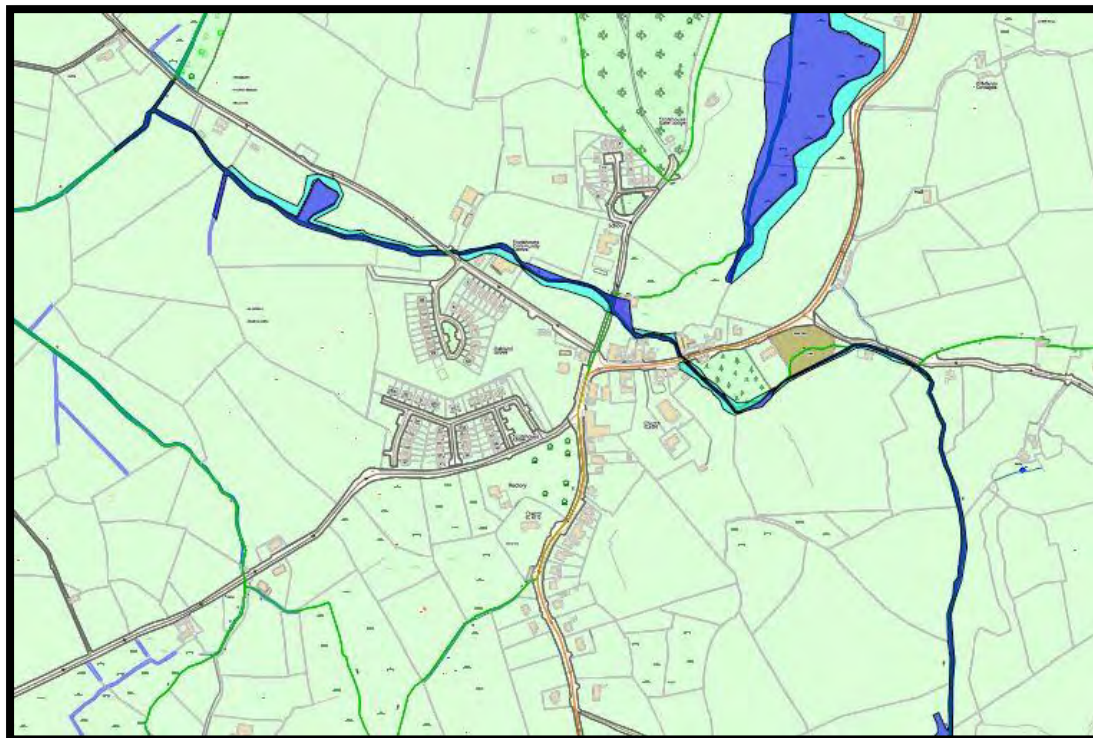
**Flood Zone A – 1 in 100 year or 1% AEP.**

**Flood Zone B – 1 in 1000 year or 0.1% AEP.**

Flood Zone mapping data source	OPW, MCC
Historical Flooding	Flooding events were recorded to have occurred in Nov 2005
Comment	The Flood Zones will not hinder future development and zoning for new development in areas of high flood risk can be avoided. Flood risk can be managed by adopting the policies set out in the County Development Plan and the recommendations of the Planning Guidelines.
Conclusion	No SFRA required. Implement Flood Risk Management policies from CDP.

**Map 10: SCOTSHOUSE**

Zoning within Flood Zone A and/or B?	Yes
Area for Further Assessment under CFRAM programme?	No



**Ordnance Survey Ireland, Licence No. 2010/03 CCMA/Monaghan County Council.**

The Flood Zone mapping has been produced in accordance with the Planning Guidelines and therefore ignores the impact of flood protection structures. Areas protected by flood defences still carry a residual risk of flooding due to overtopping or breach, there may also be no guarantee of maintenance in perpetuity. Note that Flood Zone mapping is only reproduced within the settlement development boundary.

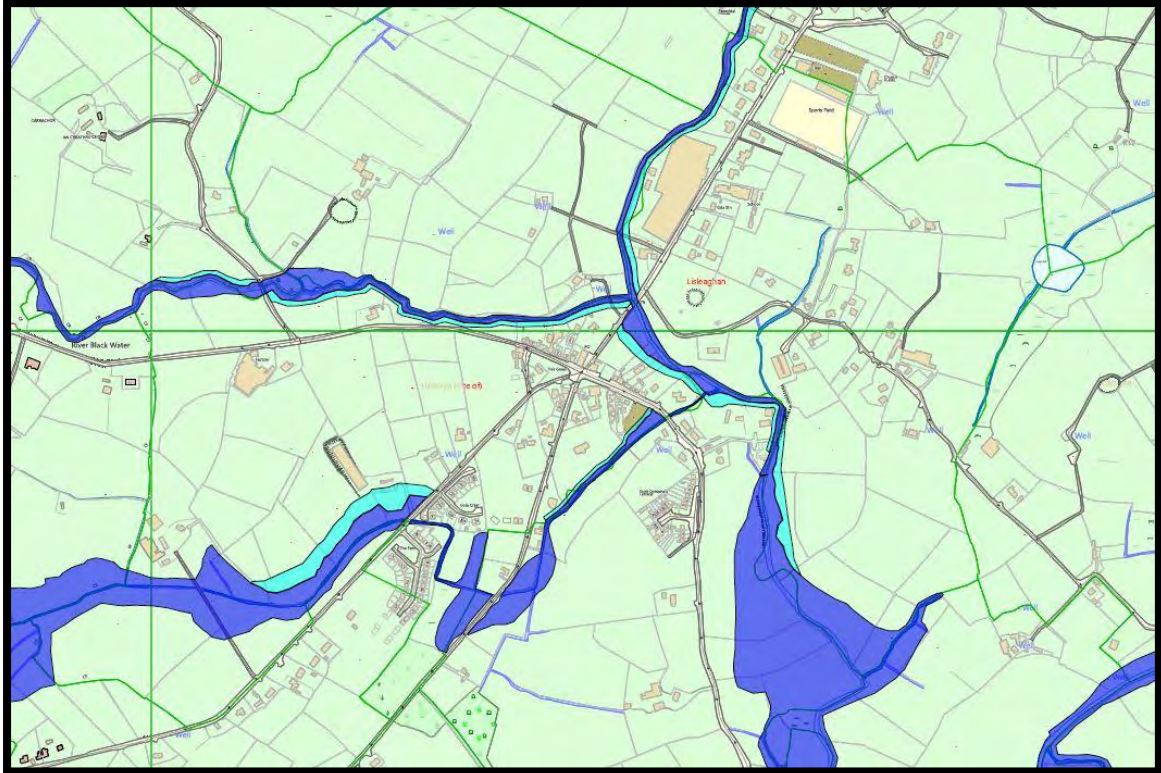
**Flood Zone A – 1 in 100 year or 1% AEP.**

**Flood Zone B – 1 in 1000 year or 0.1% AEP.**

Flood Zone mapping data source	OPW, MCC
Historical Flooding	Flooding events were recorded to have occurred in Nov 2005
Comment	The Flood Zones will not hinder future development and zoning for new development in areas of high flood risk can be avoided. Flood risk can be managed by adopting the policies set out in the County Development Plan and the recommendations of the Planning Guidelines.
Conclusion	No SFRA required. Implement Flood Risk Management policies from CDP.

**Map 11: SCOTSTOWN**

Zoning within Flood Zone A and/or B?	Yes
Area for Further Assessment under CFRAM programme?	No



**Ordnance Survey Ireland, Licence No. 2010/03 CCMA/Monaghan County Council.**

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**Flood Zone A – 1 in 100 year or 1% AEP.**

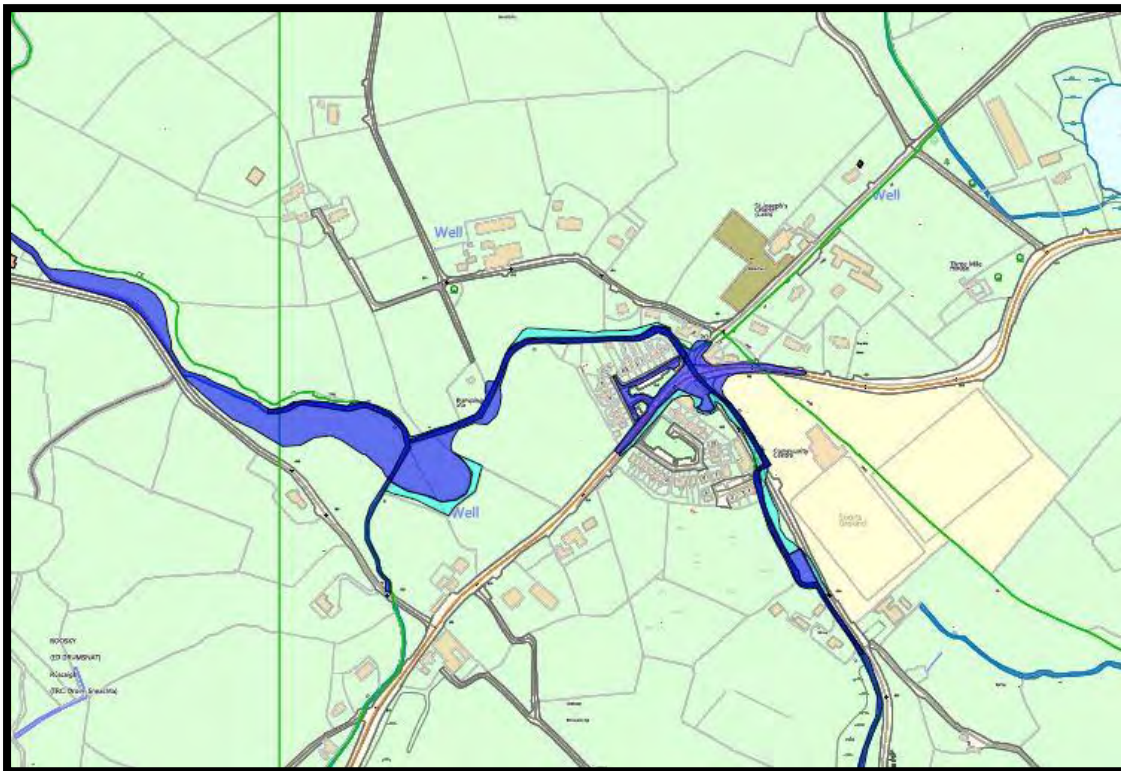
**Flood Zone B – 1 in 1000 year or 0.1% AEP.**

Flood Zone mapping data source	OPW, MCC
Historical Flooding	Flooding events were recorded to have occurred in Oct 1987, Aug 2008, Oct 2011
Comment	The Flood Zones will not hinder future development and zoning for new development in areas of high flood risk can be avoided. Flood risk can be managed by adopting the policies set out in the County Development Plan and the recommendations of the Planning Guidelines.
Conclusion	No SFRA required. Implement Flood Risk Management policies from CDP.



**Map 13: THREEMILEHOUSE**

Zoning within Flood Zone A and/or B?	Yes
Area for Further Assessment under CFRAM programme?	No



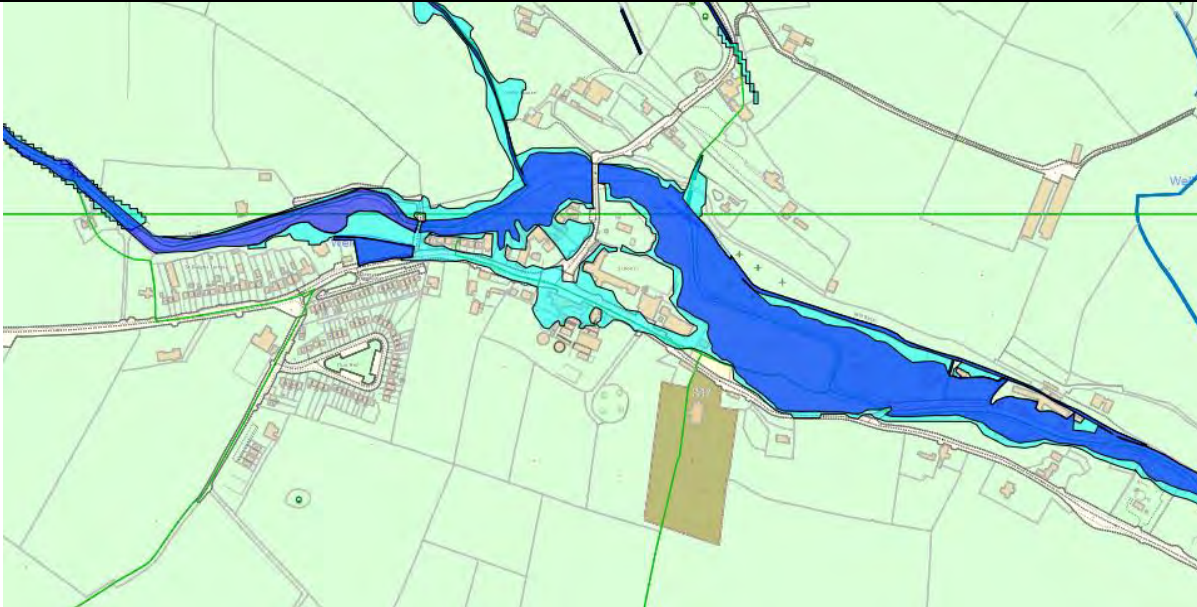
**Ordnance Survey Ireland, Licence No. 2010/03 CCMA/Monaghan County Council.**

The Flood Zone mapping has been produced in accordance with the Planning Guidelines and therefore ignores the impact of flood protection structures. Areas protected by flood defences still carry a residual risk of flooding due to overtopping or breach, there may also be no guarantee of maintenance in perpetuity. Note that Flood Zone mapping is only reproduced within the settlement development boundary.

**Flood Zone A – 1 in 100 year or 1% AEP.**

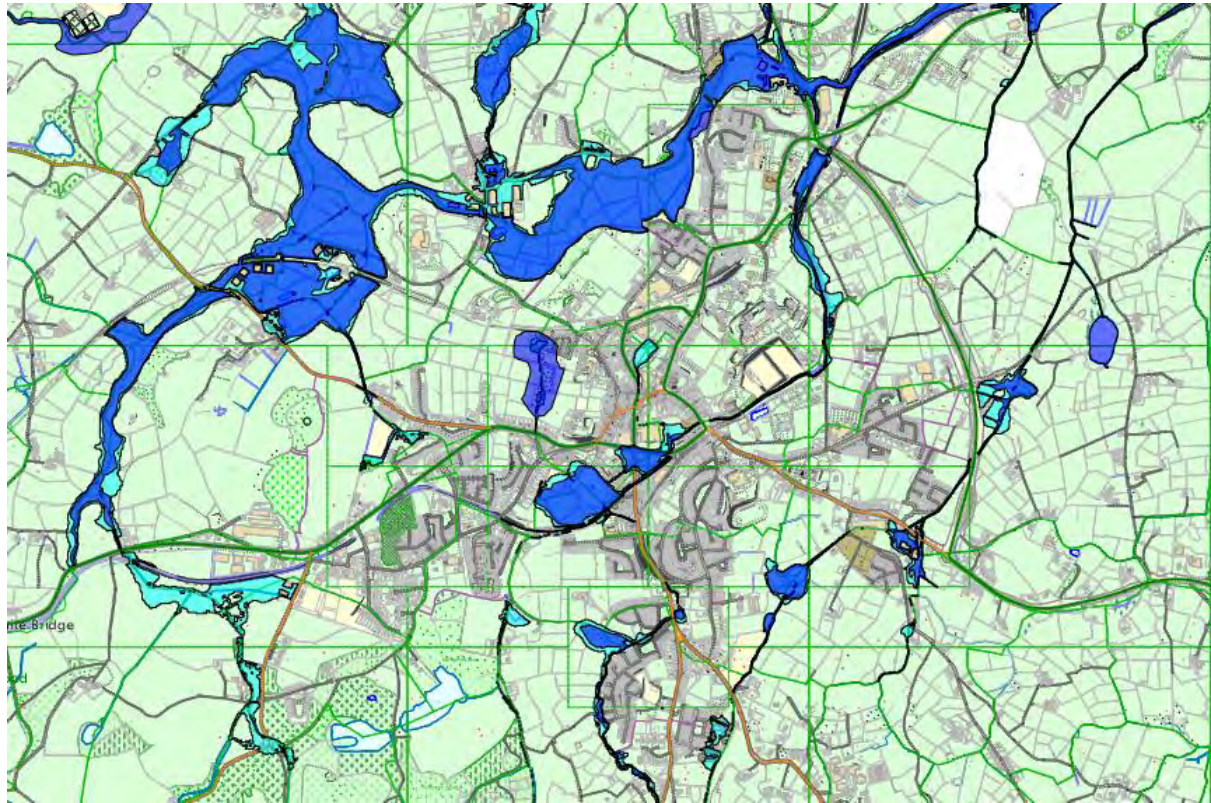
**Flood Zone B – 1 in 1000 year or 0.1% AEP.**

Flood Zone mapping data source	OPW, MCC
Historical Flooding	Flooding events were recorded to have occurred in Oct 2011
Comment	The Flood Zones will not hinder future development and zoning for new development in areas of high flood risk can be avoided. Flood risk can be managed by adopting the policies set out in the County Development Plan and the recommendations of the Planning Guidelines.
Conclusion	No SFRA required. Implement Flood Risk Management policies from CDP.

Map 14: Inniskeen	
Zoning within Flood Zone A and/or B?	Yes
Area for Further Assessment under CFRAM programme?	North Western Neagh Bann UoM6
 <p>The map displays the Neagh Bann river system flowing through the town of Inniskeen. Flood Zone A is shaded in dark blue, and Flood Zone B is shaded in light blue. The town's settlement boundary is outlined in green. A brown rectangular area is highlighted in the center of the town. The surrounding landscape is green, indicating agricultural fields.</p>	
<p><b>©Ordnance Survey Ireland, Licence No. 2010/03 CCMA/Monaghan County Council.</b>            The Flood Zone mapping has been produced in accordance with the Planning Guidelines and therefore ignores the impact of flood protection structures. Areas protected by flood defences still carry a residual risk of flooding due to overtopping or breach, there may also be no guarantee of maintenance in perpetuity. Note that Flood Zone mapping is only reproduced within the settlement development boundary. Flood Zone A – Fluvial: 1 in 100 year or 1% AEP. Flood Zone B – 1 in 1000 year or 0.1% AEP.</p>	
Flood Zone mapping data source	OPW, MCC
Historical Flooding	Recurring flood events due to fluvial flooding. Flooding events were recorded to have occurred in Jan 2016, Nov. 2005
Comment	One of four AFAs in County Monaghan. To consider and apply the recommendations as set out in the FRMP for Inniskeen.
Conclusion	Implement Flood Risk Management policies of CDP.

**Map 15: Monaghan Town**

Zoning within Flood Zone A and/or B?	Yes
Area for Further Assessment under CFRAM programme?	North Western Neagh Bann UoM6



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**Flood Zone A – 1 in 100 year or 1% AEP.**  
**Flood Zone B – 1 in 1000 year or 0.1% AEP.**

Flood Zone mapping data source	CFRAM Flood Risk Review (PRFA)
Historical Flooding	Recurring flood events due to fluvial flooding. Flooding events were recorded to have occurred in Oct. 2011, July 2011, Nov. 2009, Dec 2009, Aug. 2008, Feb, 1990
Comment	Monaghan Town is one of four AFAs in County Monaghan. To consider and apply the recommendations as set out in the FRMP for Monaghan.
Conclusion	Implement Flood Risk Management policies of CDP.



## Appendix 2 (a)

### Record of Protected Structures for County (excluding towns of Monaghan , Carrickmacross, Castleblayney and Clones)

Reference Number	Structure	Location
41400711	The Gothic Gate Lodge	Castle Leslie, Glaslough
41400717	Castle Leslie	Glaslough
41400938	Asymmetrical three storey above basement Venetian Gothic revival house	Bessmount Park, Armagh Road, Monaghan
41401605	Hilton House	Scotshouse
41401809	First Ballybay Presbyterian Church	Derryvalley, Ballybay
41402301	Dawson Mausoleum	Dartrey Estate, Rockcorry
41402302	Island Bridge	Dartrey Estate, Rockcorry
41402306	Dartrey Column - Memorial Doric Ashlar Column	Dartrey
41402509	Grave of Thomas Hughes	Taplagh Graveyard, Broomfield
41402913	Church of Ireland Church	Inniskeen
41403112	Lough Fea House - Tudor-Gothic style country house	Carrickmacross
41403403	Maghernacloy Castle	Carrickmacross
41400303	St. Muadains Church of Ireland	Mullanacross, Emyvale
41400311	Fort Singleton - Detached five bay two storey country house	Fort Singleton, Emyvale
41400501	St. Joseph's Roman Catholic Church	Knockatallon
41400604	St. Dympna's Church	Tydavent
41400605	Cornagilty National School	Tydavent
41400607	Detached five bay two storey house	Anketell Grove, Emyvale
41400608	Detached seven bay two storey stables	Anketell Grove, Emyvale
41400703	Glennan Presbyterian Church	Glennan, Glaslough
41400705	St. Mary's Roman Catholic Church	Glennan, Glaslough
41400707	The Station - Detached single storey multi gabled former railway station	Glaslough
41400709	Trinity House - Four bay three storey former RIC barracks	Glaslough
41400710	West Lodge (gatehouse)	Castle Leslie, Glaslough
41400712	Steward's House	Castle Leslie, Glaslough
41400713	Farmyard complex of single and two storey range of coach houses	Castle Leslie, Glaslough
41400714	The Old Stables	Castle Leslie, Glaslough
41400716	Single bay timber framed open ended boathouse	Castle Leslie, Glaslough
41400719	St. Salvator's Church of Ireland	Castle Leslie, Glaslough
41400720	Walled garden with brick and string gate piers and decorative cast iron double gates	Castle Leslie, Glaslough
41400721	Greystone House - Detached two storey former dower house	Castle Leslie, Glaslough

Reference Number	Structure	Location
41400722	Main Street Lodge - Pair of semidetached two bay two storey houses with basements	Castle Leslie, Glaslough
41400723	Entrance gateway comprising ashlar piers, ball finials, screen of cast iron railings and pair of double gates	Castle Leslie, Glaslough
41400724	Pillar House Hotel	Glaslough
41400725	The Leslie Memorial	Glaslough
41400726	The Cottage Orne Lodge - Detached three bay single storey cottage-orne style lodge	Castle Leslie, Glaslough
41400727	Estate boundary wall	Castle Leslie, Glaslough
41400728	Wright's Shop - Terraced four bay two storey commercial premises	Glaslough
41400731	Wallace's Corn & Flax Mill	New Mills, Glaslough
41400732	Entrance and avenue to former railway station	Glaslough
41400804	Clonamully House - Range of two storey stables	Scotstown
41400901	Mullaghmore House Lodge - Detached three bay single storey gate lodge	Scotstown
41400902	St. Mary's Roman Catholic Church	Urbleshanny, Scotstown
41400903	Scotstown Bridge - Single arch hump backed road bridge	Tydavnet Road, Scotstown
41400905	Carrolls Corn Mill - Detached three bay two storey corn mill	Scotstown
41400908	Aghnamallagh House - Detached three bay two storey house	Monaghan
41400909	Drumac Connor House – Detached three bay two storey house	Smithborough
41400910	St. Aidan's Church of Ireland	Kilmore, Monaghan
41400911	Mausoleum, St. Aidan's Churchyard	Kilmore, Monaghan
41400913	Kilmore House – Detached three bay two storey former glebe house	Kilmore, Monaghan
41400915	St. Davnet's Church	Ballinode
41400917	Ballinode Bridge – Three arch hump back road bridge	Ballinode
41400918	Six bay two storey house	Drumreaske, Monaghan
41400919	Drumreaske Lodge – Gate lodge	Drumreaske, Monaghan
41400920	Detached seven bay two storey house	Raconnell, Monaghan
41400922	Ballyleck House - Detached two storey house	Ballyleck, Clones Road, Monaghan
41400923	Brandrum House - Five bay two storey house	Monaghan
41400925	Hare's Lodge - Detached three bay single storey gate lodge	Camla, Newbliss Road
41400932	Mortuary Chapel	Latlurcan Cemetery, Monaghan
41400936	Coolmain House - Detached seven bay	Tyholland, Monaghan

	two storey house	
<b>Reference Number</b>	<b>Structure</b>	<b>Location</b>
41400939	St Macartan's Seminary College - Five bay three storey Neoclassical style seminary	Emyvale Road, Monaghan
41400950	Ballyleck House - Enclosed stable yard with two storey stables	Clones Road, Monaghan
41400953	Carsons Bridge/Whites Bridge - Stretch of Ulster Canal with two single arch road bridges	Ulster Canal, Monaghan
41401001	St. Sillian's Church of Ireland	Tyholland, Monaghan
41401002	Tyholland School House	Tyholland, Monaghan
41401003	St. Patrick's Roman Catholic Church	Tyholland, Monaghan
41401006	Castleshane House Lodge - Detached two bay two storey Tudor revival former gate lodge	Castleshane, Monaghan
41401007	Rice Tomb at St. Patrick's Church - Freestanding Celtic revival tombstone	Tyholland, Monaghan
41401008	Ardgonnell Bridge - Single	Tamlet, Monaghan
41401201	Thornhill House - Detached three bay two storey house	Smithborough
41401207	St. Mary's Roman Catholic Church	Templetate, Magherarney
41401209	Single elliptical arched stone railway bridge	Magherarney, Smithborough
41401210	Loughoony House - Detached five bay single storey house	Smithborough
41401211	Three arch road bridge over river with low parapets	Stonebridge, Clones
41401214	Aghafin House - Detached three bay two storey house	Clones
41401215	Aghafin House Lodge - Three bay single storey lodge	Clones
41401216	Detached three bay three storey house	Bishopscourt, Clones
41401217	Annalore Bridge - Two arch road bridge over river	Annalore, Clones
41401220	Killeevan Folly - Freestanding hexagonal folly with vaulted roof	Killeevan, Newbliss
41401221	Killeevan Rectory - Detached five bay two storey rectory	Killeevan, Newbliss
41401223	St. Laebhan's Church of Ireland	Killeevan, Newbliss
41401227	Killygorman House - Detached three bay two storey house	Newbliss
41401228	Wright's Mill View Corn Mill - Irregular bay four storey mill	Killeevan, Newbliss
41401301	St. Mollua's Church	Drumsnat
1401302	Mullanacross House - Detached three bay three storey former rectory	Threemilehouse
41401305	Rossmore Mausoleum	Brown's Wood Rossmore Estate, Cormeen, Monaghan

<b>Reference Number</b>	<b>Structure</b>	<b>Location</b>
41401307	Cootehill Gate - Detached three bay single storey gatelodge	Rossmore Estate, Cormeen, Monaghan
41401309	St. Michael's Catholic Church	Corcaghan
41401310	Trinity Church - Three bay hard Gothic style church	Stranoodan
41401311	St. Mary's Catholic Church	Latnamard, Smithborough
41401401	St. Mary's Catholic Church	Ardaghey
41401402	Braddock's Presbyterian Church	Clontibret
41401408	Moys National School	Clontibret
41401409	St. Mary's Catholic Church	Tullybuck, Clontibret
41401411	St. Coleman's Church	Clontibret
41401412	Clontibret Orange Hall	Clontibret
41401414	St. Coleman's Church - Ruins of a bell tower	Clontibret
41401501	McKelvey's Grove Presbyterian Church	Annyalla
41401601	Ferneyhill House - Detached five bay two storey house	Clones
41401602	Camber Bridge - Three arch stone road bridge	Finn River, Clones
41401603	Clones Gatelodge - Detached three bay gatelodge	Hilton Park, Scotshouse
41401606	Scotshouse Gatelodge - Two bay single storey gatelodge	Hilton Park, Scotshouse
41401608	Church of the Immaculate Conception	Scotshouse
41401610	St. Andrew's Church	Currin, Scotshouse
41401611	St. Alphonsus Catholic Church	Clontask, Connons
41401612	St. Mary's Church of Ireland	Drummully
41401613	Hilton Park - Enclosed two storey stableyard	Scotshouse
41401614	Hilton Park - Freestanding four stage entrance/viewing tower	Scotshouse
41401615	St. Andrew's Church graveyard	Currin, Scotshouse
41401701	Scarvey House Gatelodge - Detached three bay single storey gatelodge	Killeevan, Newbliss
41401702	Scarvey House – detached three bay single storey house over basement with Greek revival tetrastyle portico	Killeevan, Newbliss
41401703	St. Mary's Catholic Church	Aghnamard, Clones
41401706	Glinch House – Detached three bay two storey house above basement.	Newbliss
41401707	Newbliss Presbyterian Church	Newbliss
41401708	Market House - Five bay two storey former market house	Newbliss
41401709	The Inn - Three bay three storey house	Main Street, Newbliss
41401711	Church of Ireland - Three bay cruciform plan	Newbliss
41401712	The Parsonage - Detached three bay two storey house	Lisdarragh, Newbliss
41401713	Aghaboy Church of Ireland - Five bay single cell church	Newbliss

Reference Number	Structure	Location
41401716	Annaghmakerrig House - Three bay two storey Tudor revival house	The Tyrone Guthrie Centre, Newbliss
41401717	Lake Lodge - Detached three bay single storey red brick gatelodge	The Tyrone Guthrie Centre, Newbliss
41401718	Scarvey House - Farmyard buildings	Killeevan
41401801	Soupy Mills - Corn and flax mill	Aghnaskew, Newbliss
41401802	W. Sloan - Detached three bay two storey house	Swan's Cross
41401805	Cahans Presbyterian Church	Ballybay
41401806	Dunraymond House	Dunraymond, Ballybay
41401807	Creevagh Reformed Presbyterian Church	Creevagh, Ballybay
41401810	St. Mary's Catholic Church	Corravaghan, Rockcorry
41401811	Rockcorry Bridge - Two arch road bridge	Rockcorry
41401812	Rockcorry Mill - Detached six bay two storey disused mill	Rockcorry
41401813	Rockcorry Mill Chimney Stack - Freestanding obelisk shaped brick chimney	Rockcorry
41401814	The Pots - Terrace of six single storey millworkers cottages	Rockcorry
41401816	Windmill Stump - Stump of late 18 <sup>th</sup> century windmill tower	Rockcorry
41401817	Market House - Detached three bay two storey corner site	Rockcorry
41401819	Rockcorry Presbyterian Church	Rockcorry
41401821	The Griffith Almshouses - Terrace of four three bay alms houses	Rockcorry
41401822	St. James Church of Ireland	Rockcorry
41401823	Hillcrest - Detached five bay two storey house	Newbliss Road, Ballybay
41401901	Church of the Holy Rosary	Tullycorbet, Ballybay
41401902	St. Patrick's Catholic Church	Monaghan Road, Ballybay
41401903	Ballybay Second Presbyterian Church	Ballybay
41401907	Terraced three bay three storey house & shopfront	58 Main St, Ballybay
41401910	Library	Main St, Ballybay
41401911	Ballybay Market House	Main St, Ballybay
41401913	Terraced three bay three storey house	14 Main St, Ballybay
41401919	Our Lady of Knock Church	Ballintra
41401920	All Saints Catholic Church	Doohamlet, Ballybay
41401921	St. Michael's Catholic Church	Annyalla, Castleblayney
41402001	Hill's Corn Mill - Four bay three storey disused corn mill	Carrickaslane, Castleblayney
41402002	St. Patrick's Catholic Church	Oram, Castleblayney
41402003	Garmoney's Grove Presbyterian Church	Newtownhamilton Road, Castleblayney
41402203	Church of Ireland Church	Drum

Reference Number	Structure	Location
41402204	Minore House - Detached three bay two storey house	Drum
402206	Detached three bay two storey house	Freame Mount, Dartrey
41402208	The New Bridge - Single arch road bridge	Cootehill
41402209	The Tower House (Damien House)	Dartrey
41402211	Dartry New Stables - Two storey semi octagonal stable complex	Dartrey
41402303	Dartry Old Stables - Two storey semi octagonal enclosed stable complex	Dartrey
41402305	The Church of St. John the Evangelist	Dartrey
41402307	Holy Trinity Catholic Church	Rockcorry
41402308	Rockcorry Lodge - Detached two bay two storey Tudor revival gatelodge	Dartrey Demesne
41402310	Ballycoghill Bridge	Rockcorry
41402312	Mullanary Glebe House - Detached five bay two storey glebe house	Aughnamullen, Ballybay
41402313	Aughnamullen Orange Hall	Aughnamullen, Ballybay
41402314	Christ Church	Aughnamullen, Ballybay
41402315	Millmore House	Aughnamullen, Ballybay
41402316	Bolwelk House	Ballybay
41402317	Wrights Corn Mill - Seven bay four storey former water mill	Corwillin, Ballybay
41402318	Drumfaladra House - Detached three bay two storey house	Ballybay
41402319	St. Mary's Catholic Church	Latton
41402321	The Church of St. John the Evangelist - Entrance gateways to churchyard	Dartrey
41402322	Bolwelk House - Hexagonal sandstone gate posts	Ballybay
41402323	St. Mary's Catholic Church - Curbed entrance sweeps and inscribed rusticated gate piers	Latton
41402402	Creevelands - Detached 3 bay two storey house	Creeve, Ballybay
41402404	Creeve Chimney Stack - Freestanding industrial brick chimney stack	Creeve, Ballybay
41402406	Carnaveagh House - Detached three bay three storey house	Creeve, Ballybay
41402407	St. Mary's Catholic Church	Annahaia, Carrickatee
41402409	Church of the Sacred Heart,	Tullynamaltra Crossroads, Lough Egish
41402410	Single storey gatelodge	Creevelands, Creeve Ballybay
41402411	Markey's Corn Mill - Detached four bay two storey former corn mill	Gragarnagh
41402501	The Temple - Ruin of a temple-style summerhouse, built c.1840	Hope Castle Estate, Castleblayney
41402502	Estate House - Detached three bay two storey house	Hope Castle Estate, Castleblayney

Reference Number	Structure	Location
41402504	Broomfield Presbyterian Church (refurbished as a community hall)	Broomfield
41402505	Mount Carmel Glebe - Detached five bay two storey house	Broomfield
41402507	St. Patrick Catholic Church	Broomfield
41402508	Detached three bay single storey house	Taplagh, Broomfield
41402601	St. Patrick's Catholic Church	Drumcunnion
41402701	Loughbawn House - Large detached two storey house	Bellatrain, Shantonagh
41402702	Corlea Presbyterian Church	Bellatrain, Shantonagh
41402703	Corlat National School	Ballatrain, Shantonagh
41402704	Crossduff Church of Ireland	Shantonagh
41402706	Farm Hill Flax Mill complex consisting of five bay two storey central building with water wheel	Reduff
41402710	Laragh Hill workers cottages - Terraced of four two bay single storey mill worker's cottages with attic storeys	Laragh, Castleblayney
41402712	St. Michael's Catholic Church	Corduff, Carrickmacross
41402713	St. Patrick's Church	Ardagh, Carrickmacross
41402715	Three bay two storey over basement house.	Shantonagh, Castleblayney
41402802	Cornanure Forge - Detached single storey forge	Cornanure, Carrickmacross
41402806	St. Patrick's Church	Donaghmoynne
41402808	Donaghmoynne House - Detached three bay two storey house	Donaghmoynne
41402811	Donaghmoynne Post Office - Detached three bay single storey estate cottage	Donaghmoynne
41402812	St. Anne's Catholic Church	Drumcattan, Inniskeen
41402901	Church of Mary Mother of Mercy	Inniskeen
41402903	MacMahon Wayside Cross	Inniskeen
41402904	Daniel McNello & Co - Eight bay two storey commercial premises	Inniskeen
41402905	St. Mary's Catholic Church	Inniskeen
41402906	O'Rourke's Mill - Five bay three storey former corn mill	Inniskeen
41402907	Church of Ireland Church	Inniskeen
41402908	Inniskeen Bridge - Five arch road bridge	Inniskeen
41403001	Corvally Presbyterian Church	Corvally, Carrickmacross
41403002	Corvally School - Five bay single storey Tudor revival schoolhouse	Corvally, Carrickmacross
41403003	St. Peter and St. Paul's Church	Drumgoosat, Magheraclone
41403101	Barton's Mill - Corn mill complex	Derrylavan, Carrickmacross
41403102	Carrick Lodge - Detached two bay two storey gatelodge	Lough Fea Estate, Kingscourt Road, Carrickmacross
41403103	Home Lodge - Detached three bay single storey gatelodge	Lough Fea Estate, Kingscourt Road, Carrickmacross

Reference Number	Structure	Location
41403104	Sforza Lodge - Detached three bay single storey gatelodge	Lough Fea Estate, Kingscourt Road, Carrickmacross
41403105	Lake Lodge - Detached single storey gatelodge	Lough Fea Estate, Kingscourt Road, Carrickmacross
41403106	Losset School House - Detached six bay single storey Tudor revival schoolhouse	Kingscourt Road, Carrickmacross
41403107	Protestant Hall	Lough Fea Estate, Carrickmacross
41403109	Dublin Lodge - Detached two bay single storey gatelodge	Lough Fea Estate, Drumcondra Road, Carrickmacross
41403111	Bracken Lodge - Detached three bay two storey lodge	Lough Fea Estate, Carrickmacross
41403114	Monalty House - Detached five bay three storey house	Ballymackney, Carrickmacross
41403117	Windmill stump - Stump of early 19 <sup>th</sup> Century windmill tower	Ballymackney, Carrickmacross
41403118	McArdles Public House - Detached six bay two storey public house	Essexford, Carrickmacross
41403119	The Forge - Detached single bay forge with horseshoe shaped door	Essexford, Carrickmacross
41403120	Corcrin Cottage - Detached four bay single storey farmhouse	Dundalk Road, Carrickmacross
41403185	Monalty House - Range of two storey out-buildings	Ballymackney, Carrickmacross
41403186	Ballymackney House	Ballymackney, Carrickmacross
41403201	Rocksavagh - Five bay two storey house	Inniskeen
41403301	St. Molua's Church	Magheraclone, Carrickmacross
41403401	St. Patrick's Catholic Church	Magheraclone, Carrickmacross
41403402	Late 19 <sup>th</sup> Century limekiln	Carrickashedge, Carrickmacross
41403406	Ballyhoe Bridge - Three arch road bridge	Ballyhoe, Carrickmacross
41400931	Detached five bay two storey farmhouse known as "Will Ville"	Laturcan
41400928	Ballyleck Gate	Rossmore Estate, Newbliss Road, Monaghan
41401404	St. Patrick's Church of Ireland	Tullycorbet, Ballybay
41401303	Newbliss Lodge	Rossmore Park, Newbliss Road, Monaghan
41401912	Christ Church	Church Hill, Ballybay
41402210	Dartrey Post Office Lodge	Dartrey
41402801	St. Peter's Church of Ireland	Laragh
41400941	Ballyalbany Presbyterian Church	Derrynagrew, Monaghan
41400312	Carrickroe Catholic Church	Carrickroe, Emyvale
41401808	Derryvalley Presbyterian Church	Derryvalley, Ballybay
41402205	Drum Presbyterian Church	Drum
41401225	St. Livinius Catholic Church	Killyfuddy, Killevan



<b>Reference Number</b>	<b>Structure</b>	<b>Location</b>
41400305	St. Mary's Catholic Church	Knockconan Emyvale
41402803	St. Mary's Catholic Church	Lisdoonan, Ballybay
41400308	Church of Ireland	Shanco, Emyvale
41401804	Methodist Church and Graveyard	Cortober, Rockcorry
41402810	St. Michael's Church	Donaghmoyn, Carrickmacross
41400606	House and Gates	Mullaghmore, North Scotstown
41401004	Bell Tower	Castleshane, Monaghan
41401413	Glebe House	Clontibret, Monaghan
Local 44	Thatched Cottage	Feahoe, Carrickmacross
Local 58	Railway Bridge	Ballynure, Annalore
Local 59	Abandoned Railway Tunnel	Ballynure, Annalore
Local 60	Thatched Cottage	Clonagore, Clones
Local 39	Mount Carmel House	Mount Carmel, Ballybay
Local 61	St. Mary's Parochial Hall	Latton, Ballybay
41403202	Home of Patrick Kavanagh	Mucker, Inniskeen
41401407	Ballagh's Flax Mill	Moy Otra, Clontibret
41401218	Annalore Mill	Annalore, Newbliss
Local 50	Railway Bridge	Cornamucklaglass, Ballybay
Local 51	Water Tower	Cornamucklaglass, Ballybay
41401915	Crawford's Shopfront	Main Street, Ballybay
41401914	Murnane's Shopfront	Main Street, Ballybay
Local 54	A Marron Shopfront	Main Street, Ballybay
41400916	Mitchell Mausoleum	Main Street, Ballinode
Local 9	Water Pump	Mullaghmore West, Ballinode
Local 10	Single storey houses	Village centre, Ballinode
41400601	Magee Meats	Main Street, Emyvale
41400708	The Firs	Drumbanagher, Glaslough
41400718	Water Tower	Castle Leslie, Glaslough
41400729	The Coach House	Glaslough
41400730	Church of Ireland Parochial Hall	Glaslough
Local 21	Old Water System	Castle Leslie, Glaslough
Local 22	Old Laundry	Castle Leslie, Glaslough
Local 23	Ambledown	Barrack Hill, Glaslough
Local 24	The Orange Hall	Glaslough
Local 25	Annie Huston's House	Castle Leslie, Glaslough
Local 26	The Ice House	Castle Leslie, Glaslough
Local 27	Burial Ground and Lych Gate	Drumbanagher, Glaslough
Local 28	Layby, Horse Pond	Barrack Hill, Glaslough
Local 41	Hamilton Crest date 1698	Corraghdown, Glaslough
Local 67-79	Stone Houses (13)	Glaslough
41402909	Glebe house	Inniskeen Glebe
41402911	Old Railway Station	Mucker, Inniskeen
Local 56	Railway Bridge	Inniskeen
Local 57	Billy Brennan's Barn	Inniskeen
41401710	County Council Offices	Main Street, Newbliss
Local 5	Lodge at Church of Ireland	Newbliss
Local 6	Water Pump	Main Street, Newbliss
Local 7	Millennium Pole	Main Street, Newbliss
41401815	The Hall	Monaghan Road, Rockcorry
41401818	M.J. Linden	Main Street, Rockcorry

Reference Number	Structure	Location
41401820	Former Constabulary Barracks	Main Street, Rockcorry
Local 46	Dartrey Estate Wall	Dartrey, Rockcorry
Local 17	Water Pump/Green in centre of village	Fair Green, Scotstown
41401204	Presbyterian Church	Smithborough
41401206	Garda Station	Smithborough
41401208	Magherarney Primary School	Smithborough
41401205	Railway Station	Smithborough
Local 47	Estate Wall	Rossmore, Monaghan
Local 65	Dwellinghouse	Creeve, Castleshane
Local 80	Anderson's Pub	Drum
41100701	Gates/railings/walls at Glaslough Railway Station	Glaslough
41100702	Station master's house at Glaslough Railway Station	Glaslough
41100903	Frank Hamilton- House	Mullaghadun, Monaghan
41100904	Post box	Mullaghmonaghan, Monaghan
41101305	Post box	Tirkeenan, Monaghan
41101706	Masonic lodge/hall	Lisdarragh, Newbliss
41102007	Convent of Mercy National School	Connabury Castleblayney
41103108	McEaney's House at 5 Parnell Street	Drummond Etra, Carrickmacross
41103109	Parochial House	Drummond Otra, Carrickmacross
41100310	Saint Endas' Hall	Derryveagh Carrickroe
41100611	Saint Patrick's Church	Derryhallagh
41100712	Scoil Mhuire National School	Tullyree
41100713	Annagola House	Annagola
41100914	Water tower	Mullatishaughlin
41100915	Gates/railings/walls	Tullycroman
41100916	Post box	Tullycroman
41100917	House	Tullycroman
41100918	Sluice/sluice gate	Drumreask
41101019	Rectory	Templetate
41101020	Dromore Corn Mill	Clonlonan
41101221	Wind Mill	Carrivetragh
41101222	Latgallan Mill	Latgallan, Smithborough
41101223	Water mill	Killycoonagh
41101324	Saint Joseph's Church	Drumguill, Three Mile House
41101325	Finlay's Mill	Tullyard
41101426	Post box	Tullybuck
41101827	Drumkeen Presbyterian Church	Aghadrumkeen
41101828	Drumbrean Cottage,	Drumbrean
41101929	Walled garden at Ballybay House	Knocknamaddy
41101430	Post box at Corvoy School	Cornahoe,
41102031	Water will	Lurganmore
41101732	Corrinshigo Catholic Church	Corrinshigo
41102433	Post box	Drumillard
41102734	Bawn Handball Alley	Lisinisky, Bawn
41102935	Water Mill	Colgagh
41103136	Water pump	Garlegobban, Essexford

41100937	Post box	Gallanagh Monaghan
41100938	Post box	Roosky, Monaghan
<b>Reference Number</b>	<b>Structure</b>	<b>Location</b>
41100939	Post box	Tirkeenan, Monaghan
41101140	Post box	Largy, Clones
41101141	Post box	Largy, Clones
41101942	Post box	Cornamucklaglass, Ballybay
41102043	Post box	Connabury Castleblayney
41102044	Post box	Onomy Castleblayney
41103145	Post box	Drummond Otra, Carrickmacross
41100146	Post box	Tavanagh
41101347	Post box	Corcaghan
41101848	Post box	Dromore
41101949	Post box	Doohamlet
41103150	Post box	Garlegobban, Essexford
41103451	Post box	Mullaghrafferty
41100752	Bridge	Mullyjordan, Glaslough
41100753	Train shed at Glaslough Railway Station	Glaslough
41100954	Water pump	Mullaghadun, Monaghan
41100455	Burns' Bridge	Figanny, Emyvale
41100956	Wind Mill	Lisnanore Tyholland
41100957	Monument	Cornecassa Demesne, Monaghan
41101058	Pipers Bridge	Killeef Tyholland
41101059	Section of Ulster Canal	Crowey, Tyholland
41101060	Crowey Bridge	Crowey, Tyholland
41101061	Glebe Bridge	Tullylish, Tyholland
41101062	Leitrim Bridge	Killyneill, Tyholland
41101063	Section of Ulster Canal (11th Lock)	Tuckmilltate, Tyholland
41101064	Castleshane House	Castleshane Demesne
41101065	Monument at Clontibret First Presbyterian Church	Legnacreeve, Clontibret
41101466	Ulster Canal Stores	Crossmoyle, Clones
41101167	Bridge	Corkeeran, Newbliss
41101768	Ballybay National School	Cornamucklaglass, Ballybay
41101969	Benson's Bridge	Carrivetragh, Clones
41101170	Priest's Bridge	Burdautien Clones
41101171	Bridge	Eldron, Smithborough
41101272	Monaghan Road Railway Station	Lismaconway, Monaghan
41101873	Gates/railings/walls at Castleblayney Railway Station	Moraghy, Castleblayney
41102074	Water pump	Drummond Etra Carrickmacross
41103175	Holy Trinity Church of Ireland Church	Brackagh
41103176	Gates/railings/walls at Saint Joseph's Cemetery	Drummond Otra, Carrickmacross

## Appendix 2 (b) Record of Protected Structures for Towns

### Monaghan Town

Reference No.	Structure	Street Name	Town
41000170	Monaghan Courthouse	Church Square	Monaghan
41000283	Market House	Market Street	Monaghan
41001042	Old Town Cross	Old Cross Square	Monaghan
41001091	St. Patrick's Church	Church Square	Monaghan
41001248	Site of Fort	Rooskey	Monaghan
41002040	Crannog	Convent Lake	Monaghan
41002085	Site of Fort	Tully	Monaghan
41002086	Site of Fort	Mullaghcroghery	Monaghan
41003001	St. Macartan's Cathedral	Latlurcan	Monaghan
41000065	Terraced two storey house	17 Market St	Monaghan
41000066	Terraced two storey house	16 Market St	Monaghan
41000067	Marie Corrigan (Hairdresser)	15 Market St	Monaghan
41000068	Monaghan County Museum	1 Hill St	Monaghan
41000069	Monaghan County Museum	2 Hill St	Monaghan
41000073	Five bay two storey house	4 Hill St	Monaghan
41000074	Hillside Restaurant & B&B	5 Hill St	Monaghan
41000076	Aviemore House	6 Hill St	Monaghan
41000286	Aviemore House (Outhouse)	6 Hill St	Monaghan
41000077	Laurel Lodge	7 Hill St	Monaghan
41000331	Gardner's House (rear)	7 Hill St	Monaghan
41000080	Terraced two storey house	8 Hill St	Monaghan
41000081	Terraced two storey house	8a Hill St	Monaghan
41000083	Terraced two storey house	9 Hill St	Monaghan
41000086	Former T.S.B. Bank	1 High St	Monaghan
41000087	Former Surgeon's residence	High St	Monaghan
41000128	Terraced three storey house	6 Mill St	Monaghan
41000129	Terraced two storey house	4-5 Mill St	Monaghan
41000136	Orange Hall	28 North Rd	Monaghan
41000137	Former Banking Hall	27 North Rd	Monaghan
41000138	Five bay two storey	27 North Rd	Monaghan
1000139	Detached two storey house	26 North Rd	Monaghan
41000144	Three bay three storey house	20 North Rd	Monaghan
41000145	Two bay three storey house	19 North Rd	Monaghan
41000167	Bank of Ireland	Church Sq	Monaghan
41000168	W. S. Black	Mill St	Monaghan
41000169	W. S. Black	Mill St	Monaghan
41000175	Three bay two storey house	17 Dawson St	Monaghan
41000176	Monaghan Methodist Church	Dawson St	Monaghan
41000177	Assembly Rooms	Dawson St	Monaghan
41000186	Our Lady's Convent	Louisville	Monaghan
41000187	Convent Chapel	Louisville	Monaghan
41000190	Former National School	Louisville	Monaghan
41000192	Two bay two storey house & paving	1 Lakeview	Monaghan
41000193	Two bay two storey house & paving	2 Lakeview	Monaghan

41000194	Two bay two storey house & paving	3 Lakeview	Monaghan
41000195	Two bay two storey house & paving	4 Lakeview	Monaghan
41000196	Two bay two storey house & paving	5 Lakeview	Monaghan
41000199	Entrance gates to Convent	Clones Rd	Monaghan
41000205	Parochial House (St. Josephs)	29 Park St	Monaghan
41000206	St. Josephs Church	Park St	Monaghan
41000276	Three bay three storey house	18 Mill St	Monaghan
41000279	Post Office	Mill St	Monaghan
41000280	A.C.C. House	Mill St/North Rd	Monaghan
41000282	Dawson Memorial	Church Sq	Monaghan
41000300	Flemings/Super Valu	Church Sq	Monaghan
41000302	Corn store	rear of 15 Hill St	Monaghan
41001050	First Presbyterian Church	Old Cross Sq	Monaghan
41001252	Graveyard First Presbyterian Church	Old Cross Sq	Monaghan
41001056	Ballywollen Lounge	24 Dublin St	Monaghan
41001071	Three bay three storey house	10 Dublin St	Monaghan
41001080	Town Council Offices	1 Dublin St	Monaghan
41001081	Terraced three storey house	9 The Diamond	Monaghan
41001082	Terraced three storey house	8 The Diamond	Monaghan
41001086	C. McNally's	4 The Diamond	Monaghan
41001095	Patsy Boyle's	The Diamond	Monaghan
41001096	Allied Irish Bank Ltd	The Diamond	Monaghan
41001098	Westenra Arms Hotel	The Diamond	Monaghan
41001100	Former Town Hall	19 The Diamond	Monaghan
41001101	Dining room rear of Westenra	The Diamond	Monaghan
41001102	Beauty Salon	18 The Diamond	Monaghan
41001103	Boutique	17 The Diamond	Monaghan
41001104	Rossmore Memorial	The Diamond	Monaghan
41001106	McManus Bar	Glaslough St	Monaghan
41001107	Wineways Off Sales	Glaslough St	Monaghan
41001108	Vacant retail unit ( O'Dongaile)	Glaslough St	Monaghan
41001109	Terraced three storey house	93 Glaslough St	Monaghan
41001110	Terraced three storey house	92 Glaslough St	Monaghan
41001111	J.D.P. Pharmacy Ltd	91 Glaslough St	Monaghan
41001112	Terraced three storey house	88/89 Glaslough St	Monaghan
41001124	Young Memorial Masonic Hall	72 Glaslough St	Monaghan
41001150	Terraced three storey house	13 Glaslough St	Monaghan
41001163	Terraced three storey house	The Diamond	Monaghan
41001164	Terraced three storey house	The Diamond	Monaghan
41001178	Terraced three storey house	57 Dublin St	Monaghan
41001179	Terraced three storey house	56 Dublin St	Monaghan
41001180	Terraced three storey house	55 Dublin St	Monaghan
41001181	Terraced three storey house	54 Dublin St	Monaghan
41001212	Clogher House "St. Davnets"	Rooskey	Monaghan
41001229	Monaghan Bottlers Ltd	Annahagh Lane	Monaghan
41001267	Pedestrian gateway	Rooskey	Monaghan
41002030	Halls St. Lugaidh	Louisville	Monaghan

41002031	Nuns Graveyard	Louisville	Monaghan
41002033	Secondary School	Louisville	Monaghan
41002035	Secondary School	Louisville	Monaghan
41002036	St. Josephs	Louisville	Monaghan
41002037	Convent of St. Louis	Louisville	Monaghan
41002039	St. Louis Nursing Home	Louisville	Monaghan
41002060	Tully House	Tully	Monaghan
41003002	Gate Lodge to Cathedral	Latlurcan	Monaghan
41003003	Cathedral landscaping	Latlurcan	Monaghan
41003044	Far Meehul	Glen Road	Monaghan
41400933	Latlurcan House	Latlurcan	Monaghan
41400943	Ballyalbany Bridge	Ballyalbany	Monaghan
41400944	Two storey Italianate House	Rooskey	Monaghan
41400945	St. Davnet's Hospital	Rooskey	Monaghan
41400946	St. Davnets Catholic Church	Rooskey	Monaghan
41400947	St. Davnets Col Church	Rooskey	Monaghan
41400948	Model School	North Rd	Monaghan
41400949	Former Fever hospital	11/12 Belgium Park	Monaghan
Local 1	Three storey house	3 The Diamond	Monaghan
Local 2	Three Storey house	5 The Diamond	Monaghan
Local 3	Three storey house	6 The Diamond	Monaghan
Local 4	Three storey house	7 The Diamond	Monaghan
Local 5	Three storey house	9 The Diamond	Monaghan
Local 6	Three storey house	16 The Diamond	Monaghan
Local 7	Round corner house	1 Church Square	Monaghan
Local 8	Former Rectory	14 Church Square	Monaghan
Local 9	Rowantree House	High Street	Monaghan
Local 11	Two storey house	12 North Road	Monaghan
Local 12	Two storey house/fanlight	13 North Road	Monaghan
Local 13	Two storey house/fanlight	14 North Road	Monaghan
Local 14	Cottage with fanlight	15 North Road	Monaghan
Local 15	Former railway station	North Road	Monaghan
Local 16	Railway shed	North Road	Monaghan
Local 17	Former Garda Barracks	Plantation Road	Monaghan
Local 18	Horse Shoe Bridge	Mullaghmatt	Monaghan
Local 19	Terrace house	1 Stanley Terrace	Monaghan
Local 20	Terrace house	2 Stanley Terrace	Monaghan
Local 21	Terrace house	3 Stanley Terrace	Monaghan
Local 22	Terrace house	4 Stanley Terrace	Monaghan
Local 23	Terrace house	5 Stanley Terrace	Monaghan
Local 24	Terrace house	6 Stanley Terrace	Monaghan
Local 25	Terrace house	7 Stanley Terrace	Monaghan
Local 26	Terrace house	8 Stanley Terrace	Monaghan
Local 27	Terrace house	1 Westenra Terrace	Monaghan
Local 29	Terrace house	3 Westenra Terrace	Monaghan
Local 28	Terrace house	2 Westenra Terrace	Monaghan
Local 30	Terrace house	4 Westenra Terrace	Monaghan
Local 31	Terrace house	5 Westenra Terrace	Monaghan
Local 32	Mousewood Burial Ground	Kilnacloy	Monaghan

Local 33	Georgian house with stables	3 Hill St	Monaghan
Local 34	Cafe	6 Glaslough St	Monaghan
Local 35	Former Barracks	17 Belgian Square	Monaghan
Local 36	Former Barracks	18 Belgian Square	Monaghan
Local 37	Former Barracks	19 Belgian Square	Monaghan
Local 38	Former Barracks	20 Belgian Square	Monaghan
Local 39	Former Barracks	21 Belgian Square	Monaghan
Local 40	Former Barracks	22 Belgian Square	Monaghan
Local 41	Former Barracks	23 Belgian Square	Monaghan
Local 42	Former Barracks	24 Belgian Square	Monaghan
Local 41000200	Sandstone Paving	Lakeview	Monaghan

## Record of Protected Structures - Carrickmacross Town

Reference No.	Structure	Street Name	Town
41300334	Church	Magheross	Carrickmacross
41300301	House	Lisanisk	Carrickmacross
41300304	Hall	O'Neill Street	Carrickmacross
41300305	Church	O'Neill Street	Carrickmacross
41300306	House	O'Neill Street	Carrickmacross
41300307	House	O'Neill Street	Carrickmacross
41300308	House	1 St. Josephs Terrace	Carrickmacross
41300309	House	2 St. Josephs Terrace	Carrickmacross
41300310	House	3 St. Josephs Terrace	Carrickmacross
41300311	House	4 St Josephs Terrace	Carrickmacross
41300312	House	5 St. Josephs Terrace	Carrickmacross
41300313	House	6 St. Josephs Terrace	Carrickmacross
41300314	House	7 St. Josephs Terrace	Carrickmacross
41300315	House	8 St. Josephs Terrace	Carrickmacross
41300316	House	9 St. Josephs Terrace	Carrickmacross
41300317	House	Farney Street	Carrickmacross
41300319	House	O'Neill Street	Carrickmacross
41300321	House	O'Neill Street	Carrickmacross
41300322	House	O'Neill Street	Carrickmacross
41300323	House	O'Neill Street	Carrickmacross
41300326	House	34 O'Neill Street	Carrickmacross
41300327	House	36 O'Neill Street	Carrickmacross
41300328	House	38 O'Neill Street	Carrickmacross
41300329	Church	Farney Street	Carrickmacross
41300300	House	8 Farney Street	Carrickmacross
41300331	House	6 Farney Street	Carrickmacross
41300332	House	4 Farney Street	Carrickmacross
41300333	Convent (Part)	Distillery Lane	Carrickmacross
41300334	Church	Magheross	Carrickmacross
41300335	Convent (Part)	Castle Street	Carrickmacross
41300336	Church	Main Street	Carrickmacross
41300338	Bank	Main Street	Carrickmacross
41300339	Garda Station	Main Street	Carrickmacross
41300340	House	Main Street	Carrickmacross
41300342	House	Market Square	Carrickmacross
41300343	Courthouse	Main Street	Carrickmacross
41300344	Windmill Stump	Gallows Hill	Carrickmacross
41300345	Hotel	Main Street	Carrickmacross
41300346	Toll House	Market Square	Carrickmacross
41300347	Bank	Main Street	Carrickmacross
41300349	House	Main Street	Carrickmacross
41300350	House	Main Street	Carrickmacross
41300353	House	Main Street	Carrickmacross
41300354	Bank	Main Street	Carrickmacross
41300357	House	Main Street	Carrickmacross
41300358	Former Bridewell	Bridewell Lane	Carrickmacross
41300359	Fever Hospital	Shercock Road	Carrickmacross



41300360	Union Workhouse	Shercock Road	Carrickmacross
41300361	Derryolam Glebe House	Shercock Road	Carrickmacross
41300367	Terraced two bay two storey former house	Parnell Street	Carrickmacross
1	McMahons Fort	Lurgans Hill	Carrickmacross
2	Castle Site	Drummond Otra	Carrickmacross
3	Ringfort (Not Visible)	Cloughvalley Upper	Carrickmacross
4	Bridge	Drummond Etra	Carrickmacross
5	Old Goods Shed	Dundalk Road	Carrickmacross
6	Old engine shed	Dundalk Road	Carrickmacross
7	McArdle Engineering	12 Main Street	Carrickmacross
8	Jones Fine Foods	69 Main Street	Carrickmacross
9	White Oaks	49 Main Street	Carrickmacross
10	China Town / M J Crilly Solicitors	7 Main Street	Carrickmacross
11	Finnegan Coaches	29 Main Street	Carrickmacross
12	Sean Jones 'The Stables'	72 Main Street	Carrickmacross
13	Marrons 'Chez Julie'	58 Main Street	Carrickmacross
14	M.G.S. (bookmakers)	62 Main Street	Carrickmacross
15	M.V. Gartlan Ltd. Auctioneers	22 Main Street	Carrickmacross
16	Wells & O 'Carroll	14 Main Street	Carrickmacross
17	B.McCluskey(Hairstyling)	27 O'Neill Street	Carrickmacross
18	C.Duffy(Hairdresser)	25 O'Neill Street	Carrickmacross
19	New Street Café	O'Neill Street	Carrickmacross
20	Shankey Bros.	20 O'Neill Street	Carrickmacross
21	J. Gartlan	Dundalk Road	Carrickmacross
22	Flanagan's	20 Farney Street	Carrickmacross
23	Patrick Hand	47 Main Street	Carrickmacross
24	Centra Bar/B. Shevlin	Main Street	Carrickmacross
25	Wall etchings or carvings	Castle St / Shercock Rd	Carrickmacross
26	Milestone outside Howells jewellers	Main Street	Carrickmacross

## Record of Protected Structures - Castleblayney Town

Reference No.	Structure	Street Name	Town
41300101	Castleblayney First Presbyterian Church	Keady Road	Castleblayney
41300103	Allied Irish bank	West Street	Castleblayney
41300107	Convent of Mercy	Laurel Hill	Castleblayney
41300110	Lecture Hall - First Presbyterian Church	Keady Road	Castleblayney
41300209	Terraced three bay three storey house	West Street	Castleblayney
41300212	Bank of Ireland	West Street	Castleblayney
41300213	Onomy House	West Street	Castleblayney
41300215	The Courthouse	Market Square	Castleblayney
41300217	Terraced three bay two storey house	Market Square	Castleblayney
41300218	Terraced three bay two storey house	Market Square	Castleblayney
41300219	Terraced two bay two storey house	Market Square	Castleblayney
41300220	Hope Castle Gatelodge	Castleblayney	Castleblayney
41300222	Hope Castle Hotel		Castleblayney
41300223	Hope Castle Stable		Castleblayney
41300224	Hope Castle Lodge	Church Street	Castleblayney
41300230	Terraced five bay two storey house	Church Street	Castleblayney
41300231	End of Terrace two bay two storey house	Church Street	Castleblayney
41300232	St Maeldoids Church of Ireland	Church Street	Castleblayney
41300233	St Marys Catholic Church	Carrick Road	Castleblayney
41300234	Detached two bay two storey warden's lodge Blayney Almshouse	Carrick Road	Castleblayney
41300235	Blayney Almshouses	Carrick Road	Castleblayney
41300237	Hope Castle Entrance	Market/Castle Square	Castleblayney
41300238	Hope Castle Gatelodges	Market/Castle Square	Castleblayney
41300239	Terraced four bay two storey house	Market/Castle Square	Castleblayney
41300240	Terraced two bay two storey house	Market/Castle Square	Castleblayney
41300241	Terraced two bay two storey house	Market/Castle Square	Castleblayney
41300242	Terraced two bay two storey house	Market/Castle Square	Castleblayney
41300243	End of terrace two bay	Market/Castle Square	Castleblayney

	three storey house		
41300244	Double pile three bay two storey house	Market/Castle Square	Castleblayney
41300245	Section of former stone boundary wall to Hope Castle	Church Street	Castleblayney
1	Coach House next to Hope Castle	Hope Castle	Castleblayney
2	Hope Arms Hotel	Main Street	Castleblayney
3	The rounded corner	Market Square	Castleblayney
4	The corner house	Market Square and Henry Street	Castleblayney
5	Caretakers residence at St. Maeldoids Church	Church Street	Castleblayney
6	McGuigans Boutique	Muckno Square	Castleblayney
7	Lyric Theatre	New Street	Castleblayney
8	Castleblayney Town Council	Main Street	Castleblayney
9	Post Office	West Street	Castleblayney
10	Old Railway House & Stone Pillars	New Street	Castleblayney
11	Stables	Thomas Street	Castleblayney
12	UDC Stables	Upper Conons	Castleblayney
13	The Heritage Shop	West Street	Castleblayney
14	Two storey building "Forest View"	Lakeview	Castleblayney
15	Cottage	Lakeview	Castleblayney
16	Cottage (2 No.)	Lakeview	Castleblayney
41300220	Hope Castle Gatelodge		Castleblayney
41300225	End of Terrace two bay two storey house	Church Street	Castleblayney
41300226	End of Terrace two bay two storey house	Church Street	Castleblayney
41300227	Terraced two bay two storey house	Church Street	Castleblayney
41300225	Terraced two bay two storey house	Church Street	Castleblayney
41300229	Terraced two storey house	Church Street	Castleblayney

## Record of Protected Structures - Clones Town

Reference No.	Structure	Street Name	Town
1	High Cross	The Diamond	Clones
2	Round Tower & Sarcophagus	Ball Alley Graveyard	Clones
3	The Abbey	McCurtain Street	Clones
4	Clones Fort	Cara Street	Clones
5	Planters Castle	The Diamond	Clones
6	Aqua-duct	Teehill, Clonfad Bridge	Clones
8	St Tiernachs Church of Ireland	The Diamond	Clones
9	The Rectory	The Diamond	Clones
10	County Library	The Diamond	Clones
11	Bank of Ireland	The Diamond	Clones
12	Courthouse	McCurtain Street	Clones
13	Post Office	The Diamond	Clones
14	Former National Irish Bank premises	The Diamond	Clones
16	Marion House	The Diamond	Clones
17	The Boardroom (former schoolhouse)	Ball Alley Street	Clones
18	The Boardroom	Ball Alley Street	Clones
19	Failte Office	The Diamond	Clones
20	Catholic Church	Church Hill	Clones
21	Presbyterian Church	Monaghan Street	Clones
22	Creighton Hotel	Fermanagh Street	Clones
23	Fortview School	Newtownbutler Road	Clones
24	Three houses to left of Church of Ireland	The Diamond	Clones
25	Butter Market	Fermanagh Street	Clones
28	Public House (McCuskers)	Fermanagh Street	Clones
29	Public House (Tower)	Fermanagh Street	Clones
38	House and shopfront (LES)	McCurtain Street	Clones
43	House & shopfront (Sloweys)	The Diamond	Clones
30	Public House (Paragon)	Fermanagh Street	Clones
31	House and shopfront (O'Gradys)	Fermanagh Street	Clones
33	Indian Restaurant (formerly bakery)	Fermanagh Street	Clones
34	2 houses and shopfronts (McGarry's)	Fermanagh Street	Clones
35	House and shopfront (McQuaids)	Fermanagh Street	Clones
36	Shopfront (Hickeys Pharmacy)	Fermanagh Street	Clones
37	House and shopfront	McCurtain Street	Clones

	(Diamond Décor)		
39	Hair Salon (McGuigans)	McCurtain Street	Clones
40	Hotel	McCurtain Street	Clones
41	Shop & Shopfront (Matthews)	The Diamond	Clones
42	House & Shopfront (Evianns)	The Diamond	Clones
7	Sculptured Stone	Garden at Clonboy House	Clones
15	House (George Knight)	The Diamond	Clones
26	Umbria House	The Diamond	Clones
27	House & shopfront (William Earl)	Fermanagh Street	Clones

## Appendix 3

### Views from Scenic Routes

ID Constraints Map 4.7	Scenic Drives/Views & Prospects	Road Name
SV 1	Scenic views along Emy Lough	LT12001 LT12002
SV 2	Scenic views of open countryside from Bragan Mountain	LT11354
SV 3		LT11355
SV 4		LT11356
SV 5		LT50411
SV 6		LT10011
SV 7		LS05040
SV 8		LP01003
SV 9		View of St. Macartan's Cathedral Monaghan from Berry Brae
SV 10	View from Castleshane Brae	N2
SV 11	View northwards at Tullybuck	N2
SV 12	Scenic drive and views of open countryside from Mullyash	LS07631
SV 13		LS03603
SV 14		LS07650
		LP03602
		LS03602
SV 15	Scenic drive along Lough Muckno	LS03603
SV 16		LP03700
SV 17		LS08400
SV 18	Distant views of Lough Muckno and Slieve Gullion	LP03720
SV 19		LS07830
SV 20	Views of Slieve Gullion at Taplagh, Broomfield	LS08141
SV 21	Scenic views of Lough Egish	N2
SV 22	Scenic drive at Beagh, Shantonagh & Corlat	LP04121
SV 23	Views of Lough Bawn & County Cavan	LT40431
SV 24	Scenic drive, Tattybrack	LT71111 R190

**Appendix 4 (a):****Conservation of important trees and woodland – County area (outside main towns)**

<b>Location</b>	<b>Type of Trees</b>	<b>OS Ref.</b>
Blackwater Vale, Monaghan	Mixed	9-7/11
Connabury Hill, Castleblayney	Mature Beech woodland	20-13
Glen, Rockcorry	Conifers	18-14
Knockconan	Mature Scots Pine, Sycamores, Beech trees	3-8
Laragh Village	Ash, Beech, Elm, Sycamore, Hazel, some mature Oaks	27
Legacurry, Monaghan	Rows of Beech	6-11
Swans Cross, Dromore	Row of Conifers	18-6
Tullybuck, Clontibret	Avenue of Lime	14

#### 4(b) Conservation of Important Trees & Woodland – Monaghan Town

Description	Interest
Glen Road Plantation: Mature Larches, Pines, Oaks, Beech, Lime Ash and Elm	Wooded valley which provides pleasant approach to town and effective screen to housing estate.
Tom Young's Wood (Killyconnigan): Ash and Hazel Coppice	Important amenity close to residential areas.
Rope Walk: Mature Limes	Tree lined avenues.
North Road: Limes, Walnut	Character of area.
Louis Convent: Varied	Character of area.
Model School: Monkey Puzzle, Wellingtonia, Scots Pine, Beech, Irish Yew, Silver Fir	Character to the street and frames building.
High Street – Hopsital: Lawson Cypress, Varieties Thuja, Douglas Fir and Spruce, Beech	Defines street and forms backdrop to town.
Mill/Hill Street: Corner Yew	Screens rear of Mill Street properties.
Blackwater River-Ballyalbany: Willow, Copper Beech	Character of area, high scenic value, screening intrusive development.
Coolshannagh: Beech	Important approach to town.
Old Infirmary, Old Cross Square: Ash, Beech	Character of new residential area.
Broad Road-Market Road: Sycamore, Maple, Lime, Scots Pine, Alder Birch	Frames an approach to the town.
Dawson Street: Alder, Birch, Copper Beech	Frames approach road and provides visual link with Broad Road.
Kilnacloy: Beech, Oak, Pine	Frames approach road.



#### 4 (c) Conservation of Important Trees and Woodland – Carrickmacross

Description	Feature of Interest
St. Louis Convent grounds: Varied evergreens	Frames approach to town, amenity value.
St. Finbarr's Churchyard: Lime, Beech	Encloses vista, frames church.
Scoil Rois: Beech, Sycamore	Character of area.
Magheross Churchyard: Irish Yew	Character of area.
Shirley house Lane: Beech, Sycamore	Character of area, frames road.
Gallows Hill: Scotspine, Sitka Spruce	Close to residential area & backdrop to Courthouse.
Paupers graveyard (Bully's acre): European Lime	Visible backdrop approaching town.
O'Neill Street - Farney Street junction: Horse Chestnut	Character of area, closes vista from Dundalk and Donaghmoyne Road.
St. Joseph's Churchyard: Limes	Frames church.
Cloughvalley: Beech	Amenity around school boundary.
Lisanisk House and lake shore: White Willows, White Cedar, Hawthorn, Alder, Ash, Horse Chestnut, Beech, Larch, Sycamore, Poplar	Landscape feature, important amenity. Provides pleasant approach to town from Dundalk.
Mullanarry High Road: Japanese Larch, Beech, Sycamore	Along with stone wall these frame the road.
Mullanarry: Beech	Trees on ridgeline.
Dry bridge: Beech, Sycamore, Lime and Chestnut	Frames road.
Kingscourt Road: Sycamore	Frames road, enclosing view on Kingscourt Road.
Bath Avenue: Sycamore, White-Horn, Horse Chestnut, Fir.	Important amenity; is an excellent visual barrier which was to be retained in Convent Masterplan 2000.
Nuremore Hotel grounds: Varied	Character of area.
Donaghmoyne Road: Sycamore, Lime, Ash	Frames road.
Lough Naglack: Woodland	Wooded lakeshore, character of Dundalk Rd
Chestnut Grove , Parnell Street – Horse Chestnut	Important visual amenity

## Appendix 5

### Record of Protected Monuments

O.S Reference	Monument Number	Townland	Description
001-/13/6	MO001-001	Cavan (Moutray)	Ringfort (Rath \ Cashel)
001-/14/1	MO001-002	Clonisboyle	Ringfort (Rath \ Cashel)
001-/14/3	MO001-003	Derrylevick	Ringfort (Rath \ Cashel)
001-/14/5	MO001-004	Dromore	Enclosure
001-/14/5	MO001-005	Clonacullan	Ringfort (Rath \ Cashel)
001-/14/5	MO001-006	Raflacoy	Ringfort (Rath \ Cashel)
001-/14/6	MO001-007	Derrylevick	Ringfort (Rath \ Cashel)
001-/14/6	MO001-008	Aghdrumcru	Ringfort (Rath \ Cashel)
001-/15/5	MO001-009	Aghaderry	Ringfort (Rath \ Cashel)
001-/14/4	MO001-010	Clonisboyle	Potential Site- Tradition
002-/16/6	MO002-00101	Crossnacaldoo	Enclosure
002-/16/6	MO002-00102	Crossnacaldoo	Enclosure
003-/01/1	MO003-001	Clonkeen	Ringfort (Rath \ Cashel)
003-/01/3	MO003-002	Mullaghmore	Ringfort (Rath \ Cashel)
003-/02/1	MO003-003	Drumbirn	Ringfort (Rath \ Cashel)
003-/02/2	MO003-004 *	Raflacony	Ringfort (Rath \ Cashel)
003-/02/2	MO003-005	Urlish	Possible Church Site
003-/02/2	MO003-006	Mullanafinnog	Ringfort (Rath \ Cashel)
003-/02/2	MO003-007	Mullanafinnog	Ringfort (Rath \ Cashel)
003-/02/4	MO003-008	Rakelly	Ringfort (Rath \ Cashel)
003-/02/4	MO003-009	Tireran	Ringfort (Rath \ Cashel)
003-/02/5	MO003-010	Dernagola	Ringfort (Rath \ Cashel)
003-/02/6	MO003-011	Killyreask	Ringfort (Rath \ Cashel)
003-/03/1	MO003-012	Ivy Hill	Ringfort (Rath \ Cashel)
003-/03/2	MO003-013	Moy	Ringfort (Rath \ Cashel)
003-/03/2	MO003-014	Moy	Enclosure
003-/03/3	MO003-015	Lisroosky	Ringfort (Rath \ Cashel)
003-/03/4	MO003-016	Mullanacross	Ringfort (Rath \ Cashel)
003-/06/6	MO003-017	Killyleck (Anketell)	Earthwork Site
003-/07/2	MO003-018	Mullanacross	Church Site & Graveyard
003-/07/2	MO003-01801	Mullanacross	Holy Well
003-/07/2	MO003-019	Mullaghcor	Ringfort (Rath \ Cashel)
003-/07/3	MO003-020	Killydonagh	Ringfort (Rath \ Cashel)
003-/05/3	MO003-021	Luppan	Ringfort (Rath \ Cashel)
003-/05/6	MO003-022	Mullagh Otra	Ringfort (Rath \ Cashel)
003-/06/4	MO003-023	Derrylea Beg	Ringfort (Rath \ Cashel)
003-/07/4	MO003-024	Dernacoo	Enclosure
003-/07/5	MO003-025	Gorticleave	Ringfort (Rath \ Cashel)
003-/07/6	MO003-026	Mullananallog	Ringfort (Rath \ Cashel)
003-/08/4	MO003-027	Mullananallog	Crannog
003-/10/3	MO003-028	Liskenna	Ringfort (Rath \ Cashel)
003-/10/6	MO003-029	Liskenna	Ringfort (Rath \ Cashel)
003-/11/1	MO003-030	Glasmullagh	Ringfort (Rath \ Cashel)

O.S Reference	Monument Number	Townland	Description
003-/11/4	MO003-031	Dundian	Ringfort (Rath \ Cashel)
003-/11/6	MO003-032	Killycorran	Ringfort (Rath \ Cashel)
003-/12/2	MO003-033	Cavan (Cope)	Enclosure
003-/12/3	MO003-034	Figullar	Ringfort (Rath \ Cashel)
003-/12/5	MO003-035	Killakeady	Ringfort (Rath \ Cashel)
003-/15/1	MO003-036	Lisgrew	Ringfort (Rath \ Cashel)
003-/15/2	MO003-037	Lisavargy	Enclosure
003-/15/3	MO003-038	Lenagh	Enclosure
003-/15/4	MO003-039	Sogher	Possible Earthwork Site
003-/15/5	MO003-040	Killybressal	Earthwork Site
003-/15/5	MO003-041	Dunmadigan	Ringfort (Rath \ Cashel)
003-/15/5	MO003-042	Dunmadigan	Ringfort (Rath \ Cashel)
003-/15/4	MO003-043	Dungillick	Ringfort (Rath \ Cashel)
003-/15/6	MO003-044	Knockakirwan	Ringfort (Rath \ Cashel)
003-/16/5	MO003-045	Emy	Ringfort (Rath \ Cashel)
003-/03/2	MO003-046*	Aghaderry	Ringfort (Rath \ Cashel)
003-/02/4	MO003-047	Killyslavan	Earthwork Site
003-/02/4	MO003-048	Killyslavan	Earthwork Site
003-/01/6	MO003-049	Derryrellan	Possible Enclosure
003-/02/3	MO003-050	Skinnahergna	Hill-Top Enclosure
004-/09/1	MO004-001*	Figullar	Ringfort (Rath \ Cashel)
004-/13/5	MO004-002	Killyrean Upr	Earthwork Site
004-/13/6	MO004-003	Monmurry	Earthwork Site
006-/03/1	MO006-001	Davagh Otra	Enclosure
006-/03/6	MO006-002	Derrynashallog	Possible House Site
006-/03/6	MO006-003	Cornacreeve	Ringfort (Rath \ Cashel)
006-/04/5	MO006-004	Emy/Tiramooan	Crannog
006-/08/1	MO006-005	Tully	Ringfort (Rath \ Cashel)
006-/08/1	MO006-006	Tully	Ringfort (Rath \ Cashel)
006-/08/2	MO006-007	Pullis	Ringfort (Rath \ Cashel) Site
006-/08/3	MO006-008	Desert	Earthwork Site
006-/06/6	MO006-009	Drumdart	Ringfort (Rath \ Cashel)
006-/11/2	MO006-010	Tullyard	Earthwork Site
006-/08/4	MO006-011	Derryhallagh	Earthwork Site
006-/12/2	MO006-012	Dundonagh	Ringfort (Rath \ Cashel)
006-/10/5	MO006-013	Aghaclogha	Ringfort (Rath \ Cashel)
006-/11/4	MO006-014	Corraghbrack	Ringfort (Rath \ Cashel)
006-/12/4	MO006-015	Belderg	Potential Site - Aerial Photo
006-/16/2	MO006-016	Billis	Earthwork Site
006-/13/1	MO006-017	Feebaghduff	Ringfort (Rath \ Cashel)
006-/13/5	MO006-018	Drumsheaver	Ringfort (Rath \ Cashel)
006-/13/6	MO006-019	Mullaghmore North	Possible Enclosure
006-/13/6	MO006-020	Mullaghmore North	Crannog
006-/14/4	MO006-021	Aghaboy North	Earthwork Site
006-/14/2	MO006-022	Mullanarockan	Ringfort (Rath \ Cashel)
006-/14/6	MO006-023	Mullyera	Ringfort (Rath \ Cashel)

O.S Reference	Monument Number	Townland	Description
006-/15/3	MO006-024	Drumcaw	Possible Earthwork
006-/15/6	MO006-025*	Mullabrack (Scott)	Ringfort (Rath \ Cashel)
006-/08/3	MO006-026	Stramore	Earthwork Site
006-/03/5	MO006-027	Inishdevlin	Possible Cemetery
006-/16/1	MO006-028	Drumcaw	Crannog
006-/08/1	MO006-029	Cornacreeve	Crannog
006-/04/1	MO006-030	Scarnageeragh	Cist Site
006-/09/2	MO006-031	Drumcoo (Brady)	Possible Ringfort (Rath\Cashel) Site
006-/12/5	MO006-032	Drumgaghan	Enclosure Site (s)
007-/01/1	MO007-001	Tonyshandeny	Ringfort (Rath \ Cashel)
007-/01/3	MO007-002	Monmurry	Ringfort (Rath \ Cashel)
007-/01/5	MO007-003	Mullaliss	Ringfort (Rath \ Cashel)
007-/01/1	MO007-004	Leek	Earthwork Site
007-/02/4	MO007-005	Corraghdown	Earthwork Site
007-/05/5	MO007-006	Drumbanagher	Enclosure
007-/05/5	MO007-007	Donagh	Ecclesiastical Remains
007-/09/1	MO007-00701	Donagh	Church & Graveyard
007-/09/1	MO007-00702	Donagh	Cross
007-/09/1	MO007-00703	Donagh	Cross Base
007-/10/5	MO007-008	Clanickny	Ringfort (Rath \ Cashel)
007-/14/6	MO007-009	Annagola	Ringfort (Rath \ Cashel)
007-/14/5	MO007-010	Annareagh Sth	Earthwork Site
007-/01/3	MO007-011*	Monmurry	Earthwork Site
007-/09/3	MO007-012	Tonyhamigan	Crannog
007-/01/5	MO007-013	Derryhoosh	Potential Site- Aerial Photo
007-/05/6	MO007-014	Glaslough	Church & Graveyard
008-/04/4	MO008-001	Gola Irish	Earthwork
008-/04/5	MO008-002	Gola English	Earthwork
008-/04/3	MO008-003	Coolkill West	Ringfort (Rath \ Cashel)
008-/07/2	MO008-004	Derryledigan (Jackson)	Enclosure
008-/07/5	MO008-005	Aghalissabeagh	Ringfort (Rath \ Cashel)
008-/08/1	MO008-006	Drumloo	Ringfort (Rath \ Cashel)
008-/04/5	MO008-007	Killatten	Possible Cemetery
008-/11/1	MO008-008	Liskeabrick	Ringfort (Rath \ Cashel)
008-/11/1	MO008-009	Aghnashalvy	Ringfort (Rath \ Cashel)
008-/11/2	MO008-010	Kilcreen	Earthwork Site
008-/11/5	MO008-011	Selloo	Ecclesiastical Remains
008-/11/5	MO008-01101	Selloo	Burial Ground
008-/11/5	MO008-01102	Selloo	Enclosure
008-/11/5	MO008-01103	Selloo	Possible Cross Base
008-/11/5	MO008-01104	Selloo	Possible Bullaun Stone
008-/11/6	MO008-012	Drumgoast	Crannog
008-/12/4	MO008-013	Formoyle	Ringfort (Rath \ Cashel)
008-/12/4	MO008-014	Mullatigorry	Crannog
008-/12/1	MO008-015	Derrylusk	Ringfort (Rath \ Cashel)
008-/08/4	MO008-016	Allagesh	Ringfort (Rath \ Cashel)

O.S Reference	Monument Number	Townland	Description
008-/12/2	MO008-017	Drumslavog	Ringfort (Rath \ Cashel)
008-/12/3	MO008-018	Clonamully	Possible Cemetery Site
008-/12/3	MO008-019	Kibberidog	Earthwork Site
008-/10/6	MO008-020	Kilcorran	Enclosure
008-/11/4	MO008-021	Kilcorran	Crannog
008-/15/3	MO008-022	Lisinan	Crannog
008-/12/5	MO008-023	Graffagh	Earthwork
008-/16/3	MO008-024	Killydonnelly	Ringfort (Rath \ Cashel)
008-/15/5	MO008-025	Annahagh Sth	Ringfort (Rath \ Cashel)
008-/16/4	MO008-026	Clenlough	Crannog
008-/16/6	MO008-027	Skeagh	Possible Earthwork
008-/10/6	MO008-028	Kilcorran	Crannog
009-/01/2	MO009-001	Drumesco	Possible Earthwork Site
009-/01/3	MO009-002	Drumbin	Earthwork Site
009-/01/4	MO009-003	Carrowhatta	Ringfort (Rath \ Cashel)
009-/01/4	MO009-004	Bough	Earthwork Site
009-/01/5	MO009-005	Cussee	Ringfort (Rath \ Cashel)
009-/02/2	MO009-006	Drumcoo (Jackson)	Ringfort (Rath \ Cashel)
009-/02/6	MO009-007	Clonkeady	Earthwork Site
009-/03/3	MO009-008	Mullabrack (Scott)	Ringfort (Rath \ Cashel)
009-/04/1	MO009-009	Enagh	Ringfort (Rath \ Cashel)
009-/04/2	MO009-010	Straghan	Ringfort (Rath \ Cashel)
009-/04/3	MO009-011	Faulkland	Ringfort (Rath \ Cashel)
009-/04/5	MO009-012	Crumlin	Earthwork
009-/04/5	MO009-013	Crumlin	Earthwork Site
009-/05/1	MO009-014	Mullatishaughlin	Crannog
009-/05/2	MO009-015	Kilmore East	Ringfort (Rath \ Cashel)
009-/05/5	MO009-016	Kilmore East	Ringfort (Rath \ Cashel)
009-/06/3	MO009-017	Drumbenagh	Ringfort (Rath \ Cashel)
009-/06/4	MO009-018	Drumreask	Enclosure
009-/06/5	MO009-019	Drumreask	Crannog
009-/06/5	MO009-020	Drumreask	Crannog
009-/06/5	MO009-021	Drumreask	Crannog
009-/06/5	MO009-022	Drumreask	Crannog
009-/06/6	MO009-023	Raconnell	Ringfort (Rath \ Cashel)
009-/06/6	MO009-024	Corknock	Possible Enclosure Site
009-/08/2	MO009-025	Crumlin	Ringfort (Rath \ Cashel)
009-/08/2	MO009-026	Eden Island	Enclosure
009-/08/2	MO009-027	Eden Island	Ringfort (Rath \ Cashel)
009-/08/2	MO009-028	Crumlin	Ringfort (Rath \ Cashel)
009-/08/3	MO009-029	Lisnanore	Enclosure
009-/08/5	MO009-030	Drumrutagh	Earthwork Site
009-/08/6	MO009-031	Liscarney	Ringfort (Rath \ Cashel)
009-/08/6	MO009-032	Carn	Cairn Site
009-/09/2	MO009-033	Annyalty	Crannog
009-/10/3	MO009-034	Newgrove	Earthwork Site
009-/10/4	MO009-035	Kilnahaltar	Church Site & Graveyard
009-/10/5	MO009-036	Mullanahinch	Enclosure

O.S Reference	Monument Number	Townland	Description
009-/11/5	MO009-037	Mullaghmonaghan	Crannog
009-/11/5	MO009-03701	Mullaghmonaghan	Crannog Site
009-/11/6	MO009-038	Mullaghmonaghan	Possible Cemetry
009-/12/4	MO009-044	Latlorcan	Cemetery
009-/13/2	MO009-045	Annaghervy	Ringfort (Rath \ Cashel)
009-/13/4	MO009-046	Tullykenny	Ringfort (Rath \ Cashel)
009-/13/5	MO009-047	Tullykenny	Earthwork
009-/14/2	MO009-048	Ballyleck	Earthwork Site
009-/14/2	MO009-049	Ballyleck	House Site
009-/15/4	MO009-050	Killydrutan	Ringfort (Rath \ Cashel)
009-/15/4	MO009-051	Skeagarvey	Megalithic Tomb
009-/01/4	MO009-052	Teraverty	Earthwork Site
009-/10/2	MO009-053	Tullycroman	Earthwork Site Possible
009-/09/5	MO009-054	Annyalty	Earthwork Site
009-/16/3	MO009-055	Bellanagall	Earthwork Site
009-/11/5	MO009-056	Mullaghmonaghan	Fortifications Site
009-/04/1	MO009-057	Enagh	Earthwork Site
009-/02/5	MO009-058	Drumco (Jackson)	Possible Ringfort(Rath \ Cashel Site
009-/04/3	MO009-059	Falkland	Castle
009-/11/16	MO009-060	Mullaghmonaghan Roosky Tirkeenan Kilnacloy	Town
009-/11/3	MO009-061	Kilnacloy	Possible Ringfort (Rath \ Cashel)
009-/12/1	MO009-062	Roosky	Possible Barrow
010-/01/1	MO010-001	Tiravera	Ringfort (Rath \ Cashel) Site
010-/01/4	MO010-002	Drumgoole	Earthwork Site
010-/05/2	MO010-003	Templetate	Church & Graveyard Site
010-/06/4	MO010-004	Annacramph	Ringfort (Rath \ Cashel)
010-/09/2	MO010-005	Fedoo	Ringfort (Rath \ Cashel)
010-/10/2	MO010-006	Garran Otr	Earthwork Site
010-/13/1	MO010-007	Lisdrumdoagh	Enclosure
010-/13/5	MO010-008	Listraheagny	Ringfort (Rath \ Cashel)
010-/13/3	MO010-009	Cordevlis	Ringfort (Rath \ Cashel)
010-/13/6	MO010-010	Part of Cordevlis	Earthwork Site
010-/14/1	MO010-011	Lismenan	Enclosure
010-/14/1	MO010-012	Tiravray	Ringfort (Rath \ Cashel)
010-/14/4	MO010-013	Castleshane Demesne	Ringfort (Rath \ Cashel)
010-/15/2	MO010-01401	Drumgolat	Ringfort (Rath \ Cashel)
010-/15/2	MO010-01402	Drumgolat	Souterrain
010-/14/2	MO010-015	Greenmount	Possible Enclosure
010-/05/5	MO010-016	Kildoagh	Earthwork Site
010-/10/2	MO010-017	Garran Itra	Earthwork Site
010-/06/1	MO010-018	Killyneill	Earthwork Site
010-/07/4	MO010-019	Cavancreevy	Earthwork Site

O.S Reference	Monument Number	Townland	Description
010-/07/4	MO010-020	Cavancreevy	Earthwork Site
010-/15/5	MO010-021	Drumbeo	Earthwork Site
011-/08/5	MO011-001	Drumard	Church & Graveyard
011-/08/6	MO011-002	Tirnahinch	Crannog
011-/12/1	MO011-003	Lisnaroe Near	Earthwork
011-/12/5	MO011-004	Liseggerton	Crannog
011-/16/2	MO011-005	Carn	Earthwork Site
011-/16/3	MO011-006	Largy	Earthwork Site
011-/16/2	MO011-007	Clonboy	Rectilinear Enclosure
011-/16/2	MO011-008	Crossmoyle	Motte & Bailey
011-/16/3	MO011-009	Altartate Glebe	Earthwork Site
011-/16/3	MO011-010	Crossmoyle	Ecclesiastical Remains
011-/16/6	MO011-01001	Crossmoyle	Church & Graveyard
011-/16/3	MO011-01002	Crossmoyle	Round Tower
011-/16/3	MO011-01003	Crossmoyle	Graveyard
011-/16/3	MO011-01004	Crossmoyle	Shrine
011-/16/3	MO011-01005	Crossmoyle	Cross
011-/16/3	MO011-01006	Crossmoyle	Possible Church Site
011-/16/3	MO011-01007	Crossmoyle	Date Stone
011-/16/3	MO011-011	Largy	Enclosure
011-/12/3	MO011-012	Tirnahinch Near	Earthwork
011-/12/6	MO011-013	Tirnahinch Near	Earthwork Site
012-/01/5	MO012-001	Aghafin	Crannog
012-/01/5	MO012-002	Aghafin	Crannog
012-/05/3	MO012-003	Lisoarty	Ringfort (Rath \ Cashel)
012-/06/1	MO012-004	Carrickmore	Possible Crannog
012-/02/5	MO012-005	Lislannan	Ringfort (Rath \ Cashel)
012-/03/4	MO012-006	Loughoony	Crannog
012-/03/4	MO012-007	Loughoony	Crannog
012-/03/5	MO012-008	Lismeagh	Earthwork Site
012-/07/2	MO012-009	Ramoy	Ringfort (Rath \ Cashel)
012-/03/6	MO012-010	Lisgall	Ringfort (Rath \ Cashel)
012-/07/3	MO012-011	Templetate	Graveyard Site
012-/08/2	MO012-012	Cornafaghy	Earthwork Site
012-/04/6	MO012-013	Skervan	Ringfort (Rath \ Cashel)
012-/05/4	MO012-014	Gortnawinny	Crannog
012-/05/4	MO012-015	Gortnawinny	Ringfort (Rath \ Cashel)
012-/06/1	MO012-016	Shanmullagh South	Ringfort (Rath \ Cashel)
012-/06/4	MO012-017	Shanmullagh South	Earthwork
012-/06/3	MO012-018	Garran	Earthwork
012-/07/4	MO012-019	Nook	Enclosure
012-/07/4	MO012-020	Nook	Crannog
012-/07/4	MO012-021	Kilgormly	Ringfort (Rath \ Cashel)
012-/07/5	MO012-022	Killycronaghan	Ringfort (Rath \ Cashel)
012-/07/3	MO012-023	Carnowen	Ringfort (Rath \ Cashel)
012-/07/3	MO012-024	Carnowen	Cairn Site
012-/07/6	MO012-025	Carnowen	Ringfort (Rath \ Cashel)
012-/07/6	MO012-026	Coaghen	Ringfort (Rath \ Cashel)

O.S Reference	Monument Number	Townland	Description
012-/07/6	MO012-027	Coaghen	Crannog
012-/08/4	MO012-028	Cloghernagh	Megalithic Tomb
012-/08/5	MO012-029	Killicoghill	Possible Earthwork Site
012-/08/3	MO012-030	Killina	Megalithic Tomb
012-/09/2	MO012-031	Legnakelly	Ringfort (Rath \ Cashel)
012-/09/5	MO012-032	Legnakelly	Possible Enclosure
012-/09/3	MO012-033	Creevaghy	Crannog
012-/10/2	MO012-034	Gransha Beg	Ringfort (Rath \ Cashel)
012-/11/2	MO012-035	Listellan	Ringfort (Rath \ Cashel)
012-/11/2	MO012-036	Listellan	Ringfort (Rath \ Cashel)
012-/11/3	MO012-037	Killykeskeame	Enclosure
012-/12/1	MO012-038	Corlat	Standing Stone
012-/02/1	MO012-039	Corlat	Earthwork Site
012-/12/3	MO012-040	Tiredigan	Possible Cairn
012-/12/3	MO012-041	Tiredigan	Megalithic Tomb
012-/10/5	MO012-042	Boughill	Ringfort (Rath \ Cashel)
012-/10/6	MO012-043	Boughill	Ringfort (Rath \ Cashel)
012-/10/6	MO012-044	Boughill	Earthwork Site
012-/11/4	MO012-045	Conaghy	Earthwork Site
012-/11/4	MO012-046	Conaghy	Possible Castle Site
012-/15/1	MO012-047	Killygorman	Ringfort (Rath \ Cashel)
012-/15/1	MO012-048	Killygorman	Megalithic Tomb
012-/15/1	MO012-049	Killygorman	Standing Stone
012-/11/5	MO012-050	Roosky	Possible Crannog
012-/11/5	MO012-051	Roosky	Crannog
012-/11/5	MO012-052	Roosky	Crannog
012-/11/6	MO012-053	Roosky	Castle Site
012-/11/6	MO012-054	Edenagoash	Ringfort (Rath \ Cashel)
012-/12/4	MO012-055	Lisarrilly	Ringfort (Rath \ Cashel)
012-/12/4	MO012-056	Lisarrilly	Possible Earthwork Site
012-/13/1	MO012-057	Altartate Glebe	Ringfort (Rath \ Cashel)
012-/13/5	MO012-058	Clonavilla	Ringfort (Rath \ Cashel)
012-/13/3	MO012-059	Cladown	Crannog
012-/13/3	MO012-060	Glear	Crannog
012-/13/3	MO012-061	Glear	Ringfort (Rath \ Cashel)
012-/13/6	MO012-062	Annaghkilly	Ringfort (Rath \ Cashel)
012-/14/4	MO012-063	Annaghkilly	Possible Graveyard Site
012-/14/4	MO012-064	Annaghkilly	Possible Megalithic Tomb Site
012-/14/4	MO012-065	Annaghkilly	Possible Megalithic Tomb
012-/14/1	MO012-066	Killycoonagh	Convent Site
012-/14/2	MO012-067	Killycoonagh	Ringfort (Rath \ Cashel)
012-/14/5	MO012-068	Cappog	Ringfort (Rath \ Cashel)
012-/14/5	MO012-069	Killycoonagh	Enclosure
012-/14/5	MO012-070	Killeevan Glebe	Graveyard
012-/14/6	MO012-071	Killeevan Glebe	Standing Stone
012-/14/6	MO012-072	Shanco	Ringfort (Rath \ Cashel)
012-/14/6	MO012-073	Drumcaw/Shanco	Crannog



O.S Reference	Monument Number	Townland	Description
012-/15/4	MO012-074	Killyfuddy	Earthwork Site
012-/15/2	MO012-075	Killyfuddy	Earthwork Site
012-/15/5	MO012-076	Drumbaragh	Ringfort (Rath \ Cashel)
012-/15/6	MO012-077	Annagose	Crannog
012-/16/1	MO012-078	Radeery	Megalithic Tomb
012-/16/4	MO012-079	Radeery	Ringfort (Rath \ Cashel)
012-/16/2	MO012-080	Cashlan	Possible Megalithic Tomb Site
012-/16/5	MO012-081	Garran	Megalithic Tomb
012-/16/5	MO012-082	Corramegan	Ringfort (Rath \ Cashel)
012-/16/6	MO012-083	Garran	Megalithic Tomb
012-/16/3	MO012-084	Glasdrummond	Ringfort (Rath \ Cashel)
012-/16/6	MO012-085	Garran	Earthwork
012-/13/2	MO012-086	Cladowen	Possible Enclosure
012/11/6	MO012-087	Killykeskeame	Possible Ringfort (Rath \ Cashel)
013-/01/4	MO013-001	Liscat	Ringfort (Rath \ Cashel)
013-/01/1	MO013-002	Mullanacross	Church Site & Graveyard
013-/01/1	MO013-0201	Mullanacross	Cross
013-/01/1	MO013-0202	Mullanacross	Architectural Fragment(s)
013-/02/4	MO013-003	Kilnaclay	Ringfort (Rath \ Cashel)
013-/02/4	MO013-004	Kilnaclay	Ringfort (Rath \ Cashel)
013-/02/6	MO013-005	Cornaglare	Earthwork
013-/02/3	MO013-006	Killycushil	Ringfort (Rath \ Cashel)
013-/03/1	MO013-007	Killydrutan	Megalithic Tomb
013-/03/2	MO013-008	Cornamunady	Earthwork Site
013-/04/5	MO013-009	Rakeeragh	Ringfort (Rath \ Cashel)
013-/08/2	MO013-010	Ramanny	Ringfort (Rath \ Cashel)
013-/01/4	MO013-011	Mullanavannog	Possible Earthwork Site
013-/05/2	MO013-012	Roosky	Ringfort (Rath \ Cashel)
013-/05/2	MO013-013	Carnbane	Megalithic Tomb
013-/05/1	MO013-014	Carnbane	Megalithic Tomb
013-/02/5	MO013-015	Crumlin	Earthwork Site
013-/06/5	MO013-016	Ballagh/Kiltubbrid/Leck/Togan	Crannog
013-/06/6	MO013-017	Leck	Inauguration Site
013-/07/1	MO013-018	Tullyard	Enclosure
013-/07/5	MO013-019	Knockaturly	Crannog
013-/07/6	MO013-020	Lissaraw	Ringfort (Rath \ Cashel)
013-/09/2	MO013-021	Cornasoo	Megalithic Tomb
013-/09/2	MO013-022	Cornasoo	Cairn
013-/10/2	MO013-023	Ballagh	Possible Earthwork Site
013-/10/4	MO013-024	Blackraw	Ringfort (Rath \ Cashel)
013-/10/5	MO013-025	Greagh	Megalithic Tomb
013-/11/3	MO013-026	Lisnashannagh	Ringfort (Rath \ Cashel)
013-/11/5	MO013-027	Cavanagarvan	Ringfort (Rath \ Cashel)
013-/16/1	MO013-028	Radrum	Ringfort (Rath \ Cashel)
013-/13/1	MO013-029	Carn	Megalithic Tomb
013-/13/2	MO013-030	Latnamard	Possible Megalithic Tomb

O.S Reference	Monument Number	Townland	Description
013-/14/1	MO013-031	Calliagh	Possible Megalithic Structure Site
013-/14/1	MO013-032	Calliagh	Megalithic Tomb
013-/14/2	MO013-033	Tattintlieve	Ringfort (Rath \ Cashel)
013-/14/4	MO013-034	Liscumasky	Ringfort (Rath \ Cashel)
013-/14/5	MO013-035	Stranoodan	Ringfort (Rath \ Cashel)
013-/14/3	MO013-036	Stranoodan	Ringfort (Rath \ Cashel)
013-/14/3	MO013-037	Stranoodan	Ringfort (Rath \ Cashel)
013-/15/1	MO013-038	Aghnaglogh	Ringfort (Rath \ Cashel)
013-/15/4	MO013-039	Slieveroe	Ringfort (Rath \ Cashel)
013-/15/4	MO013-040	Slieveroe	Cemetery Site
013-/15/5	MO013-041	Slieveroe	Earthwork Site
013-/12/2	MO013-042	Lisnalee	Earthwork Site
013-/03/6	MO013-043	Sheetrim	Possible Holy Well Site
013-/13/2	MO013-044	Latnamard	Possible Ringfort (Rath \ Cashel)
013-/11/1	MO013-045	Drummuck	Possible Mound
013-/05/5	MO013-046	Coolcorragh	Possible Megalithic Tomb Site
014-/01/2	MO014-001	Aghnagap	Enclosure
014-/02/1	MO014-002	Castleshane Demesne	Enclosure
014-/01/6	MO014-003	Rackwallace	Ringfort (Rath \ Cashel)
014-/02/4	MO014-004	Creeve	Enclosure Site
014-/02/5	MO014-005	Corlust	Possible Earthwork Site
014-/02/5	MO014-00601	Lisaginny	Ringfort (Rath \ Cashel)
014-/02/5	MO014-00602	Lisaginny	Souterrain
014-/02/6	MO014-007	Lisglassan	Ringfort (Rath \ Cashel)
014-/07/1	MO014-008	Lisglassan	Ringfort (Rath \ Cashel)
014-/03/3	MO014-009	Listinny	Ringfort (Rath \ Cashel)
014-/03/6	MO014-010	Doosky	Enclosure
014-/04/4	MO014-011	Doosky	Earthwork Site
014-/03/6	MO014-012	Doosky	Ringfort (Rath \ Cashel)
014-/05/1	MO014-013	Lisleitrim	Ringfort (Rath \ Cashel)
014-/05/3	MO014-014	Rackwallace	Church Site & Graveyard
014-/06/1	MO014-015	Legnacreeve	Earthwork Site
014-/06/1	MO014-016	Legnacreeve	Ringfort (Rath \ Cashel)
014-/06/4	MO014-017	Legnacreeve	Earthwork Site
014-/06/4	MO014-018	Annahuby	Ringfort (Rath \ Cashel)
014-/07/4	MO014-019	Gallagh	Church & Graveyard
014-/08/4	MO014-020	Coolartragh	Ringfort (Rath \ Cashel)
014-/08/6	MO014-021	Lemgare	Ringfort (Rath \ Cashel)
014-/12/3	MO014-022	Lemgare	Megalithic Tomb
014-/09/5	MO014-023	Cordevlis Nth.	Ringfort (Rath \ Cashel)
014-/09/5	MO014-024	Kilnacran	Ringfort (Rath \ Cashel)
014-/10/4	MO014-025	Corfad	Standing Stone Site
014-/11/6	MO014-026	Avalreagh	Crannog
014-/12/6	MO014-027	Tassan	Ringfort (Rath \ Cashel)

<b>OS Reference</b>	<b>Monument</b>	<b>Townlands</b>	<b>Description</b>
014-/12/6	MO014-028	Lisdrumgormly	Ringfort (Rath \ Cashel)
014-/13/2	MO014-029	Terrygeely	Earthwork Site
014-/13/2	MO014-030	Terrygeely	Church Site & Graveyard
014-/13/6	MO014-031	Lisquigny	Ringfort (Rath \ Cashel)
014-/15/5	MO014-032	Carrickanuare	Ringfort (Rath \ Cashel)
014-/15/5	MO014-033	Carrickanuare	Cemetery
014-/16/6	MO014-034	Croaghan	Crannog
014-/16/3	MO014-035	Latnakelly	Ringfort (Rath \ Cashel)
014-/16/6	MO014-036	Croaghan	Possible Church Site
014-/16/6	MO014-037	Croaghan	Megalithic Tomb
014-/02/5	MO014-038	Lisaginny	Souterrain
014-/02/5	MO014-039	Lemgare	Souterrain
014-/07/5	MO014-040	Gallagh	Battlefield
014-/03/4	MO014-041	Tullybruck	Misc.
014-/03/5	MO014-042	Bryanlitter Ballygreary	Possible Crannog Site
014-/02/6	MO014-043	Moy Otra	Souterrain
015-/09/5	MO015-00101	Annaglogh	Ringfort (Rath \ Cashel)
015-/09/5	MO015-00102	Annaglogh	Souterrain
015-/13/1	MO015-002	Annaglogh	Ringfort (Rath \ Cashel)
015-/13/1	MO015-003	Annaglog	Ringfort (Rath \ Cashel)
015-/13/4	MO015-004	Tattyreagh Nth	Ringfort (Rath \ Cashel)
015-/13/5	MO015-005	Lisnagreeve	Ringfort (Rath \ Cashel)
015-/14/1	MO015-006	Tullynagrow	Megalithic Tomb Site
015-/15/6	MO015-007	Mullyash/Tavanskea	Cairn
016-/02/6	MO016-001	Coleman	Enclosure
016-/03/4	MO016-002	Clonkeelan	Ringfort (Rath \ Cashel)
016-/04/2	MO016-003	Cloncurrin	Enclosure
016-/08/4	MO016-004	Annies	Ringfort (Rath \ Cashel)
016-/08/3	MO016-005	Lisabuck	Ringfort (Rath \ Cashel)
016-/12/1	MO016-006	Annies	Enclosure
016-/12/3	MO016-007	Gortnana	Ringfort (Rath \ Cashel)
016-/10/5	MO016-008	Annaghraw	Crannog
016-/16/1	MO016-009	Cavanreagh	Enclosure
016-/12/5	MO016-010	Hilton Demesne	Crannog
016-/16/2	MO016-011	Killyfargy	Ringfort (Rath \ Cashel)
016-/14/6	MO016-012*	Fastry Cornapaste	Earthwork
016-/08/3	MO016-013	Coolnalong/Lisabuck	Crannog
016-/15/6	MO016-014	Lislea	Ringfort (Rath \ Cashel)
016-/16/5	MO016-015	Lisnale	Ringfort (Rath \ Cashel)
016-/15/4	MO016-016	Annagheane	Earthwork Site
016-/12/5	MO016-017	Hilton Demesne	Enclosure
016-/10/1	MO016-018	Clonoony	Enclosure
017-/01/1	MO017-001	Clontreat	Ringfort (Rath \ Cashel)
017-/01/4	MO017-002	Scarvy	Standing Stone
017-/01/3	MO017-003	Gortgranard	Earthwork Site
017-/01/3	MO017-004	Gortgranard	Possible Cemetery Site
017-/01/3	MO017-005	Ellinure	Ringfort (Rath \ Cashel)

<b>OS Reference</b>	<b>Monument</b>	<b>Townland</b>	<b>Description</b>
017-/02/1	MO017-006	Ballynure	Ringfort (Rath \ Cashel)
017-/02/1	MO017-007	Killygone	Ringfort (Rath \ Cashel)
017-/02/2	MO017-008	Killygone	Ringfort (Rath \ Cashel)
017-/02/3	MO017-009	Davagh	Ringfort (Rath \ Cashel)
017-/02/3	MO017-010	Corkeeran	Earthwork Site
017-/02/6	MO017-011	Lislea	Ringfort (Rath \ Cashel)
017-/03/4	MO017-012	Lislea	Ringfort (Rath \ Cashel)
017-/03/2	MO017-013	Drumbaragh	Earthwork Site
017-/03/5	MO017-014	Glinch	Ringfort (Rath \ Cashel)
017-/03/2	MO017-015	Cormoy	Ringfort (Rath \ Cashel)
017-/03/3	MO017-016	Cormoy	Cairn
017-/04/1	MO017-017	Annagose	Ringfort (Rath \ Cashel)
017-/04/2	MO017-018	Drumgarly	Ringfort(Rath \ Cashel
017-/01/4	MO017-019	Golanduff	Cemetery Site
017-/05/4	MO017-020	Fremagh	Ringfort (Rath \ Cashel)
017-/05/1	MO017-021	Racaulfield	Possible Cemetery Site
017-/05/1	MO017-022	Racaulfield	Ringfort (Rath \ Cashel)
017-/01/6	MO017-023	Rateerbane	Enclosure
017-/01/6	MO017-024	Ellinure	Ringfort (Rath \ Cashel)
017-/02/4	MO017-025	Ellinure	Ringfort (Rath \ Cashel)
017-/02/4	MO017-026	Lisnagore	Ringfort (Rath \ Cashel)
017-/07/1	MO017-027	Lisdarragh	Ringfort (Rath \ Cashel)
017-/08/3	MO017-028	Rakeevan	Ringfort (Rath \ Cashel)
017-/08/3	MO017-029	Rakeevan	Standing Stone
017-/05/4	MO017-030	Ture	Ringfort (Rath \ Cashel)
017-/05/5	MO017-031	Dunseark	Ringfort (Rath \ Cashel)
017-/09/2	MO017-032	Mullagh Boy	Enclosure
017-/09/2	MO017-033	Drumswords	Church & Graveyard
017-/05/6	MO017-034	Radeerpark	Ringfort (Rath \ Cashel)
017-/05/6	MO017-035	Crossbane	Cemetery
017-/06/4	MO017-036	Crosreagh	Ringfort (Rath \ Cashel)
017-/06/3	MO017-037	Drumee	Ringfort (Rath \ Cashel)
017-/06/6	MO017-038	Clondinnery	Ringfort (Rath \ Cashel)
017-/07/5	MO017-039	Corlougharoe	Crannog
017-/08/1	MO017-040	Crover	Ringfort (Rath \ Cashel)
017-/08/2	MO017-041	Drumate	Crannog
017-/08/6	MO017-042	Drollagh	Ringfort (Rath \ Cashel)
017-/11/1	MO017-043	Correvan	Ringfort (Rath \ Cashel)
017-/11/6	MO017-044	Mullaghmore	Crannog
017-/12/4	MO017-045	Knockcor	Earthwork
017-/11/3	MO017-046	Crappagh	Ringfort (Rath \ Cashel)
017-/12/1	MO017-047	Crappagh	Possible Megalithic Tomb Site
017-/12/2	MO017-048	Corduff	Ringfort (Rath \ Cashel)
017-/12/2	MO017-049	Corduff	Ringfort (Rath \ Cashel)
017-/09/4	MO017-050	Carnroe	Megalithic Tomb
017-/13/1	MO017-051	Carnroe	Standing Stone

<b>OS Reference</b>	<b>Monument</b>	<b>Townland</b>	<b>Description</b>
017-/13/1	MO017-052	Carnroe	Cairn Site
017-/09/5	MO017-053	Skerrick East	Earthwork Site
017-/13/2	MO017-054	Lisarearke	Ringfort (Rath \ Cashel)
017-/10/4	MO017-055	Lislongfield	Ringfort (Rath \ Cashel)
017-/10/4	MO017-056	Drumgramphy	Rectilinear Enclosure
017-/13/4	MO017-057	Briscarnagh	Ringfort (Rath \ Cashel)
017-/13/5	MO017-058	Briscarnagh	Ringfort (Rath \ Cashel)
017-/13/2	MO017-059	Lurganboy	Ringfort (Rath \ Cashel)
017-/13/2	MO017-060	Lurganboy	Ringfort (Rath \ Cashel)
017-/14/2	MO017-061	Creeran	Ringfort (Rath \ Cashel)
017-/14/2	MO017-062	Lislea	Ringfort (Rath \ Cashel)
017-/14/3	MO017-063	Drumilkin	Ringfort (Rath \ Cashel)
017-/15/1	MO017-064	Rossnaglogh West	Ringfort (Rath \ Cashel)
017-/15/1	MO017-065	Rossnaglogh West	Possible Earthwork Site
017-/15/6	MO017-066	Drumhay	Ringfort (Rath \ Cashel)
017-/16/1	MO017-067	Drumgole	Crannog
017-/16/4	MO017-068	Drumgole	Megalithic Tomb
017-/10/6	MO017-069	Drumanan	Earthwork Site
017-/13/1	MO017-070	Carnroe	Earthwork Site
017-/05/4	MO017-071	Corconnelly	Mass Rock
018-/01/1	MO018-001	Drumhirk	Ringfort (Rath \ Cashel)
018-/02/1	MO018-002	Tonagh	Ringfort (Rath \ Cashel)
018-/03/1	MO018-003	Nart	Ringfort (Rath \ Cashel)
018-/04/4	MO018-004	Cordevlis Sth	Ringfort (Rath \ Cashel)
018-/04/3	MO018-005	Dunraymond	Ringfort (Rath \ Cashel)
018-/01/5	MO018-006	Descart	Earthwork Site
018-/05/2	MO018-007	Descart	Ringfort (Rath \ Cashel)
018-/06/1	MO018-008	Rossnaglogh East	Ringfort (Rath \ Cashel)
018-/02/5	MO018-009	Corravilla	Ringfort (Rath \ Cashel)
018-/06/2	MO018-010	Lismagonway	Crannog
018-/06/3	MO018-011	Lismagonway	Ringfort (Rath \ Cashel)
018-/03/4	MO018-012	Rakean	Megalithic Tomb
018-/07/1	MO018-013	Cremoyle	Ringfort (Rath \ Cashel)
018-/07/1	MO018-014	Dromore East	Earthwork Site
018-/03/5	MO018-015	Loyst	Ringfort (Rath \ Cashel)
018-/03/6	MO018-016	Lisnaveane	Ringfort (Rath \ Cashel)
018-/05/1	MO018-017	Ghnacue	Ringfort (Rath \ Cashel)
018-/05/5	MO018-018	Aghadrumkeen	Ringfort (Rath \ Cashel)
018-/05/3	MO018-019	Killygragy	Ringfort (Rath \ Cashel)
018-/05/3	MO018-020	Killygragy	Ringfort (Rath \ Cashel)
018-/06/2	MO018-021	Rakeeragh	Enclosure
018-/06/6	MO018-022	Dromore East	Ringfort (Rath \ Cashel)
018-/06/6	MO018-023	Dromore East	Ringfort (Rath \ Cashel)
018-/06/6	MO018-024	Dromore East	Earthwork Site
018-/07/1	MO018-025	Lislynchahan	Ringfort (Rath \ Cashel)
018-/08/4	MO018-026	Drumgavny	Enclosure
018-/08/1	MO018-027	Caddagh	Enclosure

<b>OS Reference</b>	<b>Monument Number</b>	<b>Townland</b>	<b>Description</b>
018-/08/5	MO018-028	Edenafarkin	Ringfort (Rath \ Cashel)
018-/09/1	MO018-029	Kinduff	Ringfort (Rath \ Cashel)
018-/06/4	MO018-030	Lisnaveane	Ringfort (Rath \ Cashel)
018-/06/4	MO018-031	Lisnaveane	Ringfort (Rath \ Cashel)
018-/11/3	MO018-032	Losset	Ringfort (Rath \ Cashel)
018-/09/1	MO018-033	Kilmore East	Ringfort (Rath \ Cashel)
018-/09/3	MO018-034	Milltown	Enclosure
018-/10/2	MO018-035	Drumrooghill	Ringfort (Rath \ Cashel)
018-/13/3	MO018-036	Drumloughlin	Ringfort (Rath \ Cashel)
018-/13/3	MO018-037	Drumloughlin	Enclosure
018-/10/6	MO018-038	Maghernaharny	Ringfort (Rath \ Cashel)
018-/11/5	MO018-039	Mullanagore	Ringfort (Rath \ Cashel)
018-/11/6	MO018-040	Monintin	Ringfort (Rath \ Cashel)
018-/12/4	MO018-041	Lisgorran	Ringfort (Rath \ Cashel)
018-/12/4	MO018-042	Lisgorran	Ringfort (Rath \ Cashel)
018-/13/1	MO018-043	Edergole	Megalithic Tomb
018-/13/1	MO018-044	Edergole	Cemetery
018-/13/4	MO018-045	Drumintin	Enclosure
018-/14/1	MO018-046	Glencorick	Ringfort (Rath \ Cashel)
018-/14/1	MO018-047	Drummulla	Standing Stone
018-/14/3	MO018-048	Corkeeran	Ringfort (Rath \ Cashel)
018-/15/1	MO018-049	Maghernaharny	Ringfort (Rath \ Cashel)
018-/15/2	MO018-050	Cordevlis	Ringfort (Rath \ Cashel)
018-/15/3	MO018-051	Lisgillan	Ringfort (Rath \ Cashel)
018-/16/1	MO018-052	Drumskelt	Earthwork Site
018-/15/5	MO018-053	Corryhagan	Earthwork Site
018-/15/6	MO018-054	Cordevlis	Crannog
019-/01/1	MO019-001	Mullycrook	Earthwork
019-/02/1	MO019-002	Tiromedan	Ringfort (Rath \ Cashel)
019-/02/4	MO019-003	Coohy	Crannog
019-/02/6	MO019-004	Lennan	Possible Megalithic Tomb
019-/03/3	MO019-005	Annagh	Ringfort (Rath \ Cashel)
019-/04/1	MO019-006	Lismagunshin	Ringfort (Rath \ Cashel)
019-/04/1	MO019-007	Lismagunshin	Ringfort (Rath \ Cashel)
019-/04/4	MO019-008	Cloghan	Ringfort (Rath \ Cashel)
019-/04/4	MO019-009	Cloghan	Ringfort (Rath \ Cashel)
019-/04/5	MO019-010	Annayalla	Megalithic Tomb Site
019-/08/2	MO019-011	Annayalla	Hut Site
019-/05/2	MO019-012	Mullan	Ringfort (Rath \ Cashel)
019-/05/5	MO019-013	Drumar	Ringfort (Rath \ Cashel)
019-/05/6	MO019-014	Cornacreeve	Ringfort (Rath \ Cashel)
019-/06/1	MO019-015	Coohy	Crannog
019-/06/3	MO019-016	Lennan	Megalithic Tomb
019-/06/3	MO019-017	Drumroosk	Earthwork Site
019-/07/3	MO019-018	Cremartin	Earthwork Site
019-/07/3	MO019-019	Cremartin	Earthwork Site
019-/10/2	MO019-020	Drumlongfield	Ringfort (Rath \ Cashel)

O.S Reference	Monument Number	Townland	Description
019-/10/2	MO019-021	Dunmaurice	Megalithic Tomb
019-/10/5	MO019-022	Dunmaurice	Ringfort (Rath \ Cashel)
019-/07/4	MO019-023	Cordevlis	Ringfort (Rath \ Cashel)
019-/11/1	MO019-024	Rausker	Ringfort (Rath \ Cashel)
019-/11/1	MO019-025	Rausker	Megalithic Tomb
019-/11/4	MO019-026	Tonyscallan	Ringfort (Rath \ Cashel)
019-/07/5	MO019-027	Corleanmaddy	Megalithic Tomb
019-/07/6	MO019-028	Garradevin	Ringfort (Rath \ Cashel)
019-/11/6	MO019-029	Coolmannan	Earthwork Site
019-/08/5	MO019-030	Corlealackagh	Megalithic Tomb
019-/08/6	MO019-031	Moneyvolan	Crannog
019-/12/6	MO019-032	Grig	Earthwork Site
019-/13/4	MO019-033	Annaneese	Ringfort (Rath \ Cashel)
019-/13/4	MO019-034	Annaneese	Ringfort (Rath \ Cashel)
019-/14/4	MO019-035	Laragh	Ringfort (Rath \ Cashel)
019-/14/6	MO019-036	Tonyglassan	Ringfort (Rath \ Cashel)
019-/15/1	MO019-037	Cornamucklagh Sth	Megalithic Tomb
019-/15/5	MO019-040	Toome	Crannog
019-/12/3	MO019-041	Lislanly	Possible Megalithic Tomb
019-/09/2	MO019-042	Corkeeran	Earthwork Site
019-/10/5	MO019-043	Dunmaurice	Possible Crannog
019-/14/2	MO019-044	Knappagh	Possible Crannog
019-/12/4	MO019-045	Brackagh	Possible Enclosure Site
019-/09/2	MO019-046	Corkeeran (E.D Ballybay)	Possible Ringfort (Rath \ Cashel)
020-/01/1	MO020-001	Carrickaslane	Earthwork Site
020-/02/1	MO020-002	Erryroe	Earthwork Site
020-/06/2	MO020-003	Erryroe	Earthwork Site
020-/06/2	MO020-004	Tullycaghny	Ringfort (Rath \ Cashel)
020-/05/1	MO020-005	Carrickaslane	Earthwork Site
020-/05/5	MO020-006	Corratanty	Ringfort (Rath \ Cashel)
020-/09/2	MO020-007	Corratanty	Ringfort (Rath \ Cashel)
020-/10/1	MO020-008	Drumaliss	Earthwork Site
020-/10/2	MO020-009	Drumaliss	Enclosure
020-/06/5	MO020-010	Drumaliss	Crannog
020-/07/4	MO020-011	Lisdonny	Ringfort (Rath \ Cashel)
020-/11/2	MO020-012	Drumagelvin	Ringfort (Rath \ Cashel)
020-/11/3	MO020-013	Moy	Ringfort (Rath \ Cashel)
020-/09/4	MO020-014	Corrinshigo	Ringfort (Rath \ Cashel)
020-/09/6	MO020-015	Drumillard Big	Earthwork Site
020-/10/5	MO020-016	Annyart	Earthwork Site
020-/13/4	MO020-017	Muldrumman	Earthwork Site
020-/14/4	MO020-018	Onomy	Castle Site
020-/14/4	MO020-019	Onomy	Enclosure
020-/15/4	MO020-020	Church Hill	Church Site & Graveyard
020-/15/6	MO020-021	Dromore	Ringfort (Rath \ Cashel)
020-/16/4	MO020-022	Dromore	Crannog

O.S Reference	Monument Number	Townland	Description
020-/10/2	MO020-023	Drumaliss	Earthwork Site
020-/15/1	MO020-024	Drumleek South	Earthwork Site
020-/09/4	MO020-025	Corracloghan	Earthwork Site
020-/07/2	MO020-026	Aghnadamph	Possible Earthwork Site
021-/02/3	MO021-001	Clonfad	Enclosure
021-/02/3	MO021-002	Cornapaste	Ringfort (Rath \ Cashel)
021-/03/3	MO021-003	Drumavan	Enclosure
021-/03/6	MO021-004	Drumavan	Ringfort (Rath \ Cashel)
021-/03/6	MO021-005	Skerrick West	Cairn
021-/04/2	MO021-006	Aghnaskew	Ringfort (Rath \ Cashel)
021-/04/2	MO021-007	Dunsrim	Enclosure
021-/04/2	MO021-008	Lattacrossan	Ringfort (Rath \ Cashel)
021-/04/3	MO021-009	Aghareagh West	Ringfort (Rath \ Cashel)
021-/04/6	MO021-010	Lattacrossan	Ringfort (Rath \ Cashel)
021-/03/5	MO021-011	Cornapaste Aghnaskew Annaghheane Corrackan Corrinary Drumavan Killark Lattacrossan Skerrick West Callowhill Aghareagh West	Linear Earthwork
021-/02/3	MO021-012	Clonfad	Holy Well
022-/01/2	MO022-001	Drumurcher	Earthwork
022-/01/2	MO022-002	Drumgrone	Ringfort (Rath \ Cashel)
022-/01/2	MO022-003	Drumgrone	Ringfort (Rath \ Cashel)
022-/01/6	MO022-004	Corrinshigo	Possible Earthwork Site
022-/02/1	MO022-005	Magherashaghry	Enclosure
022-/03/4	MO022-006	Cortober	Ringfort (Rath \ Cashel)
022-/04/4	MO022-0701	Drumanny	Ringfort (Rath \ Cashel)
022-/04/4	MO022-0702	Drumanny	Souterrain
022-/04/1	MO022-008	Maghernakelly	Enclosure
022-/04/5	MO022-009	Maghernakelly	Ringfort (Rath \ Cashel)
022-/01/4	MO022-010	Drumgaze	Ringfort (Rath \ Cashel)
022-/05/2	MO022-011	Drumavaddy	Earthwork
022-/05/3	MO022-012	Killynenagh	Ringfort (Rath \ Cashel)
022-/02/5	MO022-013	Killynenagh	Ringfort (Rath \ Cashel)
022-/06/2	MO022-014	Cornaglare	Ringfort (Rath \ Cashel)
022-/06/3	MO022-015	Aghareagh East	Ringfort (Rath \ Cashel)
022-/06/6	MO022-016	Fastry	Ringfort (Rath \ Cashel)
022-/07/1	MO022-017	Lisbrannan	Ringfort (Rath \ Cashel)
022-/08/2	MO022-018	Freame Mount Demesne	Ringfort (Rath \ Cashel)
022-/08/5	MO022-019	Freame Mount Demesne	Ringfort (Rath \ Cashel)
022-/08/5	MO022-020	Dawson Grove Demesne	Ringfort (Rath \ Cashel)
022-/03/1	MO022-021	Dunnaluck	Possible Crannog



O.S Reference	Monument Number	Townland	Description
022-/01/2	MO022-022*	Corrinary Corrinshingo Drumgone Drumurcher	Linear Earthwork
022-/02/4	MO022-023	Magherashaghry	Possible Linear Earthwork
023-/01/2	MO023-001	Monage	Ringfort (Rath \ Cashel)
023-/01/5	MO023-002	Dawson Grove Demesne	Crannog
023-/05/1	MO023-003	Black Island	Crannog
023-/05/2	MO023-004	Black Island	Enclosure
023-/01/3	MO023-005	Fairfield	Ringfort (Rath \ Cashel)
023-/02/1	MO023-006	Drumlona	Ringfort (Rath \ Cashel)
023-/03/3	MO023-007	Anny	Cemetery
023-/06/3	MO023-008	Tattybrack	Ringfort (Rath \ Cashel)
023-/07/2	MO023-009	Leagh	Ringfort (Rath \ Cashel)
023-/07/4	MO023-010	Mount Carmel	Enclosure
023-/07/3	MO023-011	Moyle More	Church & Graveyard site
023-/08/1	MO023-012	Aghnamullen	Ringfort (Rath \ Cashel)
023-/04/5	MO023-013	Tamlat	Ringfort (Rath \ Cashel)
023-/04/6	MO023-014	Corwillin	Earthwork Site
023-/10/1	MO023-015	Corsilloga	Ringfort (Rath \ Cashel)
023-/10/1	MO023-016	Moylemuck	Ringfort (Rath \ Cashel)
023-/06/5	MO023-017	Corsilloga	Possible Earthwork Site
023-/06/6	MO023-018	Lisnalong	Ringfort (Rath \ Cashel)
023-/10/3	MO023-019	Raw	Ringfort (Rath \ Cashel)
023-/10/3	MO023-020	Gortlanna	Ringfort (Rath \ Cashel)
023-/11/1	MO023-021	Killyliss	Ringfort (Rath \ Cashel)
023-/11/1	MO023-022	Killyliss	Ringfort (Rath \ Cashel)
023-/10/6	MO023-023	Clonacullion/ Dunmakenna	Ringfort (Rath \ Cashel)
023-/11/4	MO023-024	Clonacullion	Ringfort (Rath \ Cashel)
023-/11/2	MO023-025	Drumlod	Ringfort (Rath \ Cashel)
023-/11/3	MO023-026	Lisnagalliagh	Ringfort (Rath \ Cashel)
023-/12/2	MO023-027	Moyle Beg	Ringfort (Rath \ Cashel)
023-/08/5	MO023-028	Drumhillagh	Ringfort (Rath \ Cashel)
023-/08/5	MO023-029	Anveyerg	Ringfort (Rath \ Cashel)
023-/12/2	MO023-030	Aghnaskew	Ringfort (Rath \ Cashel)
023-/08/6	MO023-031	Drumcreegha	Ringfort (Rath \ Cashel)
023-/12/4	MO023-032	Latton	Church
023-/15/6	MO023-033	Maghon	Earthwork Site
023-/16/1	MO023-034	Latton	Crannog
023-/16/2	MO023-035	Lisdrumcleve	Ringfort (Rath \ Cashel)
023-/16/3	MO023-036	Garrybane	Ringfort (Rath \ Cashel)
023-/16/3	MO023-037	Drumgor	Ringfort (Rath \ Cashel)
023-/03/6	MO023-038	Mullanary Glebe	Possible Crannog
023-/03/2	MO023-039*	Corryhagan	Earthwork Site
023-/02/4	MO023-040	Clossagh More	Crannog
023-/07/1	MO023-041	Tattybrack	Ringfort (Rath \ Cashel)
024-/02/2	MO024-001	Carrickinare	Megalithic Tomb

O.S Reference	Monument Number	Townland	Description
024-/02/3	MO024-002	Cornhoe	Ringfort (Rath \ Cashel)
024-/03/3	MO024-003	Drumguillem Lower	Megalithic Tomb
024-/03/6	MO024-004	Shane	Cemetery
024-/04/4	MO024-005	Tullycarragh	Ringfort (Rath \ Cashel)
024-/05/4	MO024-006*	Drumcreeghan	Ringfort (Rath \ Cashel)
024-/05/2	MO024-007	Creeve	Enclosure
024-/06/4	MO024-008	Carrickatee	Crannog
024-/06/4	MO024-009	Carrickatee	Crannog
024-/07/1	MO024-010	Carrickinare	Ringfort (Rath \ Cashel)
024-/05/2	MO024-011	Drumguillem Upper	Ringfort (Rath \ Cashel)
024-/08/1	MO024-012	Cabragh	Enclosure
024-/08/2	MO024-013	Cabragh	Cist
024-/10/3	MO024-014	Carrickatee	Ringfort (Rath \ Cashel)
024-/10/5	MO024-015	Carrickatee	Ringfort (Rath \ Cashel)
024-/10/6	MO024-016	Ullinagh	Ringfort (Rath \ Cashel)
024-/14/3	MO024-017	Lattacrom	Earthwork
024-/15/1	MO024-018	Lattacrom	Earthwork Site
024-/11/4	MO024-019	Boraghy	Ringfort
024-/11/5	MO024-020	Boraghy	Ringfort (Rath \ Cashel)
024-/11/1	MO024-021	Lisduff	Ringfort (Rath \ Cashel)
024-/08/4	MO024-022	Tullynahinnera	Earthwork Site
024-/08/4	MO024-023	Drumlane	Ringfort (Rath \ Cashel)
024-/08/4	MO024-024	Drumlane	Ringfort (Rath \ Cashel)
024-/12/2	MO024-025	Lattonfasky	Cairn
024-/12/3	MO024-026	Lagan	Earthwork Site
024-/12/3	MO024-027	Lagan	Megalithic Tomb
024-/09/4	MO024-028	Garryduff	Ringfort (Rath \ Cashel)
024-/13/5	MO024-029	Cooltrim	Ringfort (Rath \ Cashel)
024-/14/4	MO024-030	Formil	Ringfort (Rath \ Cashel)
024-/14/2	MO024-031	Lurgachamlough	Earthwork Site
024-/15/5	MO024-032	Aghmakerr	Ringfort (Rath \ Cashel)
024-/16/4	MO024-033	Tullynamalra	Earthwork
024-/16/2	MO024-034	Lattonfasky	Church & Graveyard
024-/16/5	MO024-035	Tullynanegish	Crannog
024-/16/6	MO024-036	Cornacarrow	Ringfort (Rath \ Cashel)
024-/16/6	MO024-037	Cornacarrow	Cairn
024-/05/1	MO024-038	Edenforan	Earthwork Site
024-/16/2	MO024-039	Lattonfasky	Holy Well
024-/15/6	MO024-040*	Reduff	Earthwork
025-/01/4	MO025-001	Tattygare	Enclosure
025-/05/2	MO025-002	Tattygare	Enclosure
025-/02/4	MO025-003	Drumcrew	Ringfort (Rath \ Cashel)
025-/03/5	MO025-004	Toome	Enclosure
025-/05/2	MO025-005	Annagleve	Megalithic Tomb
025-/06/4	MO025-006	Formil	Ringfort (Rath \ Cashel)
025-/06/1	MO025-007	Carrickagarvan	Enclosure
025-/06/5	MO025-008	Mullaghanee	Ringfort (Rath \ Cashel)

<b>OS Reference</b>	<b>Monument Number</b>	<b>Townland</b>	<b>Description</b>
025-/06/5	MO025-009	Mullaghaneel	Earthwork Site
025-/06/6	MO025-010	Annalitti	Ringfort (Rath \ Cashel)
025-/07/1	MO025-011	Annadrumman	Ringfort (Rath \ Cashel)
025-/07/1	MO025-012	Annadrumman	Ringfort (Rath \ Cashel)
025-/07/5	MO025-013	Drumgoose	Earthwork Site
025-/09/1	MO025-014	Cargaghadoo	Enclosure
025-/09/3	MO025-015	Drumavaddy	Possible Earthwork Site
025-/10/2	MO025-016	Drumharriff Nth	Ringfort (Rath \ Cashel)
025-/10/6	MO025-017	Aghadreenan	Ringfort (Rath \ Cashel)
025-/11/4	MO025-018	Drumlandrick	Ringfort (Rath \ Cashel)
025-/11/2	MO025-019	Gorteens	Possible Church Site
025-/11/1	MO025-020	Coolskeagh	Ringfort (Rath \ Cashel)
025-/11/2	MO025-021	Maghernakill	Megalithic Tomb Site
025-/09/5	MO025-022	Lackafin	Megalithic Tomb
025-/09/6	MO025-023	Fincarn	Cairn
025-/14/2	MO025-024	Cornahawla	Earthwork Site
025-/10/6	MO025-025	Aghadreenan	Ringfort (Rath \ Cashel)
025-/13/2	MO025-026	Kednagullion	Ringfort (Rath \ Cashel)
025-/13/3	MO025-027	Aghnafarcán	Megalithic Tomb
025-/14/3	MO025-028	Lisaquill	Ringfort (Rath \ Cashel)
025-/15/1	MO025-029	Drumganus Upr	Ringfort (Rath \ Cashel)
025-/15/2	MO025-030	Knockreagh Lr	Ringfort (Rath \ Cashel)
025-/13/6	MO025-031	Monyglen	Ringfort (Rath \ Cashel)
025-/14/4	MO025-032	Lisagore	Ringfort (Rath \ Cashel)
025-/14/4	MO025-033	Drumhaman	Earthwork Site
025-/14/5	MO025-034	Crover	Ringfort (Rath \ Cashel)
025-/14/6	MO025-035	Brackagh	Ringfort (Rath \ Cashel)
025-/15/4	MO025-036	Drumganus Upr	Earthwork Site
025-/15/4	MO025-037	Derryilan	Ringfort (Rath \ Cashel)
025-/15/5	MO025-038	Knockreagh Lr	Ringfort (Rath \ Cashel)
025-/15/5	MO025-039	Knockreagh Upr	Ringfort (Rath \ Cashel)
025-/15/6	MO025-040	Knockreagh Upr	Earthwork Site
025-/15/6	MO025-041	Keeneraboy	Ringfort (Rath \ Cashel)
025-/15/6	MO025-042	Keeneraboy	Earthwork
025-/16/4	MO025-043	Corcullioncrew	Ringfort (Rath \ Cashel)
025-/11/6	MO025-04401	Maghernakill	Linear Earthwork
025-/11/6	MO025-04402	Maghernakill	Linear Earthwork
025-/09/3	MO025-045	Lackafin	Possible Cashel
025-/11/6	MO025-046	Drumgristin Lr	Earthwork
026-/03/3	MO026-001	Drumod	Earthwork
026-/04/2	MO026-002	Drumcanon	Ringfort (Rath \ Cashel)
026-/04/2	MO026-003	Drumcanon	Possible Crannog
026-/04/6	MO026-004	Derrygoony	Possible Crannog
026-/04/3	MO026-005	Lackan	Earthwork
026-/08/6	MO026-006	Drumcunnon	Ringfort (Rath \ Cashel)
026-/12/3	MO026-007	Dorgreagh	Earthwork
026-/12/3	MO026-008	Corgreagh	Enclosure

O.S Reference	Monument Number	Townland	Description
026-/12/6	MO026-009	Corgreagh	Megalithic Tomb
026-/04/6	MO026-010	Cortober	Crannog
027-/01/1	MO027-001	Lackan	Earthwork
027-/01/6	MO027-002	Corlat	Cemetery
027-/02/4	MO027-003	Rebane	Ringfort (Rath \ Cashel)
027-/02/5	MO027-004	Dooraa	Ringfort (Rath \ Cashel)
027-/02/3	MO027-005	Dooraa	Ringfort (Rath \ Cashel)
027-/02/3	MO027-006	Dooraa	Ringfort (Rath \ Cashel)
027-/03/1	MO027-007	Tooa	Ringfort (Rath \ Cashel)
027-/03/1	MO027-008	Tooa	Earthwork
027-/04/2	MO027-009	Reduff	Barrow
027-/03/3	MO027-010	Reduff	Ringfort (Rath \ Cashel)
027-/04/2	MO027-011	Cornacarrow	Enclosure
027-/04/2	MO027-012	Cornacarrow	Ringfort (Rath \ Cashel)
027-/04/5	MO027-013	Laragh	Ringfort (Rath \ Cashel)
027-/04/5	MO027-014	Laragh	Earthwork Site
027-/01/4	MO027-015	Cortober	Ringfort (Rath \ Cashel)
027-/01/4	MO027-016	Shantony	Ringfort (Rath \ Cashel)
027-/04/2	MO027-017	Lackan	Crannog
027-/01/5	MO027-018	Lisinisky/Shantony	Crannog
027-/05/1	MO027-019	Lisinisky	Possible Crannog
027-/05/1	MO027-020	Lisinisky	Crannog
027-/05/1	MO027-021	Lisinisky	Ringfort (Rath \ Cashel)
027-/05/2	MO027-022	Corhelshinagh	Crannog
027-/01/5	MO027-023	Shantony	Abbey
027-/01/6	MO027-024	Corhelshinagh	Possible Crannog
027-/02/4	MO027-025	Tullyrain	Ringfort (Rath \ Cashel)
027-/02/5	MO027-026	Tullyrain	Ringfort (Rath \ Cashel)
027-/07/1	MO027-027	Shantonagh	Crannog
027-/07/1	MO027-028	Lisacullion	Earthwork Site
027-/07/1	MO027-029	Lisacullion	Ringfort (Rath \ Cashel)
027-/07/2	MO027-030	Lisacullion	Ringfort (Rath \ Cashel)
027-/03/5	MO027-031	Tullyglass	Ringfort (Rath \ Cashel)
027-/03/5	MO027-032	Tullyglass	Enclosure
027-/03/6	MO027-033	Beagh	Ringfort (Rath \ Cashel)
027-/03/6	MO027-034	Beagh	Crannog
027-/04/4	MO027-035	Beagh	Ringfort (Rath \ Cashel)
027-/08/1	MO027-036	Bocks Lower	Ringfort (Rath \ Cashel)
027-/07/2	MO027-037	Cornassassonagh	Earthwork Site
027-/08/1	MO027-038	Bocks Lower	Ringfort (Rath \ Cashel)
027-/08/1	MO027-039	Bocks Lower	Ringfort (Rath \ Cashel)
027-/08/2	MO027-040	Beagh	Earthwork Site
027-/05/4	MO027-041	Lisinisky	Ringfort (Rath \ Cashel)
027-/05/3	MO027-042	Corhelshinagh	Crannog
027-/05/6	MO027-043	Carrickadooey	Ringfort (Rath \ Cashel)
027-/06/1	MO027-044	Lisirril	Ringfort (Rath \ Cashel)
027-/06/4	MO027-045	Carrickadooey	Earthwork Site

<b>O.S Reference</b>	<b>Monument Number</b>	<b>Townland</b>	<b>Description</b>
027-/06/1	MO027-046	Lisirril	Ringfort (Rath \ Cashel)
027-/06/4	MO027-047	Lisirril	Ringfort (Rath \ Cashel)
027-/06/5	MO027-048	Faraghy	Earthwork
027-/06/5	MO027-049	Coraghy	Megalithic Tomb
027-/09/1	MO027-050	Corracharra	Ringfort (Rath \ Cashel)
027-/09/1	MO027-051	Corracharra	Earthwork Site
027-/09/2	MO027-052	Fairtahy	Ringfort (Rath \ Cashel)
027-/09/4	MO027-053	Corgreagh	Ringfort (Rath \ Cashel)
027-/09/5	MO027-054	Lisnadarragh	Ringfort (Rath \ Cashel)
027-/13/2	MO027-055	Lisnadarragh	Ringfort (Rath \ Cashel)
027-/13/2	MO027-056	Lisnadarragh	Ringfort (Rath \ Cashel)
027-/13/3	MO027-057	Lisnadarragh	Megalithic Tomb
027-/09/6	MO027-058	Lisnadarragh	Ringfort (Rath \ Cashel)
027-/09/6	MO027-059	Shankil	Ringfort (Rath \ Cashel)
027-/09/6	MO027-060	Shankil	Cemetery
027-/10/1	MO027-061	Shankil	Earthwork Site
027-/10/1	MO027-062	Shankil	Earthwork Site
027-/10/1	MO027-063	Shankil	Ringfort (Rath \ Cashel)
027-/10/4	MO027-064	Shankil	Ringfort (Rath \ Cashel)
027-/10/1	MO027-065	Faraghy	Rectilinear Enclosure
027-/10/1	MO027-066	Faraghy	Ringfort (Rath \ Cashel)
027-/10/1	MO027-067	Faraghy	Ringfort (Rath \ Cashel)
027-/10/5	MO027-068	Ouvry	Ringfort (Rath \ Cashel)
027-/10/2	MO027-069	Ouvry	Ringfort (Rath \ Cashel)
027-/10/2	MO027-070	Sreenty	Ringfort (Rath \ Cashel)
027-/10/3	MO027-071	Sreenty	Ringfort (Rath \ Cashel)
027-/10/6	MO027-072	Sreenty	Earthwork Site
027-/11/1	MO027-073	Ummerafree	Earthwork Site
027-/11/4	MO027-074	Sreenty	Ringfort (Rath \ Cashel)
027-/11/1	MO027-075	Ummerafree	Earthwork Site
027-/11/4	MO027-076	Ummerafree	Ringfort (Rath \ Cashel)
027-/11/2	MO027-077	Corrinenty	Rectilinear Enclosure
027-/08/4	MO027-078	Bocks Lower	Ringfort (Rath \ Cashel)
027-/12/1	MO027-079	Greaghlane	Ringfort (Rath \ Cashel)
027-/08/5	MO027-080	Bocks Middle	Earthwork Site
027-/12/2	MO027-081	Greaghlane	Ringfort (Rath \ Cashel)
027-/12/2	MO027-082	Greaghlane	Ringfort (Rath \ Cashel)
027-/12/2	MO027-083	Greaghlane	Earthwork Site
027-/12/4	MO027-084	Corkashybane	Ringfort (Rath \ Cashel)
027-/08/5	MO027-085	Bocks Upper	Ringfort (Rath \ Cashel)
027-/12/5	MO027-086	Drumgowna	Ringfort (Rath \ Cashel)
027-/08/6	MO027-08701	Bocks Upper	Ringfort (Rath \ Cashel)
027-/08/6	MO027-08702	Bocks Upper	Souterrain
027-/08/6	MO027-08801	Bocks Upper	Ringfort (Rath \ Cashel)
027-/08/6	MO027-08802	Bocks Upper	Souterrain
027-/12/3	MO027-089	Peast	Earthwork Site
027-/12/6	MO027-090	Peast	Ringfort (Rath \ Cashel)

<b>OS Reference</b>	<b>Monument Number</b>	<b>Townland</b>	<b>Description</b>
027-/12/6	MO027-091	Peast	Ringfort (Rath \ Cashel)
027-/14/1	MO027-092	Cargaghoge	Possible Earthwork Site
027-/14/4	MO027-093	Cargaghoge	Earthwork Site
027-/14/1	MO027-094	Cargaghoge	Possible Earthwork Site
027-/14/1	MO027-095	Cargaghoge	Ringfort (Rath \ Cashel)
027-/14/6	MO027-096	Corvally	Earthwork Site
027-/15/4	MO027-097	Ardragh	Ringfort (Rath \ Cashel)
027-/15/4	MO027-098	Ardragh	Earthwork Site
027-/15/1	MO027-099	Greaghlatacapple	Ringfort (Rath \ Cashel)
027-/15/4	MO027-100	Shanco	Ringfort (Rath \ Cashel)
027-/15/5	MO027-101	Shanco	Earthwork Site
027-/15/6	MO027-102	Shanco	Ringfort (Rath \ Cashel)
027-/15/6	MO027-103	Lisnafeddaly	Earthwork Site
027-/15/3	MO027-104	Corduff	Earthwork Site
027-/16/4	MO027-105	Lisnafeddaly	Ringfort (Rath \ Cashel)
027-/16/2	MO027-106	Carrickartagh	Ringfort (Rath \ Cashel)
027-/16/6	MO027-107	Greaghnaarrog	Earthwork Site
027-/07/4	MO027-108	Lisacullion	Earthwork Site
027-/08/3	MO027-109	Dunaree	Earthwork Site
027-/10/6	MO027-110	Sreenty	Earthwork Site
027-/12/6	MO027-111	Drumgowna	Earthwork Site
027-/09/2	MO027-112	Corracharra	Possible Souterrain
028-/01/1	MO028-001	Doora	Ringfort (Rath \ Cashel)
028-/01/2	MO028-002	Doora	Ringfort (Rath \ Cashel)
028-/01/6	MO028-003	Crossalare	Ringfort (Rath \ Cashel)
028-/02/1	MO028-004	Lisnamacka	Ringfort (Rath \ Cashel)
028-/02/1	MO028-005	Drummanreagh	Ringfort (Rath \ Cashel)
028-/02/5	MO028-006	Drummanreagh	Ringfort (Rath \ Cashel)
028-/02/2	MO028-007	Drummanreagh	Ringfort (Rath \ Cashel)
028-/02/5	MO028-008	Corrinshigagh (Cope)	Ringfort (Rath \ Cashel)
028-/02/2	MO028-009	Clonavogy	Moated Site
028-/02/6	MO028-010	Lisnafinelly	Ringfort (Rath \ Cashel)
028-/02/6	MO028-011	Taplagh	Ringfort (Rath \ Cashel)
028-/02/3	MO028-012	Cornamucklagh Garronroe	Ringfort (Rath \ Cashel)
028-/03/1	MO028-013	Edengilrevy	Ringfort (Rath \ Cashel)
028-/03/1	MO028-014	Edengilrevy	Possible Earthwork Site
028-/03/5	MO028-015	Edengilrevy	Ringfort (Rath \ Cashel)
028-/03/2	MO028-016	Knockreagh Upr	Ringfort (Rath \ Cashel)
028-/04/1	MO028-017	Corrinshigagh	Earthwork Site
028-/04/4	MO028-018	Drumdreeny	Ringfort (Rath \ Cashel)
028-/04/4	MO028-019	Drumdreeny	Earthwork Site
028-/04/2	MO028-020	Corcullionglis	Earthwork Site
028-/04/2	MO028-021	Corcullionglis	Earthwork Site
028-/04/5	MO028-022	Kilmurry	Earthwork
028-/08/3	MO028-023	Kilmurry	Earthwork
028-/05/1	MO028-024	Dunaree Latin	Ringfort (Rath \ Cashel)
028-/05/2	MO028-025	Brackly	Ringfort (Rath \ Cashel)

O.S Reference	Monument Number	Townland	Description
028-/01/5	MO028-026	Dunaree Latin	Ringfort (Rath \ Cashel)
028-/01/5	MO028-027	Dunaree Latin	Ringfort (Rath \ Cashel)
028-/05/2	MO028-028	Brackly	Earthwork
028-/05/2	MO028-029	Brackly	Ringfort (Rath \ Cashel)
028-/05/3	MO028-030	Cullentraghduff	Ringfort (Rath \ Cashel)
028-/06/1	MO028-031	Beagh	Earthwork
028-/06/4	MO028-032	Monalia	Enclosure Site
028-/06/2	MO028-033	Cornanure	Ringfort (Rath \ Cashel)
028-/02/5	MO028-034	Cornanure	Possible Earthwork
028-/06/2	MO028-035	Corlygorm	Ringfort (Rath \ Cashel)
028-/06/5	MO028-036	Corlygorm	Ringfort (Rath \ Cashel)
028-/06/6	MO028-037	Tullylougherny	Ringfort (Rath \ Cashel)
028-/07/1	MO028-038	Drumharriff	Earthwork Site
028-/07/1	MO028-039	Drumharriff	Ringfort (Rath \ Cashel)
028-/03/4	MO028-040	Drumillard	Ringfort (Rath \ Cashel)
028-/07/2	MO028-041	Coolcair	Ringfort (Rath \ Cashel)
028-/07/2	MO028-042	Dian	Ringfort (Rath \ Cashel)
028-/07/5	MO028-043	Coolcair	Ringfort (Rath \ Cashel)
028-/07/3	MO028-044	Kilnacranfy	Ringfort (Rath \ Cashel)
028-/07/3	MO028-045	Kilnacranfy	Ringfort (Rath \ Cashel)
028-/07/5	MO028-046	Coolcair	Ringfort (Rath \ Cashel)
028-/07/6	MO028-047	Lisnamoyle Etra	Ringfort (Rath \ Cashel)
028-/07/6	MO028-048	Lisnamoyle Etra	Ringfort (Rath \ Cashel)
028-/08/1	MO028-049	Corrateemore	Ringfort (Rath \ Cashel)
028-/08/4	MO028-050	Cargaghlisnanrney	Earthwork
028-/08/4	MO028-051	Cargaghlisnanrney	Ringfort (Rath \ Cashel)
028-/08/1	MO028-052	Corrateemore	Ringfort (Rath \ Cashel)
028-/08/1	MO028-053	Tray	Ringfort (Rath \ Cashel)
028-/08/2	MO028-054	Kilmurry	Church
028-/05/4	MO028-055	Drumberagh	Ringfort (Rath \ Cashel)
028-/09/1	MO028-056	Aghacloghan	Ringfort (Rath \ Cashel)
028-/09/1	MO028-057	Aghacloghan	Ringfort (Rath \ Cashel)
028-/09/1	MO028-058	Drumberagh	Enclosure
028-/09/1	MO028-059	Lisdoonan	Enclosure
028-/10/6	MO028-060	Tonyellida	Earthwork Site
028-/09/2	MO028-061	Lisdoonan	Ringfort (Rath \ Cashel)
028-/05/6	MO028-062	Drumlurg	Earthwork Site
028-/10/1	MO028-063	Drumlurg	Ringfort (Rath \ Cashel)
028-/06/4	MO028-064	Rathmore	Ringfort (Rath \ Cashel)
028-/10/1	MO028-065	Corleck	Earthwork
028-/06/5	MO028-066	Monalia	Ringfort (Rath \ Cashel)
028-/06/5	MO028-067	Rathmore	Ringfort (Rath \ Cashel)
028-/10/2	MO028-068	Tullyvaragh Lr	Earthwork Site
028-/10/5	MO028-069	Lisnagunnion	Ringfort (Rath \ Cashel)
028-/10/6	MO028-070	Tonyellida	Earthwork Site
028-/10/3	MO028-071	Tullyvaragh Lr	Ringfort (Rath \ Cashel)
028-/10/6	MO028-072	Tullyvaragh Upr	Ringfort (Rath \ Cashel)

O.S Reference	Monument Number	Townland	Description
028-/11/1	MO028-073	Tullyvaragh Upr	Ringfort (Rath \ Cashel)
028-/10/3	MO028-074	Tullyvaragh Upr	Ringfort (Rath \ Cashel)
028-/06/6	MO028-075	Tullyvaragh Lr	Earthwork Site
028-/07/4	MO028-076	Aghateskin	Ringfort (Rath \ Cashel)
028-/07/4	MO028-077	Aghateskin	Earthwork Site
028-/07/4	MO028-078	Aghateskin	Earthwork Site
028-/07/4	MO028-079	Monanagirr	Ringfort (Rath \ Cashel)
028-/07/4	MO028-080	Monanagirr	Ringfort (Rath \ Cashel)
028-/10/6	MO028-081	Tonyellida	Earthwork
028-/11/4	MO028-082	Tullymackilmartin	Ringfort (Rath \ Cashel)
028-/11/4	MO028-083	Tullymackilmartin	Earthwork Site
028-/11/5	MO028-084	Cordrummans Middle	Earthwork Site
028-/11/5	MO028-085	Cordrummans Middle	Ringfort (Rath \ Cashel)
028-/11/2	MO028-086	Lurganboys	Earthwork Site
028-/11/3	MO028-087	Mullanavanog	Ringfort (Rath \ Cashel)
028-/11/6	MO028-088	Lurganboys	Crannog
028-/11/3	MO028-089	Mullanavanog	Earthwork Site
028-/12/1	MO028-090	Cloghoge	Earthwork Site
028-/12/2	MO028-091	Tievadinna	Ringfort (Rath \ Cashel)
028-/08/6	MO028-092	Aughrim More	Ringfort (Rath \ Cashel)
028-/12/3	MO028-093	Aughrim Beg	Ringfort (Rath \ Cashel)
028-/09/4	MO028-094	Peast	Ringfort (Rath \ Cashel)
028-/09/5	MO028-095	Killarue	Enclosure
028-/09/5	MO028-096	Killarue	Ringfort (Rath \ Cashel)
028-/09/2	MO028-097	Cashlan West	Ringfort (Rath \ Cashel)
028-/09/5	MO028-098	Killarue	Ringfort (Rath \ Cashel)
028-/09/5	MO028-099	Killarue	Ringfort (Rath \ Cashel)
028-/09/3	MO028-100	Cashlan West	Ringfort (Rath \ Cashel)
028-/09/6	MO028-101	Cashlan West/ Cashlan East	Ringfort (Rath \ Cashel)
028-/10/4	MO028-102	Corlea	Ringfort (Rath \ Cashel)
028-/10/4	MO028-103	Corlea	Ringfort (Rath \ Cashel)
028-/14/1	MO028-104	Laragh	Ringfort (Rath \ Cashel)
028-/14/1	MO028-105	Laragh	Ringfort (Rath \ Cashel)
028-/13/4	MO028-106	Lisnaguiveragh	Ringfort (Rath \ Cashel)
028-/13/5	MO028-107	Drumbroagh	Ringfort (Rath \ Cashel)
028-/13/3	MO028-108	Cornasleeve	Ringfort (Rath \ Cashel)
028-/14/1	MO028-109	Cormoy	Ringfort (Rath \ Cashel)
028-/14/4	MO028-110	Creevy (Oliver)	Ringfort (Rath \ Cashel)
028-/14/4	MO028-111	Creevy (Oliver)	Ringfort (Rath \ Cashel)
028-/14/5	MO028-112	Lisgall	Ringfort (Rath \ Cashel)
028-/14/5	MO028-113	Lisgall	Ringfort (Rath \ Cashel)
028-/14/6	MO028-114	Aghavilla	Holy Well
028-/14/6	MO028 -115	Longfield Etra	Earthwork Site
028-/15/4	MO028-116	Donaghmoynes	Church & Graveyard Site
028-/14/3	MO028-117	Donaghmoynes	Ringfort (Rath \ Cashel)
028-/15/1	MO028-118	Donaghmoynes	Motte & Bailey
028-/15/1	MO028-119	Donaghmoynes	Ringfort (Rath \ Cashel)



O.S Reference	Monument Number	Townland	Description
028-/15/1	MO028-120	Tullynacross	Earthwork Site
028-/15/1	MO028-121	Donaghmoyne	Holy Well
028-/15/2	MO028-122	Cordrummans Lr	Earthwork Site
028-/15/3	MO028-123	Feegavla	Earthwork Site
028-/12/4	MO028-124	Feegavla	Ringfort (Rath \ Cashel)
028-/15/6	MO028-125	Rahans	Ringfort (Rath \ Cashel)
028-/15/6	MO028-126	Drumlusty	Ringfort (Rath \ Cashel)
028-/15/6	MO028-127	Drumlusty	Ringfort (Rath \ Cashel)
028-/15/3	MO028-128	Cormoy Lower	Ringfort (Rath \ Cashel)
028-/16/1	MO028-129	Cormoy Lower	Earthwork Site
028-/16/4	MO028-130	Cormoy Upper	Ringfort (Rath \ Cashel)
028-/16/4	MO028-131	Drumlusty	Ringfort (Rath \ Cashel)
028-/16/5	MO028-132	Blittoge	Ringfort (Rath \ Cashel)
028-/12/5	MO028-133	Drumny	Ringfort (Rath \ Cashel)
028-/16/3	MO028-134	Drumcatton	Church & Graveyard Site
028-/16/2	MO028-135	Drumneill	Enclosure
028-/16/2	MO028-136	Drumneill	Enclosure
028-/16/6	MO028-137	Momony	Souterrain
028-/16/6	MO028-138	Momony	Souterrain
028-/16/6	MO028-13901	Shancobane	Ringfort (Rath \ Cashel)
028-/16/6	MO028-13902	Shancobane	Souterrain
028-/10/5	MO028-140	Annahaia	Megalithic Tomb
028-/16/6	MO028-141	Momony	Enclosure
028-/13/5	MO028-142	Drumbroagh	Earthwork Site
028-/16/6	MO028-143	Carricklane	Possible Earthwork
028-/09/2	MO028-144	Lisdonnan	Earthwork
028-/01/3	MO028-145*	Monyglen	Ringfort (Rath \ Cashel)
029-/05/2	MO029-001	Drumboat	Ringfort (Rath \ Cashel)
029-/05/2	MO029-002	Clogagh	Earthwork Site
029-/05/4	MO029-003	Clogagh	Earthwork Site
029-/05/6	MO029-004	Magoney	Ringfort (Rath \ Cashel)
029-/05/6	MO029-005	Magoney	Possible Earthwork
029-/06/4	MO029-006	Drumboat	Ringfort (Rath \ Cashel)
029-/06/1	MO029-007	Drumboat	Ringfort (Rath \ Cashel)
029-/06/4	MO029-0801	Drumboat	Ringfort (Rath \ Cashel)
029-/06/4	MO029-0802	Drumboat	Souterrain
029-/06/4	MO029-09	Carrickykelly	Earthwork
029-/09/1	MO029-010	Tattyboy	Earthwork
029-/09/1	MO029-011	Tattyboy	Ringfort (Rath \ Cashel)
029-/09/2	MO029-012	Miskish More	Ringfort (Rath \ Cashel)
029-/09/3	MO029-013	Miskish More	Rock Scribing \ Art
029-/10/1	MO029-014	Ballyrush	Ringfort (Rath \ Cashel)
029-/10/2	MO029-015	Carrickykelly	Ringfort (Rath \ Cashel)
029-/10/2	MO029-016	Carrickykelly	Ringfort (Rath \ Cashel)
029-/10/5	MO029-017	Carrickykelly	Souterrain
029-/9/4	MO029-018	Mullaghunshinagh	Ringfort (Rath \ Cashel)
029-/12/1	MO029-019	Moyles	Earthwork Site

O.S Reference	Monument Number	Townland	Description
029-/13/2	MO029-020	Drumnanaliv	Ringfort (Rath \ Cashel)
029-/09/6	MO029-021	Killyboley	Ringfort (Rath \ Cashel)
029-/09/6	MO029-022	Killyboley	Souterrain
029-/14/1	MO029-023	Seeola	Ringfort (Rath \ Cashel)
029-/14/1	MO029-024	Inishkeen Glebe	Ringfort (Rath \ Cashel) site
029-/10/5	MO029-025	Drummond	Ringfort (Rath \ Cashel)
029-/13/5	MO029-02601	Shancoduff	Ringfort (Rath \ Cashel)
029-/13/5	MO029-02602	Shancoduff	Souterrain
029-/13/5	MO029-027	Edenamo	Enclosure
029-/14/4	MO029-028	Candlefort	Earthwork Site
029-/14/4	MO029-029	Inishkeen Glebe	Wayside Cross
029-/14/4	MO029-030	Inishkeen Glebe	Cist Site
029-/14/4	MO029-031	Inishkeen Glebe	Ecclesiastical Remains
029-/14/4	MO029-03101	Inishkeen Glebe	Church Site & Graveyard
029-/14/4	MO029-03102	Inishkeen Glebe	Round Tower
029-/14/4	MO029-03103	Inishkeen Glebe	Tomb Vault
029-/14/4	MO029-032	Candlefort	Pound
029-/14/4	MO029-03301	Candlefort	Motte & Bailey
029-/14/4	MO029-03302	Candlefort	Souterrain
030-/02/1	MO030-001	Corcreaghagh	Ringfort (Rath \ Cashel)
030-/02/2	MO030-002	Corcreaghagh	Ringfort (Rath \ Cashel)
030-/02/3	MO030-003	Corcreaghagh	Ringfort (Rath \ Cashel)
030-/02/3	MO030-004	Corcreaghagh	Ringfort (Rath \ Cashel)
030-/02/6	MO030-005	Corcreaghagh	Ringfort (Rath \ Cashel)
030-/03/1	MO030-006	Corvally	Ringfort (Rath \ Cashel)
030-/03/5	MO030-007	Lisdrumturk	Earthwork Site
030-/03/5	MO030-008	Lisdrumturk	Earthwork Site
030-/03/5	MO030-009	Mullaghcroghery	Enclosure
030-/03/3	MO030-010	Mullaghcroghery	Earthwork Site
030-/04/1	MO030-011	Drumgurra	Ringfort (Rath \ Cashel)
030-/04/1	MO030-012	Drumgurra	Ringfort (Rath \ Cashel)
030-/04/5	MO030-013	Corlea	Ringfort (Rath \ Cashel)
030-/04/5	MO030-014	Drumgurra	Ringfort (Rath \ Cashel)
030-/04/5	MO030-015	Drumgurra	Ringfort (Rath \ Cashel)
030-/04/2	MO030-016	Fartagorman	Ringfort (Rath \ Cashel)
030-/04/3	MO030-017	Greaghdrumit	Earthwork Site
030-/06/3	MO030-01801	Raferagh	Enclosure
030-/06/3	MO030-01802	Raferagh	Hut Site (s)
030-/06/6	MO030-019	Beagh	Ringfort (Rath \ Cashel)
030-/07/1	MO030-020	Cormertagh	Ringfort (Rath \ Cashel)
030-/07/2	MO030-021	Cornalaragh	Ringfort (Rath \ Cashel)
030-/07/6	MO030-022	Cornalaragh	Ringfort (Rath \ Cashel)
030-/08/2	MO030-023	Alts	Ringfort (Rath \ Cashel)
030-/12/2	MO030-024	Lisnaclea	Ringfort (Rath \ Cashel)
030-/08/6	MO030-025	Drumcarrow	Ringfort (Rath \ Cashel)
030-/08/3	MO030-026	Carrickmaclim	Earthwork

O.S Reference	Monument Number	Townland	Description
030-/08/6	MO030-027	Lisatillister	Ringfort (Rath \ Cashel)
030-/10/6	MO030-028	Greaghlone	Ringfort (Rath \ Cashel)
030-/11/1	MO030-029	Greaghlone	Ringfort (Rath \ Cashel)
030-/11/3	MO030-030	Doagh	Ringfort (Rath \ Cashel)
030-/12/1	MO030-031	Doagh	Ringfort (Rath \ Cashel)
030-/08/4	MO030-03201	Aghinillard	Ringfort (Rath \ Cashel)
030-/08/4	MO030-03202	Aghinillard	Souterrain
030-/12/5	MO030-033	Tonaneeve	Ringfort (Rath \ Cashel)
030-/12/2	MO030-034	Doagh	Ringfort (Rath \ Cashel)
030-/16/3	MO030-035	Tullylougherny	Enclosure
030-/16/3	MO030-036	Drumgoosat	Ringfort (Rath \ Cashel)
030-/15/1	MO030-037	Scalkill	Ringfort (Rath \ Cashel)
030-/15/6	MO030-038	Drumerlough Beg	Ringfort (Rath \ Cashel)
030-/15/6	MO030-039	Drumerlough More	Ringfort (Rath \ Cashel)
030-/16/4	MO030-040	Camaghy	Ringfort (Rath \ Cashel)
030-/16/4	MO030-041	Camaghy	Ringfort (Rath \ Cashel)
030-/12/3	MO030-042*	Corrybrackan	Ringfort (Rath \ Cashel)
030-/03/3	MO030-043*	Shanco	Ringfort (Rath \ Cashel)
030-/04/1	MO030-044	Mullaghcroghery	Ringfort (Rath \ Cashel)
030-/06/6	MO030-045	Beagh	Potential Site - Aerial Photo
031-/01/4	MO031-001	Greaghdrumit	Ringfort (Rath \ Cashel)
031-/01/5	MO031-002	Tiragarvan	Ringfort (Rath \ Cashel)
031-/01/2	MO031-003	Beagh	Ringfort (Rath \ Cashel)
031-/01/2	MO031-004	Beagh	Earthwork Site
031-/01/3	MO031-005	Legghimore	Earthwork Site
031-/01/5	MO031-006	Aghailile	Ringfort (Rath \ Cashel)
031-/01/3	MO031-007	Legghimore	Ringfort (Rath \ Cashel)
031-/01/6	MO031-008	Derryolam	Earthwork Site
031-/02/4	MO031-009	Nafarty	Earthwork
031-/02/1	MO031-010	Cloghvally Lr	Possible Megalithic Tomb
031-/02/1	MO031-011	Cloghvally Lr	Ringfort (Rath \ Cashel)
031-/02/1	MO031-012	Cloghvally Lr	Ringfort (Rath \ Cashel)
031-/02/5	MO031-013	Monanny	Ringfort (Rath \ Cashel)
031-/02/3	MO031-014	Aghavilla	Earthwork Site
031-/02/3	MO031-015	Killabrick	Ringfort (Rath \ Cashel)
031-/02/3	MO031-016	Killabrick	Ringfort (Rath \ Cashel)
031-/02/3	MO031-017	Killabrick	Ringfort (Rath \ Cashel)
031-/03/1	MO031-018	Longfield Etra	Earthwork Site
031-/03/1	MO031-019	Longfield Etra	Earthwork
031-/03/3	MO031-020	Rahans	Ringfort (Rath \ Cashel)
031-/03/3	MO031-021	Drumhillagh	Ringfort (Rath \ Cashel)
031-/04/3	MO031-022	Shancobane	Ringfort (Rath \ Cashel)
031-/04/3	MO031-023*	Shancobane	Ringfort (Rath \ Cashel)
031-/05/1	MO031-024	Lossets	Earthwork Site
031-/05/5	MO031-025	Dunoge	Earthwork Site
031-/05/5	MO031-026	Derrylavan	Earthwork Site

<b>O.S Reference</b>	<b>Monument Number</b>	<b>Townland</b>	<b>Description</b>
031-/05/6	MO031-027	Dunoge	Enclosure
031-/05/6	MO031-028	Drumgoan	Enclosure
031-/05/3	MO031-029	Lurgans	Enclosure
031-/06/1	MO031-030	Derryolam	Ringfort (Rath \ Cashel)
031-/10/1	MO031-031	Kilmactrasna	Ringfort (Rath \ Cashel)
031-/06/2	MO031-032	Cloghvally Upr	Possible Ringfort (Rath \ Cashel) Site
031-/06/2	MO031-033	Drummond Otra	Earthwork
031-/06/5	MO031-034	Drummond Otra	Castle Site
031-/06/5	MO031-035	Magheross	Church Site & Graveyard
031-/02/6	MO031-036	Monanny	Earthwork Site
031-/06/6	MO031-037	Lisanisk	Crannog
031-/06/6	MO031-038	Drummond Otra	Crannog
031-/03/4	MO031-039	Corcuilloge	Ringfort (Rath \ Cashel)
031-/07/1	MO031-040	Coolderry	Ringfort (Rath \ Cashel)
031-/07/4	MO031-041	Trostan	Earthwork Site
031-/07/4	MO031-042	Trostan	Souterrain
031-/07/4	MO031-043	Trostan	Ringfort (Rath \ Cashel)
031-/07/5	MO031-044	Trostan	Ringfort (Rath \ Cashel)
031-/07/5	MO031-045	Trostan	Ringfort (Rath \ Cashel)
031-/07/5	MO031-046	Corcrin	Earthwork Site
031-/07/5	MO031-047	Corcrin	Earthwork Site
031-/03/5	MO031-048	Corcuilloge	Ringfort (Rath \ Cashel)
031-/07/2	MO031-049	Corcrin	Ringfort (Rath \ Cashel)
031-/07/2	MO031-050	Corcrin	Earthwork Site
031-/07/2	MO031-051	Corcrin	Earthwork Site
031-/07/2	MO031-052	Corcrin	Earthwork Site
031-/07/3	MO031-053	Kinallyduff	Earthwork Site
031-/03/6	MO031-054	Rossdreenagh	Souterrain
031-/03/6	MO031-055	Rossdreenagh	Ringfort (Rath \ Cashel)
031-/03/6	MO031-056	Rossdreenagh	Earthwork
031-/04/4	MO031-057	Drumhillagh	Ringfort (Rath \ Cashel)
031-/08/2	MO031-058	Ballingarry	Souterrain
031-/04/5	MO031-059	Drumacavoy	Ringfort (Rath \ Cashel)
031-/04/5	MO031-06001	Drumacavoy	Ringfort (Rath \ Cashel)
031-/04/3	MO031-061	Kiltybegs	Possible Souterrain(s)
031-/08/3	MO031-062	Dunelty	Souterrain
031-/08/3	MO031-063	Dunelty	Ringfort (Rath \ Cashel)
031-/09/1	MO031-064	Latinalbany	Earthwork Site
031-/09/1	MO031-065	Latinalbany	Ringfort (Rath \ Cashel)
031-/09/1	MO031-066	Corrybrackan	Ringfort (Rath \ Cashel)
031-/09/4	MO031-067	Corrybrackan	Ringfort (Rath \ Cashel)
031-/09/4	MO031-068	Corrybrackan	Ringfort (Rath \ Cashel)
031-/09/4	MO031-069	Corrybrackan	Ringfort (Rath \ Cashel)
031-/09/4	MO031-070	Corrybrackan	Earthwork

O.S Reference	Monument Number	Townland	Description
031-/09/5	MO031-071	Corduff	Earthwork
031-/09/6	MO031-072	Doohatty	Crannog
031-/13/2	MO031-073	Losset	Enclosure
031-/13/3	MO031-074	Nure More	Ringfort (Rath \ Cashel)
031-/14/1	MO031-075	Doohatty	Enclosure
031-/10/4	MO031- 076	Doohatty	Enclosure
031-/14/1	MO031-077	Liscorran	Ringfort (Rath \ Cashel)
031-/10/5	MO031-078	Leonsgarve	Ringfort (Rath \ Cashel)
031-/14/2	MO031-079	Leons (Mckenna)	Ringfort (Rath \ Cashel)
031-/10/6	MO031-080	Tullynaskeagh East/Tullynaskeagh West	Earthwork
031-/10/6	MO031-08001	Tullynaskeagh West	Annexe
031-/10/6	MO031-081	Tullynaskeagh	Ringfort (Rath \ Cashel)
031-/11/1	MO031-082	Drummond Otra	Possible Crannog
031-/11/2	MO031-083	Monaltyduff	Crannog
031-/11/3	MO031-084	Annacroff	Ringfort (Rath \ Cashel)
031-/11/3	MO031-085	Coolaha	Earthwork
031-/12/1	MO031-086	Coolaha	Earthwork Site
031-/12/1	MO031-087	Coolreagh	Ringfort (Rath \ Cashel)
031-/13/4	MO031-088	Knocknacran East	Ringfort (Rath \ Cashel)
031-/14/4	MO031-089	Aghlattacru	Ringfort (Rath \ Cashel)
031-/08/5	MO031-090	Stradeen	Possible Souterrain
031-/15/4	MO031-091	Tullyallen	Earthwork Site
031-/15/4	MO031-092	Corkeeran	Ringfort (Rath \ Cashel)
031-/15/4	MO031-093	Corkeeran	Ringfort (Rath \ Cashel)
031-/15/5	MO031-094	Corkeeran	Ringfort (Rath \ Cashel)
031-/15/5	MO031-095	Mullaghmacateer	Ringfort (Rath \ Cashel)
031-/11/4	MO031-096	Mullaghmacateer	Earthwork Site
031-/11/5	MO031-097	Shanmullagh	Ringfort (Rath \ Cashel)
031-/15/2	MO031-098	Drumturk	Earthwork Site
031-/15/2	MO031-099	Drumturk	Enclosure
031-/15/3	MO031 -100	Drumever	Earthwork
031-/05/4	MO031-101	Corrinshigagh	Earthwork
031-/05/5	MO031-102	Barndonagh	Earthwork
031-/06/3	MO031-103	Lisanisk	Earthwork
031-/10/1	MO031-104	Doohatty	Earthwork
031-/06/5	MO031-105	Drummond Etra	Bridge
031-/08/2	MO031-106	Ballingarry	Earthwork
031-/13/1	MO031-107	Drumgoosat	Ringfort (Rath \ Cashel)
031-/13/1	MO031-108	Knocknacran East	Possible Barrow
031-/05/5	MO031-109	Barndonagh	Possible Well
031-/10/1	MO031-110	Doohatty	Potential Site - Map
031-/14/5	MO031-111	Leonsgarve	Possible Well
031-/08/5	MO031-112	Garlegobbban	Potential Site - Map
031-/11/3	MO031-113	Coolaha	Potential Site - Aerial Photo
032-/01/1	MO032-001	Shancobane	Ringfort (Rath \ Cashel)

O.S Reference	Monument Number	Townland	Description
032-/01/1	MO032-002	Oghill	Enclosure Site
032-/01/1	MO032- 003	Coolnagrattan	Earthwork Site
032-/01/4	MO032-004	Drumgristin	Cemetery
032-/01/5	MO032-005	Coolderry	Earthwork Site
032-/01/3	MO032-006	Drumnagrella	Ringfort (Rath \ Cashel)
032-/01/6	MO032-007	Dromore	Ringfort (Rath \ Cashel)
032-/01/6	MO032-008	Cornagarvoige	Souterrain
032-/01/6	MO032-009	Cornagarvoige	Earthwork Site
032-/05/3	MO032-010	Cornagarvoige	Earthwork Site
032-/05/3	MO032-011	Cornagarvoige	Earthwork Site
032-/05/3	MO032-012	Cornagarvoige	Earthwork Site
032-/06/1	MO032-013	Cornagarvoige	Ringfort (Rath \ Cashel)
032-/02/1	MO032-014	Drumnagrella	Ringfort (Rath \ Cashel)
032-/025/4	MO032-015	Drumirril	Ringfort (Rath \ Cashel)
032-/02/5	MO032-016	Comraghs	Ringfort (Rath \ Cashel)
032-/02/3	MO032-017	Ballintra	Earthwork
032-/02/3	MO032-018	Ballintra	Ringfort (Rath \ Cashel)
032-/06/2	MO032-019	Comraghs/Drumirril	Rock Scribing/Art
033-/03/3	MO033-001	Crumlin	Ringfort (Rath \ Cashel)
033-/04/4	MO033-002	Crumlin	Ringfort (Rath \ Cashel)
033-/04/1	MO033-003	Mullantornan	Ringfort (Rath \ Cashel)
033-/04/2	MO033-004	Ballycartlan	Ringfort (Rath \ Cashel)
033-/04/3	MO033-005	Camaghy	Church & Graveyard Site
033-/04/3	MO033-006	Drummond	Enclosure
033-/04/3	MO033-007	Drummond	Enclosure
033-/04/3	MO033-008	Drummond	Enclosure Site
034-/01/2	MO034-001	Derrynascobe	Ringfort (Rath \ Cashel)
034-/01/2	MO034-002	Clonsedy	Ringfort (Rath \ Cashel)
034-/01/5	MO034-003	Clontrian	Ringfort (Rath \ Cashel)
034-/02/3	MO034-004	Leons Beg	Ringfort (Rath \ Cashel)
034-/03/1	MO034-005	Tullyallen	Ringfort (Rath \ Cashel)
034-/03/1	MO034-006	Tullyallen	Crannog
034-/03/2	MO034-007	Drumboory	Ringfort (Rath \ Cashel)
034-/03/2	MO034-008	Drumboory	Ringfort (Rath \ Cashel)
034-/05/3	MO034-009	Rahans	Ringfort (Rath \ Cashel)
034-/06/1	MO034-010	Drumbo	Crannog
034-/06/1	MO034-011	Drumbo	Crannog
034-/06/2	MO034-012	Moylough	Ringfort (Rath \ Cashel)
034-/03/4	MO034-013	Tomiska	Ringfort (Rath \ Cashel)
034-/03/4	MO034-014	Mulloire	Earthwork
034-/07/2	MO034-015	Killark	Possible Souterrain
034-/07/2	MO034-016	Killark	Possible Church Site
034-/07/2	MO034-017	Killark	Possible Souterrain
034-/07/3	MO034-018	Clonmeenán	Ringfort (Rath \ Cashel)
034-/08/1	MO034-019	Annahean	Ringfort (Rath \ Cashel)

<b>O.S Reference</b>	<b>Monument Number</b>	<b>Townland</b>	<b>Description</b>
034-/04/4	MO034-020	Leeg	Ringfort (Rath \ Cashel)
034-/08/4	MO034-021	Annahean	Cemetery
034-/08/5	MO034-022	Annahean	Enclosure
034-/08/2	MO034-023	Drumgeeny	Fulacht Fiadh
034-/04/5	MO034-024	Drumgeeny	Ringfort (Rath \ Cashel)
034-/06/6	MO034-025	Liscarnan	Earthwork Site
034-/06/3	MO034-026	Maghernacloy	Castle
034-/07/6	MO034-027	Mullylusty	Ringfort (Rath \ Cashel)
034-/07/6	MO034-028	Mullylusty	Ringfort (Rath \ Cashel)
034-/10/6	MO034-029	Feahoe	Possible Crannog
034-/10/6	MO034-030	Feahoe	Castle Site
034-/10/6	MO034-031	Feahoe	Earthwork Site
034-/08/1	MO034-032	Annahean	Cemetery
034-/03/2	MO034-033	Corkeeran	Ringfort (Rath \ Cashel)

## Appendix 6

### Developments That May Impact on Water Quality

Any application relating to the development or expansion of activities listed below should consult with the planning authority regarding environmental protection measures and provide sufficient information to demonstrate how to water quality protection will be achieved.

<b>1</b>	A “ <i>sub-threshold development</i> ” [as described in Part 10, Chapter 1 of the Planning and Development Regulations, 2001] for prescribed classes of development listed under Schedule 5, Parts 1 and 2 of the Planning and Development Regulations, 2001.
<b>2</b>	A sub-threshold activity under the First Schedule of the Environmental Protection Agency Act, 1992.
<b>3</b>	Premises involved in food processing or the slaughtering of animals and hatcheries.
<b>4</b>	Any activity listed under the Third or Fourth Schedule of the Waste Management Act 1996 (and associated amendments).
<b>5</b>	Industry and manufacturing.
<b>6</b>	Quarrying, mining etc.
<b>7</b>	Car/Lorry washes.
<b>8</b>	Agricultural developments involving the provision of animal housing, milking parlours, silage making facilities, out-wintering facilities, mushroom growing units etc.
<b>9</b>	Any nursing homes, schools, hotels, community centres, housing development, (other than single house developments) etc. proposing to treat and dispose of sewage or other waste water.
<b>10</b>	Bulk storage (fuel oils, chemicals or other organic materials) and premises producing waste oils.
<b>11</b>	Water abstraction plants.
<b>12</b>	Public construction schemes.
<b>13</b>	Developments using hazardous materials (including solvents, paints/varnishes/dyes, pesticides, chemicals and oils (other than fuel oils).
<b>14</b>	Development involving demolition works (in particular sites that may have asbestos materials, Polychlorinated biphenyl (PCB) containing equipment or other hazardous materials).
<b>15</b>	Developments involving car parks, yards areas or other hard surfaces.
<b>16</b>	Retail parks and industrial units.
<b>17</b>	Site development works, major land reclamation and drainage works.
<b>18</b>	Forestry–deforestation/afforestation.

It is recommended the developer examine site suitability with reference to Water Supply Protection and Groundwater Resource Protection Zones in the vicinity of the proposed site. Developers should note that this list is not exhaustive. It is the responsibility of the developer to determine whether a particular form of development will impact on water quality.



## Appendix 7

### MONAGHAN LOCAL AUTHORITIES Water Protection Plan Checklist

General Site and Water Body Details			
Planning Ref. No.		Applicant	
Townland		Water Supply Source	
X Co-ordinate <sup>1</sup>		Y Co-ordinate <sup>1</sup>	
WMU <sup>2</sup>		RWB <sup>2</sup>	
WB Status <sup>2</sup>		Objective <sup>2</sup>	
Groundwater Vulnerability <sup>3</sup>		Aquifer Importance <sup>3</sup>	
Proximity to nearest watercourse (culverted or open), wetland or lake (meters)			
Proposed Development			
Is the development entirely or part of one of the following? (tick)			
Domestic dwelling	<input type="checkbox"/>	Agricultural (cattle/dairy)	<input type="checkbox"/>
Public Works	<input type="checkbox"/>	Agricultural (mushrooms)	<input type="checkbox"/>
Housing	<input type="checkbox"/>	Agricultural (poultry)	<input type="checkbox"/>
Institutional	<input type="checkbox"/>	Agricultural (piggery)	<input type="checkbox"/>
Commercial/Retail	<input type="checkbox"/>	Other agricultural – specify below	<input type="checkbox"/>
Mixed Use Development	<input type="checkbox"/>		Other <input type="checkbox"/>
Waste Water Production and Treatment Method			
Domestic type waste waters			
Waste waters produced from any trade, food, preparation or business <sup>4</sup>			
Wheel wash, vehicle wash, cooling waters			
Waste waters produced from quarrying etc <sup>4</sup>			
Other waste waters <sup>4</sup>			
Construction phase waste waters			
Frequently asked questions for septic tanks may assist in the “fit for purpose” assessment refer to <a href="http://www.monaghan.ie/en/services/environment/water/waterawareness/faqforseptic tanks/">http://www.monaghan.ie/en/services/environment/water/waterawareness/faqforseptic tanks/</a>			
Fuel or Outdoor Material Storage for Non-Domestic Developments			
Number of fuel storage tanks existing or proposed on site?			
Are fuel storage tanks bunded <sup>5</sup> ?			
Detail liquid / feedstuffs / organic / chemical / waste oil storage on outdoor sites			
Hard Surface and Open Yard Areas for Non-Domestic Developments			
Footprint of proposed development including yard areas in m <sup>2</sup>			
Is there potential for soiled yard areas from material, product waste or manure handling, fuel dispensing, silt and soil, yard washing etc.			
If yes, are silt trap(s), interceptor(s), soiled water tanks or other			

control measures shown on drainage plan?	
Has the use of SUDS (Sustainable Urban Drainage Systems – <a href="http://www.susdrain.org">http://www.susdrain.org</a> ) been considered in the design of this development?	
<b>Development History – All Developments</b>	
Have previous pollution prevention planning conditions been complied with <sup>6</sup> ?	
Does existing development have an up to date (as constructed) site drainage plan?	
Is the existing/proposed development sewered or unsewered?	
If unsewered, is the existing wastewater treatment system fit for purpose <sup>7</sup> ?	
Has the storm water drainage system been examined and/or surveyed for misconnections? (Information leaflet available from Environment Section)	
<b>Checklist of items to be included on Site Drainage Plan</b>	
Location of lakes, watercourse, wells used for water supply, or karst features on or within 25m of domestic or 100m of non domestic development site	
Location of all drainage outfall points	
Foul water drainage system (in Red)	
Storm water drainage system (in Blue)	
Soiled yard area, soiled water drainage and management system, including silt traps, oil interceptor(s) and any SUDS facilities	
Location of waste water treatment facilities	
Location of fuel storage tank(s)	
Stream/Lake/Wetland/Riparian Corridors	
<b>Footnotes and Useful Information</b>	
<sup>1</sup> Projection in the Irish Grid	
<sup>2</sup> WMU, RWB, WB status. Objectives available on water maps at <a href="http://www.wfdireland.ie">www.wfdireland.ie</a>	
<sup>3</sup> Available in the public mapping section at <a href="http://www.gsi.ie">www.gsi.ie</a>	
<sup>4</sup> For information leaflets on Business Premises and Proper Use of Drains and information on discharge licensing see: <a href="http://www.monaghan.ie/contentv3/services/environment/formsguidesdocumentsdownlands/">http://www.monaghan.ie/contentv3/services/environment/formsguidesdocumentsdownlands/</a> <a href="http://www.monaghan.ie/contentv3/services/environemtn/water/waterawareness/leafletsandguidelines/">http://www.monaghan.ie/contentv3/services/environemtn/water/waterawareness/leafletsandguidelines/</a>	
<sup>5</sup> Guidance: <a href="http://www.envirocentre.ie">www.envirocentre.ie</a> Best practice for Oil Storage (BPGCS05)	
<sup>6</sup> Has certification of installation for previously granted wastewater treatment system been required and if so has it been submitted.	
<sup>7</sup> Refer to EPA Guidance at: <a href="http://www.monaghan.ie/contentv3/services/environment/water/waterawareness/faqforseptictanks/">http://www.monaghan.ie/contentv3/services/environment/water/waterawareness/faqforseptictanks/</a> and <a href="http://www.monaghan.ie/contentv3/media/monaghanie/content/files/pdf/environment/WaterPollution&amp;DrainageSystems.pdf">http://www.monaghan.ie/contentv3/media/monaghanie/content/files/pdf/environment/WaterPollution&amp;DrainageSystems.pdf</a>	
<sup>8</sup> Refer to Water Body, Sensitive Waters and Sensitive Land Maps in Chapter 4 of the Monaghan County Development Plan 2013-2019	
<b>Abbreviations</b>	
WMU	Water Management Unit
RWB	River Water Body
WB Status	Water Body Status
IPPC	Integrated Pollution Prevention Control Licence
EIA	Environmental Impact Assessment
<b>For Office Use: Sensitivity of Location</b>	
Is the development located upstream of a high river quality site <sup>8</sup> ?	
Is the development located within a good status waterbody <sup>8</sup> ?	
Is the development located in the catchment of a water supply source <sup>8</sup> ?	
Is the development located within the Source Protection Zone (SPZ) of a groundwater supply	

source <sup>8</sup> ?	
Does the development require a discharge licence to surface or ground waters under the Water Pollution Acts?	
Risk to waters in relation to scale of development, previous planning/environmental history, IPPC or EIA aspects, site management and location in a sensitive area	

Applicant: \_\_\_\_\_

Agent: \_\_\_\_\_

Date \_\_\_\_\_

## Appendix 8

### COMHAIRLE CONTAE MHUINEACHÁIN MONAGHAN COUNTY COUNCIL



Planning Section, County Offices, The Glen, Monaghan H18 YT50  
Tel: 047 30532 Fax: 047 76276 E mail: [planning@monaghancoco.ie](mailto:planning@monaghancoco.ie)

Application Form  
AAF  
For Official Use  
Application Ref:  
Date Received:

### SUPPLEMENTARY PLANNING APPLICATION FORM FOR AGRICULTURAL DEVELOPMENT

#### Guidance Notes for completing this form

- Please complete in black ink, as appropriate, using block capitals.
- Q8 & Q9 - All existing and proposed storage facilities should be included. The type of store (refer to A, B, C, D and E below), the type of waste (refer to 1, 2, 3, 4, 5, 6 and 7 below) and the dimensions and capacity of storage facilities must also be included.
- Q11 - List all lands that are owned/leased or controlled by the applicant. Any lands not owned by the applicant should be indicated as such and a written legal agreement or contract submitted to support the application. The information required is similar to the information normally entered on the Area Aid application form.
- Q12 - In columns "A & B" enter the maximum number of stock that are housed and outwintered currently on farm and in columns "C & D" enter the maximum number of stock that will be housed and outwintered after the completion of the development.
- Q17 – Application of soiled water to lands must adhere to Article 18 (5) of the EU ( Good Agricultural Practice for Protection of Waters) Regulations 2017 in relations to quantities and irrigation rates for landspreading soiled waters.
- The following information shall be submitted on a site location map (1/2500 scale):-
  - Land to receive slurry outlined in brown
  - All dwelling houses within 100 metres of the proposed development marked by the initials D.H with names of occupants if other than applicant
  - All potable water supplies within 100 metres of the development marked by the initials P.W
  - All watercourses (drains, streams and ponds) marked by a yellow line; expansive waters such as lakes shaded yellow
  - All hedgerows outlined by a green line
- The following information shall be submitted on a site layout plan (1/500 scale):-
  - All buildings within the farmyard complex existing and proposed
  - Existing and proposed slurry and effluent holding facilities
  - Concreted yards and aprons
  - Storm drainage

#### Section A: General Details

1. Applicant: \_\_\_\_\_

2. Location of Development: \_\_\_\_\_

3. Nature of Proposed Works: \_\_\_\_\_

4. Distance between development and nearest third party dwelling house: \_\_\_\_\_metres

5. Area of farm \_\_\_\_\_hectares/acres\* \*Delete as appropriate

6. Floor/Footprint area of proposed farm buildings/tanks/stores/yards: \_\_\_\_\_square metres

7. Will any proposed waste storage facility be above or below ground?

Above  Below  N/A

8. Detail Existing Waste Storage Facilities Below:

Type of Waste Storage Facility*	Type of Farm Waste**	Length (m)	Width (m)	Depth (m)	Capacity (LxWxD)=m <sup>3</sup>	Weeks Storage

\*A) Uncovered Tanks    B) Covered Tanks    C) Roofed Slatted Tanks    D)Dungstead    E)Litter Store  
 \*\*1) Slurry    2) Farm Yard Manure    3) Poultry Litter    4) Soiled Water    5) Washings    6) Spent Compost    7) Other

9. Detail Proposed Waste Storage Capacity Below:

Type of Waste Storage Facility*	Type of Farm Waste**	Length (m)	Width (m)	Depth (m)	Capacity (LxWxD)=m <sup>3</sup>	Weeks Storage

\*A) Uncovered Tanks    B) Covered Tanks    C) Roofed Slatted Tanks    D) Dungstead    E) Litter Store  
 \*\*1) Slurry    2) Farm Yard Manure    3) Poultry Litter    4) Soiled Water    5) Washings    6) Spent Compost    7) Other

10(a). Has a Nutrient Management Plan been prepared for the holding?    Yes     No

10(b). If Yes has a laboratory analysis report of soil fertility been submitted with the application?    Yes     No

**Complete the following sections B and C as appropriate/relevant and sign declaration in Section D at end of this form**

**Section B: Cattle, Sheep and Horses**

11. Lands Available for Slurry Spreading:

Townland (in CAPITALS)	Owned (o) Rented (r)	Land Parcel Identification Number										Area in Hectares

12. Detail Stock Numbers on Farm Below:

	Column A -Existing Housed Animals	Column B - Existing Outwintered Animals	Column C - Proposed Housed Animals	Column D - Proposed Outwintered Animals
Dairy Cows				
Suckler Cows				
Cattle > 2 years				
Cattle (18-24 months old)				
Cattle (12-18 months old)				
Cattle (6-12 months old)				
Cattle (0-6 months old)				
Lowland Ewe				

Mountain Ewe				
Lamb-finishing				
Horses				

**Section C: Poultry, Pigs and Mushrooms**

13. Detail Bird Places Below:

Bird Type	Existing Bird Numbers Following Development	Proposed Total Bird Numbers Following Development
Broilers		
Broiler/Breeders		
Pullets		
Layers		
Ducks		
Turkeys		
Other		

14. Detail Pig Places Below:

Pig Type	Existing Pig Numbers Before Development	Proposed Total Pig Numbers Following Development
Breeding Unit (Sows)		
Integrated unit (Sows)		
Finishing Unit (Pigs)		
Other		

15. Washwaters

(a) Storage Tank Capacity: \_\_\_\_\_

(b) Nitrogen and Phosphorus content of Washwaters: \_\_\_\_\_ KgN \_\_\_\_\_ KgP \_\_\_\_\_ M<sup>3</sup>/Year produced

(c) Destination for washwaters: Own spreadlands() \_\_\_\_\_ ha  
Other (Please specify) \_\_\_\_\_

16. (a) Nitrogen and Phosphorus content of manure: \_\_\_\_\_ kgN/1000 birds  
 \_\_\_\_\_ kgP/1000 birds  
 \_\_\_\_\_ Total P(kg) \_\_\_\_\_ Total N (kg)

(b) Nitrogen and Phosphorus content of pig slurry: \_\_\_\_\_ kgN/Sow place  
 \_\_\_\_\_ kgP/Sow place  
 \_\_\_\_\_ Total P(kg) \_\_\_\_\_ Total N (kg)

(c) Nitrogen and Phosphorus content of spent compost: \_\_\_\_\_ kgN  
 \_\_\_\_\_ kgP  
 \_\_\_\_\_ Total P(kg) \_\_\_\_\_ Total N (kg)

17. Own farm stocking rate if applicable: \_\_\_\_\_ KgN/Ha

18. Have maps of spread lands within Co. Monaghan for wash water application been submitted with the application?  
 (Maps to be 1:50,000 aerial photography with land parcels outlined in red) Yes  No

19(a). If free range unit, has a letter of approval for paddock area from the Department of Agriculture, Food & Marine been submitted? Yes  No

19(b). If No have calculations for stocking rate and details of land suitability been provided? Yes  No

20. Have maps of spread lands for manure / spent compost application within Co. Monaghan been submitted?  
*(Maps to be 1:50,000 aerial photography with land parcels outlined in red)* Yes  No

21. Has a signed letter of agreement from a registered contractor for the collection of poultry manure / spent compost from this facility been submitted? Yes  No

22. Spreadlands for Poultry Manure / Spent Compost/Pig Slurry application within Co. Monaghan

<b>Farmer Name &amp; Address</b>	<b>Herd Number</b>	<b>Townland</b>	<b>Current Stocking Rate Kg/N/Ha</b>	<b>Disposal System Used</b>	<b>Land Parcel Number</b>

23. Final destination for Poultry Manure / Spent Compost/ Pig Slurry (lands or facilities outside Co. Monaghan)

<b>Farmer Name &amp; Address</b>	<b>Facility Name &amp; Address</b>	<b>Townland</b>	<b>Current Stocking Rate Kg/N/Ha</b>

24. Is this development within the same poultry production complex or within 100m of an existing poultry production complex? Yes  No

25. Has an application been made for an EPA Integrated Pollution Prevention Control (IPPC) Licence? Yes  No

26. Has a letter from a registered contractor been submitted with the application regarding collection of dead birds? Yes  No

**Section D: Declaration**

I certify that the information given above is

Signature

\_\_\_\_\_ Name in Capitals: \_\_\_\_\_ Date: \_\_\_\_\_

Agent Name: \_\_\_\_\_



## Appendix 9



### Monaghan County Council Environmental assessment of Intensive Agricultural Enterprises

#### Content of Letter of Acceptance of poultry manure between contractor and poultry farmer.

Where a letter of agreement regarding off-farm manure movements is sought by a developer for planning purposes the letter shall be completed by a contractor registered under the Animal By-products Regulations and the letter shall include the following details and statements.

##### Contractor Details

Company Name & Address,

DAFM Registration Reference

Details of farm holding from where manure is to be collected *Name and address of farmer and address of development*

Specify manure type as poultry litter (with shavings) air dried manure or slurry to be collected.

Specify quantity of manure to be collected per annum from the farm holding. Where the poultry unit is expanding specify existing and proposed quantity in cubic meters or tonnes to be collected.

Contractor shall provide details of all recovery facilities that accept poultry manure from him/her for compost manufacture or other recovery operation other than land spreading.

.....  
.....

Contractor shall confirm that contractor Form 3 Records of manure movements have been submitted to DAFM and that submissions to DAFM are up to date.

NOTE: Transitional Provisions under the European Union (Good Agricultural Practice for the Protection of Water) Regulations 2014 relate to Nitrogen and Phosphorus.

The Planning Authority may seek information to demonstrate that the *Transitional Provisions* under Article 34(b) and 34 (c) of these regulations have been taken into account in land bank selection. Information may be sought by the local authority regarding farmer and contractor records and arrangements for use of manure.

## Appendix 10

### Traffic & Transport Assessment

#### What is a Traffic & Transport Assessment?

A Traffic & Transport Assessment (TTA) assesses the effect a development will have on the existing infrastructure around the development site. It estimates the additional vehicle trips generated by the proposed development to determine whether the existing road network can cope with the extra demand generated by the development.

The TTA may also look at whether existing and proposed transport facilities are adequate for the proposed development, such as internal and external footpaths, parking facilities, public transport facilities (bus stops etc) and cyclist provision, as well as junction operation and road capacity.

There are three key steps in the process:

1. Determination of the need for a TTA
2. The Scope of the TTA
3. The preparation of a TTA report

Schemes that have had Traffic & Transport Assessments carried out generally provide an improved quality of life for those using the development.

#### Determination of the Need for a Traffic & Transport Assessment

Where the following thresholds are exceeded, a TTA may be required:

- Traffic to and from the development exceeds 10% of the traffic flow on the adjoining road
- Traffic to and from the development exceeds 5% of the traffic flow on the adjoining road where congestion exists or the location is sensitive
- Residential developments in excess of 50 dwellings.
- Retail and leisure developments in excess of 1,000sqm
- Office, education or hospital development in excess of 2,500sqm
- Industrial development in excess of 5,000sqm
- Distribution and warehousing in excess of 10,000sqm

In addition to this, Monaghan Local Authorities may ask for a TTA for quarry or filling station developments.

TTA are usually requested by Monaghan Local Authorities as Additional Information. Preparing to carry out a TTA may take some time. Traffic counts may be required, as well as detailed information about the development. Given the short timeframe for Additional Information, it is advisable to start work on the TTA prior to the submission of the planning application. Pre-planning consultations can determine if a Traffic & Transport Assessment is necessary.

## Scope of the Traffic & Transport Assessment

To make the TTA process quicker and easier, Monaghan Local Authorities have prepared a TTA Scoping Study (Available through Area Engineering Offices) and on Web site. The scoping study is a comprehensive list of every element that should be considered in a TTA. In some cases certain items may not be relevant to your development and may be termed “Not applicable”.

The purpose of the scoping study is twofold;

- To highlight areas of road design which are often forgotten about or neglected. The scoping study could be viewed as a checklist, ensuring a balanced and well thought out scheme. It may be useful to provide a copy of the scoping study to the design team/architects to ensure all relevant items have been addressed prior to making a planning application.
- To allow agreement on the terms of reference of the TTA. This will ensure the TTA carried out addresses the concerns the Local Authority may have, and can highlight any potential problems at an early stage.

The TTA should be carried out by Consultants who have prior experience in the field of transport planning and mobility management. They should have access to traffic modelling software and traffic generation figures to enable them to produce a technical and reliable TTA report. Local knowledge is an advantage.

## Preparation of the Traffic & Transportation Report

Once the scoping study is complete its elements should be formally agreed with Monaghan Local Authorities. After this, the TTA report can be prepared. The TTA report should include site description, existing traffic flows, and estimates of future traffic flows with and without the proposed development, analysis of junction operation with and without the proposed development, parking facilities, and an assessment of other modes of transport. Supporting drawings and plans should be included with the TTA report.

## What will Monaghan Local Authorities do with this Information?

The information may be used to determine developer contributions or additional work required to facilitate the proposed development. It is also a valuable tool allowing Monaghan Local Authorities to prepare for the future. Estimating future traffic growth allows planning for network upgrades and transportation strategies. It may illustrate the development potential of an area, or it may uncover future infrastructure deficiencies that must be designed for.

TTAs will ensure development in County Monaghan is sustainable, integrated and welcomed into the community.

Further information:

- DECLG Traffic Management Guidelines
- Guidelines for Traffic Impact Assessments - The Institution of Highways & Transportation UK
- National Roads Authority Guidelines.
- Road Design Office, Monaghan County Council

**MONAGHAN LOCAL AUTHORITIES**  
**Traffic & Transport Assessment Scoping Study**

Development: \_\_\_\_\_

Client: \_\_\_\_\_

Planning Application Ref: \_\_\_\_\_

Date: \_\_\_\_\_

All elements of the scoping study should be agreed with the relevant local authority before the preparation of a Traffic & Transport Assessment.

Please continue on a separate sheet if required.

Ref.	Item	Requirements
1	Size and description of proposed development	
2	Description of existing land use	
3	Will existing land use be relocated within or off site?	
4	Speed Limit	
5	Sight distance at main road junction Direction 1 Direction 2 Sight distances at internal junctions	
6	Is a Road Safety Audit required?	
7	Existing traffic conditions (traffic counts, proposed traffic counts (include proposed times, days and locations), congestion, etc)	
8	Estimated traffic generated by other proposed developments in the area	
9	What is the potential modal split of the proposed development?	
10	Estimated traffic generation rates (please include reference source), or proposed traffic counts on similar land uses.	

Ref.	Item	Requirements
11	Will the site attract traffic from other adjacent sites?	
12	Development peak hours: Background traffic peak hours Critical time of assessment	
13	Proposed junction type: (If using existing junction will it require modification, upgrade works, etc?)	
14	Will adjacent links or junctions become overloaded? Proposed capacity assessment methods at junctions	
15	What will the area of impact of the development be?	
16	When will the site become fully operational?	
17	Are there significant phases to the development?	
18	What will be the impact of construction traffic? (Please specify the source and route of construction traffic):	
19	What are the assessment years?	
20	Traffic growth factors:	
21	Is the development isolated? Is additional footpath provision required to link into existing footpaths? Do existing footpaths require upgrade works?	
22	Does existing Public Lighting provision extend as far as the site? What additional Public Lighting is required?	
23	Footpath, Tactile paving, dropped kerb provision (Internally and Externally):	

Ref	Item	Requirements
24	Are special pedestrian or disabled provisions required, eg pedestrian crossings?	
25	No. parking spaces required (include calculation details) No. parking spaces provided  Proposed Parking Bay Dimensions	
26	What disabled parking provision has been made?	
27	What cycle parking facilities are being provided? Are special provisions required for cyclists, eg cycle lanes, showering facilities, etc?	
28	Public transport facilities	
29	Are there any other special circumstances relevant to this proposal?	
30	Will the proposal have an impact on road safety?	

Any other comments: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

Approved by: \_\_\_\_\_

Position: \_\_\_\_\_

Date: \_\_\_\_\_

## **Appendix 11**

### **Road Safety Audit (RSA)**

#### What is a Road Safety Audit?

A Road Safety Audit (RSA) is a process for checking the safety of new scheme on roads. It will examine the safety of a proposed scheme from all road users point of view: Drivers, motorcyclists, pedestrians, cyclists, etc.

The safety audit will highlight potential safety issues and will make recommendations on how to improve the situation. The recommendations made will be practical and constructive and in most cases, they will be easy to implement.

Schemes that have undergone Road Safety Audit are not only safer but may also improve the quality of life for those using the development.

#### When is a Road Safety Audit required?

Road Safety Audits must apply to all Development Schemes which result in a change to the road or roadside layout that is initiated and/or executed for commercial or private development on the National Road Network. However, Monaghan County Council will request Road Safety Audits for development schemes on non-national routes in the following scenarios

- New roads (including residential roads)
- 
- Traffic Management Schemes including Quality Bus Corridors and Cycle Tracks
- Development Schemes
- Major junction's improvement works
- Any scheme which materially affects vulnerable road users
- Major maintenance schemes

There are three main stages at which a development should be safety audited:

Stage 1 – Completion of preliminary design

Stage 2 – Completion of detailed design

Stage 3 – Completion of construction / prior to opening to traffic

For most developments, a combined Stage 1 & 2 Safety Audit is sufficient for planning applications, and a Stage 3 Audit should also be carried out when the development is completed. The Safety Audit should not just consider the junction with the main road, but also the internal layout and facilities within the site area.

Getting organised to carry out a Safety Audit may take some time. It is advisable that if a safety audit is required for a development, it should be carried out prior to the submission of a planning application, as being requested under Additional Information may delay the planning process. Pre-planning consultations will determine if a Road Safety Audit is required.

### Who carries out the Road Safety Audit?

Each Road Safety Audit should be carried out by a trained RSA team – the team should consist of at least two people; a team leader and a team member. It is essential the Road Safety Audit team are independent of the design team. Many engineering consultancies now have a trained road safety audit team

For developments on or materially altering the National Road Network the Safety Audit Team must be approved through the online Transport Infrastructure Ireland (TII) Road Safety Audit Approval System. For all other schemes the Safety Audit Team must be approved by Monaghan County Council.

The Safety Audit team will examine plans of the proposed development, consider any other supporting information such as traffic counts and accident history, and carry out a site visit. They will then compile a report detailing each of their findings and outlining any remedial measures that should be considered. The design team are then given a chance to review their design and to respond to the safety audit team's findings.

All Road Safety Audits commissioned must comply with TII GE-STY-01024 'Road Safety Audit' and TII GE-STY-01027 'Road Safety Audit Guidelines', which can be accessed from [www.tiipublications.ie](http://www.tiipublications.ie).

### What will the Road Safety Audit look out for?

The RSA is not a design check and will only consider issues considered to pose a safety problem. Things often forgotten in the design stage and picked up on in the Road Safety Audit process include;

- Footpath provision (including outside the development)
- Street lighting
- Facilities for disabled/vulnerable users (dropped kerbs, tactile paving, disabled parking bays, disabled accesses, pedestrian crossing facilities, etc)
- Signage
- Sight distance/obstructions at junctions
- Speed management (road layout, excessive road widths, speed restraint measures, traffic calming features, etc.)

Thought should be given to each of the areas during the design process, and drawings showing these elements should be provided for the Road Safety Audit Team.

### Further information:

DoEHLG Traffic Management Guidelines  
Road Design Office, Monaghan County Council  
Design Manual for Urban Roads and Streets



## Appendix 13

### Access Details

#### Layout of Accesses for Single or Paired Dwellings

Entrances should form a bellmouth of 5.0 metres with edge of new boundary and the entrance gates shall open inwards only. Recessed entrance shall be of sufficient dimensions to allow a stationary vehicle to wait off the public road.

Diagrams 1 and 2 in Figure 1 below outline two different options (A and B) for proposed new accesses to single dwellings. Diagram 3 shows the required layout for paired accesses to dwellings.

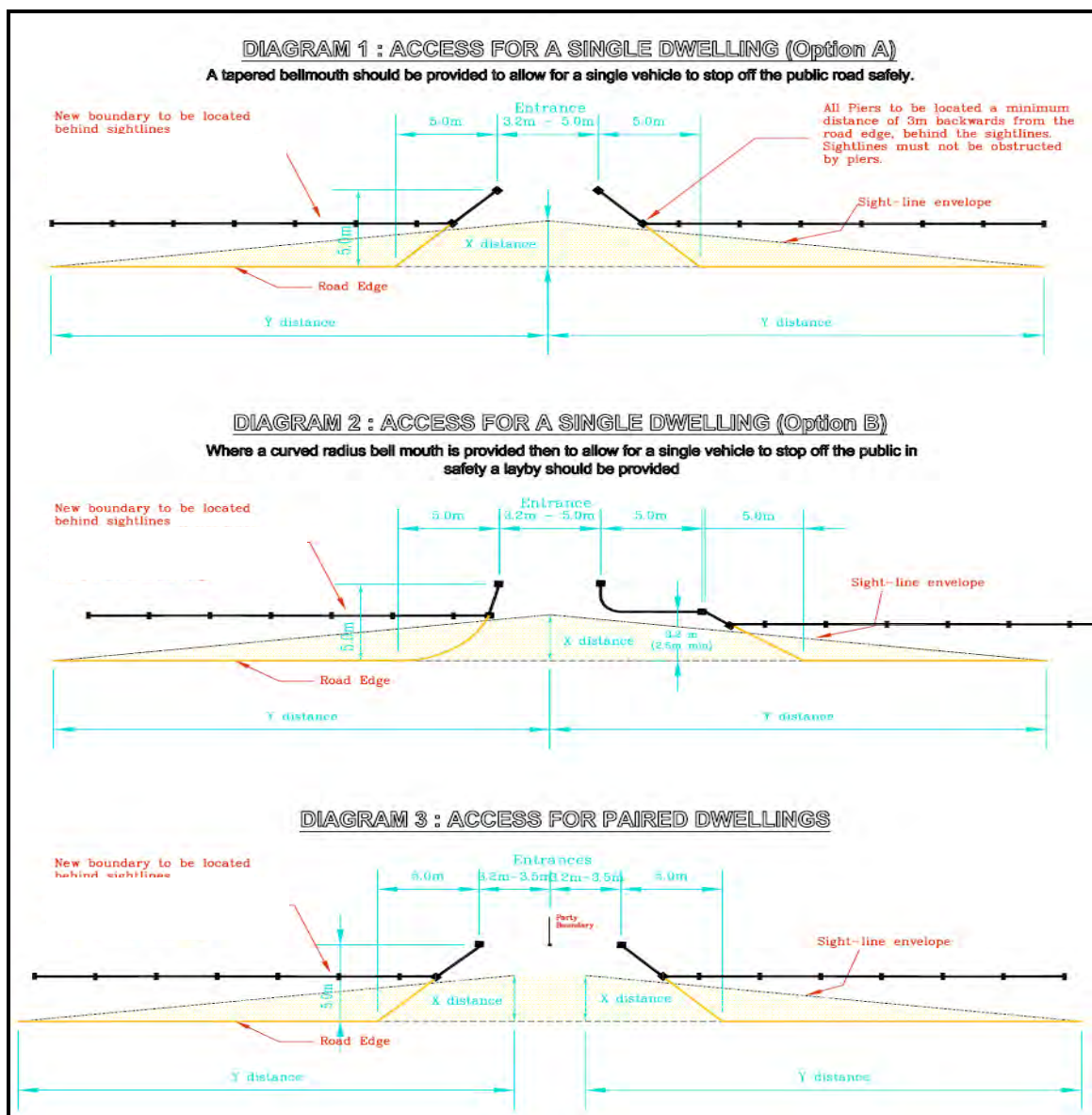


Figure 1: Access details for single and paired dwellings

- i. The minimum width of a single access will normally be 3.2m with a maximum width of 5.0m.

- ii. Where the access crosses a footpath it is important to have inter-visibility between pedestrians and emerging motorists. In these circumstances there should normally be visibility splays between the drivers viewpoint 2.0 m back into the access and a distance measured along the footpath for 2.0 m on each side of the viewpoint. (see figure 2 below).

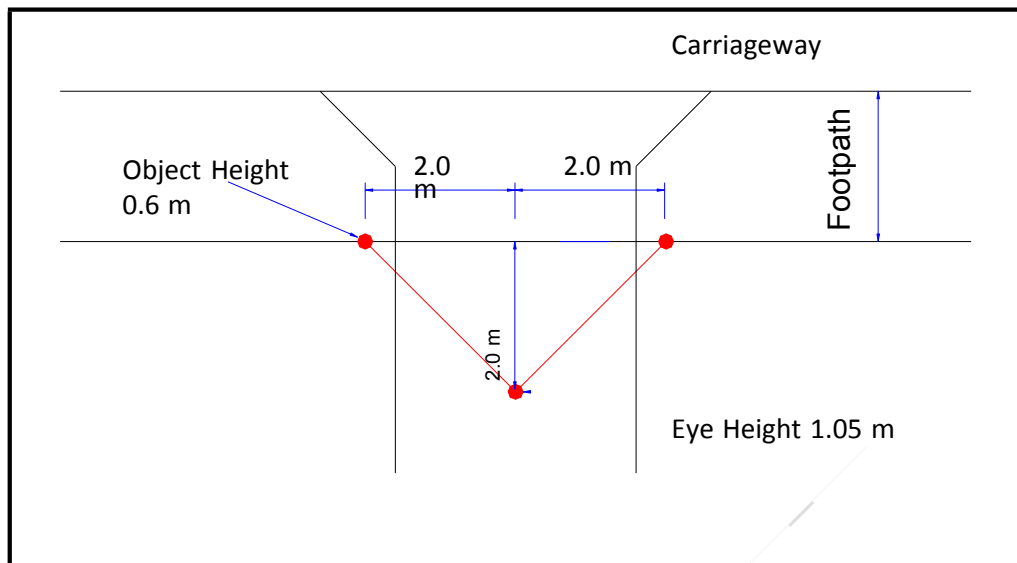


Figure 2: Visibility at the Back of a Footpath Crossing

- iii. Gradient of access road to be not greater than 1:20 (5.0%) for the first 5 metres outside the public road boundary. To avoid excessive gradients over the remainder of the access a gradient of 1:10 (10.0%) or less ought to be provided to ensure it may be continue to be used during wintry weather.
- iv. The line of any new fence, hedge, wall or piers must be positioned behind the visibility splays. Any new trees or shrubs should be planted back from the visibility splays to allow for future growth and some species will require additional set back. All existing planting must be kept trimmed behind visibility splays.
- v. Where a timber post and rail fence is erected along a road boundary. The timber rails should be placed on the site side of the posts; to ensure that if the fence is hit by a vehicle the rails will be less likely to be propelled into the cabin, this is in the interest of road safety.
- vi. Any pole, column or sign that may be exposed by the removal of the front boundary should be repositioned alongside the new front boundary line or removed concurrently with the overall site development works as failure to relocate it could create a hazard to other road users.
- vii. Where there is a concern about the structural integrity of the public road the area between road edge and the new boundaries should to be soled with 300mm depth of 100mm stone, blinded with quarry dust and rolled to level and camber of existing road.
- viii. Entrance or access road should be surfaced with concrete, bitmac or asphalt from the edge of public road for a minimum of 5 metres. This is to help ensure that no loose material is washed out onto the public roadway and create a hazard.

- ix Measures should be taken during construction to protect the structure of the public road and not to create a hazard to road users. Site works required in relation to sight distance and drainage works should be carried out prior to the commencement of any building operations.
- x During Construction, measures should be taken to prevent material being deposited on the road and causing a hazard to road users. This is an offence under the Roads Acts. Where there is the potential for material to be deposited on a road from a development a wheel wash should be installed at exit of the site to prevent material being drawn onto road. Where any material is deposited on the public roadway this should be removed immediately (a brush on a tractor is insufficient as this only moves the material, it does not remove it).
- xi All site works required in relation to sight distance and drainage works to be carried out prior to the commencement of any building operations. Failure to do this could result in forfeiture of part or all

## Layout of Other Accesses

- i. The layout of all other accesses shall be in accordance with National Standards as set out in the relevant TII publications, details of which can be found in the Transport Infrastructure Ireland website [www.tii.ie](http://www.tii.ie).
- ii. The entry and exit radii shall be sufficient to accommodate the largest vehicle likely to use the access. In most cases a 10m radius should be adequate but where little or no Heavy Good Vehicles will use the entry then a minimum of 6m may be permitted in urban areas.
- iii. The minimum width of the access shall be 6.0m for a two-way access and 3.75m for a one-way access.
- iv. The gradient of the access shall not normally exceed 4% over the first 10m outside the public road boundary. The remainder of the access should have a gradient less than 10%.
- v. Entrance gates should normally be sited far enough from the edge of the carriageway to allow the largest vehicle likely to use the access to stop clear of the carriageway when the gates are closed. Where this is not possible the provision of a deceleration lane or lay-by may be required. Gates must be hung so that they do not open towards the carriageway or, where this is not possible, sited so that when open they do not project into the public road area.
- vi. It may be necessary to control the internal layout to prevent vehicles queuing back onto the public road. For example, a weighbridge or car park barrier should be located a sufficient distance from the access.
- vii. Where the access crosses a footpath, it is important to have inter-visibility between pedestrians and emerging motorists. In these circumstances there should normally be visibility splays between a driver's viewpoint 2m back into the access and a distance measured along the back of the footpath for 2m on each side of the viewpoint. (See figure 2 above).
- viii. Measures should be taken during construction to protect the structure of the public road and not to create a hazard to road users. Site works required in relation to sight distance and drainage works should be carried out prior to the commencement of any building operations.
- ix. During Construction, measures should be taken to prevent material being deposited on the road and causing a hazard to road users. This is an offence under the roads acts. Where there is the potential for material to be deposited on a road from a development a wheel wash should be installed at exit of the site to prevent material being drawn onto road. Where any material is deposited on the public roadway this should be removed immediately (a brush on a tractor is insufficient as this only moves the material it does not remove it).
- x. All site works required in relation to sight distance and drainage works to be carried out prior to the commencement of any building operations. Failure to do this could result

in forfeiture of part or all of any cash security.

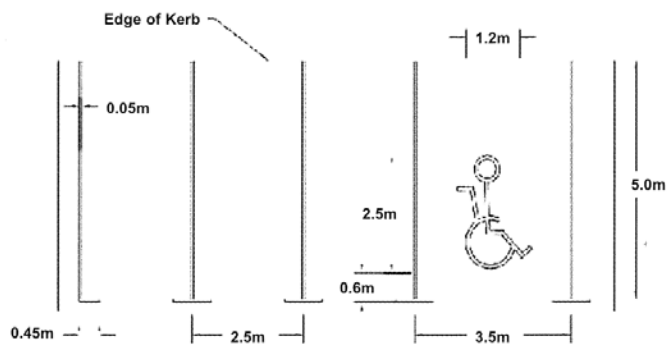
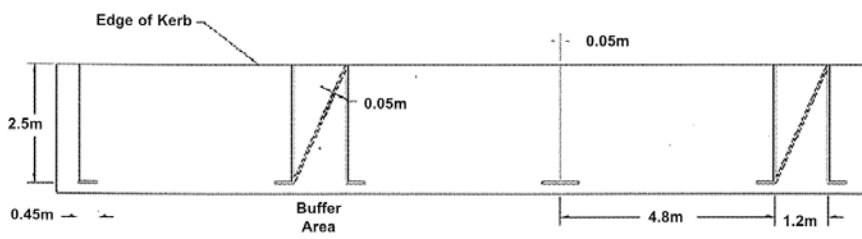
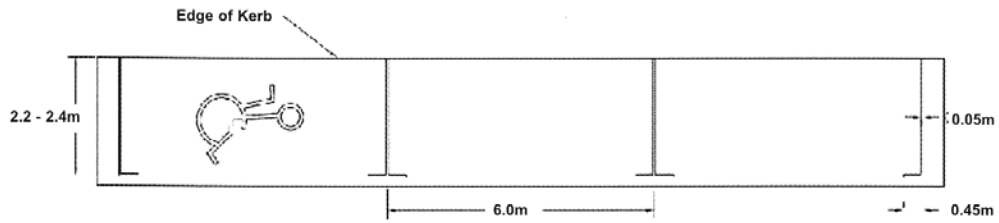
- xi. In housing developments all roads, footpaths and lighting within the estate to comply with Monaghan County Council's *"Standards for Private Housing Estates"* and *"Recommendations for Site Development Works for Housing Areas"*, *"Traffic Management Guidelines"* and *"Design Manual for Urban Roads and Streets"* from DOEHLG.
- xii. Traffic signs and markings for estate roads to comply with *"Traffic Signs Manual"* from DOEHLG.
- xiii. It is important that speed restraint and traffic control measures are integrated into a development (rather than the retro fitting of speed ramps). *"Traffic Management Guidelines"* and *"Design Manual for Urban Roads and Streets"* from DOEHLG. Sets out guidelines and provide design standards for Traffic control and calming measures within estates.

## Drainage

- i. Drainage shall be provided where necessary to prevent water from the access flowing onto the public road. Similarly, when an access is being constructed the existing road drainage must either be maintained or effective alternative measures provided.
- ii. Entrance between road carriageway and boundary to be graded back so that level at 3.0 metres from road edge is 100 mm below road level. This is to ensure water does not collect on or run onto the road carriageway and therefore create a hazard to road users.
- iii. Where a drain is located inside or outside the existing road boundary it may be necessary to pipe it for access purposes or for safety. It should be piped with a pipe strong enough to withstand the loads to be placed on it and of sufficient diameter to carry the maximum calculated throughflow of water. The pipeline should be backfilled to ground level with suitable granular filter material. This should discharge to the nearest appropriate watercourse. If a new pipeline needs to be placed under the public road a separate application shall be made to the relevant Local Authority for a road opening licence.
- iv. Where the development changes the layout of the ground the Council may ask for a French drain and gullies to be installed. This is to ensure that surface water is collected in a safe manner to prevent it discharging onto the road or site and to protect the bearing capacity of the road pavement. The French drain will be of a sufficient diameter (not less than 225 mm) and capable of carry the loads placed on it. It should be backfilled to ground level with suitable free draining granular filter material to be placed along the full site frontage. It should be piped to the nearest watercourse. Suitable gullies to be placed at start, end, and intersection of other drains and at not greater than 40 metres intervals. If the new pipeline needs to be placed under the public road than a separate application shall be made to the relevant Local Authority for a road opening licence.
- v. At the entrance or access, measures should be put in place to prevent water from the entrance flowing onto or collecting on the public road or entrance. These measures should consist of a cattle grid, ACO drain or gullies; the discharge from these should be piped to drainage pipeline.
- vi. Existing surface water discharge from the public road by surface and subsoil drainage onto the site must remain unimpeded and must be catered for in the design and construction.
- vii. With any application surface water collection and drainage on the site must be disposed of appropriately to ensure no surface water flows onto the public roadway or adjoining properties.
- viii. No development exempt or otherwise shall be erected over a public sewer, drain or watermain.

## Appendix 12

### Parking Layout Details



## Appendix 14

### FORM OF AGREEMENT – VISIBILITY SPLAYS AND FORWARD/REAR VISIBILITY

1. This AGREEMENT is made the \_\_\_\_ day of \_\_\_\_\_ 20\_\_ between \_\_\_\_\_  
\_\_\_\_\_ of \_\_\_\_\_  
in the County of Monaghan (hereinafter called the Grantor) of the One Part and \_\_\_\_\_  
\_\_\_\_\_ of \_\_\_\_\_  
in the County of Monaghan (hereinafter called the Grantee) of the Other Part.
2. WHEREAS the Grantee has applied to Monaghan County Council for permission to carry out development on the part of the lands of \_\_\_\_\_ at \_\_\_\_\_  
\_\_\_\_\_ in the County of Monaghan registered on Folio \_\_\_\_\_ of the Register County Monaghan described in the Schedule hereto.
3. AND WHEREAS it is necessary that the Grantee provide clear line of sight of \_\_\_\_\_ metres from the entrance to their development from a point in the entrance 2.4/3.0\* metres from the road edge at a height of between 1.05 metre and 2.0 metres above ground level to an object height of between 0.26/1.05\* metres and 2.0 metres above ground level in both directions, and where necessary, provides forward/rear visibility\* of \_\_\_\_\_ metres at a height of between 1.05 metre and 2.0 metres above ground level to an object height of between 0.26/1.05\* metres and 2.0 metres above ground level.
4. The Grantor, as registered owner of the lands registered on Folio \_\_\_\_\_ of the Register County Monaghan, at the request of the Grantee and in consideration of €\_\_\_\_\_ paid by the Grantee to the Grantor, the Grantor hereby grants unto the Grantee his heirs and assigns the owners for the time being of the property described in the schedule hereto, the right at all times to carry out works (including cutting back, removal and setting back of hedgerows, fences, walls, pillars, or poles) over the area on the lands of the Grantor between the points marked "A" and "B" measuring \_\_\_\_\_ metres and delineated on the map (scale 1:2500/1:500\*) attached hereto to the intent that shall at all times allow for the clear line of sight and any required forward visibility described in paragraph three hereof, and undertakes not to do or permit any act or thing which would obstruct or diminish said clear line of sight / forward visibility / rear visibility\*.
5. The Grantor HEREBY ASSENTS to the registration of the rights herein created being registered as a burden on the said Folio \_\_\_\_\_ County Monaghan.

ALL THAT part of the lands of comprised in Folio \_\_\_\_\_ being part of the lands of the Register County Monaghan as delineated on the map attached hereto and thereon edged with red.

\*Delete that which does not apply

SIGNED SEALED AND DELIVERED by the said

in the presence of:

SIGNED SEALED AND DELIVERED by the said



in the presence of:

## **Appendix 15**

### **Monaghan Local Authorities Rural Housing Needs Form (RH 1 Form)**

#### Instructions

This form should be completed and submitted as part of a planning application for all rural houses within the areas delineated as being under strong urban influence as indicated in the Monaghan County Development Plan 2019-2025 and outlined on Maps 2.2 - 2.6.

Such areas include:

1. Areas around Monaghan Town
2. Areas around Carrickmacross
3. Areas around Castleblayney
4. Areas around Clones

Please answer all the questions relevant to the application. This form and documents submitted with it will be used to assess eligibility under the provisions of the development plan (Policies RSP2). Before completing this form you are advised to study the relevant provisions of the Monaghan County Development Plan 2019-2025 and in particular Section 2.8.1 which sets out policy in relation to rural housing needs.

It is in the applicant's interest to provide as much information as possible. If there are additional facts which are considered relevant and are not addressed in the application form, you can include these on a separate sheet. It should be noted that any information supplied will be included in the planning file and will be available to the public to view.

You are advised that the purpose of the foregoing form is to assist the Planning Authority to determine your eligibility for a dwelling in certain defined rural areas in the county. It is a general form applicable to all restricted areas in which it is necessary to substantiate a housing need.

**Section 1      General Information**

1. Name of the proposed adult for whom the rural housing need is being established. (This should be the same as the name under which the application has been submitted. A person 18 years of age and over will be considered to be an adult. Documentary evidence to establish this fact may be requested)

.....  
.....

2. Applicant's Current Address

.....  
.....  
.....

3. Application site address

.....  
.....  
.....

4. Indicate on an OS sheet the location of your current residence in relation to the proposed dwelling. If it is not possible to include your current and proposed dwelling on the same map, then both should be provided on separate maps. Please also provide address(s) and distance between the above in kilometres

OS Sheet Included:

.....  
.....  
.....

5. Indicate on an OS sheet the location of the family home in relation to the proposed dwelling. If it is not possible to include the family home and proposed dwelling on the same map, then both should be provided on separate maps. Please also provide address(s) and distance between the above in kilometres

OS Sheet Included:

.....  
.....

.....

**Section 2                      Development Plan Policies**

6. Into which category of Local Need (see table below) is it considered that the occupants of the proposed dwelling house would comply with? (Please tick)

<b>Category of Applicant (Relevant Policy RSP2)</b>	<b>Relevant Documents Required</b>	<b>Documents Submitted (Please tick)</b>
<b>(a)</b> Where the applicant is a landowner, or where the dwelling is for a member of his/her immediate family.	<ul style="list-style-type: none"> <li>• Land Registry Certificate and landholding maps showing the full landholding.</li> <li>• Details of the actual total area of land owned (in hectares).</li> <li>• Evidence of when the land was purchased / acquired.</li> <li>• Where the applicant is not the landowner, a letter outlining the relationship between the landowner and the applicant signed by the applicant and landowner concerned. The document should be witnessed and stamped by a solicitor.</li> </ul>	
<b>(b)</b> Where the dwelling is for an individual who has lived in the local rural area for a minimum period of five years prior to the date of submission of a planning application.	<ul style="list-style-type: none"> <li>• Details of all places of residence over the last 10 years.</li> <li>• If returning to an area where you had previously lived, provide details of previous places of residences.</li> <li>• Proof of residence in the local area for a five year period e.g. Letter from school, church, birth/baptismal records, utility bills.</li> </ul> <p><b>Note: Map is also required showing current / previous local residence</b></p>	
<b>(c)</b> Where the dwelling is required to meet the needs of a person working in an established rural based agricultural, commercial, industrial or other enterprise in the local area, where the person derives his/her main income from that activity, or by a member of his/her immediate family. Such circumstances may also include such persons whose work is intrinsically linked to the local rural area (such as teachers in rural schools).	<ul style="list-style-type: none"> <li>• Details of the principal occupation.</li> <li>• Place of work.</li> <li>• Name and address of employer.</li> </ul> <p><b>Map must be submitted indicating location of employment in relation to the application site.</b></p> <ul style="list-style-type: none"> <li>• Substantiated proof that main income is derived from the rural based agricultural, commercial, industrial enterprise e.g. audited accounts from accountant.</li> <li>• Background information outlining reason employment should be considered as</li> </ul>	

	intrinsically linked to the local rural area.	
<b>(d)</b> Where the dwelling is to facilitate a retiring farmer, where the applicant last worked principally as a farmer in the local area, or by a widow or widower of someone who last worked principally as a farmer in the local area.	<ul style="list-style-type: none"> <li>• Proof that they or their spouse were involved in farming.</li> <li>• Townlands of the lands farmed.</li> <li>• Area of lands farmed (ha).</li> <li>• Period during which these lands were farmed.</li> <li>• Substantiated proof that main income was derived from the agricultural enterprise e.g. audited accounts from accountant.</li> </ul> <p><b>Map must be submitted indicating lands previously farmed and outlined on map in blue, even where these lands have now been disposed of.</b></p>	
<b>(e)</b> The dwelling is required to facilitate site specific and compelling special domestic or personal circumstances, where genuine hardship would result if planning permission were refused. In these circumstances the onus will be placed on the applicant to justify why other alternative solutions, such as a house extension, granny flat or mobile home, cannot be considered.	<ul style="list-style-type: none"> <li>• Submission of a statement of justification explaining what genuine hardship would result in the absence of planning permission being granted.</li> </ul> <p><b>Because of the individual and varied circumstances behind each application it is not possible to offer comprehensive guidance. Consequently it would be advisable to contact the Planning Authority to discuss the situation and criteria/information to be submitted in regard to this exception.</b></p>	
<b>(f)</b> The dwelling is to replace an existing dwelling, where the dwelling to be replaced; was in use or last used as a dwelling; has not been changed to a dwelling from another use without planning permission; has not been vacant for a period in excess of 10 years prior to the date of submission of a planning application; shall exhibit all the essential characteristics of a habitable dwelling house and shall be reasonably intact.	<ul style="list-style-type: none"> <li>• Specific dates of when the dwelling was last occupied.</li> <li>• Substantive proof of when the dwelling was last occupied e.g. utility bills/bank statement etc</li> </ul>	
<b>(g)</b> The sympathetic change of use of a protected structure or a non protected vernacular building (where the building is an important element in the landscape or of local, architectural or historic merit) into residential use, where this secures its upkeep and survival, and the character and architectural or historic interest		

<p>of the building would be preserved or enhanced. Proposals for a change of use should incorporate details of all intended alterations to the building and its cartilage to demonstrate their effect on its appearance, character and setting.</p>		
<p><b>(h)</b> Where the dwelling is for an emigrant who is returning to the local area, where he/she had previously lived for a minimum period of 5 continuous years.</p>	<ul style="list-style-type: none"> <li>• Details of all places of residence over the last 10 years.</li> <li>• If returning to an area where you had previously lived, provide details of previous places of residence.</li> <li>• Proof of residence in the local area for a five year period e.g. Letter from school, church, birth/baptismal records, utility bills.</li> <li>• Map indicating previous residence of applicant.</li> <li>• Land registry map and folio number indicating lands in family ownership, even where those lands have now been disposed of.</li> </ul>	

A **Landowner** is defined as an individual with a minimum landholding in the local rural area of 4 hectares, which he or she has owned for a minimum period of 5 years prior to the date of submission of a planning application.

**Immediate family** is considered to be a sibling, son or daughter or adopted child of the landowner. Where the landowner's child(ren) have resided outside the state or N. Ireland for a minimum continuous period of 10 years or where the landowner has no children, a niece/nephew maybe considered a landowners family member.

A **local area** is defined as being within a radius of 4 kilometres

A **rural area** is defined as outside the defined development limits of a settlement

7. Have you submitted a certified copy of the land registry map and accompanying folio map showing all land in the ownership of the applicant?

(Please note that a failure to submit this information will result in delays with the processing of this application)

Yes \_\_\_\_\_ No \_\_\_\_\_

(Note: A map of the entire landholding from which the site is taken must be submitted - not just the field in question)

8. Are you aware that in the event that planning permission is granted an occupancy condition will be applied and in some cases a Section 47 agreement in accordance with the Act (Planning & Development Acts 2000-2010) restricting residency to the applicant for a period of 7 years, will be attached?

Yes \_\_\_\_\_ No \_\_\_\_\_

**I hereby declare that the information contained in this form is correct**

Signature : \_\_\_\_\_

Applicant: \_\_\_\_\_

Date: \_\_\_\_\_

(i) The giving of false or misleading information or failure to complete the form accurately and in full will result in delays with the processing of this application.

(ii) Before completing this form you are advised to study the relevant provisions of the Monaghan County Development Plan (2013-2019) and in particular Section 3.5 which sets out policy in relation to rural housing needs.





Appendix 16

Monaghan Local Authorities  
*Údaráís Áitiúla Mhuineacháin*



Application to have development taken in charge by the local authority

Applicant's Name: \_\_\_\_\_

Applicant's Address: \_\_\_\_\_

Telephone No.: \_\_\_\_\_

Development Name: \_\_\_\_\_

Developer's Name: \_\_\_\_\_

Developer's Address: \_\_\_\_\_

Developer's Telephone No.: \_\_\_\_\_

O.S. Map Number: \_\_\_\_\_

Planning Reference Numbers: \_\_\_\_\_

Development Contribution Receipt  
Numbers: \_\_\_\_\_

Connection Fee Receipt Numbers: \_\_\_\_\_

No of Houses: \_\_\_\_\_

No of Apartments: \_\_\_\_\_

No of Commercial Units: \_\_\_\_\_

Area of Public Spaces: \_\_\_\_\_

As-Constructed drawings completed by: \_\_\_\_\_

Qualification: \_\_\_\_\_

**Items Submitted with this Application form: (Tick as Appropriate)**

As Constructed Drawings: \_\_\_\_\_

Public lighting Design: \_\_\_\_\_

Certificate from public lighting service provider regarding public lighting: \_\_\_\_\_

Certificate from telephone service provider Regarding Services: \_\_\_\_\_

Certificate from cable television service Provider Regarding Services: \_\_\_\_\_

Security Bond/Cash/Site: \_\_\_\_\_

Amount: \_\_\_\_\_

Expiry: \_\_\_\_\_

Third Party Insurance Certificate: \_\_\_\_\_

Copies of Wayleaves: \_\_\_\_\_

Drainage Layout plans: \_\_\_\_\_

Grass Seed Mixture: \_\_\_\_\_

**Public Lighting**

No of Public Lights: \_\_\_\_\_

Type of Lantern: \_\_\_\_\_

**Roads and Footpaths**

Length of Roadway: \_\_\_\_\_

Width of Roadway: \_\_\_\_\_

Construction Details  
Sub-base: \_\_\_\_\_

Roadbase: \_\_\_\_\_

Length of Footpaths: \_\_\_\_\_

Width of Footpaths: \_\_\_\_\_

Construction Details: \_\_\_\_\_

Watermains

Lengths	Diameters(mm)	Material	Class

Size of Water Meter: \_\_\_\_\_

Average Water Consumption  
Per day: \_\_\_\_\_

Detail any water/Sewerage Pump \_\_\_\_\_

Number of Hydrants: \_\_\_\_\_

Number of Marker plates: \_\_\_\_\_

Foul Sewers

Number of Foul Sewer Manholes: \_\_\_\_\_

Lengths	Diameters (mm)	Material

Surface Water Sewers

Number of S.W.S Manholes: \_\_\_\_\_

Number of Road Gullies: \_\_\_\_\_

Lengths	Diameters (mm)	Material

Open Spaces

Area(s): \_\_\_\_\_

I the undersigned hereby apply to have the aforementioned elements of the above development taken in charge by the local authority.

Signed: \_\_\_\_\_ Date: \_\_\_\_\_

**Monaghan Local Authorities  
Údarás Áitiúla Mhuineacháin**



**Certificate No. 1**

**Name of Estate:** \_\_\_\_\_

**For the benefit of the local authority, this is to certify that:**

**Sewers have been tested and passed in accordance with the requirements of Clause 3.20 of “Recommendations for Site Development Works for Housing Areas” – Department of Environment and Local Government (November 1998).**

**Type of test:** \_\_\_\_\_

**Did a relevant local authority official witness the test?** \_\_\_\_\_

**Name of official who witnessed the test?** \_\_\_\_\_

**Signature:** \_\_\_\_\_

**Planning Ref. Number :** \_\_\_\_\_

**Professional Qualifications** \_\_\_\_\_

**Notes:**

- 1. It is a requirement that Certifiers hold professional indemnity insurance and tax clearance certificates.*
- 2. Appropriate standards include Irish Standards, British Standards Codes of Practice and their EU equivalent.*
- 3. All construction work to comply with the Building Regulations.*

**Monaghan Local Authorities  
Údaráis Áitiúla Mhuineacháin**



**Certificate No. 2**

**Name of Estate:** \_\_\_\_\_

**For the benefit of the local authority, this is to certify that:**

**Water supply pipes have been tested and sterilised to the requirements of Clause 4.18 of "Recommendations for Site Development Works for Housing Areas" – Department of Environment and Local Government (November 1998).**

**Type of test:** \_\_\_\_\_

**Did a relevant local authority official witness the test?** \_\_\_\_\_

**Name of official who witnessed the test?** \_\_\_\_\_

**Signature:** \_\_\_\_\_

**Planning Reference No:** \_\_\_\_\_

**Professional Qualifications:** \_\_\_\_\_

**Notes:**

- 1. It is a requirement that Certifiers hold professional indemnity insurance and tax clearance certificates in accordance with the taking in charge policy.*

2. *Appropriate standards include Irish Standards, British Standards Codes of Practice and their EU equivalent.*
3. *All construction work to comply with the Building Regulations*

**Monaghan Local Authorities  
Údarás Áitiúla Mhuineacháin**



**Certificate No. 3**

**Name of Estate:** \_\_\_\_\_

**For the benefit of the local authority, this is to certify that:**

**This is to certify that the roads and footpaths comply with the requirements of Monaghan Local Authorities "Taking in Charge Policy for Private Housing Developments" document.**

**Number of and location of cores taken** \_\_\_\_\_

**Did a relevant local authority official witness the test?** \_\_\_\_\_

**Name of official who witnessed the test?** \_\_\_\_\_

**Signature:** \_\_\_\_\_

**Planning Reference Number** \_\_\_\_\_

**Professional Qualifications:** \_\_\_\_\_

**Notes:**

- 1. It is a requirement that Certifiers hold professional indemnity insurance and tax clearance certificates.*
- 2. Appropriate standards include Irish Standards, British Standards Codes of Practice and their EU equivalent.*
- 3. All construction work to comply with the Building Regulations*



Monaghan Local Authorities

Údarás Áitiúla Mhuineacháin



**Certificate No. 4**

Name of Estate: \_\_\_\_\_

For the benefit of the local authority, this is to certify that:

The development complies fully with the grant of Planning Permission documentation and all associated conditions attached.

Signature: \_\_\_\_\_

Planning Reference Number \_\_\_\_\_

Professional Qualifications: \_\_\_\_\_

**Notes:**

1. *It is a requirement that Certifiers hold professional indemnity insurance and tax clearance certificates.*
2. *Appropriate standards include Irish Standards, British Standards Codes of Practice and their EU equivalent.*
3. *All construction work to comply with the Building Regulations*

## Appendix 17(a)



Monaghan Town: Active Travel Town

Walking and Cycling Strategy

November 30<sup>th</sup> 2012



**Kieran Boyle** Consulting  
Transport Planning Engineering



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# QM

Issue/revision	Issue 1	Issue 2
Issue/revision		
Remarks	Draft	Version 1.1
Date	13 <sup>th</sup> November 2012	30 <sup>th</sup> November 2012
Authorised by	Kieran Boyle	Kieran Boyle
Signature		
File reference	2012P022	2012P022

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Registered in Ireland 453860

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# 1 Vision and Objectives

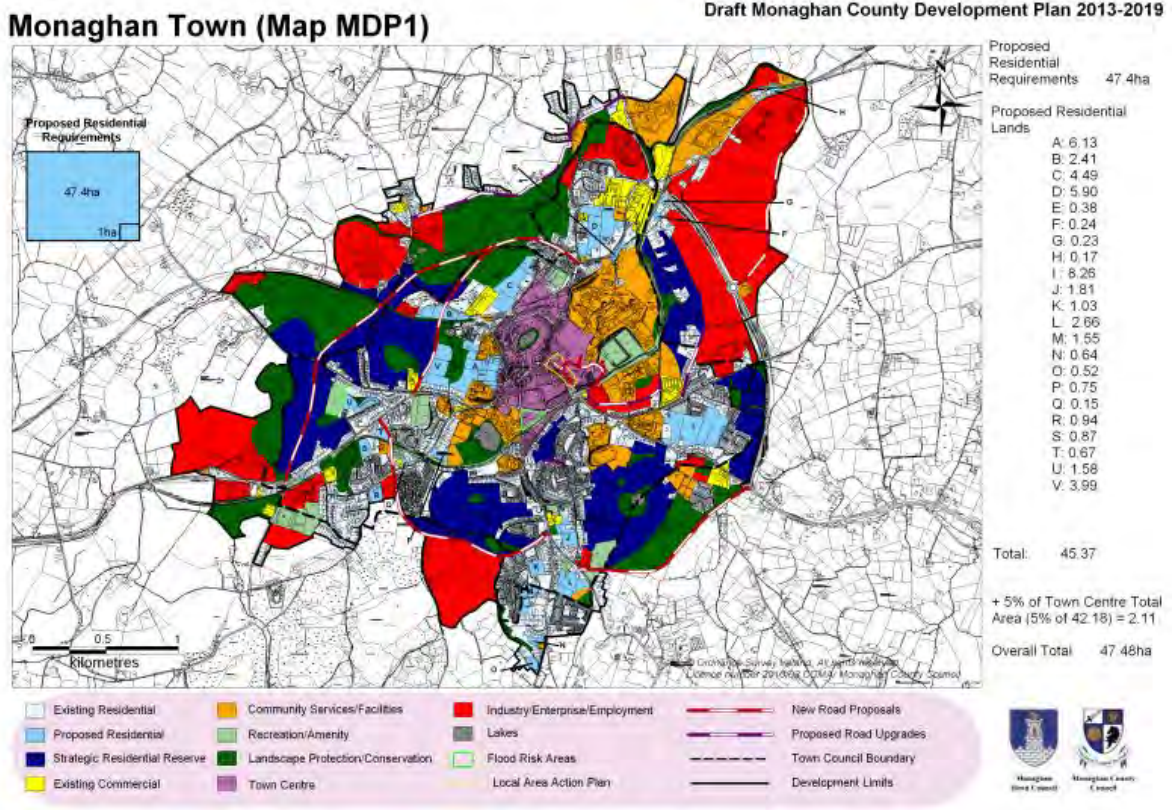
## 1.1 VISION

The walking and cycling strategy for Monaghan Town creates a vision to develop the town with a network of safe and convenient walking and cycling routes that will improve the quality of life for everybody in the community by prioritising walking and cycling for travel to work, education, shopping and day to day business in the town whilst also providing high quality routes for leisure and fitness activities.

The imminent development of the 4km Greenway along the Ulster Canal will create a flagship project for the town and the walking and cycling strategy identifies a network of routes that will link to the Greenway and that will provide for improved access throughout the town and its environs.

Consultation undertaken as part of this strategy has indicated a strong appetite in Monaghan for walking and cycling for leisure and recreation and the overriding goal of the strategy is to develop walking and cycling to be the preferred mode of travel for shorter distance journeys in and around the town. The strategy has been developed with a program of measures that will change travel behaviour in the town with a particular focus on travel to work and education and identifies means by which the community will play a key role in the development and implementation of the strategy recommendations.

The strategy has been undertaken with a view to the future development of the town as set out in the Monaghan County Development Plan 2013-2019. This will ensure that the strategy and in particular the network of improved walking and cycling links can be developed further to incorporate new developments in the environs of the town.

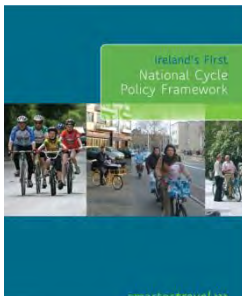
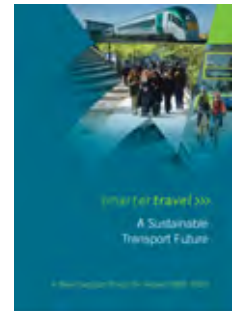




## 1.2 CONTEXT

### National Policy

The SmarterTravel policy was adopted by the Department of Transport in 2009 and forms the primary policy context for the Walking and Cycling Strategy. Smarter Travel has brought sustainable travel to the forefront of public policy and represents a new paradigm in Transport policy for Ireland which, for the first time, places walking and cycling at the centre of transport policy and infrastructure delivery.



As part of the policy, the National Cycle Policy Framework (NCPF) was developed; this sets a national target of 10% of all trips being made by bike in 2020 and a vision to create a strong cycling culture in Ireland. Achieving these targets will require, in particular, road and cycleway improvements within the urban areas, including revisions to speed limits, junction improvements and the reallocation of road space to safely accommodate cyclists. Educational and marketing programmes aimed at promoting the health and economic benefits of walking and cycling will help encourage the mindset shift required to achieve this aim.

Following on from the Smarter Travel policy in early 2012 the Government announced the Active Travel Towns 5 year multi-annual funding support program. The scheme is principally for the strategic development of strategies and infrastructures to support walking and cycling in towns outside the Greater Dublin Area. The Government recognises that to achieve its target of 10% of all trips being made by bike and the overall modal shift noted within Smarter Travel will require a focus on population and employment centres. The principal objective of Active Travel Towns is to achieve modal shift from car to either walking or cycling. This objective will be delivered through the following:

#### Active Travel Town Objectives

- The provision of safer routes for people to travel by bike or on foot
- A reduction in short-distance car journeys through the availability of good quality travel information and alternative infrastructure
- Community involvement
- Improved walking and cycling access to public transport
- Tie-in with schools/colleges and workplace plans both through existing programmes and new linkages.

The Smarter Travel policy and the Active Travel Town program is about changing unsustainable habits in travel patterns and reducing the health and environmental impacts of current travel patterns. Achieving the vision and goals of the policy and program will lead to improved communities, a more efficient economy, a healthier and more active population and improved quality of life for all. The Walking and Cycling Strategy for Monaghan is a direct response to the Active Travel Town program and the strategy is based on providing both infrastructural improvements and initiatives to change personal travel behaviour to achieve a modal shift away from car usage to the more sustainable modes of walking and cycling.



Infrastructural improvements should be delivered in a focussed way that improve the existing network by removing barriers , improve the connectivity of the network and provided quality links connecting the communities to key destinations. These should be delivered per the 'Hierarchy of Solutions' as noted within the NCPF. Initiatives should not just focus on travel for school, work or shopping purposes, but should also link into and encourage active travel for leisure and recreational purposes. Lapsed cyclists are more likely to begin cycling again for leisure purposes than for commuting, and once they begin cycling for leisure it is more likely people will cycle for everyday usage.

### **Regional policy**

The Border Regional Authority Planning Guidelines 2010 – 2022 has a specific policy, NPF13, to promote and support cycling and walking within the Region, particularly within the urban areas.

### **County Policy**

TRO5 of the draft Monaghan County Development Plan 2013 makes it a clear objective of the County Council to promote and facilitate the use of cycling and walking as alternative sustainable modes of transport

## **1.3 OBJECTIVES**

Based on the overarching objectives of the Active Travel Town Programme more specific objectives have been derived as follows:

### **Monaghan Walking and Cycling Strategy Specific Objectives**

- Enhance local walking and cycling facilities to facilitate more short trips by walking and cycling.
- Promote walking and cycling as the primary means of travel for shorter trips.
- Improve safety on roads for cycling
- Promote walking and cycling access to public transport
- Promote walking and cycling as the main forms of travel for education
- Sustain and enhance local retail vitality
- Sustain and enhance local tourism
- Provide improved facilities for recreational walking and cycling
- Promote behavioural change to more sustainable modes of travel than the private car

## **1.4 FORMAT OF THE STRATEGY**

The strategy has been developed and set out in a logical format as follows that creates a clear plan for implementation

### **Existing Characteristics**

The defining characteristics of Monaghan have been set out in terms of the location of the population and key trip origins such as schools, town centre activities and workplaces. The existing walking and cycling network has been assessed in terms of the current quality of the network. Characteristics assessed include prevailing footpath provision, road space, junction layouts, traffic speed and volumes, overall topography and apparent barriers and opportunities for improved walking and cycling connectivity.

### **Targets**

Specific targets have been set in terms of overall mode split and specific mode split targets for particular trip purposes such as employment and education. The targets will allow for the measurement of progress in achieving the vision and objectives of the strategy and the delivery of individual projects. The targets identify milestones and timeframes for their accomplishment and have been tailored to the scale and specific characteristics of the town.



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### **Infrastructure Projects**

Specific infrastructural projects have been identified to improve the walking and cycling infrastructure in the town. The projects have been developed with consideration of the feedback from the consultation process which outlined specific and general improvements for walking and cycling in the environs of the town.

### **Behavioural Change Interventions**

Initiatives have been developed to include for the participation of the entire community in a range of soft measures that will form the basis for long term changes in travel behaviour and the move away from dependency on the car for shorter distance journeys

### **Implementation Plan**

An implementation plan has been developed that outlines the cost and phasing of infrastructure projects together with the role of the community and other stakeholders in the delivery of the strategy. An evaluation framework has been set out that includes a monitoring process whereby the Council can assess the performance of the strategy compared to the targets that have been set.



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## 2 Strategy Development

The development of the strategy was based on the following assessment methodology:

### **Inception**

During the inception period important information such as mapping, contact details and information on complementary strategies and policies was collated and reviewed with the Council. Background information, such as Development Plans and Census data, was reviewed.

### **Base Network Review**

The existing road and street network was assessed, both on the ground and through desktop mapping and photography, in terms of suitability for walking and cycling. This assessment, combined with feedback from the Consultation process, provided a clear overview of the current key issues relating to walking and cycling on the road and street network.

### **Identification of Trip Attractors and Main Residential Areas**

The locations of all key residential areas were mapped utilising census data. All key trip attractors including schools, health facilities, retail centres, public buildings, sporting and recreational amenities were identified and mapped using various databases and map bases and on the ground assessments. Key routes and desire lines between the residential areas and these trip attractors were then confirmed.

### **Consultation**

Consultation was carried out with the general public, businesses and schools. The purpose of the consultation was two-fold. The first purpose was to understand the travel habits on the town and identify specific improvements to the walking and cycling network. The second purpose was to formally notify the various groups of the Active Travel Town Strategy and initiate engagement with the stakeholder groups for the development, implementation and monitoring of the strategy.



## 3 Existing Characteristics

### 3.1 WALKING AND CYCLING ROUTES

Monaghan has a population of approximately 7,500 people. It is the county town and the main retail and employment centre in the county. The town services a wide hinterland and has a significant primary and secondary school population together with an established third level education facility. The primary walking and cycling routes within the town are shown on Map 1. These routes are shown in the context of the main residential population areas in the town together with the main trip attractors for walking and cycling. The key trip attractor locations include the town centre, schools, employment, public buildings and sports and recreation facilities.

In general terms the town presents opportunities to develop an improved walking and cycling network. Topography is generally flat to moderate with the exception of the residential area located on the hill between the Dublin Road and Glen Road. In distance terms the maximum travel distance across town is of the order of 4.5km which determines that all key trip attractors in the town, including St McCartan's Colleges and the new MIFET Campus on the north east edge of town, are within comfortable cycling distance and reasonable walking distance of the town's population. The maximum distance to the town centre is of the order of 2km which implies the town centre is highly accessible in terms of walking distance for the whole of the town's population.

The residential population is primarily located to the south of the town from the Dublin Road across to the Clones Road with over 4,000 residents living in this area. A further 2,000 people live in the area of the town that includes the town centre north to Rope Walk and Coolshannagh Road. The Dublin Road, Glen Road, Cootehill Road and Clones Road form key access routes into the town centre from the south while the R135 Derry Road and Coolshannagh Road are the key routes into the town centre from the north.

The town centre street is a relatively high quality urban environment and throughout the town centre there have been recent significant improvements to the footpath and civic spaces most notably on the spine from Market Square through Church Square to the Diamond. In traffic terms the town centre is notable for the one way system on North Road, Glaslough Street and Dublin Street. One way systems can be barriers to cycle access and permeability but, based on both the consultation feedback and the availability of alternative, relatively convenient routes, this system is not viewed as a major barrier for cycling in the town. Moreover the width of both Glaslough Street and Dublin Street would preclude the provision of contra flow cycle facilities without the need to remove substantial areas of on street parking. The development of the canal greenway will provide another major alternative route for cyclists within the town.

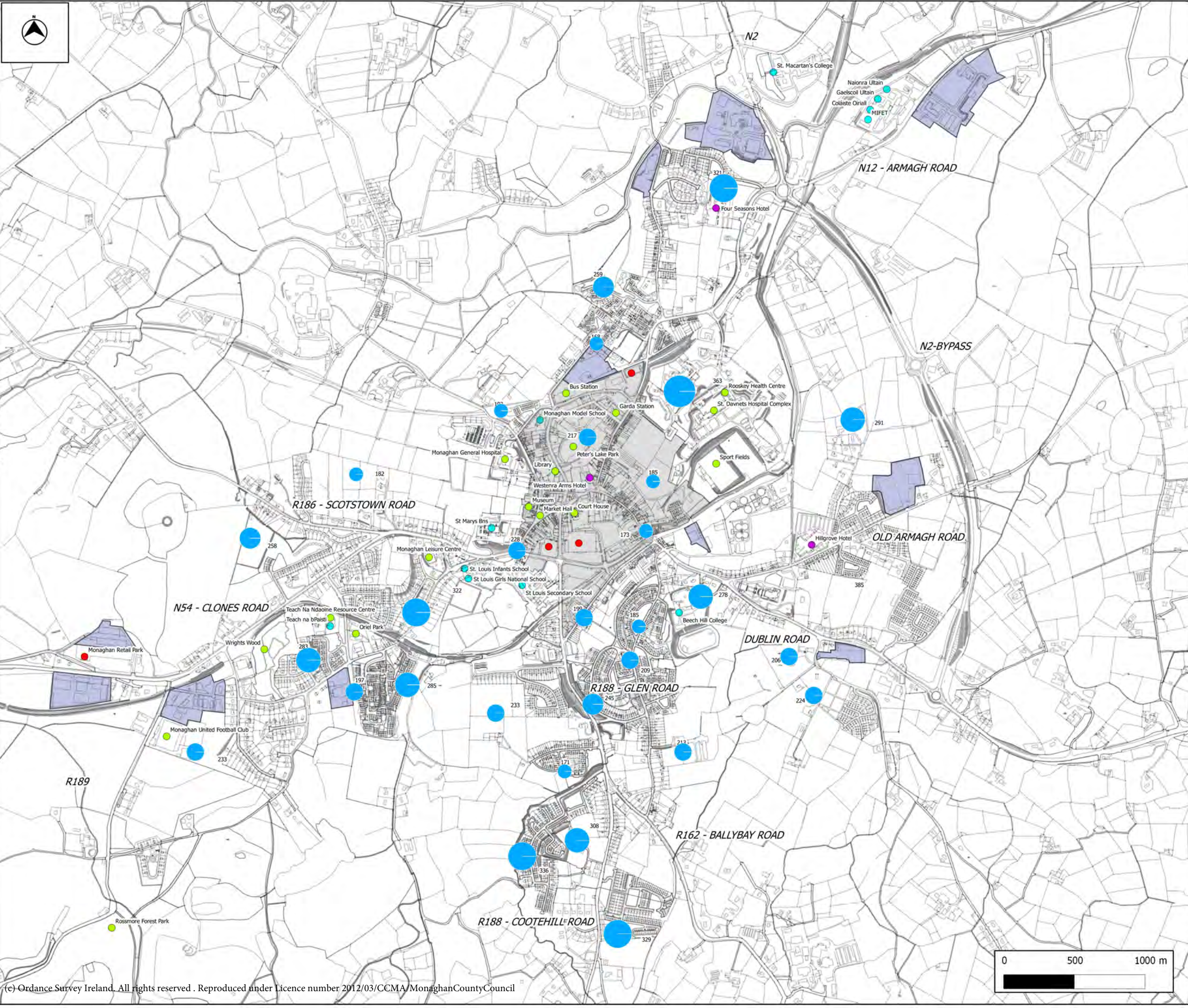
Based on this context recommendations for the town centre have been limited to specific interventions at a number of key locations. Furthermore the development potential to the rear of Dublin Street combined with the redevelopment of the area around Peters Lake create the potential for the development of a central walking and cycling spine within the town centre linking the Greenway at Broad Street north through Church Square and the Diamond to Peter's Lake and Plantation Road and North Road.

### 3.2 TRIP ATTRACTORS

The main trip attractors are illustrated on Map 2.

The current development of the MIFET campus on the Old Armagh Road will create a major education cluster and the north end of the canal greenway. This site will accommodate the Gaelscoil Ultain primary school with approximately 250 pupils and the secondary Colaiste Oiriall with around 230 pupils. The third level MIFET facility is planned to accommodate up to 500 students. St McCartan's College secondary school is located to the north of this campus on the N2 Derry Road with over 700 male pupils attending this school. Ideally St McCartan's would be linked to the greenway but the R135 Derry Road offers an alternative access route to the school from the town.

There is a significant cluster of schools in the vicinity of the Park Road accommodating over 850 primary school pupils and approximately 650 secondary school pupils. This cluster consists of St Marys Boys Primary School,

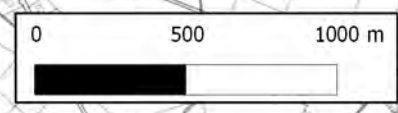


- ### Legend
- Town Centre**
    - Community, Doctors, Employment, Shopping
  - Employment Areas**
    - Main Areas of Employment
  - Community**
    - Sports, Leisure, Health, Parks, and Public Buildings
  - Schools and Education**
    - Primary and Secondary Schools, Educational Centres
  - Retail**
    - Shopping Centres and Retail Parks
  - Tourism**
    - Hotels
  - Residential Population**

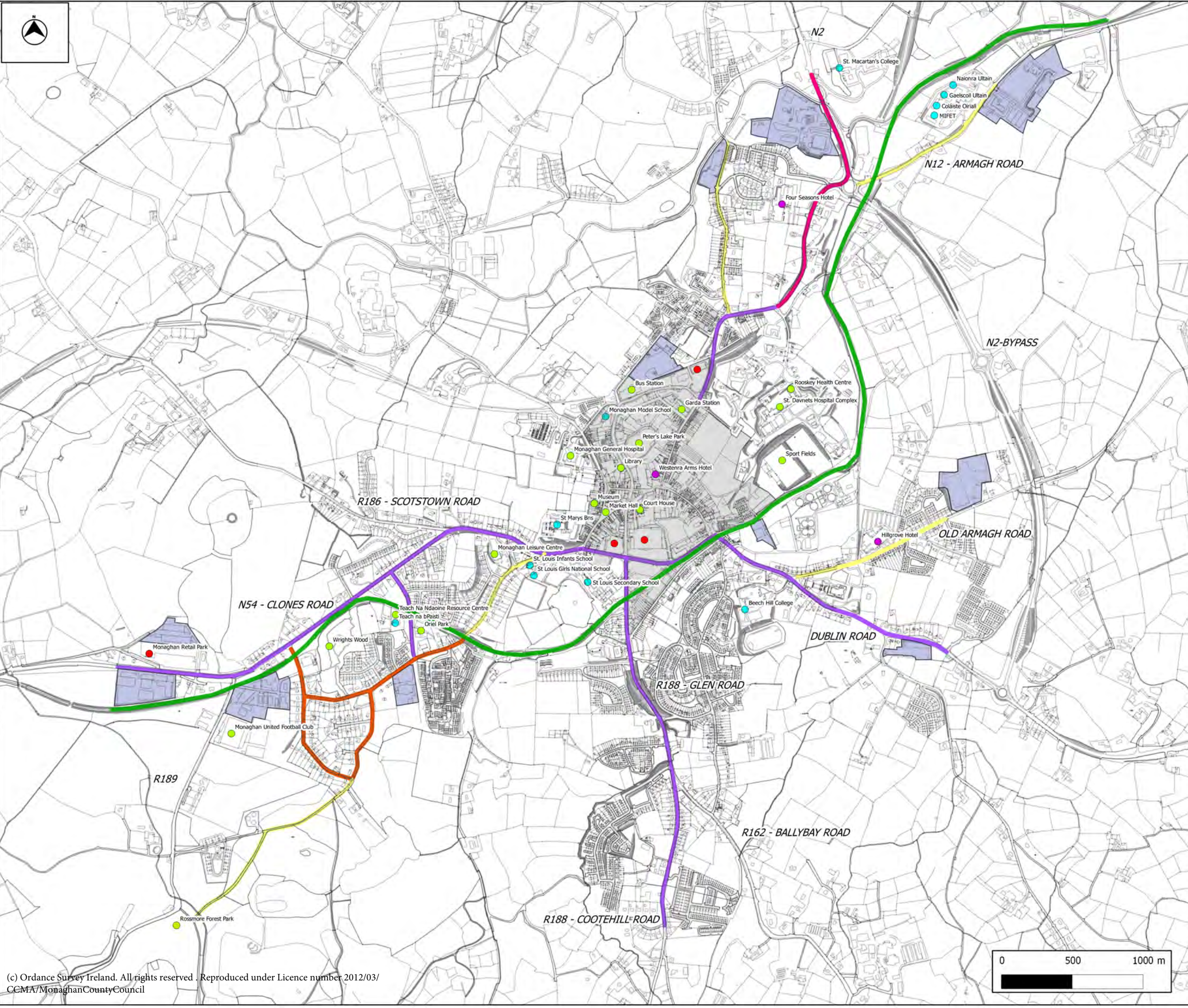


Monaghan Walking and Cycling Strategy  
 Main Residential Population and Location of Key Trip Attractors


Map 1



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- ### Legend
- Main Walking and Cycling Links**
    - On Street Facilities
  - Ulster Canal Greenway**
    - Greenway Route part of the National Cycle Network
  - Town Centre**
    - Community, Doctors, Employment, Shopping
  - Employment Areas**
    - Main Areas of Employment
  - Community**
    - Sports, Leisure, Health, Parks, and Public Buildings
  - Schools**
    - Primary and Secondary Schools, Educational Centres
  - Retail**
    - Shopping Centres and Retail Parks
  - Tourism**
    - Hotels



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**Monaghan Walking and Cycling Strategy**

Existing Main Walking and Cycling Routes and Trip Attractors

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Map 2

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St Louis Infants, St Louis Girls Primary and St Louis Girls Secondary Schools. Beech Hill Secondary School is located on the Dublin Road with the main entrance adjacent the Old Armagh Road junction. The school is home to 400 pupils.

The main employment locations on the periphery of the town are the Kingspan and Retail Park on the Clones Road and MTEK site on the Armagh Road opposite the MIFET campus. The County Council Offices on Glen Road, Monaghan General Hospital on High Street and St Davnet's Hospital located to the east of the town centre are the main public sector employment locations on the town. There are three hotels in the town that form both an important employment role and as accommodation for visitors and tourists to the town and environs.

Retail activity is primarily located in the town centre including Monaghan Shopping Centre and Dunne's Stores located on the north side of Broad Street. There is a Lidl supermarket located adjacent the North Road and Glaslough Street junction and some notable local convenience stores including the Spar on Glen Road.

### 3.3 CENSUS DATA

Census data for 2011 for Monaghan town indicates that the main mode of travel to work, school and education is by car representing 41% of the modal share. Walking is at a level of 25% with cycling at a very low 1% within Monaghan town. These figures are illustrated below in Figure .

Although the 2011 Census doesn't provide actual journey distance, the journey duration is a good indication of the number of journeys within walking and cycling distance. Journeys of less than 15 minutes are likely to be under 10km and significantly even shorter for walking. These journey times represent the greatest opportunity for achieving a modal shift from car driver/passenger towards walking and cycling. Over 50% of trips are under 15 minutes duration. Based on the very low cycling mode share and the high percentage of shorter distance trips there is an apparent potential to significantly improve the cycling mode share and also to improve the walking mode share.

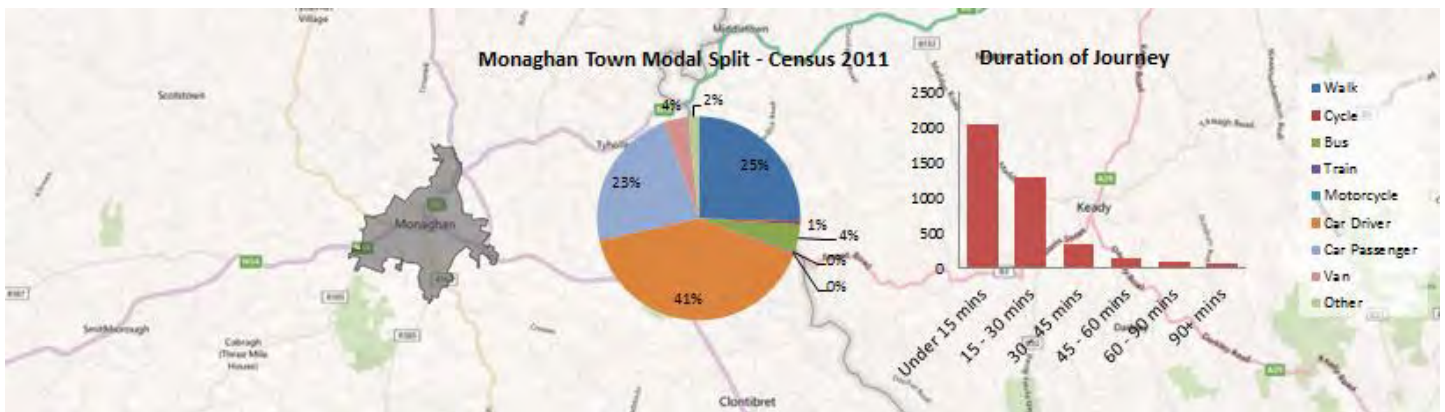


Figure 3.1: 2011 Census Data



## 4 Consultation

### 4.1 OVERVIEW

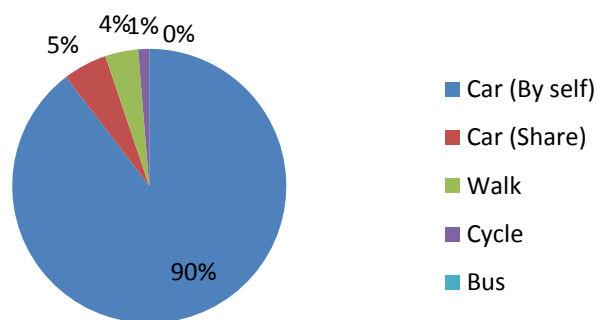
Consultation took place via on-line and direct surveys with the general public, businesses and schools. In addition to the on-line survey a focus group meeting with interested groups and individuals from the town was also hosted. These consultations served two purposes. The first was to gain a deeper understanding of travel habits in the town and to identify specific improvements that would encourage more walking and cycling. The second purpose was to create the first formal notification of the Active Travel Town initiative for the town and to act as the precursor for on-going active community involvement in the Active Travel strategy.

The business surveys focused on the mode of travel chosen by commuters every day, the types of facilities available within the businesses as well as asking for feedback and suggestions for improvement of walking and cycling. The public survey focused on walking and cycling habits, asking how many times a week people walk or cycle, the main reasons why, where they walk and cycle and what improvements are required within the town. The school survey focused on the modal splits for students as well as teachers.

### 4.2 BUSINESS CONSULTATION

Figure 3.2 indicates the mode share for travel to work from the business surveys. The dominant mode of 90% is travel as a car driver. Walking and cycling are not widely used amongst employees with only 4% and 1% using these forms of travel respectively. However when asked if they would consider walking or cycling to work as an alternative to car use, 65% of people said 'yes'. In addition over 70% of business owners stated that increased walking and cycling would be good for business in the town whilst no respondents considered that increased walking and cycling would have a negative impact on business.

**Modal Split for Monaghan Businesses**



**Figure 3.2 Business Survey Modal Split for travel to work**

Attitudes towards walking and cycling to work within Monaghan are, however, cautious. When asked what the barriers are to walking and cycling to work, the main worries were the lack of cycle lanes, traffic speeds and lack of facilities in the workplace. These barriers need to be addressed in order to encourage more walking and cycling to work. Between 60% and 70% of business do not have facilities such as showers, secure bicycle parking and lockers that would encourage walking and cycling. Also, among the companies that were surveyed, 73% stated that they did not participate in the Bike to Work Scheme. Considering that 35% of employees live within 5km of their workplace, it is evident that a scheme such as this could be a key incentive for promoting cycling within the town.



### 4.3 PUBLIC CONSULTATION

There were a total of forty respondents from the public survey with the majority of these were within the 30 – 60 years of age range. Walking within the town is predominantly amenities based. When asked why people generally walk, over 60% the public said that they walk for leisure and fitness whilst less than 20% said they walked for day to business including travel to work. However 47% of respondents are walking between 2km and 5km, 2 to 4 days a week and therefore walking is an important social aspect within the town.

Popular walking routes are around the town centre, along the bypass and Rossmore Park but it is also evident that people are walking along most of the radial routes in the town, in the grounds of St Davnets and around Ballyalbany and Milltown. There were also requests for improvements to facilities for walking on the bypass route and for the development of the canal as an amenity. Numerous respondents called for walking groups to be organised including groups for the elderly.

Considering that 71% of respondents own a bike, cycling is not widely used as a form of travel within the town. When asked how far and how often people cycle, over 40% of people said that they did not cycle anywhere or any days of the week. When people do cycle, the majority only cycle 1 to 3 times monthly. When people do cycle, they tend to cycle for leisure and fitness purposes.

From the survey, the majority of people are cycling to the local park, to the town centre shops and to a sporting facility. When asked what would encourage people to cycle more often, the majority of people said that proper cycle lane facilities and reduced traffic speeds were needed together with the provision of more leisure cycle routes. Rossmore Park and within Monaghan town itself are the main areas where people would like to see improvements made in cycling facilities.

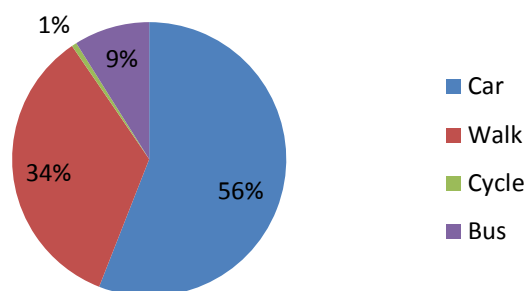
### 4.4 SCHOOL CONSULTATION

St Louis Girls National School was surveyed as part of this walking and cycling strategy. This is a National primary school with ages ranging from 7 – 11 years old. The school consists of 250 students in total and 15 teachers and is located just outside the main town centre with the main access being the Park Road.

A total of 168 students were surveyed and the modal split show, shown in Figure 3.3, indicates that 56% of students are travelling to school by car. Walking provides a noticeable 33% of the modal share whilst 8% of students are travelling by bus and only 1% are cycling. Of the 168 surveyed, 121 students said that they own a bicycle with 86 saying that they would like to walk or cycle to school as an alternative means of travel. This means there is ample opportunity for a greater number of pupils to walk and cycle to school.

When asked what would help them to walk or cycle to school, responses included introducing walking groups, walking with friends, introducing incentives, providing facilities within the school such as bike racks and providing safe cycle lanes.

**Modal Split for St Louis NS**



**Figure 3.3: Modal Split for St Louis National School Pupils**



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A teacher survey was also carried out for this school with all fifteen teachers being surveyed. The modal split was 100% single car use. Up to 26% of teachers live within 1 – 5km of the school with the remaining 74% living between 5 and 10 km of the school. These teachers may not have any other option than to drive to work every day, however the 26% that live close to the school could potentially walk or cycle.





## 5 Targets, Monitoring and Evaluation

A number of specific targets have been developed in line with the objectives of the national policy and the strategy as follows:

### Monaghan Walking and Cycling Strategy Targets

- To increase the cycle mode share for journeys to work, school and education from 1% to 6% by 2016 and to 10% by 2020
- To increase the overall mode share for walking and cycling from 26% to 35% by 2016 and to 42% by 2020
- All schools within the town to have a school travel plan in place by September 2014
- Workplace travel plans to be implemented by four major employment sites by the end of 2013

The mode share targets will be evaluated through census data from the 2016 and 2021 censuses and will determine the overall evaluation of the Active Travel Town strategy. In addition counts and surveys will be carried out to monitor the strategy on an on-going and annual basis as follows:

- **Electronic Counters:** Electronic cycle counters will be installed at three locations on the main radial routes to the town centre. In addition traffic speed counters will be installed that will both advise drivers of their traffic speed and will log traffic speed and flow data. These data sources will provide on-going data in relation to cycling and vehicular traffic.
- **Manual Counts:** Manual counts will be carried out for a period of one week each year at three key junctions in the town in order to quantify pedestrian, cycling and vehicular traffic movements at these junctions
- **Education Travel Surveys:** Surveys will be carried out on an annual basis in all schools and the MIFET Campus to record, inter alia, the mode of travel for students and staff.
- **Workplace Travel Surveys:** These will be carried out on an annual basis with the main objective of recording and monitoring the mode of travel to work.



## 6

# Infrastructure Projects

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Maps 3 and 4 outline the main walking and cycling infrastructure recommendations which are summarised in Table 6.1 and Table 6.2 below. Map 3 shows the recommendations at a town wide scale whilst Map 4 illustrates the recommendations in greater detail in the vicinity of the town centre. Table 6.1 outlines the recommendations for interventions for each of the main walking and cycling links identified on Map 1. Table 6.2 outlines interventions at key junctions and other specific locations in the town.

These recommendations are designed to provide a primary walking and cycling network for Monaghan that will provide significantly improved walking and cycling links between the residential areas of the town and the key trip attractors. The recommendations are based on the locations of the key trip attractors in the town together with the feedback from the consultation process.

The network will have the Canal Greenway as a key new walking and cycling link running from Rossmore Park to the new MIFET campus. This will be a flagship project for the town and will be used as a cornerstone of behavioural change in terms of travel habits in the town. The implementation of interventions on the main walking and cycling desire routes throughout the town and through the town centre, coupled with the development of the Greenway and the recommendation to develop a walking and cycling route parallel to the bypass will result in a major improvement to walking and cycling infrastructure in Monaghan.

Whilst not included with the table of recommendations it is further recommended that the feasibility of developing formal cycling routes within Rossmore Park is to be investigated. There is a strong desire for amenity cycling within the park which should be developed on trails that are accessible to all and that would be linked to the Greenway and bypass route forming an extensive network of off road facilities in the town and environs.

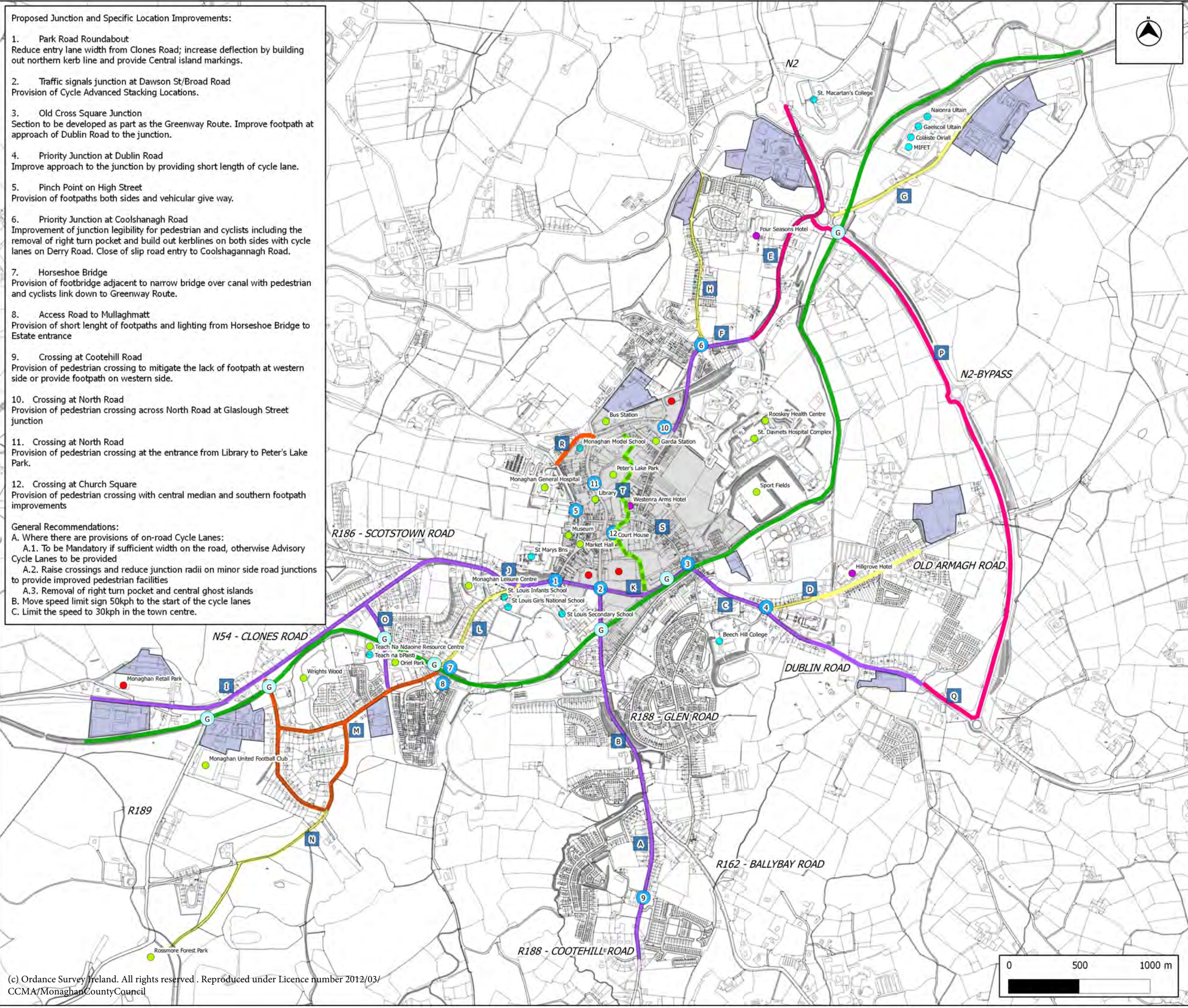
The implementation of these improvements should be designed so that they are accessible and usable for people of all ages and abilities. As an Age Friendly County the Council should support Monaghan Age Friendly Alliance in the undertaking of a Walkability Audit for the town. In principle designs in the urban area should be developed so that they :

- i. Provide benches and resting places that provide appropriate shelter and shade
- ii. Are visually appealing incorporating landscaping
- iii. Have simple and easy to understand signage
- iv. Provides good lighting
- v. Use of non-slip pavements and junction crossings that are in accordance with disability requirements.

**Proposed Junction and Specific Location Improvements:**

1. **Park Road Roundabout**  
Reduce entry lane width from Clones Road; increase deflection by building out northern kerb line and provide Central island markings.
2. **Traffic signals junction at Dawson St/Broad Road**  
Provision of Cycle Advanced Stacking Locations.
3. **Old Cross Square Junction**  
Section to be developed as part as the Greenway Route. Improve footpath at approach of Dublin Road to the junction.
4. **Priority Junction at Dublin Road**  
Improve approach to the junction by providing short length of cycle lane.
5. **Pinch Point on High Street**  
Provision of footpaths both sides and vehicular give way.
6. **Priority Junction at Coolshanagh Road**  
Improvement of junction legibility for pedestrian and cyclists including the removal of right turn pocket and build out kerblines on both sides with cycle lanes on Derry Road. Close of slip road entry to Coolshagannagh Road.
7. **Horseshoe Bridge**  
Provision of footbridge adjacent to narrow bridge over canal with pedestrian and cyclists link down to Greenway Route.
8. **Access Road to Mullaghmat**  
Provision of short length of footpaths and lighting from Horseshoe Bridge to Estate entrance
9. **Crossing at Cootehill Road**  
Provision of pedestrian crossing to mitigate the lack of footpath at western side or provide footpath on western side.
10. **Crossing at North Road**  
Provision of pedestrian crossing across North Road at Glaslough Street junction
11. **Crossing at North Road**  
Provision of pedestrian crossing at the entrance from Library to Peter's Lake Park.
12. **Crossing at Church Square**  
Provision of pedestrian crossing with central median and southern footpath improvements

- General Recommendations:**
- A. Where there are provisions of on-road Cycle Lanes:
- A.1. To be Mandatory if sufficient width on the road, otherwise Advisory Cycle Lanes to be provided
  - A.2. Raise crossings and reduce junction radii on minor side road junctions to provide improved pedestrian facilities
  - A.3. Removal of right turn pocket and central ghost islands
- B. Move speed limit sign 50kph to the start of the cycle lanes
- C. Limit the speed to 30kph in the town centre.



**Legend**

**Town Centre**

- Community, Doctors, Employment, Shopping

**Employment Areas**

- Main Areas of Employment

**Community**

- Sports, Leisure, Health, Parks, and Public Buildings

**Schools and Education**

- Primary and Secondary Schools, Educational Centres

**Retail**

- Shopping Centres and Retail Parks

**Tourism**

- Hotels

**Ulster Canal Greenway**

- Greenway Route part of the National Cycle Network

**Proposed Walking and Cycling Links Improvements**

- Provision of on-road Cycle lanes
- Provision of off-road shared Cycleway and Footway
- Provision of Traffic Speed Control
- Future Pedestrian/Cycling link
- No Intervention

**Walking and Cycling Links id**


- A

**Greenway access points**

- G

**Proposed Junction and Specific Location Improvements**

- 1

  
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**Monaghan Walking and Cycling Strategy**

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Proposed Improvements

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Map 3

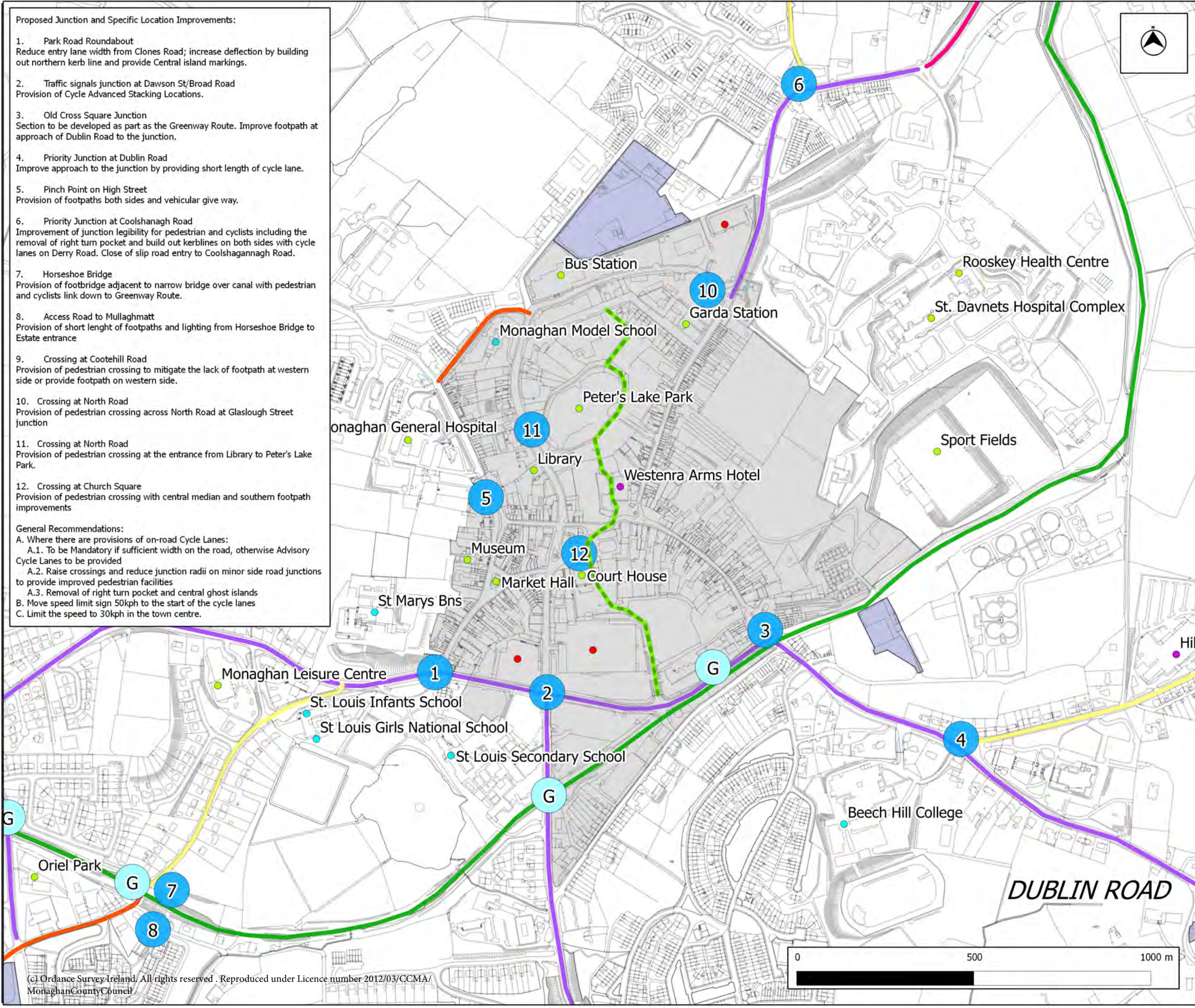
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**Proposed Junction and Specific Location Improvements:**

1. Park Road Roundabout  
Reduce entry lane width from Clones Road; increase deflection by building out northern kerb line and provide Central island markings.
2. Traffic signals junction at Dawson St/Broad Road  
Provision of Cycle Advanced Stacking Locations.
3. Old Cross Square Junction  
Section to be developed as part as the Greenway Route. Improve footpath at approach of Dublin Road to the junction.
4. Priority Junction at Dublin Road  
Improve approach to the junction by providing short length of cycle lane.
5. Pinch Point on High Street  
Provision of footpaths both sides and vehicular give way.
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Improvement of junction legibility for pedestrian and cyclists including the removal of right turn pocket and build out kerblines on both sides with cycle lanes on Derry Road. Close of slip road entry to Coolshagannagh Road.
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Provision of footbridge adjacent to narrow bridge over canal with pedestrian and cyclists link down to Greenway Route.
8. Access Road to Mullaghmat  
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9. Crossing at Cootehill Road  
Provision of pedestrian crossing to mitigate the lack of footpath at western side or provide footpath on western side.
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11. Crossing at North Road  
Provision of pedestrian crossing at the entrance from Library to Peter's Lake Park.
12. Crossing at Church Square  
Provision of pedestrian crossing with central median and southern footpath improvements

**General Recommendations:**

- A. Where there are provisions of on-road Cycle Lanes:
- A.1. To be Mandatory if sufficient width on the road, otherwise Advisory Cycle Lanes to be provided
  - A.2. Raise crossings and reduce junction radii on minor side road junctions to provide improved pedestrian facilities
  - A.3. Removal of right turn pocket and central ghost islands
- B. Move speed limit sign 50kph to the start of the cycle lanes
- C. Limit the speed to 30kph in the town centre.



**Legend**

- Town Centre**
- Community, Doctors, Employment, Shopping
- Employment Areas**
- Main Areas of Employment
- Community**
- Sports, Leisure, Health, Parks, and Public Buildings
- Schools and Education**
- Primary and Secondary Schools, Educational Centres
- Retail**
- Shopping Centres and Retail Parks
- Tourism**
- Hotels
- Ulster Canal Greenway**
- Greenway Route part of the National Cycle Network
- Proposed Walking and Cycling Links Improvements**
- Provision of on-road Cycle lanes
  - Provision of off-road shared Cycleway and Footway
  - Provision of Traffic Speed Control
  - Future Pedestrian/Cycling link
  - No Intervention
- Walking and Cycling Links id**
- A
- Greenway access points**
- G
- Proposed Junction and Specific Location Improvements**
- 1



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Monaghan Walking and Cycling Strategy  
Proposed Improvements at Town Centre

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Map 4



**Table 6.1: MONAGHAN WALKING AND CYCLING LINK RECOMMENDATIONS**

Road id	Road No.	Road Name	Section	Proposed Cycling Improvements	Proposed Pedestrian Improvements
A	R188	COOTEHILL ROAD	Corran Estate entrance to R162-Ballybay Road Junction	Provision of On Road Cycle lanes. Mandatory Cycle lanes where sufficient width is available. Removal of right turn lanes and central ghost islands.	Raise crossing and reduce junction radii on minor side road junctions to provide improved pedestrian facilities
B	R188	GLEN ROAD	Junction R162-Ballybay Road up to Broad Road Junction	Provision of On Road Cycle lanes. Mandatory Cycle lanes when sufficient width permits. Removal of right turn lanes and central ghost islands. Cycle Linkage to be provided from Greenway Route adjacent to St. Louis Convent Greenway	Raise crossing and reduce junction radii on minor side road junctions to provide improved pedestrian facilities. Pedestrian Linkage to be provided from Greenway Route adjacent to St. Louis Convent.
C	N2	DUBLIN ROAD	Latorcan Glen estate to Old Cross Square	Provision of On Road Cycle lanes. Mandatory Cycle where sufficient width is available. Removal of right turn lanes and central ghost islands. Cycle Linkage to be provided from Greenway Route adjacent to Old Cross Junction.	Footpath improvements at the approach of Old Cross Junction. Pedestrian Linkage to be provided from Greenway Route adjacent to Old Cross Junction.
D		OLD ARMAGH ROAD	Industrial Estate to Dublin Road Junction	See junction no. 4	No intervention required.
E	N2	N2 / Derry Road	St. Macartan's College to Rooskey Vale	Provision of a shared cycleway and footway along the western side of N2 with Toucan Crossing to School Grounds	Provision of a shared cycleway and footway along the western side of N2 with Toucan Crossing to School Grounds
F	R135	DERRY ROAD	Rooskey Vale Junction to North Road	Provision of On Road Cycle lanes. Mandatory Cycle lanes where sufficient width is available. Removal of right turn lanes at Coolshannagh Road Junction. See junction no.6	Footpath improved at Coolshannagh Road Junction. See junction no. 6.
G	N12	ARMAGH ROAD	Education Campus to Coolshannagh Roundabout	Cycle Linkage to be provided from Greenway Route.	Pedestrian Linkage to be provided from Greenway Route.
H		Coolshannagh Road	Old Tannery to N2 junction	No on road intervention, See junction no. 6 for specific improvements	No on road intervention, See junction no. 6 for specific improvements
I	N54	CLONES ROAD	Monaghan Retail Park to Monaghan Leisure Centre	Provision of On Road Cycle lanes. Mandatory Cycle lanes where sufficient width is available. Removal of right turn lanes and central ghost islands.	Raise crossing and reduce junction radii on minor side road junctions to provide improved pedestrian facilities
J	N55	CLONES ROAD	Monaghan Leisure Centre to Park Road Junction	Provision of outbound On Road Cycle lane	No intervention required.



<b>K</b>		MARKET ROAD / BROAD ROAD	Park Road Junction to Old Cross Square	Intervention in accordance with Ulster Canal Greenway project from Old Cross Square to car park entrance. Cycle lanes from car park entrance to Park Road Roundabout. See junctions no. 1, 2 and 3.	Intervention in accordance with Ulster Canal Greenway project
<b>L</b>		PARK ROAD	Clones Road Junction to Horseshoe Bridge	No intervention required.	No intervention required.
<b>M</b>		CORTOLVIN ROAD AND KILLYCONNIGAN RESIDENTIAL ROADS	Cortolvin Road, Killyconnigan, Avondale, An Corrán	Provision of appropriate Traffic Speed Calming on these roads that provide access to the Greenway and Rossmore Park .	Provide access to Greenway
<b>N</b>			Access Road to Rossmore Forest Park	Provide formal cycle route leading to formal cycling routes within the Park	No intervention required.
<b>O</b>		ORIEL ROAD	Clones Road Junction to Cortolvin Road	Provision of On Road Cycle lanes. Mandatory Cycle lanes where sufficient width is available. Removal of central ghost islands.	No intervention required.
<b>P</b>	N2	N2-BYPASS	Coolshannagh Roundabout to Dublin Road Roundabout	Provision of a shared cycleway and footway along the western side of N2 bypass	Provision of a shared cycleway and footway along the western side of N2 bypass
<b>Q</b>	N2	DUBLIN ROAD	N2 Dublin Road Roundabout to Latorcan Glen Estate	Provision of a shared cycleway and footway along the northern side of Dublin Road	Provision of a shared cycleway and footway along the northern side of Dublin Road
<b>R</b>		LIMEGROVE	North road to High road junction	Provision of appropriate Traffic Speed Calming.	Continue footpath on northern side to North Road junction
<b>S</b>		All Town Centre Streets	Town Centre Streets and approach routes	Town Centre Street to be 30 kph zone. Mixed-street cycling regime with appropriate road markings. Provide cycle parking at Market Square, Church Square, The Diamond, Library, Peter's Lake Park and Bus Station.	Pedestrian crossing improvements at Church Square
<b>T</b>			Pedestrian and Cycle link from Greenway at Broad Street	Longer term Pedestrian/Cycle link from Greenway at Broad Street northwards through Church Square, The Diamond and Peter's Lake to Plantation Road and North Road	Longer term Pedestrian/Cycle link from Greenway at Broad Street northwards through Church Square, The Diamond and Peter's Lake to Plantation Road and North Road



**Table 6.2: MONAGHAN WALKING AND CYCLING; JUNCTION AND LOCAION SPECIFIC RECOMMENDATIONS**

id	Location	Road Name	Proposed Improvements
1	Park Road Roundabout	Clones Road / Market Road / Park Street	Reduce entry lane width from Clones Road; increase deflection by building out northern kerb line and provide Central island markings.
2	Traffic signals junction at Dawson St/Broad Road	Market Road / Broad Junction / Glen Road / Dawson Street	Provision of Cycle Advanced Stacking Locations
3	Old Cross Junction	Old Cross Square / Dublin Road	Section to be developed as part as the Greenway Route. Improve footpath at approach of Dublin Road to the junction.
4	Priority Junction at Dublin Road	Dublin Road - Old Armagh Road	Improve approach to the junction by providing short length of cycle lane.
5	Pinch Point on Hill Street / High Street	Hill Street / High Street	Provision of footpaths both sides and vehicular give way at pinch point due north of Hill Street. Currently limited footpath on west side and no footpath on east side.
6	Priority Junction at Coolshannagh Road	Coolshannagh Road / Derry Road	Improvement of junction legibility for pedestrian and cyclists including the removal of right turn pocket and build out kerblines on both sides with cycle lanes on Derry Road. Close of slip road entry to Coolshannagh Road.
7	Horseshoe Bridge	Park Road	Provision of footbridge adjacent to narrow bridge over canal with pedestrian and cyclists link down to Greenway Route.
8	Access Road to Mullaghmat	Park Road / Cortolvin Road	Provision of short length of footpaths and lighting from Horseshoe Bridge to Estate entrance
9	Crossing at Cootehill Road	Cootehill Road	Provision of pedestrian crossing to mitigate the lack of footpath at western side or provide footpath at western side. Land acquisition may be required for the latter option.
10	Crossing at North Road	North Road	Provision of pedestrian crossing across North Road at Glaslough Street junction.
11	Crossing at North Road	North Road	Provision of pedestrian crossing from Library to the Peter's Lake Park.
12	Crossing at Church Square	Church Square	Provision of pedestrian crossing with central median and southern footpath improvements



## 7 Behavioural Change Initiatives

### 7.1 SCHOOL TRAVEL PLANS

School travel plans are seen as a key initiative to encourage behavioural change among schoolchildren. Effecting behavioural change at an early age will have a major impact on long term travel behaviour. It is a key objective of the strategy to develop a culture of travel to school by walking and cycling amongst all schoolchildren that live within walking and cycling distance of their local school. In addition the school travel plans will aim to incorporate various initiatives that will engender parental involvement in terms of education and encouragement of sustainable travel to school.

It is anticipated that the development of the travel plans will also determine specific infrastructure improvements that can be implemented in the vicinity of schools to improve access and provide for safer routes to schools. These specific measures will complement the improvements to the primary walking and cycling network set out in this strategy. In particular it is envisaged that the development of the Ulster Canal Greenway will provide a first class safe and convenient off road walking and cycling facility which will create a major opportunity to encourage a significant shift to walking and cycling to school for both primary and secondary school children.

The school travel plans will be developed in the context of the Green Schools Travel Programme. All schools in the town will develop a school travel plan regardless of whether or not they are involved in the Green Schools Programme. Schools can avail of the significant database of information on the Programme to develop their bespoke travel plans that will incorporate walking and cycling initiatives together with initiatives to develop more sustainable travel for those who need to travel by car. The latter would include car-pooling, car sharing and park and stride opportunities. The plans should be coordinated between schools to ensure, in particular, that any infrastructural improvements derive the maximum benefit for all schools.

### 7.2 WORKPLACE TRAVEL PLANS

The business surveys undertaken for the strategy indicate an appetite for increased walking and cycling to work in Monaghan. Workplace travel plans will be a cornerstone of behavioural change in the town and will be developed on two levels. Larger employers will be encouraged to develop stand-alone travel plans and all employers with a workforce of fifty or more employees would be included in this category. The County Council will be one of the initial organisations to put in place a workplace travel plan whilst the MIFET campus would also be an initial location which would implement a joint workplace and education travel plan for its staff and students encompassing the primary, secondary and third level education facilities on site. Monaghan Hospital and St Davnet's Hospital, Monaghan Shopping Centre and the three main hotels in the town also represent potential candidate employers that would be incorporated in the first wave of plans in 2013.

The second level of workplace travel planning would be among smaller employers below fifty staff. In order to encourage participation in the programme a workplace travel network would be established that would include both larger and smaller employers with the main objective of informing and encouraging the smaller employers to become part of an overall workplace travel plan for the town and the network would facilitate employers to identify the opportunities and measures that would be applicable to their size and type of business.

The development of the workplace travel plans would be informed by the smarter travel workplaces initiative and this will be the main source of information that would initiate workplace travel planning in the town. Similar to the school travel plans the workplace plans will be complemented by the infrastructural improvements that will provide safer and more convenient routes for travel to work.





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## 8 Implementation

### **8.1 MANAGEMENT**

An Active Travel Town Committee will be set up to oversee and monitor the implementation of the Active Travel Town Strategy. This committee will be made up of key stakeholders including representatives drawn from the community forum, schools, employers, sporting organisations, the tourism sector and the health sector. Whilst the initial role of the committee will be to provide fully community engagement in the implementation of the strategy the role of the committee will also be to develop the strategy further and to devise and implement further initiatives and recommendations.

The Committee will be coordinated and managed by the County Council who will coordinate all activities including implementing the school travel plans and workplace travel planes. The Council will also coordinate all infrastructure projects in terms of procurement of funding, design, construction and maintenance.

### **8.2 IMPLEMENTATION COST AND PHASING**

The infrastructure projects set out in Tables 6.1 and 6.2 have been prioritised in terms of delivery and cost estimates have been applied to each project. Each project has been assigned a priority 1 or 2 classification. Priority projects would be delivered in the short to medium term with construction or implementation to commence next year. Priority 2 projects would be completed in the medium to longer term with projects to be delivered from three years hence and onwards.

The development of the canal greenway will be the flagship project and projects that will link to the greenway and provide a town wide network have been given priority. Priority has also been given to projects that will be relatively lower cost



**Table 8.1: MONAGHAN WALKING AND CYCLING LINK RECOMMENDATIONS**

Road id	Road No.	Road Name	Section	Priority	Cost (ex VAT)
A	R188	COOTEHILL ROAD	Corran Estate entrance to R162-Ballybay Road Junction	1	270,000
B	R188	GLEN ROAD	Junction R162-Ballybay Road up to Broad Road Junction	1	
C	N2	DUBLIN ROAD	Latorcan Glen estate to Old Cross Square	1	170,000
E	N2	N2	St. Macartan's College to Rooskey Vale	1	150,000
F	R135	DERRY ROAD	Rooskey Vale Junction to North Road	1	75,000
G	N12	ARMAGH ROAD	Educational Centre to Coolshannagh Roundabout	1	Being delivered as part of Education Campus development.
I	N54	CLONES ROAD	Monaghan Retail Park to Monaghan Leisure Centre	2	300,000
J	N55	CLONES ROAD	Monaghan Leisure Centre to Park Road Junction	2	
K		MARKET ROAD / BROAD ROAD	Park Road Junction to Old Cross Square	1	Will be delivered as part of Canal Greenway
M		CORTOLVIN ROAD AND KILLYCONNIGAN	Cortolvin Road, Killyconnigan, Avondale, An Corrán	1	60,000
N			Access Road to Rossmore Forest Park	2	To delivered in consultation with Coillte and NPWS.
O		ORIEL ROAD	Clones Road Junction to Cortolvin Road	2	45,000
P	N2	N2-BYPASS	Coolshannagh Roundabout to Dublin Road Roundabout	2	Subject to feasibility study.
Q	N2	DUBLIN ROAD	N2 Dublin Road Roundabout to Latorcan Glen Estate	2	Subject to feasibility study as part of N2 bypass route.
R		LIMEGROVE	North road to High road junction	1	24,000
S		All Town Centre Streets	Town Centre Streets and approach routes	1	20,000
T			Pedestrian and Cycle link from Greenway at Broad Street	2	To be developed as longer term route with development of adjacent sites.



**Table 8.2: MONAGHAN WALKING AND CYCLING; JUNCTION AND LOCATION SPECIFIC RECOMMENDATIONS**

id	Location	Road Name	Priority	Cost
1	Park Road Roundabout	Clones Road / Market Road / Park Street	1	20,000
2	Traffic signals junction at Dawson St/Broad Road	Market Road / Broad Junction / Glen Road / Dawson Street	1	3,000
3	Old Cross Junction	Old Cross Square / Dublin Road	1	To be implemented as part of Canal Greenway
4	Priority Junction at Dublin Road	Dublin Road - Old Armagh Road	1	3,000
5	Pinch Point on Hill Street / High Street	Hill Street / High Street	1	10,000
6	Priority Junction at Coolshannagh Road	Coolshannagh Road / Derry Road	1	20,000
7	Horseshoe Bridge	Park Road	1	To be developed as part of Canal Greenway
8	Access Road to Mullaghmat	Park Road / Cortolvin Road	1	10,000
9	Crossing at Cootehill Road	Cootehill Road	1	20,000
10	Crossing at North Road	North Road	1	20,000
11	Crossing at North Road	North Road	1	20,000
12	Crossing at Church Square	Church Square	1	30,000



## Carrickmacross: Active Travel Town



## Walking and Cycling Strategy

2017

Adopted on the 24<sup>th</sup> July 2017

# **Contents**

1. Introduction
2. Development of Strategy
3. Background Study
4. Proposed Actions
5. Implementation

# **1 INTRODUCTION**

## **1.1 STRATEGY VISION**

The walking and cycling strategy for Carrickmacross will help to develop and create a network of safe and convenient walking and cycling routes for the town and also improve the quality of life for those living in the community. This will be achieved by prioritising walking and cycling for those travelling to work, shopping, education, and day to day business in the town.

## **1.2 STRATEGY OBJECTIVES**

During the consultation process there was a desire for improved walking and cycling provision for leisure and recreation and also for improved access to local schools and businesses.

Objectives identified will be delivered through a number of actions that form part of the Department of Transport's 'Active Travel Town' initiative, which are as follows:

- The provision of safer routes for people to travel by bike or on foot
- A reduction in short-distance car journeys through the availability of good quality travel information and alternative infrastructure
- Community involvement
- Improved walking and cycling access to public transport
- Tie-in with schools/colleges and workplace plans both through existing programmes and new linkages.

## **2 Development of Strategy**

The development of the strategy was based on the following assessment methodology:

### **Inception**

During the inception period important information such as mapping, contact details and information on complementary strategies and policies was collated and reviewed. Background information, such as Development Plans and Census data, was reviewed.

### **Base Network Review**

The existing road and street network was assessed, both on the ground and through desktop mapping and photography, in terms of suitability for walking and cycling. This assessment, combined with feedback from the Consultation process, provided a clear overview of the current key issues relating to walking and cycling on the road and street network.

### **Identification of Trip Attractors and Main Residential Areas**

The locations of all key residential areas was mapped utilising census data. All key trip attractors including schools, health facilities, retail centres, public buildings, sporting and recreational amenities were identified and mapped using various databases and map bases and on the ground assessments. Key routes and desire lines between the residential areas and these trip attractors were then confirmed.

### **Consultation**

Consultation was carried out with the general public, businesses and schools. The purpose of the consultation was to first notify those working and living within the town and the environs of Carrickmacross of the Active Travel Town Strategy and to engage their participation for the development and implementation of the strategy. Secondly, the consultation was carried out to get an understanding of the travel habits of the people in the town and to help identify improvements to the walking and cycling network already in place.

## **3 Background Study**

### **3.1 POLICY CONTEXT**

#### **3.1.1 National Policy**

The context for The Walking and Cycling Strategy was formed by the Department of Transport's adoption of the Smarter Travel Policy in 2009. This policy places walking and cycling at the centre of transport policy and infrastructure delivery. The National Policy Framework was developed and sets a national target of 10% of all trips in Ireland to be made by bike in 2020. Achieving this target will require road and cycleway improvements within urban areas. Promotion of economic and health benefits of walking and cycling will be achieved through educational and marketing programmes.

In 2012, the government announced a 5 year multi-annual funding support programme named Active Travel Towns. This was initiated principally for the strategic development of strategies and infrastructures to support walking and cycling in towns outside the Greater Dublin Area. The principal objective of Active Travel Towns is to achieve modal shift from car to either walking or cycling. It is anticipated that this objective will be achieved through the following;

- The provision of safer routes for people to travel by bike or on foot
- A reduction in short-distance car journeys through the availability of good quality travel information and alternative infrastructure
- Community involvement
- Improved walking and cycling access to public transport
- Tie-in with schools/colleges and workplace plans both through existing programmes and new linkages.

The Walking and Cycling Strategy for Carrickmacross is a direct response to the Active Travel Town program. The strategy is based on providing both infrastructural improvements and initiatives to change personal travel behaviour to achieve a modal shift away from car usage to the more sustainable modes of walking and cycling.

Infrastructural improvements should be delivered in a focussed way that improve the existing network by removing barriers, improving the connectivity of the network and providing quality links connecting the communities to key destinations. These should be delivered per the 'Hierarchy of Solutions' as noted within the National Cycle Policy Framework. Initiatives should not just focus on travel for school, work or shopping purposes, but should also link into and encourage active travel for leisure and recreational purposes. Lapsed cyclists are more likely to begin cycling again for leisure purposes than for commuting, and once they begin cycling for leisure it is more likely people will cycle for everyday usage.

#### **3.1.2 Regional policy**

Policy NPF13 as detailed in the Border Regional Authority Planning Guidelines 2010 – 2022, promotes and supports cycling and walking within the Region.

#### **3.1.3 County Policy**

Transportation objective, TRO5, of the Monaghan County Development Plan 2013-2019, makes it a clear aim of Monaghan County Council to promote and facilitate the use of cycling and walking as alternative sustainable modes of transport in accordance with the provisions of the National Cycle Policy Framework 2009-2020.



## **3.2 EXISTING CHARACTERISTICS**

### **3.2.1 Walking and Cycling Route**

Carrickmacross is the second largest town in County Monaghan. The town and environs has an existing population of approximately 6,000 people. The town is bypassed by the N2 therefore providing safer movement for cyclists and pedestrians as much of the through traffic has been removed. The N2 links the town to the M1 and the R178 links the town to Dundalk, the gateway for the region. The town benefits from its central location between Monaghan (42kms), Dundalk (23kms), Ardee (19kms) and Cavan (53kms). Carrickmacross functions largely as a market/service centre for its rural surrounding.

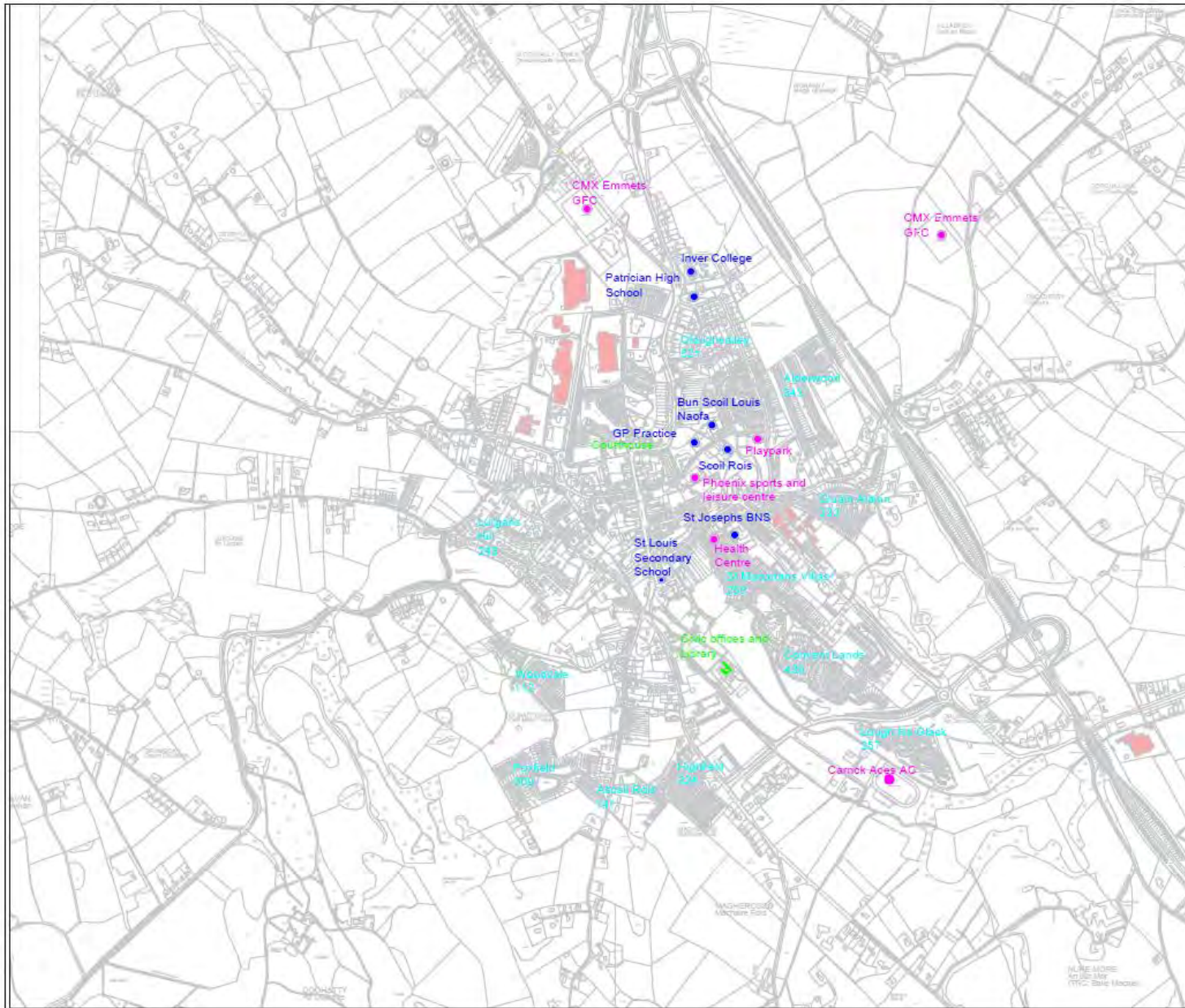
Approximately 2221 children attend six schools in Carrickmacross. There are three national schools and three secondary schools in the town.

Bath Avenue also known as the Convent Walk and the walk at Lisanisk Lake provide important walking routes close to the town centre. Lough Naglack is located on Bath/Convent Avenue.

The main residential population areas in the town together with the main trip attractors for walking and cycling are shown in Map 1. The key trip attractor locations include the town centre, schools, employment, public buildings and sports and recreation facilities. The primary walking and cycling routes within the town are shown on Map 2.

In general terms the town presents opportunities to develop an improved walking and cycling network. Although the topography off the town is characterised by the typical south Ulster drumlins, the main routes are generally flat to moderate with the exception of the route to the new Emmets GFC pitches.

In distance terms the maximum travel distance across town is of the order of 2.5km which determines that all key trip attractors in the town are within comfortable cycling distance and reasonable walking distance of the town's population. The maximum distance to the town centre is of the order of 1.5km which implies the town centre is highly accessible in terms of walking distance for the whole of the town's population.



**Legend**

- Community**
- Sports, Community centres, Playgrounds, Leisure, Health ●
- Public Offices
- Schools**
- Primary and Secondary ●
- Employment Areas**
- Main Employment Areas
- Housing Estates**
- Population with Area

**Project**  
Carrickmacross Walking and Cycling Strategy

**Title**  
Main Residential population and location of key trip generators



Comhairle Chontae Mhuineacháin,  
Oifigi Contae,  
An Gleann,  
Muineachán.  
Guthán: 047 30500  
Monaghan County Council,  
County Offices,  
The Glen, Monaghan.

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### 3.2.2 Carrickmacross Trip Attractors

Map 1 illustrates the main trip attractors in Carrickmacross. The main employment locations are the Steadfast Industrial Estate, the IDA Industrial Estate, the town centre and the retail units located on the Ardee Road. Kerry Foods located in the IDA Industrial Estate is the largest employer with 450 members of staff. There are a number of medium size employers, such as Kingspan, Shirely Arms Hotel and the Nuremore Hotel.

Schools are located at 3 locations in the town, north, east and to the south of the town centre.

The majority of retail activity is located in the town centre. There are also two discount retailers on the south side of town, just off the Ardee Road. There is a large petrol filling station/retail unit on the Castleblayney Road.

Other main trip attractors in the town are associated with active and passive recreation. Bath/Convent Avenue and Lisanisk Walk are key destinations for passive recreation and the GAA club and local Soccer Club are a key destination for active recreation. The town also has an Athletics Club and boxing Club located on the south side of the town.

### 3.2.3 2011 Census Data for Carrickmacross

The 2011 Census data on Travel to Work/School/College for Carrickmacross was reviewed to determine the current modal split for such travel. The data shows that the majority mode of travel is by car, with car driver at 42% and car passenger at 18%. 26% of trips are made by walking.

Levels of cycling within the town are low, with a modal share of 1%.

The data also shows that 49% of trips from Carrickmacross are in 'under 15 minutes' duration. This data indicates the potential to improve the cycling mode share and also to improve the walking mode share for short distance trips.

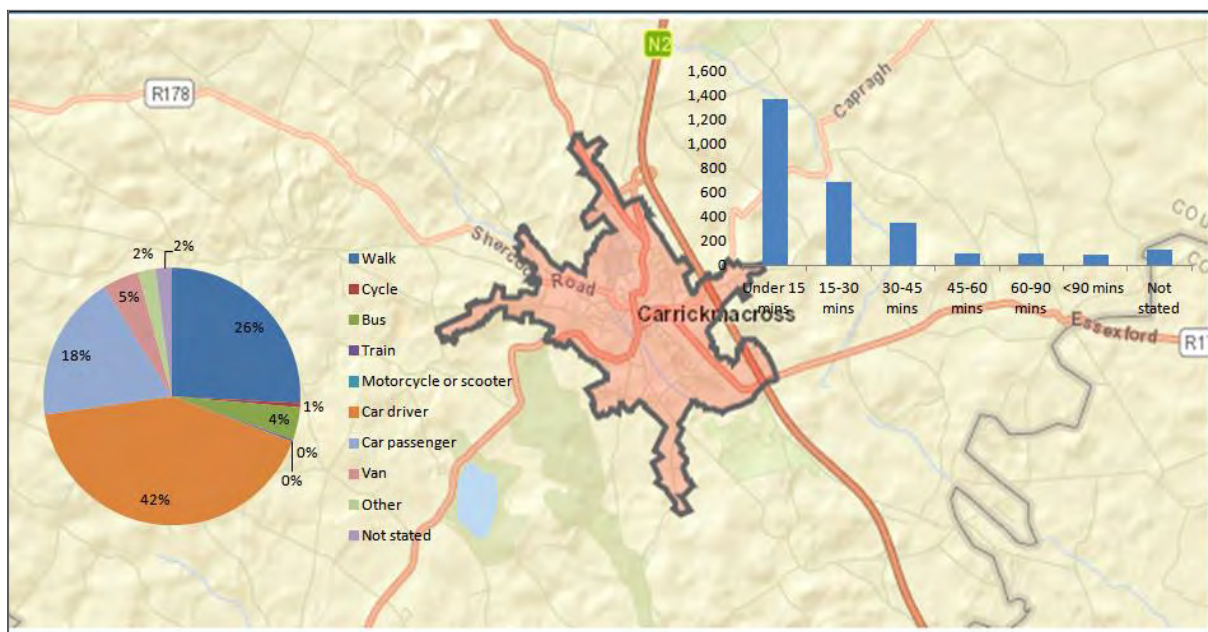
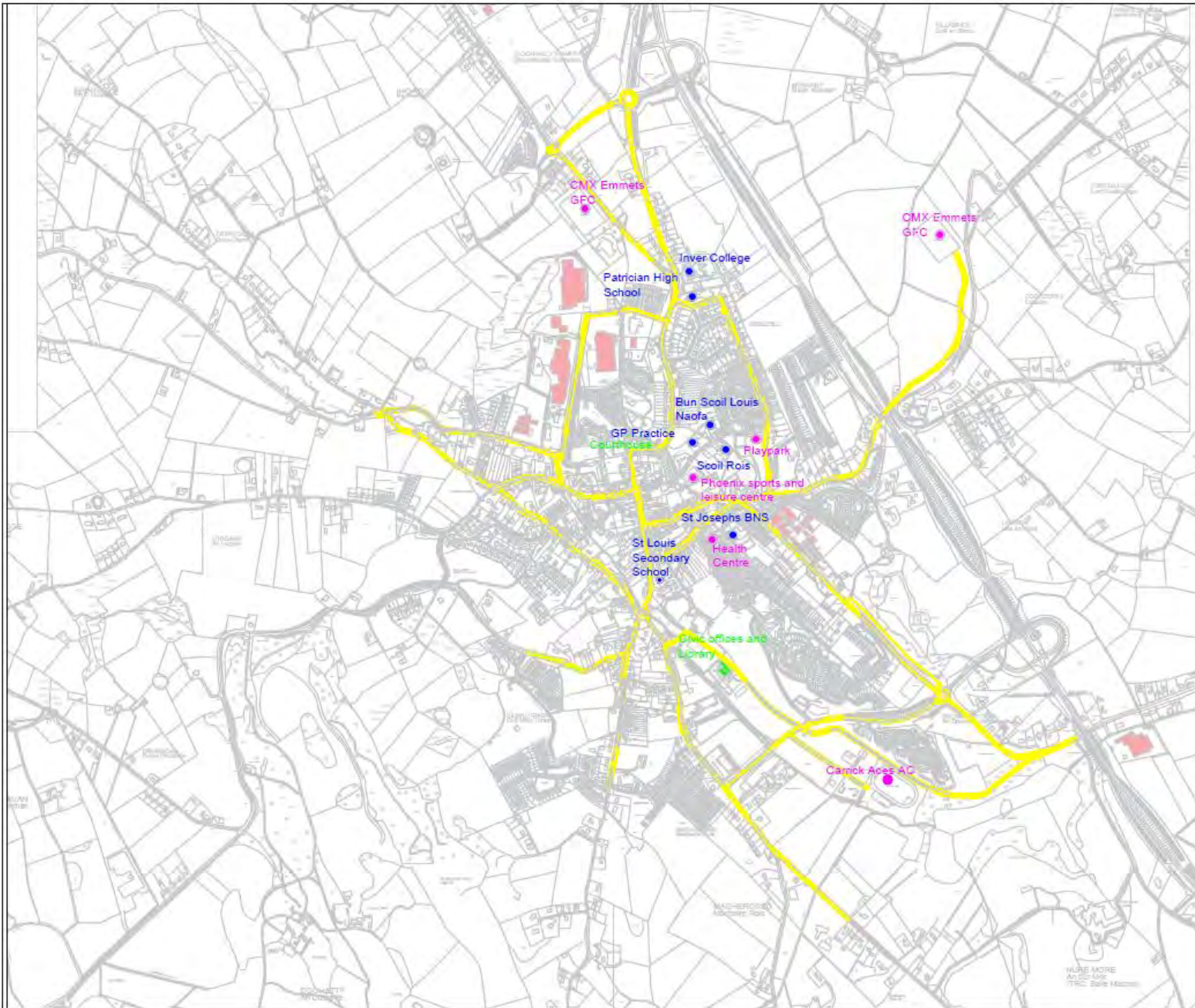


Figure 3.1: 2011 Census Data – Travel to School/Work or College for trips from Carrickmacross



### Legend

- Community
- Sports, Community centres, Playgrounds, Leisure, Health
- Public Offices
- Schools
- Primary and Secondary
- Employment Areas
- Main Employment Areas
- Main Routes
- Formal Route

**Project**  
Carrickmacross Walking and Cycling Strategy

**Title**  
Existing Main Walking and Cycling routes and trip generators

  
**Comhairle Chontae Mhuineacháin,**  
**Oifigí Contae,**  
**An Glenn,**  
**Muineachán.**  
 Guthán: 047 30500  
**Monaghan County Council,**  
**County Offices,**  
**The Glen, Monaghan.**

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### **3.3 CONSULTATION**

#### **3.3.1 Summary**

Consultation was carried out with the general public, schools and businesses in Carrickmacross via online and direct surveys. Participation in the consultation was promoted online, on social media and through direct contact with people. The aim of the consultation was to get an understanding of peoples current travel habits in the town and also to get feedback on what improvement people would like to see happening in order to get them to walk and cycle more.

The online surveys were promoted through the Community Forum, Carrickmacross and environs website, Carrickmacross Chamber of Commerce website, Monaghan Tourism Facebook page, Monaghan County Councils website and social media. Surveys were also left in Carrickmacross Library for completion.

The business survey identified the daily mode of travel taken, distance to work, facilities currently available in the workplace, main barriers to walking and cycling to work at present and suggestions on what would encourage employees to walk and cycle more.

The public survey identified why people generally walk and cycle, distance undertaken, main destinations and suggestions to encourage people to walk or cycle more.

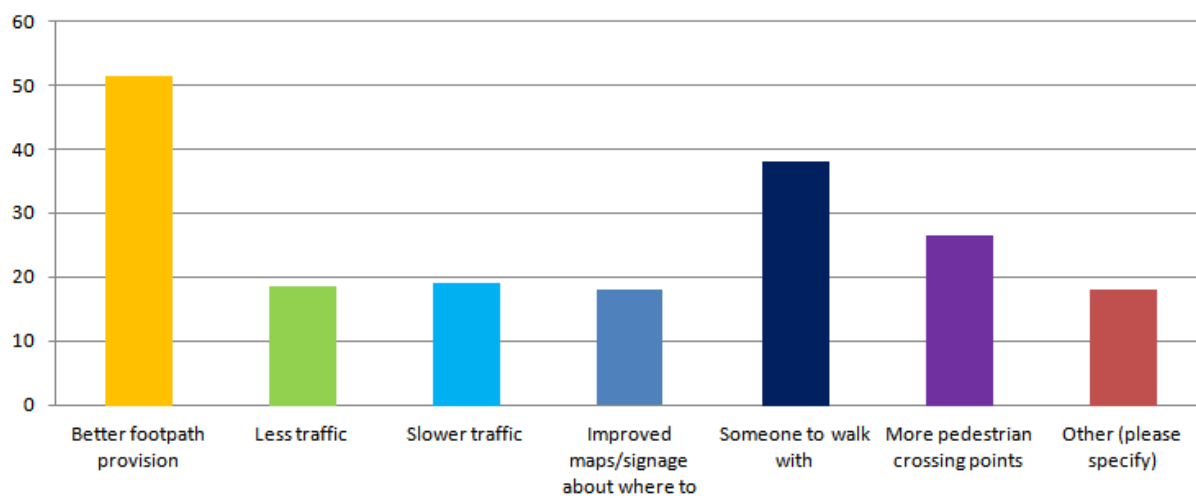
The school surveys were completed by teachers and students to get feedback on modes of travel taken to and from school, distance travelled to school, facilities currently available in the schools and suggestions that would encourage more students and teachers to walk or cycle to school.

#### **3.3.2 Public Consultation**

General public consultation was conducted via online and direct surveys. Secondary school students from Carrickmacross also conducted a survey with the general public on a busy market day in the town.

When asked why people generally walk, the majority of people said that they walk for leisure or fitness (65%). When asked how far they usually walk, 52% of people said that they walk between 2km and 5km. The main destinations for walkers in the town were town centre shops, local shops and Bath/Convent Avenue. People were asked what would encourage them to walk more often. Figure 1 indicates that 51% of people said they would want better footpath provision. More pedestrian crossing points and someone to walk with were other key items. Other suggestions included better lighting, less dog faeces on the footpaths, designated walking paths and less HGV's in the town environs. Bath/Convent Avenue and Lisanisk Lake were the most popular walking routes in the town.

## What would encourage you to walk more often? You can select more than one..



**Figure 1: Results from Public Consultation**

Cycling in the town is not a common mode of transportation. The survey indicated that people generally cycle for leisure and fitness purposes with most respondents cycling distances of between 2km and 5km. The lack of cycle lanes in the town was a major issue for many of those surveyed. Safer routes were also suggested.

### 3.3.3 Business Consultation

Local employers and also employees were canvassed both directly and online. Responses to the employer survey were received from eight businesses in the town representing 66 employees. Most respondents stated that funding for bike shelters and also cycle lanes may encourage people to cycle more. The employee survey results as illustrated in Figure 2 indicate that 94% of people travel to work by car. Walking and cycle is not a common form of travel with 4% of those surveyed walking and 2% cycling to work.

## Modal Split for Carrickmacross Businesses

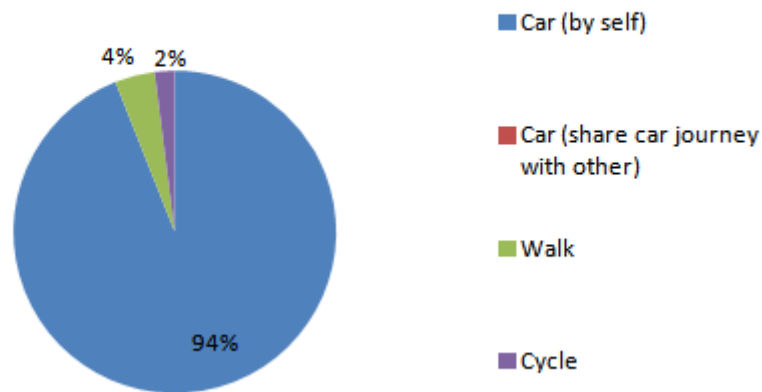


Figure 2: Modal Split for Carrickmacross Business

As part of the business survey, businesses were asked what type of facilities their premises have. Figure 3 indicates that the businesses surveyed do not have the necessary facilities to encourage employees to walk and cycle to work. When asked to identify any measures the Municipal District could put in place to assist with encouraging walking and cycling suggestions included; provide funding to build bike shelters and also cycle lanes to be put in place. 75% of companies surveyed said that they do not participate in the bike to work scheme.

### Does your premises currently have:

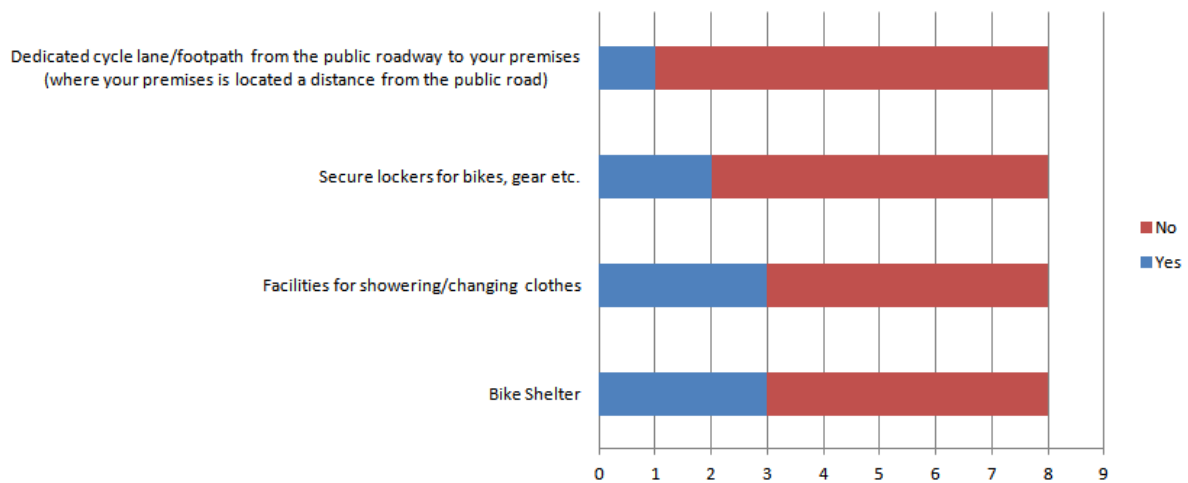


Figure 3: Facilities available for Employees

### 3.3.4 Schools Consultation

All six schools, both primary and secondary, in Carrickmacross were canvassed directly. Feedback was obtained from students and teachers in all six schools. The student's age group ranged from 5 years to 19 years old. All schools are heavily reliant on car use apart from St. Louis Secondary School and Inver College where the majority of students travel by bus to school.

As part of the school surveys the students and teachers were asked to provide suggestions on what would encourage them to walk and cycle. Responses included cycle lanes, providing facilities at school such as secure bicycle shelters/racks and bigger lockers, zebra crossings, walking and cycling with friends, cycle skills training, safer roads with less traffic and better lighting on roads.

#### 3.3.4.1 Patrician High School

Patrician High School has a population of 561 students. The school is not currently taking part in the Green Schools Programme. 251 students took part in the survey. Figure 4 indicates that 50 % of these students said they travel to school by car in the morning, 40% travel by bus, 8% walk and 2% cycle to school.

### Modal Split for Patrician High School

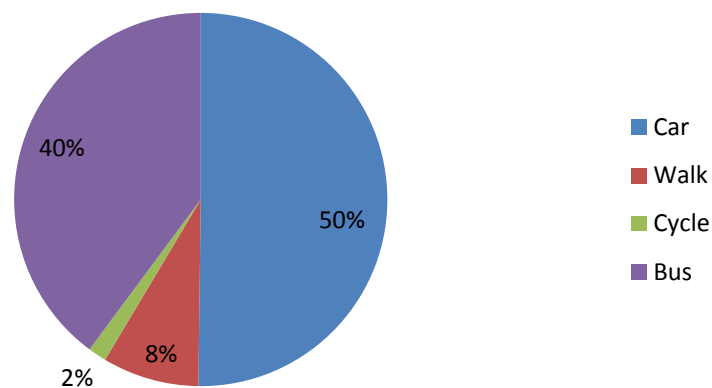


Figure 4: Modal Split for Patrician High School Students

24 teachers in Patrician High School took part in the teacher survey. 95% of these teachers travel to school by car and 5% share their journey by car. None of the teachers live less than 2km from the school, therefore it is understandable that no one walks or cycles.



### 3.3.4.2 St. Louis Secondary School

St. Louis Secondary School has a population of 583 students. The school is not currently taking part in the Green Schools Programme. 424 students took part in the survey. Figure 5 indicates that 37% of them said they travel to school by car in the morning, 54% travel by bus and 8% walk to school. No students cycle to school.

## Modal Split for St. Louis Secondary School

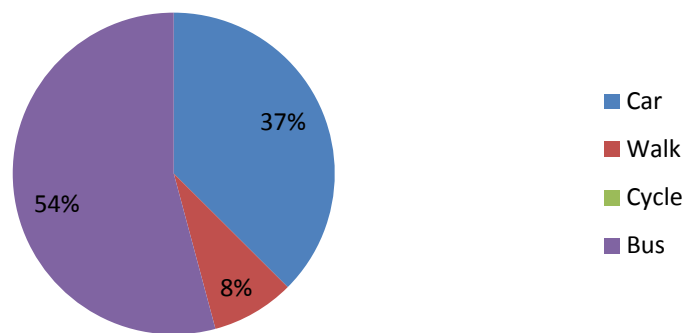


Figure 5: Modal Split for St. Louis Secondary School Students

All 39 teachers from St. Louis School took part in the teacher survey. 97% of these teachers travel to school by car while 3% walk to school. 13% of the teachers live less than 2km from the school, therefore, there is potential for these teachers to either walk or cycle.

### 3.3.4.3 Inver College

Inver College has a population of 304 students. The school is not currently taking part in the Green Schools Programme. 187 students took part in the survey. Figure 6 indicates that 38% of them said they travel to school by car in the morning, 44% travel by bus, 17% walk and 1% cycle to school.

## Modal Split for Inver College

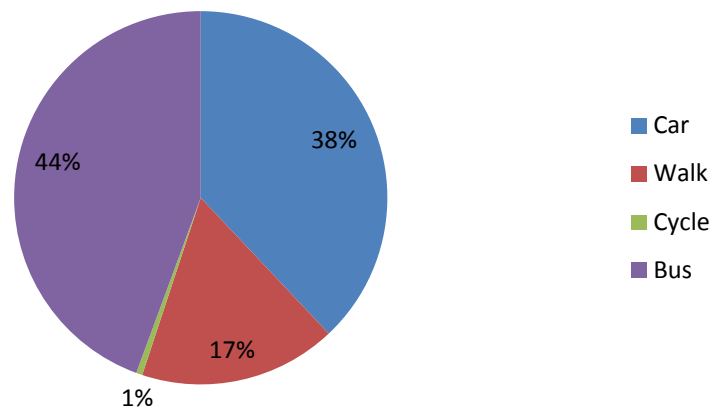


Figure 6: Modal Split for Inver College Students

24 teachers took part in the teacher survey. 75% of these teachers travel to school by car, 21% share their journey by car and 4% walk. 13% of the teachers live less than 2km from the school, therefore, there is potential for these teachers to either walk or cycle.

### 3.3.4.4 St. Josephs Boys National School

St. Josephs Boys National School has 273 children attending this school. The school is currently participating in the Green Schools Programme. 126 students were surveyed. Figure 7 shows that 50% of these pupils said they travel to school by car in the morning, 3% travel by bus, 46% walk and 1% cycle to school. Of the 126 surveyed, 100 said that they own a bicycle with 42 saying that they would like to walk or cycle to school as an alternative means of travel.

### Modal Split for St. Josephs Boys NS

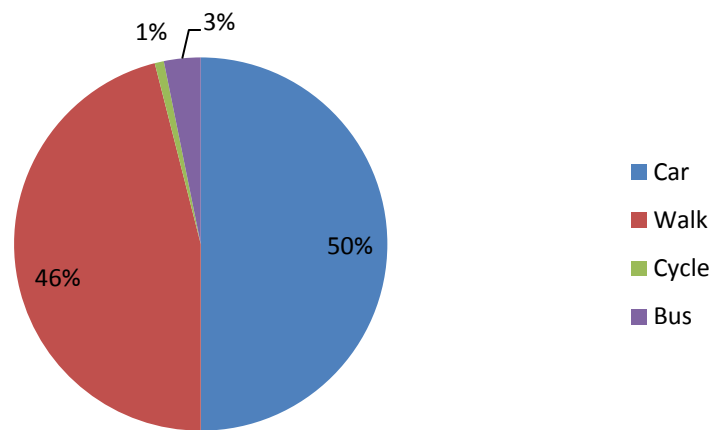


Figure 7: Modal Split for St. Josephs Boys NS Pupils

5 teachers took part in the teacher survey. 60% of these teachers travel to school by car and 40% share their journey by car. 40% of the teachers live less than 2km from the school. There is potential for these teachers to either walk or cycle.

### 3.3.4.5 Scoil Rois

Scoil Rois has 221 pupils in attendance, 214 took part in the survey. The school is currently involved in the Green Schools Programme. Figure 8 shows that 81% of the students said they travel to school by car in the morning, 12% walk and 7% take the bus. None of the students cycle to school. Of the 214 surveyed, 195 said that they own a bicycle with 132 saying that they would like to walk or cycle to school as an alternative means of travel.

#### Modal Split for Scoil Rois

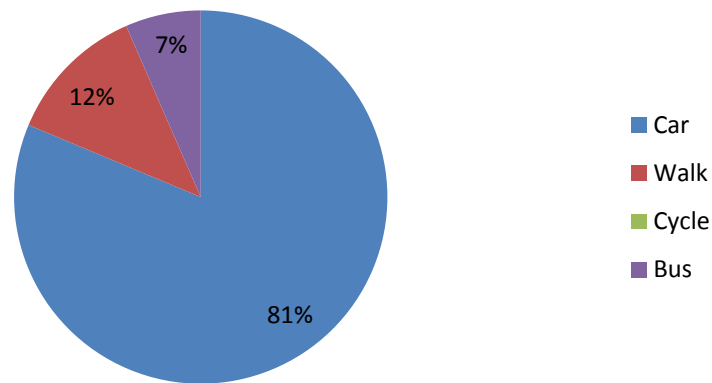


Figure 8: Modal Split for Scoil Rois Pupils

All 11 teachers in the school took part in the teacher survey. 91% of teachers travel to school by car. The majority of teachers live more than 10km from the school.

### 3.3.4.6 Bunscoil Lughaidh Naofa

Bunscoil Lughaidh Naofa has 279 pupils in attendance, 234 took part in the survey. The school is currently participating in the Green Schools Programme. Figure 9 shows that 59% of the students said they travel to school by car in the morning, 38% walk and 3% take the bus. None of the students cycle to school. Of the 234 surveyed, 204 said that they own a bicycle with 114 saying that they would like to walk or cycle to school as an alternative means of travel.

## Modal Split for Bunscoil Lughaidh Naofa

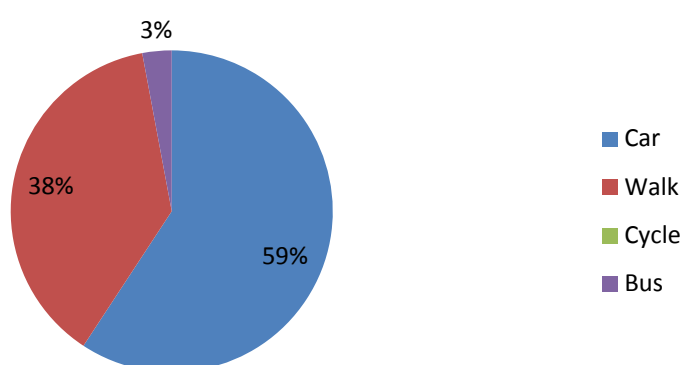


Figure 9: Modal Split for Bunscoil Lughaidh Naofa Pupils

11 teachers took part in the teacher survey. The modal split was 100% car use. 25% of the teachers live less than 2km from the school, therefore there is potential for these teachers to walk or cycle to the school.

### 3.3.5 Consultation Summary

It was concluded from the surveys that a range of facilities and upgrades need to take place in order to encourage more people to walk and cycle. Suggestions made include;

- Better footpath provision
- More pedestrian/zebra crossing points
- Someone to walk and cycle with
- Better lighting
- Less dog faeces on the footpaths
- Designated walking paths
- Less HGV's in the town environs
- Cycle lanes in the town
- Safer routes with less traffic
- Provide businesses with funding to build bicycle shelters
- Provide facilities at schools such as secure bicycle shelters/racks and bigger lockers

- Cycle skills training

## 4 Proposed Actions

The proposed actions for the Walking and Cycling Strategy are divided into two different groups:

**A. Infrastructure Improvements:** Actions that provide for safer routes for people to travel by bike or foot or provide improved infrastructure.

**B. Softer Measures:** Actions that increase awareness and provide better information, actions that promote community involvement and actions that tie-in with existing school/college and workplace plans.

In addition to these measures there are a number of potential leisure/recreational routes along with connections to the National Cycle Network that were identified during the development of this Strategy. These are outlined in more detail below.

The creation of an Active Travel Town Committee Group will be considered to help implement this strategy and would provide a forum for people from different interest bodies and groups to share ideas and distribute information. Further details of this group are given within the implementation section of this Strategy.

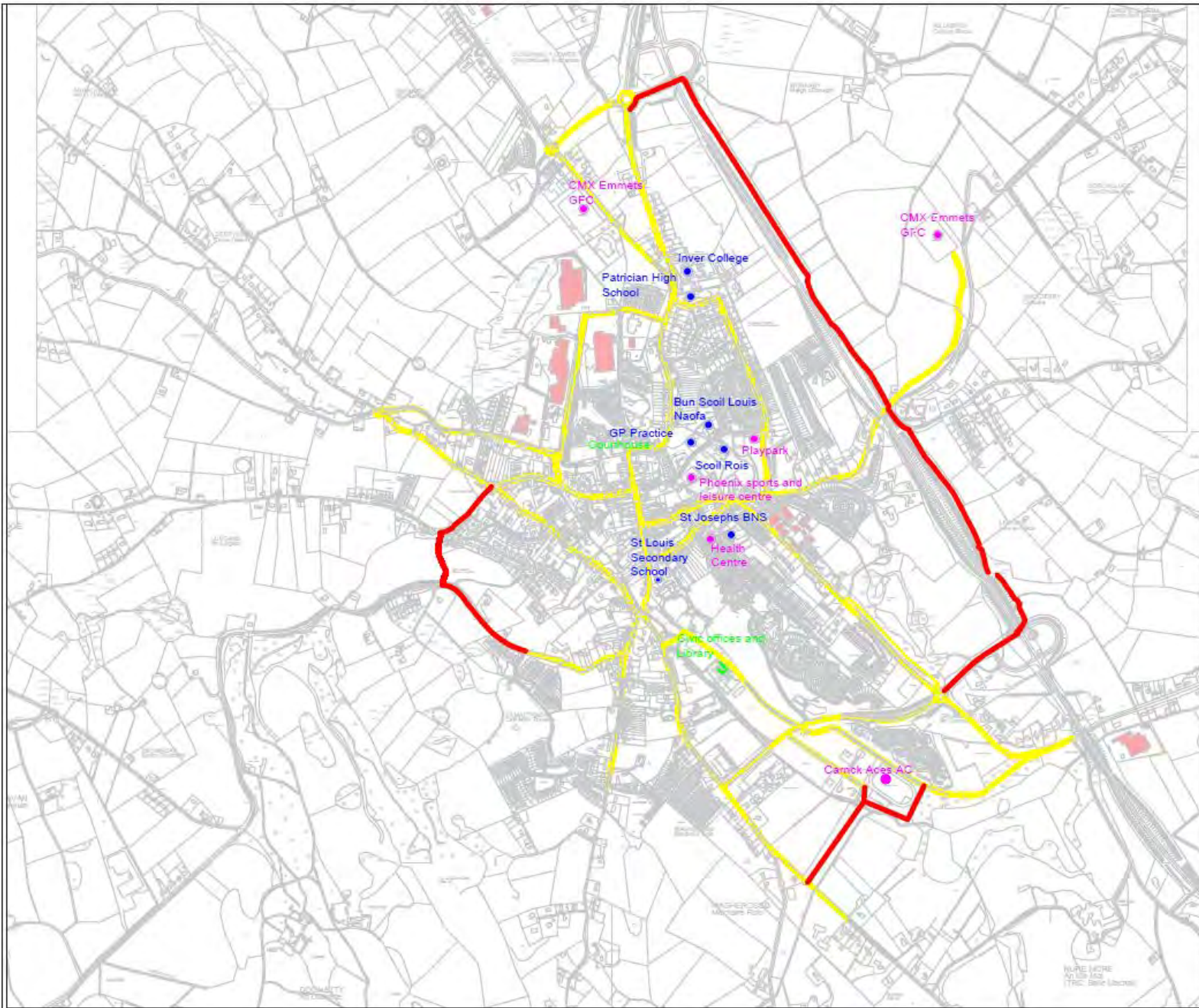
### 4.1 PROPOSED INFRASTRUCTURE IMPROVEMENTS

Map 3 outlines the main walking and cycling infrastructure recommendations which are summarised in Table 4.1 and 4.2 below. Table 4.1 outlines the recommendations for interventions for each of the main walking and cycling links identified on Map 3.

These recommendations are designed to provide a primary walking and cycling network for Carrickmacross that will provide significantly improved walking and cycling links between the residential areas of the town and the key trip attractors. The recommendations are based on the locations of the key trip attractors in the town together with the feedback from the consultation process.

The implementation of these improvements should be designed so that they are accessible and usable for people of all ages and abilities, as an Age Friendly County there are a number of specific initiatives that should be progressed as part of strategy. In principle designs in the urban area should be developed so that they:

- I. Provide adequate street and park furniture: benches, resting places that provide appropriate shelter and shade
- II. Are visually appealing – have good landscaping incorporated within them
- III. Have simple and easy to understand signage for streets and businesses
- IV. Provides good lighting
- V. Use non-slip pavements and have junction crossings that are in accordance with disability requirements with adequate timed green men



### Legend

- Community**  
Sports, Community centres, Playgrounds, Leisure, Health ●
- Public Offices
- Schools**  
Primary and Secondary ●
- Employment Areas**  
Main Employment Areas
- Main Routes**  
Formal Route
- Proposed new route

**Project**  
Carrickmacross Walking and Cycling Strategy

**Title**  
Walking and Cycling Network Route Improvement

  
**Comhairle Chontae Mhuineacháin,**  
**Oifigí Contae,**  
**An Gleann,**  
**Muineachán.**  
 Guthán: 047 30500  
**Monaghan County Council,**  
**County Offices,**  
**The Glen, Monaghan.**

DRAWN			
CHECKED			
DATE		SCALE	
DRAWING NO.	Map 3		
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Table 4.1: Carrickmacross Walking And Cycling Link Recommendations

Specific Route Improvements

Route ID	Road No	Road Name (s)		Proposed Improvements
1	LP-4921-0	Ardee Road	From Ardee Road to Carrick Aces Athletic Club	1. Provision of an off-road walking/cycling track to link the Ardee road to Carrick Aces AC. The track should be a minimum width of 3m.
2	LP-4800-0	Drumconrath Road	From Ardee Road to Tullynaskeagh West (80km/hr boundary)	1. Provision of new footpath/cycle track to allow the residents safe access to town centre. 2. Where width permits, the cycle track should be a minimum width of 2.0m, with a desirable width of 3m. 3. The provision of a speed radar sign along road to raise awareness of vehicle speed. 4. Speed ramps to be installed if speeding violations are high. 5. Provision of street lighting the entire length of footpath.
3	R-179 LS-8904-0	Kingscourt Road - Lurgans Hill	Link from Kingscourt road to Lurgans hill through path	1. Provision of an off-road walking/cycling track to link the Kingscourt road to Lurgans Hill. The track should be a minimum width of 3m. Third party agreements will be required to facilitate this provision.
4	R-179 N2 link road North		Link from CMX North link road to R179 along boundary fence of N2	1. Provision of an off-road walking/cycling track to link the CMX North link road to the R179. The track should be a minimum width of 3m. Third party agreements may be required to facilitate this provision.
5	R-179 N2 link road South		Link from CMX South link road to R179 along boundary fence of N2	1. Provision of an off-road walking/cycling track to link the CMX South link road to the R179. The track should be a minimum width of 3m. Third party agreements may be required to facilitate this provision.
6	LP-4921-0	Ardee Road		1. The provision of a speed radar sign along road to raise awareness of vehicle speed.



**Table 4.2: Other Initiatives**

Reference	Proposed Recommendation
Improved Signage	Provision of improved walking and cycling signage provision
Improved Cycle Parking	Provision of improved cycle parking facilities at key destinations and within the town centre
Age Friendly Initiatives	Support Monaghan Age Friendly Alliance in undertaking of a Walkability Audit for the town

#### **4.2 POTENTIAL RECREATIONAL ROUTE IMPROVEMENTS**

As part of the strategy a number of potential walking and cycling recreational routes were identified. Specific recommendations with regard to some of these routes are contained within this report. Other routes will require future study and review, however as part of this strategy it is recommended that the development of these routes should be supported and encouraged.

The specific recommendations that were identified as part of this Strategy are as follows:

- Develop a walk to connect the Ardee Road to Carrick Aces Athletics Club
- Develop a new footpath along the Drumcondrath Road to allow resident safe access to town centre
- Create a looped walk along the N2 which ties the North link Road to the South link Road crossing over the R179
- Develop a loop at Lurgans Hill down to the R179 to connect another walking trail
- Undertake a further study into the opportunity of a greenway project linking Carrickmacross to Kingcourt by using the rural roads around Shirley’s Estate

All of the above trails and routes should be developed in accordance with the latest design guidance from the National Trails Office and where possible should be accessible and usable by people of all ages and abilities.

#### **4.3 NATIONAL AND REGIONAL CYCLE ROUTES**

At present there is no strategy available for the development of a regional cycle routes in the area or for connecting to regional cycle routes in Northern Ireland.

The linkage from Carrickmacross to Monaghan, will also require further study and route selection, however it would appear the opportunity provided by the old N2 could provide a suitable corridor to take the route from Castleblayney as far as Clontibret.

#### **4.4 SOFTER MEASURES**

These measures will focus on providing better information, increasing awareness of the benefits of walking and cycling and promoting community involvement.

#### **4.4.1 Promotion of Walking and Cycling Within the Community**

This strategy recommends that the ongoing promotion of walking and cycling within the town and the linking up with existing initiatives and events. This promotion should focus issues such as the health benefits and social benefits of walking and cycling rather than mentioning modal shifts and government targets for modal shares etc. The formation of an Active Travel Town Committee could assist in identifying opportunities for the promotion of Active Travel within the town and allow the group to identify synergies with other initiatives.

#### **4.4.2 School Travel Plans**

School travel plans are seen as a key initiative to encourage behavioural change among schoolchildren. Effecting behavioural change at an early age will have a major impact on long term travel behaviour. It is a key objective of the strategy to develop a culture of travel to school by walking and cycling amongst all schoolchildren that live within walking and cycling distance of their local school. In addition the school travel plans will aim to incorporate various initiatives that will engender parental involvement in terms of education and encouragement of sustainable travel to school.

It is anticipated that the development of the travel plans will also determine specific infrastructure improvements that can be implemented in the vicinity of schools to improve access and provide for safer routes to schools.

These specific measures will complement the improvements to the primary walking and cycling network set out in this strategy.

The school travel plans will be developed in the context of the Green Schools Travel Programme. All schools in the town will develop a school travel plan regardless of whether or not they are involved in the Green Schools Programme. Schools can avail of the significant database of information on the Programme to develop their bespoke travel plans that will incorporate walking and cycling initiatives together with initiatives to develop more sustainable travel for those who need to travel by car. The latter would include car-pooling, car sharing and park and stride opportunities. The plans should be coordinated between schools to ensure, in particular, that any infrastructural improvements derive the maximum benefit for all schools.

#### **4.4.3 Workplace Travel Plans**

The business surveys undertaken for the strategy indicate an appetite for increased walking and cycling to work in Carrickmacross. Workplace travel plans will be a cornerstone of behavioural change in the town and will be developed on two levels. Larger employers will be encouraged to develop stand-alone travel plans and all employers with a workforce of fifty or more employees would be included in this category.

The second level of workplace travel planning would be among smaller employers below fifty staff. In order to encourage participation in the programme a workplace travel network would be established that would include both larger and smaller employers with the main objective of informing and encouraging the smaller employers to become part of an overall workplace travel plan for the town and the network would facilitate employers to identify the opportunities and measures that would be applicable to their size and type of business. This would be developed in conjunction with the Chamber of Commerce.

The development of the workplace travel plans would be informed by the smarter travel workplaces initiative and this will be the main source of information that would initiate workplace travel planning in the town. Similar to the school travel plans, the workplace plans will be complemented by the infrastructural improvements that will provide safer and more convenient routes for travel to work.

## **5 Implementation**

### **5.1 MANAGEMENT**

The establishment of an Active Travel Town Committee to oversee and monitor the implementation of the Active Travel Town Strategy will be considered. This committee could be made up of key stakeholders including representatives drawn from the community forum, schools, employers, sporting organisations, the tourism sector and the health sector. Whilst the role of the committee will be to guide the implementation of the strategy and to devise and implement further initiatives and recommendations, the key function of the committee will be in developing relationships between interested bodies and assist with engagement with the wider public. The multi-sectoral approach will assist in helping to identify opportunities and draw down of funding.

### **5.2 IMPLEMENTATION COST AND PHASING**

The infrastructure projects set out in Tables 5.1 and 5.2 have been prioritised in terms of delivery and cost estimates have been applied to each project. Each project has been assigned a priority 1 or 2 classification. Priority projects would be delivered in the short to medium term with construction or implementation to commence next year. Priority 2 projects would be completed in the medium to longer term with projects to be delivered from three years hence and onwards. All costs are preliminary and are subject to review. More detailed costing will be developed as the scheme designs are advanced.

**Table 5.1: Carrickmacross Walking And Cycling Link Strategy  
Implementation Plan  
Specific Route Improvements**

Route ID	Road No	Road Name (s)		Priority	Preliminary Cost Estimate (EX VAT)
1	LP-4921-0	Ardee road	From Ardee Road to Carrick Aces Athletic Club	1	120,000
2	LP-4800-0	Drumconrath Road	From Ardee Road to Tullynaskeagh West (80km/hr boundary)	1	150,000
3	R-179 LS-8904-0	Kingscourt Road - Lurgans Hill	Link from Kingscourt Road to Lurgans hill through path	2	90,000
4	R-179 N2 link road North		Link from CMX North link Road to R179 along boundary fence of N2	2	70,000
5	R-179 N2 link road South		Link from CMX South Link Road to R179 along boundary fence of N2	2	70,000
6	LP-4921-0	Ardee Road	Speed radar signs	1	3,000

Table 5.2: Other Initiatives

Reference	Proposed Recommendation	Priority	Preliminary Cost Estimate (EX VAT)
Improved Signage	Provision of improved walking and cycling signage provision	1	20,000
Improved Cycle Parking	Provision of improved cycle parking facilities at key destinations and within the town centre	1	10,000

## Appendix 17 (c)



Castleblayney: Active Travel Town

Walking and Cycling Strategy

November 30<sup>th</sup> 2012





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# QM

Issue/revision	Issue 1	Issue 2	Issue 3
Issue/revision			
Remarks	Draft	Final	Minor Rev
Date	19/11/2012	04/12/2012	28/01/2012
Prepared by	Matt Foy	Matt Foy	Matt Foy
Signature			
Authorised by	Kieran Boyle	Kieran Boyle	Kieran Boyle
Signature			
File reference	2012P022	2012P022	2012P022

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# 1

## Vision and Objectives

### 1.1 VISION

A town that people of all ages and abilities feel is a safe and enjoyable place to walk or cycle.

The walking and cycling strategy for Castleblayney will help to develop the town with a network of safe and convenient walking and cycling routes that will improve the quality of life for everybody in the community by prioritising walking and cycling for travel to work, education, shopping and day to day business in the town whilst also providing high quality routes for leisure and fitness activities.

### 1.2 OBJECTIVES

Consultation undertaken as part of this strategy has demonstrated the strong sense of community within Castleblayney and the pride in the existing facilities and potential future facilities in the area around Lough Muckno. There was a clear desire for improved walking and cycling provision for leisure and recreation and for access to key destinations such as the local schools and it was evident from the consultation that a multi-agency group consisting of local and countywide bodies should be developed to assist with the implementation of the strategy and to build relationships that will help promote walking and cycling within the town and identify future measures to contain the ongoing promotion of walking and cycling.

#### Castleblayney Walking and Cycling Strategy Objectives

- Build and strengthen the existing community spirit within Castleblayney.
- Ensure that needs of people of all ages and abilities are taken into consideration in the design development of walking and cycling facilities within Castleblayney.
- Enhance local walking and cycling facilities to facilitate more trips by walking and cycling.
- Promote walking and cycling as the primary means of travel for shorter trips.
- Sustain and enhance the local economy and environment
- Provide improved facilities for recreational walking and cycling and maximise the potential from facilities provided by Lough Muckno

These objectives will be delivered through a number of actions that form part of the Department of Transport's 'Active Travel Town' initiative, which are as follows:

#### Active Travel Towns

- The provision of safer routes for people to travel by bike or on foot
- A reduction in short-distance car journeys through the availability of good quality travel information and alternative infrastructure
- Community involvement
- Improved walking and cycling access to public transport
- Tie-in with schools/colleges and workplace plans both through existing programmes and new linkages.

---

## 2 Strategy Development

The development of the strategy was based on the following assessment methodology:

### **Inception**

During the inception period important information such as mapping, contact details and information on complementary strategies and policies was collated and reviewed with the Council. Background information, such as Development Plans and Census data, was reviewed.

### **Base Network Review**

The existing road and street network was assessed, both on the ground and through desktop mapping and photography, in terms of suitability for walking and cycling. This assessment, combined with feedback from the Consultation process, provided a clear overview of the current key issues relating to walking and cycling on the road and street network.

### **Identification of Trip Attractors and Main Residential Areas**

The locations of all key residential areas was mapped utilising census data. All key trip attractors including schools, health facilities, retail centres, public buildings, sporting and recreational amenities were identified and mapped using various databases and map bases and on the ground assessments. Key routes and desire lines between the residential areas and these trip attractors were then confirmed.

### **Consultation**

Consultation was carried out with the general public, businesses and schools. The purpose of the consultation was two-fold. Firstly to understand the travel habits on the town and identify specific improvements to the walking and cycling network. The second purpose was to formally notify the various groups of the Active Travel Town Strategy and initiate engagement with the stakeholder groups for the development, implementation and monitoring of the strategy.

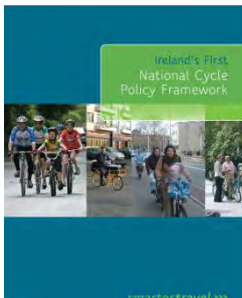
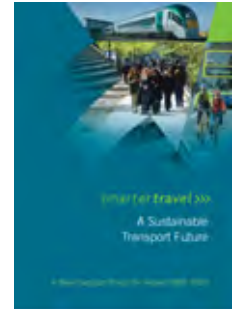


## 3 Background Information

### 3.1 POLICY CONTEXT

#### 3.1.1 National Policy

The SmarterTravel policy was adopted by the Department of Transport in 2009 and forms the primary policy context for the Walking and Cycling Strategy. Smarter Travel has brought sustainable travel to the forefront of public policy and represents a new paradigm in Transport policy for Ireland which, for the first time, places walking and cycling at the centre of transport policy and infrastructure delivery.



As part of the policy, the National Cycle Policy Framework (NCPF) was developed; this sets a national target of 10% of all trips being made by bike in 2020 and a vision to create a strong cycling culture in Ireland. Achieving these targets will require, in particular, road and cycleway improvements within the urban areas, including revisions to speed limits, junction improvements and the reallocation of road space to safely accommodate cyclists. Educational and marketing programmes aimed at promoting the health and economic benefits of walking and cycling will help encourage the mindset shift required to achieve this aim.

Following on from the Smarter Travel policy in early 2012 the Government announced the Active Travel Towns 5 year multi-annual funding support program. The scheme is principally for the strategic development of strategies and infrastructures to support walking and cycling in towns outside the Greater Dublin Area. The Government recognises that to achieve its target of 10% of all trips being made by bike and the overall modal shift noted within Smarter Travel will require a focus on population and employment centres. The principal objective of Active Travel Towns is to achieve modal shift from car to either walking or cycling. This objective will be delivered through the following:

#### Active Travel Town Objectives

- The provision of safer routes for people to travel by bike or on foot
- A reduction in short-distance car journeys through the availability of good quality travel information and alternative infrastructure
- Community involvement
- Improved walking and cycling access to public transport
- Tie-in with schools/colleges and workplace plans both through existing programmes and new linkages.

The Smarter Travel policy and the Active Travel Town program is about changing unsustainable habits in travel patterns and reducing the health and environmental impacts of current travel patterns. Achieving the vision and goals of the policy and program will lead to improved communities, a more efficient economy, a healthier and more active population and improved quality of life for all. The Walking and Cycling Strategy for Monaghan is a direct response to the Active Travel Town program and the strategy is based on providing both infrastructural improvements and initiatives to change personal travel behaviour to achieve a modal shift away from car usage to the more sustainable modes of walking and cycling.



Infrastructural improvements should be delivered in a focussed way that improve the existing network by removing barriers , improve the connectivity of the network and provided quality links connecting the communities to key destinations. These should be delivered per the 'Hierarchy of Solutions' as noted within the NCPF. Initiatives should not just focus on travel for school, work or shopping purposes, but should also link into and encourage active travel for leisure and recreational purposes. Lapsed cyclists are more likely to begin cycling again for leisure purposes than for commuting, and once they begin cycling for leisure it is more likely people will cycle for everyday usage.

### **3.1.2 Regional policy**

The Border Regional Authority Planning Guidelines 2010 – 2022 has a specific policy, NPF13, to promote and support cycling and walking within the Region, particularly within the urban areas.

### **3.1.3 County Policy**

TRO5 of the draft Monaghan County Development Plan 2013 makes it a clear objective of the County Council to promote and facilitate the use of cycling and walking as alternative sustainable modes of transport.

## **3.2 EXISTING CHARACTERISTICS**

### **3.2.1 Walking and Cycling Route**

Castleblayney town and environs has an existing population of approximately 3,500 people. The third largest town in the County, it serves a wide hinterland. Recently bypassed by the new N2 much of the through traffic in the town has been removed offering opportunities to provide for safer movement of pedestrians and cyclists. The national secondary route (N53) links the town to Dundalk, the gateway for the region. The town benefits from its strategic location between Monaghan (24kms), Dundalk (27 kms) and Carrickmacross (17kms) and Armagh City (27 kms).

Castleblayney functions largely as a market/service centre for its rural hinterland, which extends in to County Armagh and whilst the Town has been impacted by a decline in agriculture and the closure of key industries in recent years the town has developed as a residential centre and new commercial and retail developments have strengthened the town's economic base.

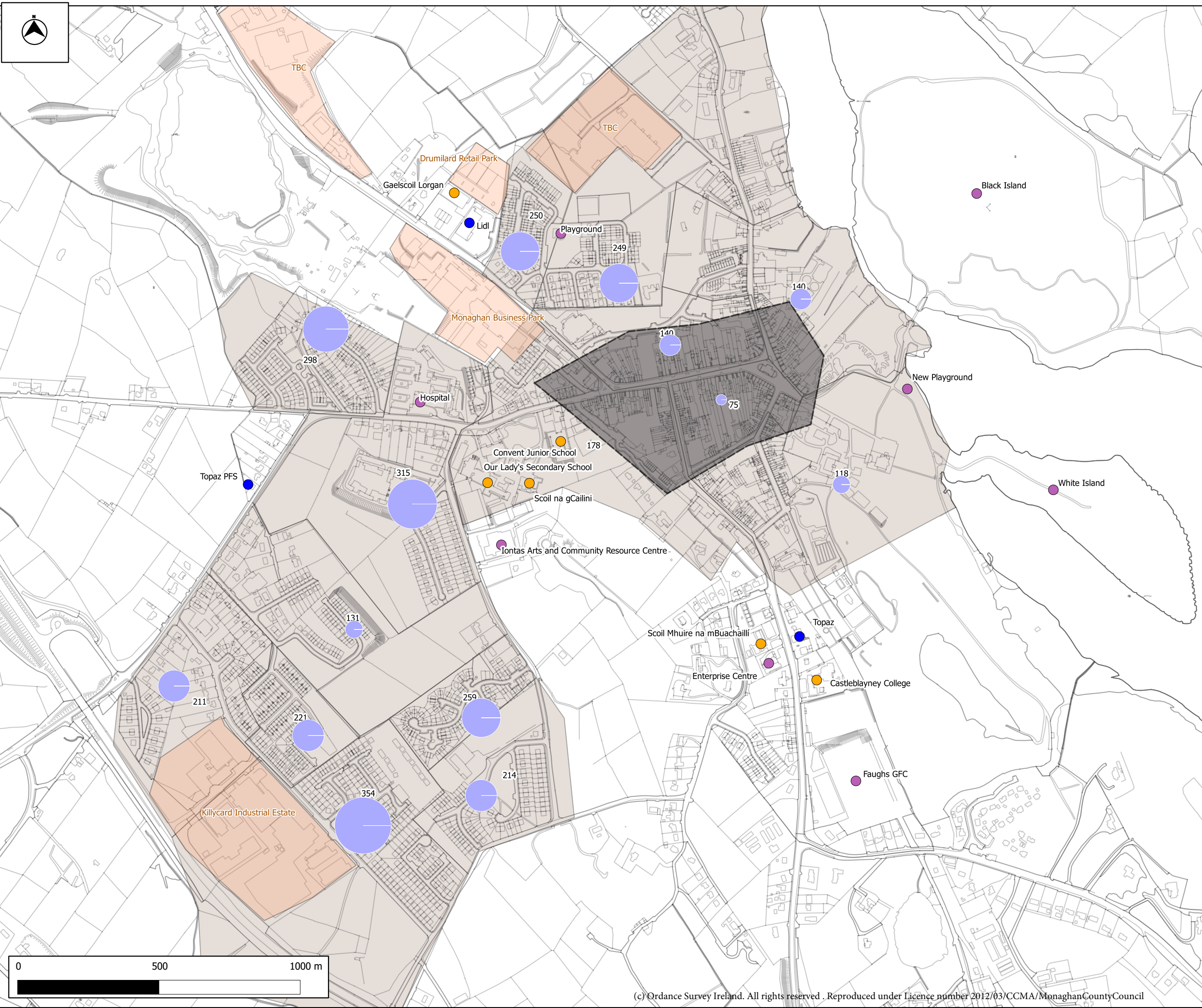
Castleblayney plays an important educational function for the town and its hinterlands with approximately 1,400 children attending schools in Castleblayney. There are four national schools and two secondary schools in the town, the two secondary schools having a combined total of 900 pupils.

Lough Muckno is the by far the largest and most important stretch of public open space within the town. Lough Muckno provides excellent opportunity for recreational walking and is the focal point for recreational use in the town. At present the Council are in the process of developing an adventure playground in Lough Muckno park, which will strengthen the existing importance of this area in terms of recreational activity in the town.

The primary walking and cycling routes within the town are shown on Map 1. These routes are shown in the context of the main residential population areas in the town together with the main trip attractors for walking and cycling. The key trip attractor locations include the town centre, schools, employment, public buildings and sports and recreation facilities.

In general terms the town presents opportunities to develop an improved walking and cycling network. Although the topography off the town is characterised by the typical south Ulster drumlins, the main routes are generally flat to moderate with the exception of the route along Conabury Hill and a portion of Shercock Road. However the presence of the drumlins does prevent the provision of direct routes from some of the residential areas in the southwest to the schools on Dublin road and on Bree Road, in some cases almost doubling the travel distance compared to the direct route.

In distance terms the maximum travel distance across town is of the order of 2.5km which determines that all key trip attractors in the town are within comfortable cycling distance and reasonable walking distance of the town's population. The maximum distance to the town centre is of the order of 1.5km which implies the town centre is highly accessible in terms of walking distance for the whole of the town's population.



### Legend

**Community**

- Sports, Community Centres, Playgrounds, Leisure, Health

**Retail**

- Local Shops, Foodstores

**Town Centre**

- Community, Doctors, Doctors, Employment, Shopping

**Employment Areas**

- Main Employment Areas

**Schools**

- Primary and Secondary

**Residential Population**

- Population with Area

**Castleblayney Walking and Cycling Strategy**  
**Main Residential Population and Location of Key Trip Generators**

Map 1



The largest concentration of the residential population in the town is located at the southwest side of the town with close to 1,500 residents living in this area. The next largest concentration of the residential population is on the north side of the town with a further 500 people living in this region.

### 3.2.2 Trip Attractors

The main trip attractors are illustrated on Map 2. With the exception of the Gaelscoil, the schools are located in two main locations. Castleblayney College and Scoil na mBuachailí are located just off Dublin Road on the southern side of the town. The other three schools, Scoil na gCailíní, Convent Junior School and Our Lady's Secondary School are all located between Shercock Road and Bree Road to the immediate west of the town centre.

The main employment locations are the Town Centre, the Killycard Industrial Estate and the industrial and commercial areas on Monaghan Road at the north side of the town. At present there are no larger employers, with over 100 members of staff, however there are number of medium size employers, such as Kingspan, the Hospital and the Glencairn Hotel.

Retail activity is primarily located in the town centre, but there is also a discount retailer on the north side of town, just off Monaghan Road. The petrol filling stations on Dublin Road and on Shercock Road also act as the local shops for the population in the immediate vicinity.

The other main trip attractors in the town are associated with active and passive recreation, with the Lough Muckno area being a key destination for passive recreation and the two GAA clubs being key destinations for active recreation.

### 3.2.3 Census Data

The 2011 Census data on Travel to Work/School/College has been reviewed to determine the current modal split for such travel. The census shows that the majority mode of travel is by car use with car driver at 43% and car passenger at 22%. Walking plays an important role with 22% of trips being made by this mode, however it is less than what is experienced in other towns of similar size. Levels of cycling within the town are low, with a modal share of close to 0%.

Although the 2011 Census doesn't provide actual journey distance, the journey duration is a good indication of the number of journeys within walking and cycling distance. Journeys of less than 15 minutes are likely to be under the 10km, and these journeys represent the greatest opportunity for achieving a modal shift from car driver/passenger towards walking and cycling. The majority of trips made (56%) from Castleblayney are in 'under 15 minutes' duration. Based on the very low cycling mode share and the high percentage of shorter distance trips there is an apparent potential to significantly improve the cycling mode share and also to improve the walking mode share.

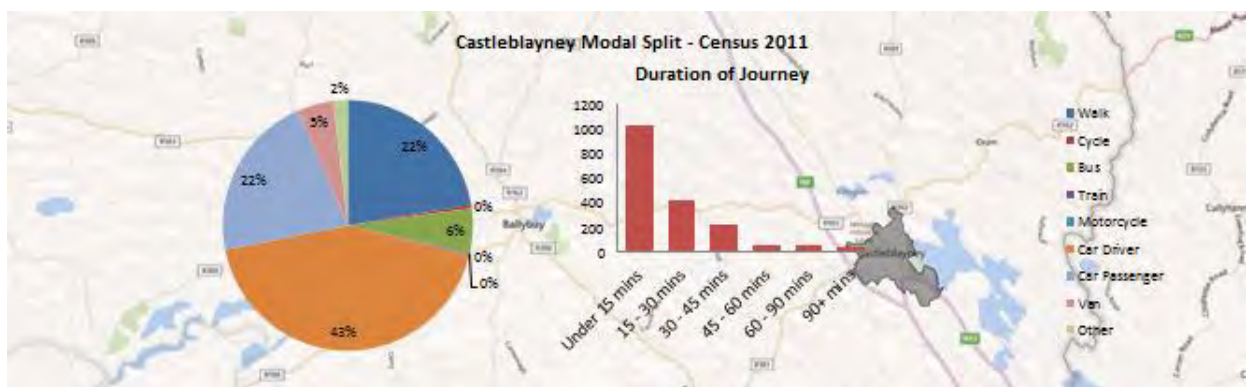
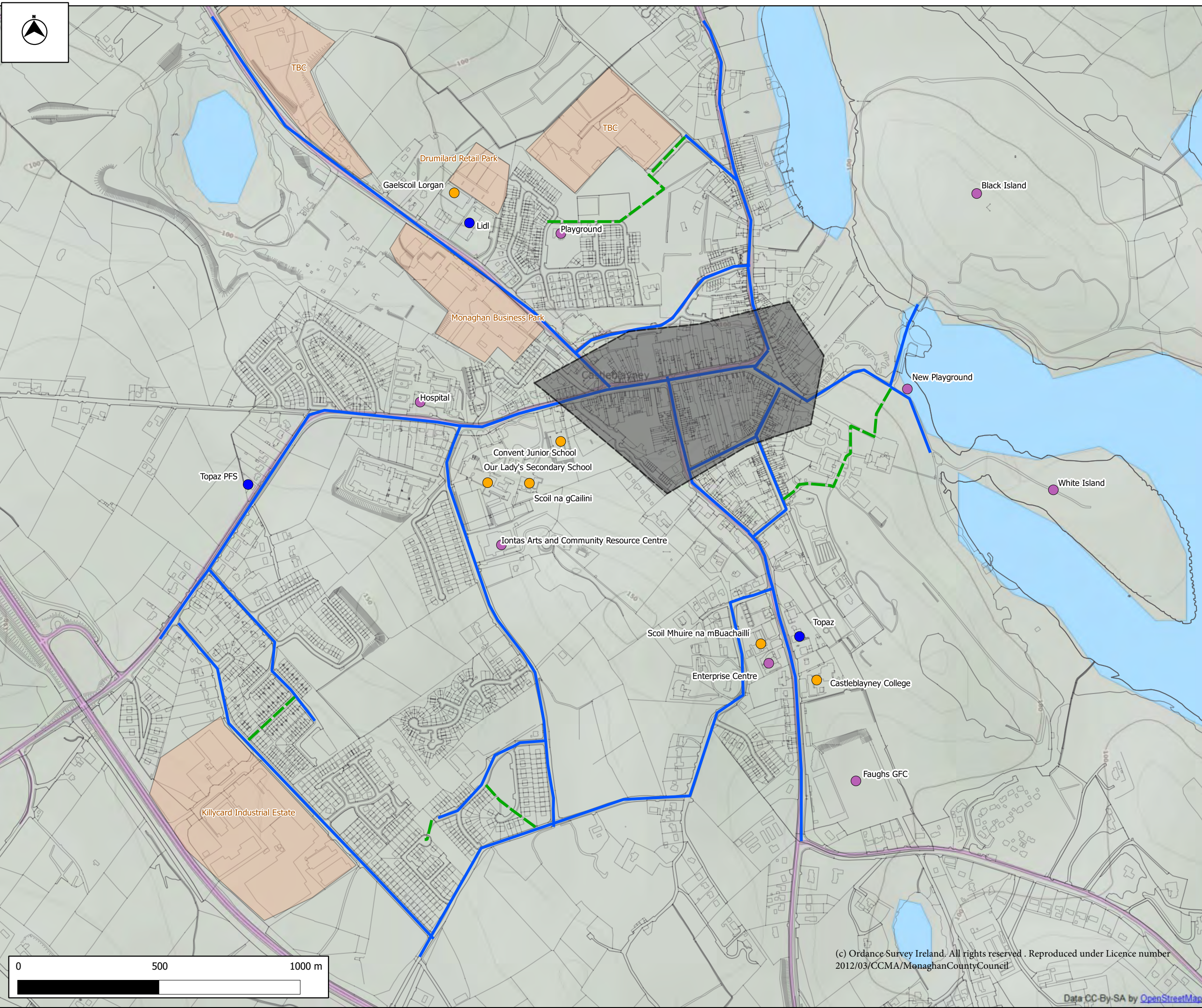
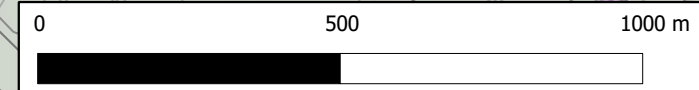


Figure 3.1: 2011 Census Data – Travel to School/Work or College for trips from Castleblayney



- ### Legend
- Community**
    - Sports, Community Centres, Playgrounds, Leisure, Health
  - Retail**
    - Local Shops, Foodstores
  - Town Centre**
    - Community, Doctors, Doctors, Employment, Shopping
  - Employment Areas**
    - Main Employment Areas
  - Schools**
    - Primary and Secondary
  - Main Routes**
    - Formal Route
    - - - Informal Cycle / Walking Route



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Castleblayney Walking and Cycling Strategy  
Existing Main Walking and Cycling Routes and Trip Generators



### **3.3 CONSULTATION**

#### **3.3.1 Overview**

Consultation took place via on-line and direct surveys with the general public, businesses and schools. These consultations served two purposes. The first was to gain a deeper understanding of travel habits in the town and to identify specific improvements that would encourage more walking and cycling. The second purpose was to create the first formal notification of the Active Travel Town initiative for the town and to act as the precursor for on-going active community involvement in the Active Travel strategy.

The business surveys focused on the mode of travel chosen by commuters every day, the types of facilities available within the company as well as asking for feedback and suggestions for improvement of walking and cycling. The public survey focused on walking and cycling habits, asking how many times they walk or cycle a week, the main reasons why, where they walk/cycle and what improvements are required within the town. The school survey focused on the modal splits for students as well as teachers.

#### **3.3.2 Public Consultation**

Public consultation for the strategy was undertaken in two ways. An initial on-line public consultation questionnaire was published, this was promoted through the Community Forum, social media, local press and through the Council's own website. The on-line survey received a high response rate, with close to 40 responses from people interested in walking or cycling in Castleblayney. In addition to the on-line survey a focus group meeting with interested groups and individuals from the town was also held. Some of the key findings from the on-line are summarised below.

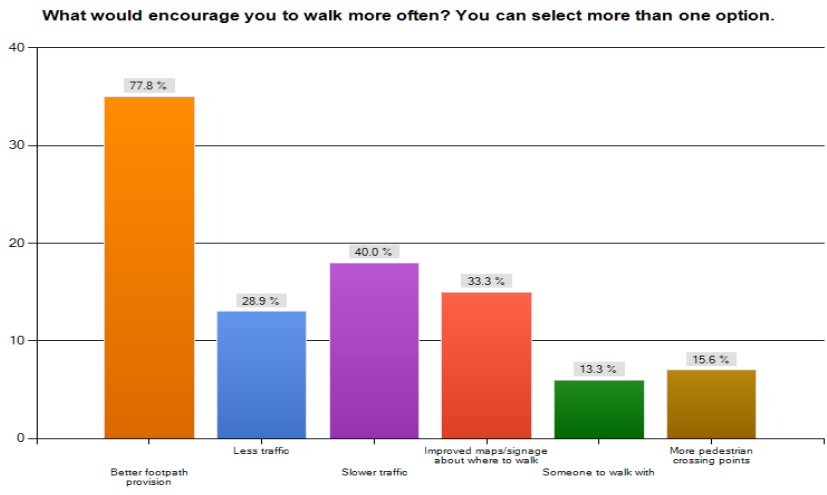
#### **3.3.3 Walking**

At present walking within the town is predominately a recreational based activity. When asked why people generally walk, the majority of the respondents (68.2%) said that they either walk for leisure or for fitness. The majority of walking trips made within the town fall within the 2km to 5km band. The main destinations for walkers were the local parks, including Lough Muckno, the town centre shops or to local shops.

Within the survey it was asked what would encourage people to walk more often. These are shown in Figure 2. Public feedback indicates that 78% of people said they wanted better footpath provision. They indicated that some footpaths are not wide enough and are uneven. The other two key items that people identified was slower traffic speeds and the provision of better signage/information.

The most popular walking routes in the town are around Black and White Island whilst the loop around Bree, Conabury Hill, Dublin Road, Main Street and Shercock Road is also popular. There were also requests for improvements to facilities for walking in Bree and for extension of the footpath and lighting provision to the Blackhill GAA club. Cleanliness of walking routes, in particular regarding dog fouling, was something that was also identified as needing improvement.





**Figure 2: Results from public consultation**

**3.3.4 Cycling**

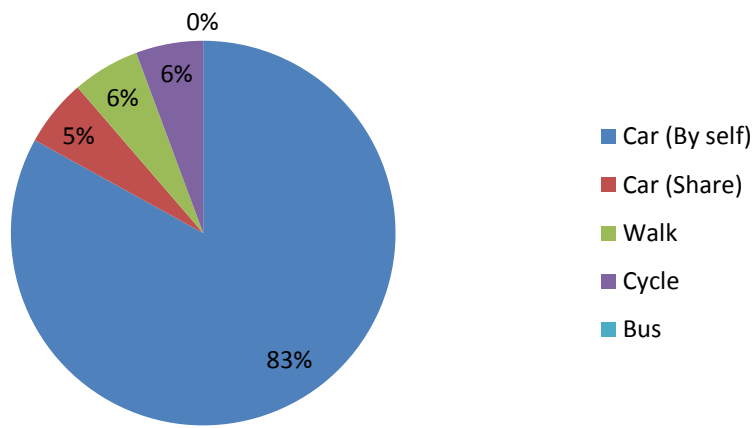
The surveys indicated that cycling is not widely used as a form of travel within the town. When people do cycle, they tend to cycle for leisure and fitness purposes with most respondents cycling long distances of 10km to 20km+ per week. When asked what would encourage people to cycle more often, the majority of people said that proper cycle lane facilities were needed. Provision of more leisure cycle routes was another common option that people chose. Lough Muckno and park, around Black Island and Bree are the main areas where people would like to see improvements made.

**3.3.5 Business Consultation**

Responses were received from seven businesses within the town, representing close to 150 employees. The modal split for employees in these businesses is illustrated in the pie chart in Figure 3. The majority mode of travel is a car use (by self), with 83% of employees using this mode to travel to/from work. Walking and cycling are not widely used amongst employees with only 6% walking and 6% cycling.

When asked in the survey, would you consider walking or cycling to work as an alternative to car use, 82% of people said 'yes'. This represents an extremely high proportion of employees willing to walk or cycle to work, given the right level of encouragement.

**Modal Split for Castleblayney Businesses**



**Figure 3: Modal Split from surveyed businesses**



Attitudes towards walking and cycling within Castleblayney however are cautious. When asked what the barriers are to walking and cycling to work, the main worries were lack of lighting on the roads, no cycle lanes and safety on the roads. These barriers need to be addressed in order to provide more sustainable forms of travel for people as well as providing safe routes to and from work, school etc. Every business that was surveyed said that this strategy would have a positive impact on business and some noted that they would be happy to work in partnership with Monaghan County Council to encourage staff to walk and cycle more.

### 3.3.6 Facilities on Site

Businesses were asked in the survey what types of facilities are available for them if they wanted to walk or cycle to work. Figure 4 shows that the majority of businesses do not have the facilities necessary to encourage walking and cycling to work. The majority of employers said that if they had the funding for these facilities, they would provide them within their companies. Among the companies that were surveyed, 57% of them said that they did not participate in the Bike to Work Scheme, with some noting that they were not away of the scheme.

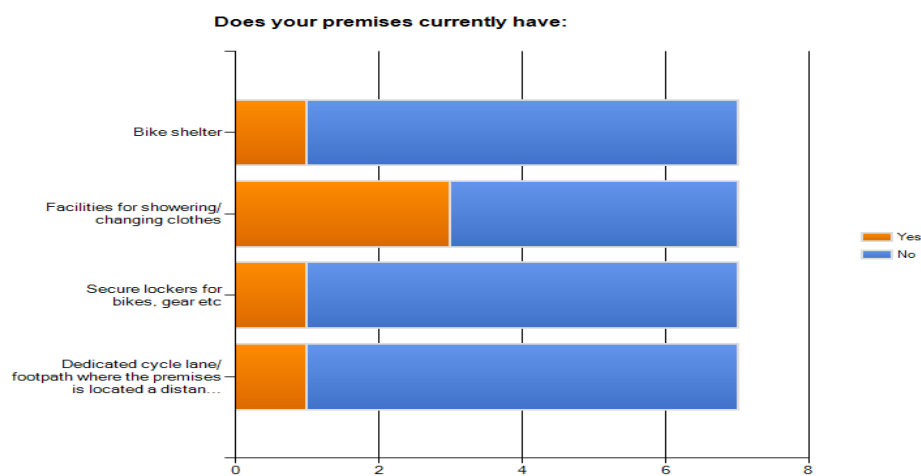


Figure 4: Facilities Available for Employees

### 3.3.7 School Consultation

All of the schools in the town were canvassed and asked to undertake a short survey as part of the development of the Strategy. The two secondary schools, Castleblayney College and Our Lady's Secondary returned surveys.

Responses were received from a broad age group, with responses from 1<sup>st</sup> year through to 6<sup>th</sup> year. The modal split for both schools is heavily reliant on car use. For students in Castleblayney College, 57% of them said they come by car in the morning with 36% getting the bus. Only 7% of students walk to school while no students cycle. Our Lady's School has a similar modal split. 51% of students arrive by car with 37% using the bus. Again, walking and cycling are at very low percentage rates. Only 12% walk to school with no pupils cycle. Our Lady's School has completed the Green School Travel programme.

Of the 243 students that were surveyed, not one of them cycled to school any day of the week. With 52% of students from Castleblayney College and 50% of students from Our Lady's School living within 5km of their schools, cycling could provide a more sustainable alternative mode of travel for car use for these students. When asked what the main barriers were for not walking and cycling, the main responses from both schools were the weather, inadequate footpaths, inadequate cycle lanes, too much to carry to school and the distance.



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Students in Castleblayney College also said that they would want facilities within their school that would accommodate them cycling to school. For example, they suggested bike stands, lockers, cameras to keep the bikes safe as well as hair dryers and facilities for the girls changing rooms.

A teacher survey was also carried out in each school with 28 teachers participating in Castleblayney College and 50 teachers in Our Lady's. The modal splits for both schools were predominantly car use. In Castleblayney College all teachers drive to the school. That percentage does not include car sharing. 15% of teachers are living within 1 - 5km of the school with 64% living within 5 – 10km of the school.

In Our Lady's School, almost all teachers drive with one teacher walking, however, the overwhelming majority of teachers live more than 10km from the school. In order to attract more of them to walking and cycling, the teachers have suggested that facilities within the school such as showers and changing rooms are necessary as well as having safe cycle lanes on the roads.



## 4 Targets, Monitoring and Evaluation

A number of specific targets have been developed in line with the objectives of the national policy and the strategy as follows:

### Castleblayney Walking and Cycling Strategy Targets

- To increase the cycle mode share for journeys to work, school and education from 0% to 5% by 2017.
- To increase the overall mode share for walking and cycling from 22% to 30% by 2017.
- All schools within the town to have a school travel plan in place by 2014.
- To create a Workplace Travel Network group and to have Workplace Travel Plans in operation at two of the main businesses within the town by 2014.

The mode share targets will be evaluated through census data from the 2016 censuses and will determine the overall evaluation of the Active Travel Town strategy. In addition counts and surveys will be carried out to monitor the strategy on an on-going and annual basis as follows:

- **Electronic Counters:** Electronic cycle counters will be installed at three locations on the main radial routes to the town centre. In addition traffic speed counters will be installed that will both advise drivers of their traffic speed and will log traffic speed and flow data. These data sources will provide on-going data in relation to cycling and vehicular traffic.
- **Manual Counts:** Manual counts will be carried out for a period of one week each year at two key junctions in the town in order to quantify pedestrian, cycling and vehicular traffic movements at these junctions.
- **Education Travel Surveys:** Surveys will be carried out on an annual basis in all the schools within the town.
- **Workplace Travel Surveys:** These will be carried out on an annual basis with the main objective of recording and monitoring the mode of travel to work and identifying the impact of any improvements to facilities or provision.



## 5 Proposed Actions

The proposed actions for the Walking and Cycling Strategy are divided into two different groups:

**A. Infrastructure Improvements:** Actions that provide for safer routes for people to travel by bike or foot or provide improved infrastructure.

**B. Softer Measures:** Actions that increase awareness and provide better information, actions that promote community involvement and actions that tie-in with existing school/college and workplace plans.

In addition to these measures there are a number of potential leisure/recreational routes along with connections to the National Cycle Network that were identified during the development of this Strategy. These are outlined in more detail below.

One of the key actions of this Strategy will be the creation of an Active Travel Town Committee Group which will help to implement this strategy and will provide a forum for people from different interest bodies and groups to share ideas and distribute information. Further details of this group are given within the implementation section of this Strategy.

### 5.1 PROPOSED INFRASTRUCTURE IMPROVEMENTS

Map 3 outlines the main walking and cycling infrastructure recommendations which are summarised in Table 5.1 below. Table 5.1 outlines the recommendations for interventions for each of the main walking and cycling links identified on Map 3.

These recommendations are designed to provide a primary walking and cycling network for Castleblayney that will provide significantly improved walking and cycling links between the residential areas of the town and the key trip attractors. The recommendations are based on the locations of the key trip attractors in the town together with the feedback from the consultation process.

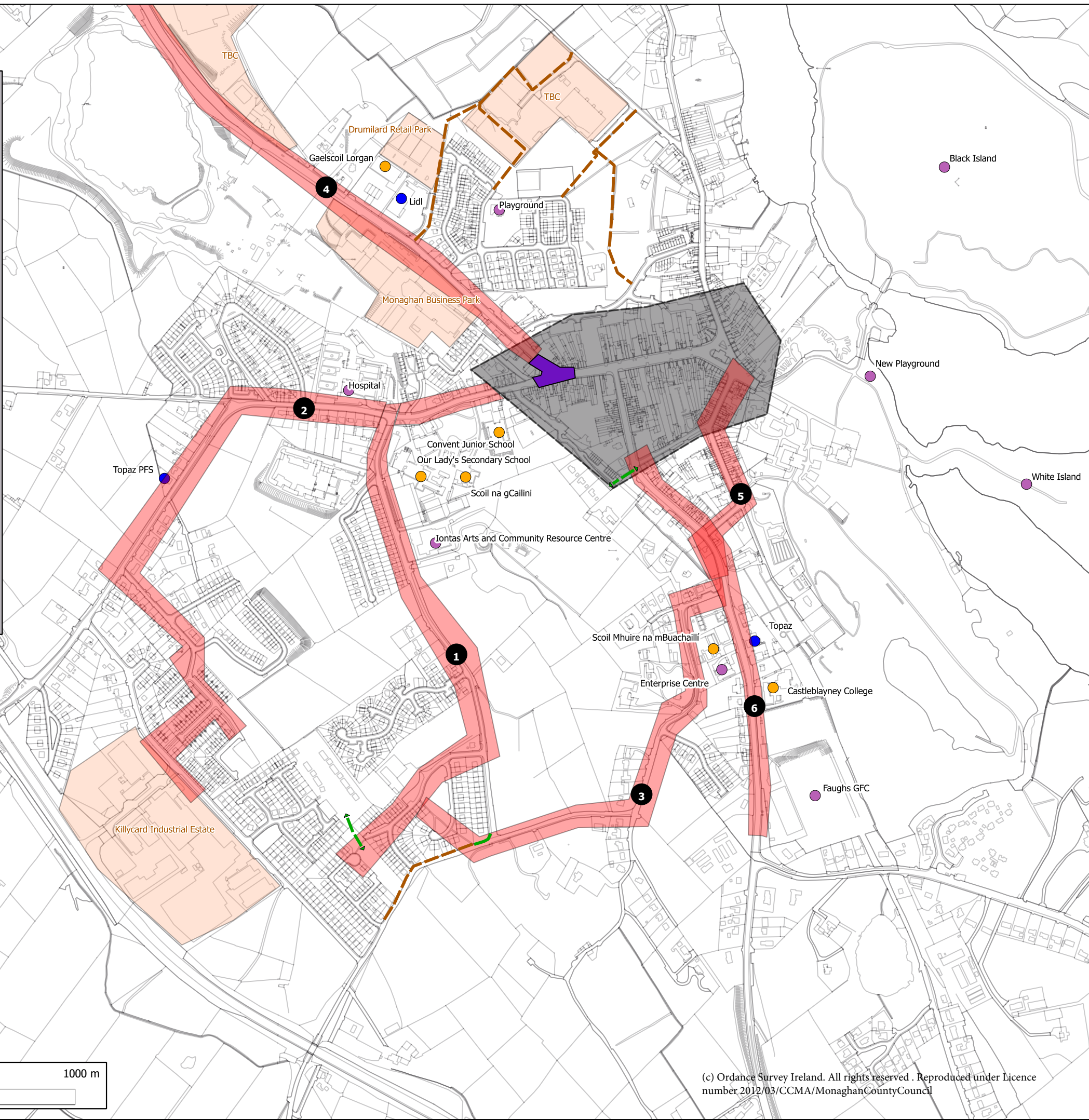
The implementation of these improvements should be designed so that they are accessible and usable for people of all ages and abilities, as an Age Friendly County there are a number of specific initiatives that should be progressed as part of strategy. In principle designs in the urban area should be developed so that they :

- i. Provide adequate street and park furniture: benches, resting places that provide appropriate shelter and shade.
- ii. Are visually appealing – have good landscaping incorporated within them.
- iii. Have simple and easy to understand signage for streets and businesses
- iv. Provides good lighting
- v. Use of non-slip pavements and have junction crossings that are in accordance with disability requirements with adequately timed time for green men.



**Cycle Network Improvements:**

- 1. Route to Schools and Town Centre.**  
Provision of off-road cycle track along the west side of Bree Road.
- 2. Route to Schools and Town Centre.**  
Provision of off a shared cycleway and footway along the southern side Shercock Road.
- 3. Route to Schools and Black Island/ White Island.**  
Speed reduction and safety improvements on route.
- 4. Route to Employment Zone.**  
Provision of on-road cycle lanes on both sides of Monaghan Road.
- 5. Alternative Route to Town Centre and Route to Black Island / White Island**  
Provision of improved signage.
- 6. Route from Town Centre to Schools and Faughs.**  
Provision of on road cycle lanes along section of route.



**Legend**

**Community**

- Sports, Community Centres, Playgrounds, Leisure, Health

**Retail**

- Local Shops, Foodstores

**Town Centre**

- Community, Doctors, Doctors, Employment, Shopping

**Employment Areas**

- Main Employment Areas

**Schools**

- Primary and Secondary

**Key Routes for Improvement**

- 

**Footpath Network Improvements**

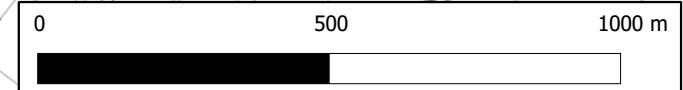
- Short Term
- Long Term

**Junction Improvements**


- Upgrade junction to Signals

**Future Links**

- Future Pedestrian / Cyclists Linkages



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**Kieran Boyle Consulting**  
Transport Planning Engineering

Castleblayney Walking and Cycling Strategy  
Walking and Cycle Network Route Improvements

Map 3



**Table 5.1: CASTLEBLAYNEY WALKING AND CYCLING LINK RECOMMENDATIONS**

**Specific Route Improvements**

Route ID	Road No.	Road Name(s)		Proposed Improvements
1		BREE ROAD	From Rosevale to the junction with Shercock Road.	<ol style="list-style-type: none"> <li>1. Upgrade of link between Knocktornagh housing estate and Rosevale estate to include public lighting and some landscaping.</li> <li>2. Provision of an off-road cycle track along the western side of Bree Road from Rosevale junction to the junction with Shercock Road. The cycle track should crossover to the eastern side of the road just north of Bleaberry Estate junction. Where width permits, the cycle track should be a minimum width of 2.0m, at more constrained sections a shared footway/cycleway can be provided, with a desirable minimum width of 3.0m and an absolute minimum width of 2.0m for limited sections. Some road realignment and/or third party agreements will be required to facilitate this provision.</li> <li>3. The provision of a speed radar sign on the approach to the school.</li> <li>4. A raised junction crossing should be provided at the junction of Bree Road and Shercock Road</li> </ol>
2	R181	SHERCOCK ROAD	From junction with Bree Estate to the Convent Junior School	<ol style="list-style-type: none"> <li>1. Upgrade of existing link into Bree estate to include public lighting and improved landscaping.</li> <li>2. Provision of an off-road cycle track along the southern side of Shercock Road from Bree junction to the Convent Junior school. Where width permits, the cycle track should be a minimum width of 2.0m, however on the uphill sections the width should be increased to 3m. At more constrained sections a shared footway/cycleway can be provided, with a desirable minimum width of 3.0m and an absolute minimum width of 2.0m for limited sections. Existing public lighting columns should be repositioned to the back of the footpath. Some local road realignment and reallocation of road space will be required to facilitate this provision.</li> </ol>
3		CONABURY HILL ROAD	From Bree Road to the junction with Dublin Road.	<ol style="list-style-type: none"> <li>1. Provide for speed radar sign along this route.</li> <li>2. Provide a raised junction at the existing priority junction at the top of the hill.</li> <li>3. Provide shared cycle symbols on the downhill lane(s).</li> </ol>
4		MONAGHAN ROAD	From Main Street junction to the junction of R183	<ol style="list-style-type: none"> <li>1. Extension of 50 kph speed limit.</li> <li>2. Provision of on-road cycle lane, minimum width of 1.75m. These lanes should be mandatory lanes. The provision of these lanes will require reallocation of road space and the removal of the existing central hatching and right turning lane.</li> </ol>
5		BEECH CORNER AND CHURCH STREET	From Dublin Street to Courthouse	<ol style="list-style-type: none"> <li>1. Provision of improved signage informing of route to Lough Muckno.</li> </ol>
6		DUBLIN ROAD	From Faughs GFC to junction with Thomas Street	<ol style="list-style-type: none"> <li>1. Provision of on road cycle lanes along both sides of the road, lanes should be minimum width of 1.75m. Care should be taken to incorporate the on-street parking provision at the Church and at the school.</li> </ol>



## Other Initiatives

Reference	Proposed Recommendation
Junction of Main Street / Monaghan Road	Upgrade of existing junction from a roundabout provision to a signalised junction, incorporating ASLs and controlled pedestrian crossing provision.
Improved Signage	Provision of improved walking and cycling signage provision.
Improved Cycle Parking	Provision of improved cycle parking facilities at key destinations and within the town centre.
Specific Footpath Improvements	Short term : Provision of new footpath provision and public lighting linking to Blackhill GFC, new footpath provision at Conabury Hill, footpath provision on Bog Road to Drumillard estate. Long Term : Urban footpaths as detailed on Map 3.
Increased Permeability	Provision of future linkage from Coill Darach estate to Knocktornagh estate. Provision of future linkage from Dublin Road at the Scout's Den. In addition, it is noted that the provision of a future linkage from McGrath Road to the Main Street would future improve permeability within the town centre.
Age Friendly Initiatives	Support Monaghan Age Friendly Alliance in the undertaking of a Walkability Audit for the town.

## 5.2 POTENTIAL RECREATIONAL ROUTE IMPROVEMENTS

As part of the strategy a number of potential walking and cycling recreational routes were identified. Specific recommendations with regard to some of these routes are contained within this report. Other routes will require future study and review, however as part of this strategy it is recommended that the development of these routes should be supported and encouraged.

The specific recommendations that were identified as part of this Strategy are as follows:

- In conjunction with the local GAA clubs, seek to develop of GAA Slí na Sláinte routes at Blackhills GFC and Faughs GFC.
- Develop a Slí na Sláinte walking route incorporating the existing loop walk around Bree and Conabury Hill, with a longer loop linking into Lough Muckno. This has been included within the implementation plan and cost estimate for the Strategy.
- In co-operation with Coillte, extend the existing new pathway so it loops back to the main pathway.
- Upgraded the existing facilities (i.e. provide a more suitable surfacing) on White Island to accommodate cycling.
- Develop a looped walk through the old Golf Course which will link to the Old Coach Road at the rear of the chapel. This walk can be linked to the N53 by re-opening the traditional right of way at the South East corner of the old golf course exiting at Dr Roaches and thereby linking to the existing Monaghan Way trail.
- Develop a heritage walk in line with the recommendation contained within the draft Historic Landscape Character Study for Castleblayney.
- Examine further the potential for the development of a 21 km looped cycle trail along the lake road.
- Undertake a further study into the opportunity of using the three old railway lines, i.e. the old Castleblayney – Armagh section to the north of the town, Castleblayney to Ballybay section to the west and the Castleblayney to Dundalk section to the south.





All of the above trails and routes should be developed in accordance with the latest design guidance from the National Trails Office and where possible should be accessible and usable by people of all ages and abilities.

### **5.3 NATIONAL AND REGIONAL CYCLE ROUTES**

At present there is no strategy available for the development of a regional cycle routes in the area or for connecting to regional cycle routes in Northern Ireland. The National Cycle National for Ireland does indicate a route from Monaghan Town to Castleblayney and a further link from Castleblayney to the north-south National Cycle route at Dundalk. The presence of the Castleblayney – Dundalk old railway line could form a quality linkage to Dundalk and could be developed as part of the National Cycle Network, however further study is required into the appropriateness of this route.

The linkage from Castleblayney to Monaghan, will also require further study and route selection, however it would appear the opportunity provide by the old N2 could provide a suitable corridor to take the route as far as Clontibret. The other two old railway lines also provide an opportunity to develop quality regional cycle routes connecting to and from Castleblayney, and it is noted again that the opportunity provided by these lines should be explored in more detail.

### **5.4 SOFTER MEASURES**

These measures will focus on providing better information, increasing awareness of the benefits of walking and cycling and promoting community involvement.

#### **5.4.1 Promotion of Walking and Cycling Within the Community**

This strategy recommends that the ongoing promotion of walking and cycling within the town and the linking up with existing initiatives and events. This promotion should focus issues such as the health benefits and social benefits of walking and cycling rather than mentioning modal shifts and government targets for modal shares etc. The formation of the Active Travel Town Committee will assist in identify opportunities for the promotion of Active Travel within the town and allow the group to identify synergies with other initiatives.

#### **5.4.2 School Travel Plans**

School travel plans are seen as a key initiative to encourage behavioural change among schoolchildren. Effecting behavioural change at an early age will have a major impact on long term travel behaviour. It is a key objective of the strategy to develop a culture of travel to school by walking and cycling amongst all schoolchildren that live within walking and cycling distance of their local school. In addition the school travel plans will aim to incorporate various initiatives that will engender parental involvement in terms of education and encouragement of sustainable travel to school.

It is anticipated that the development of the travel plans will also determine specific infrastructure improvements that can be implemented in the vicinity of schools to improve access and provide for a safer routes to schools. These specific measures will complement the improvements to the primary walking and cycling network set out in this strategy.

The school travel plans will be developed in the context of the Green Schools Travel Programme. All schools in the town will develop a school travel plan regardless of whether or not they are involved in the Green Schools Programme. Schools can avail of the significant database of information on the Programme to develop their bespoke travel plans that will incorporate walking and cycling initiatives together with initiatives to develop more sustainable travel for those who need to travel by car. The latter would include car-pooling, car sharing and park and stride opportunities. The plans should be coordinated between schools to ensure, in particular, that any infrastructural improvements derive the maximum benefit for all schools.



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### **5.4.3 Workplace Travel Plans**

The business surveys undertaken for the strategy indicate an appetite for increased walking and cycling to work in Castleblayney. Workplace travel plans will be a cornerstone of behavioural change in the town and will be developed on two levels. Larger employers will be encouraged to develop stand-alone travel plans and all employers with a workforce of fifty or more employees would be included in this category.

The second level of workplace travel planning would be among smaller employers below fifty staff. In order to encourage participation in the programme a workplace travel network would be established that would include both larger and smaller employers with the main objective of informing and encouraging the smaller employers to become part of an overall workplace travel plan for the town and the network would facilitate employers to identify the opportunities and measures that would be applicable to their size and type of business. This would be developed in conjunction with the Chamber of Commerce.

The development of the workplace travel plans would be informed by the smarter travel workplaces initiative and this will be the main source of information that would initiate workplace travel planning in the town. Similar to the school travel plans the workplace plans will be complemented by the infrastructural improvements that will provide safer and more convenient routes for travel to work.

### **5.4.4 Measures to Promote Walking and Cycling – Changes to Development Plan**

At present the draft Monaghan Development Plan 2013 does not make any specific reference to the requirement for Travel Plans for large employers, and it only requires cycle parking for commercial and retail development. Furthermore it does not give any specific ratios or requirements for this provision of cycle parking. It is recommended that either the County Development Plan, or at a minimum the Castleblayney Town Development Plan be changed, to address these issues.



## 6 Implementation

### 6.1 MANAGEMENT

An Active Travel Town Committee will be set up to oversee and monitor the implementation of the Active Travel Town Strategy. This committee will be made up of key stakeholders including representatives drawn from the community forum, schools, employers, sporting organisations, the tourism sector and the health sector. Whilst the role of the committee will be to guide the implementation of the strategy and to devise and implement further initiatives and recommendations, the key function of the committee will be in developing relationships between interested bodies and assist with engagement with the wider public. The multi-sectoral approach will assist in helping to identify opportunities and draw down of funding.

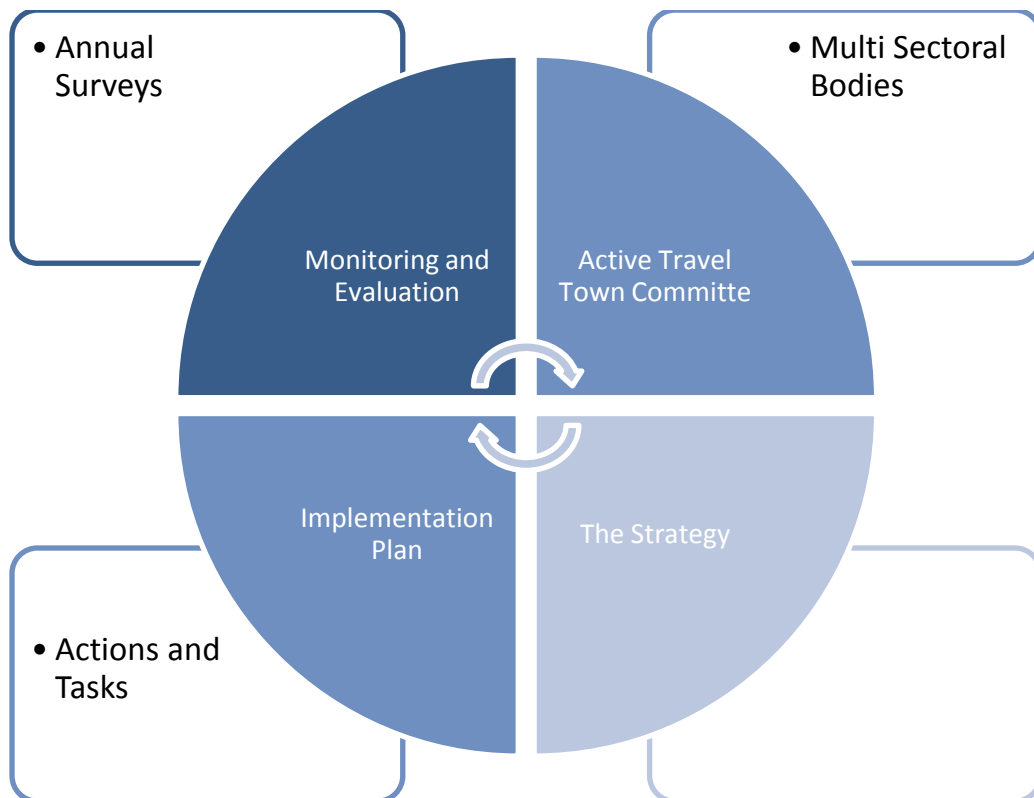


Figure 6.1 : Strategy Implementation Structure



## 6.2 IMPLEMENTATION COST AND PHASING

The infrastructure projects set out in Tables 6.1 and 6.2 have been prioritised in terms of delivery and cost estimates have been applied to each project. Each project has been assigned a priority 1 or 2 classification. Priority projects would be delivered in the short to medium term with construction or implementation to commence next year. Priority 2 projects would be completed in the medium to longer term with projects to be delivered from three years hence and onwards. All costs are preliminary and are subject to review. More detailed costing will be developed as the scheme designs are advanced.



**Photo: White Island, Lough Muckno – showing recently constructed fishing areas and trail (source : Monaghan County Council website)**

Given the importance of Lough Muckno to the local residents combined with the recently constructed fishing areas, and the soon to be constructed adventure playground, the first project will be to upgrade the existing access trail around White Island from an unbound finish to a bound flexible surface finish. This will make an ideal location for people to cycle with their children and provide an opportunity for people to rediscover their cycling skills in a safe and attractive environment. The upgrade works will provide a platform for Monaghan County Council to build on a flagship project to help increase awareness of the Active Travel Town program within the general public.



**Table 6.1: CASTLEBLAYNEY WALKING AND CYCLING STRATEGY  
IMPLEMENTATION PLAN  
Specific Route Improvements**

Route ID	Road No.	Road Name(s)		Priority	Preliminary Cost Estimate (Ex VAT)
			White Island	1	80,000
1		BREE ROAD	From Rosevale to the junction with Shercock Road.	1	100,000
2	R181	SHERCOCK ROAD	From junction with Bree Estate to the Convent Junior School	2	122,000
3		CONABURY HILL ROAD	From Bree Road to the junction with Dublin Road.	1	16,500
4		MONAGHAN ROAD	From Main Street junction to the junction of R183	2	120,000
5		BEECH CORNER AND CHURCH STREET	From Dublin Street to Courthouse	1	Included in signage proposal.
6		DUBLIN ROAD	From Faughs GFC to junction with Thomas Street	2	100,000



**Table 6.1 CASTLEBLAYNEY WALKING AND STRATEGY IMPLEMENTATION PLAN**  
**Other Initiatives**

Reference	Proposed Recommendation	Priority	Preliminary Cost Estimate (Ex VAT)
Junction of Main Street / Monaghan Road	Upgrade of existing junction from a roundabout provision to a signalised junction, incorporating ASL's and controlled pedestrian crossing provision.	2	150,000
Improved Signage	Provision of improved walking and cycling signage provision.	1	20,000
Improved Cycle Parking	Provision of improved cycle parking facilities at key destinations and within the town centre.	1	10,000
Specific Footpath Improvements	Short term : Provision of new footpath provision and public lighting linking to Blackhill GFC, new footpath provision at Conabury Hill, footpath provision Bog Road to Drumillard estate.	1	60,000



# Walking & Cycling Strategy

For

County Monaghan

May 2017



Monaghan County Council

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# 1. Executive Summary

## 2. Overview

### *2.1 Background to the Strategy*

This Strategy has been developed by Monaghan County Council, as a consequence of ongoing work being undertaken by the Council's roads, planning, tourism and community Depts as well as within the towns of Monaghan, Castleblayney and Carrickmacross, and in response to the increasing demand from the public and the community sector for more walking and cycling infrastructure and amenities, both to facilitate leisure activity and commuting.

It builds on the work commenced in 2012 when Walking & Cycling Strategies for the towns of Castleblayney and Monaghan. A similar Strategy is being completed in Carrickmacross in 2017. It also builds on the success of the Ulster Canal Greenway Phase I project, which opened a 4.2km section through Monaghan town in 2014 and is used by almost 100,000 people annually.

### *2.2 Strategy Contents*

The Strategy records the existing walking and cycling infrastructure and supports in the county, and outlines how these will be enhanced over the coming years to provide for the recreational and commuting needs of the people of County Monaghan.

The document is a high-level strategic look at how Monaghan County Council proposes to provide an effective mix of hard and soft supports to achieve two core objectives, namely:

- Enhance the well-being of the people of Co. Monaghan
- Contribute to the government's targets on sustainable transport, by encouraging more commuters to ditch the private motor car in favour of walking and cycling for at least some of their journeys (ie achieve a modal shift)

### *2.3 Rationale for the Strategy*

Monaghan County Council is committed to the goals of the Dept of Transport Tourism & Sport's (DTTAS) Smarter Travel programme. We have been incorporating cycling infrastructure into our roads and street plans for a number of years, and a commitment to the promotion of the Smarter Travel agenda is included in the County Development Plan 2013-2019.

The Council has also been supporting a number of community groups to develop local walking routes, and has been developing and maintaining a number of walking and cycling trails itself.

The purpose of this Strategy is to provide the framework into which all present and future projects may be slotted, showing how they connect to a coherent network, and contribute to the overall vision. In this way, the Council will be sure that it is getting the best from its resources at all times, putting the right infrastructure in the right place and connecting to an overall network rather than leaving a project standing out on its own.

The Strategy will outline the main tools/ programmes that it foresees being used in helping the Council to implement its vision for the county. However, it is beyond the scope of this Strategy to put forward detailed plans or costings for individual projects at this point.

## **3. The County Today**

### **3.1 County Overview**

According to Census 2011, there were 60,483 people living in Co Monaghan in 2011. This had grown to 61,386 in the Census of 2016, an increase of 1.5%.

The county is located in the North East, and is surrounded on three sides by Northern Ireland. There is no rail service to the county, and the main traffic is taken by the one National route, the N2, which cuts through the county from north to south. There is 2,408.97 kilometres of public road in Co. Monaghan of which 107 km is national road. The network of local roads is one of the most dense in Europe. Public transport services operate along the N2, and also across the county using regional routes.

County Monaghan is a very rural county, with over 70% of the population living outside its five urban areas. Of the 1.5% increased population recorded in the 2016 Census of Population, 225 people chose to live in our urban centres, while 675 settled in the rural areas. It is clear therefore that the county's traditional rural settlement pattern is set to continue into the future.

This poses unique challenges to the promotion of the Smarter Travel agenda, as for many people, travel by private motor car is the only practical option available to them at present in the rural areas.

The rolling drumlins and small fields edged with hawthorn hedges together with its many lakes make Co Monaghan's countryside a spectacular place to go walking or cycling. We also have one of the most dense networks of minor roads in Europe, many of which may lend themselves to development for recreational walking and cycling.

### **3.2 Current Status of Walking & Cycling in Co. Monaghan**

Walking and cycling must be considered in two distinct ways for the purpose of this Strategy:

- As recreational activities. People walk and cycle for leisure and for their health and well-being. They also increasingly popular activities to participate in as part of a trip away, and are considered trip attractors for a tourism destination, eg the Great Western Greenway.
- As essential means for getting around. As such, walking and cycling are part of the commuting picture, and the Council must consider solutions which enable commuters to choose to walk or cycle instead of using the motor car. Walking and cycling are sustainable forms of transportation, and are an important part of the Council's commitment to promoting sustainable development in general and smarter travel in particular.

#### **3.2.1 Walking and Cycling for Recreation in Co Monaghan**

A number of recreational trails have been developed in the county. The first to be developed were the trails within the Coillte-owned forestries, most notably Rossmore Forest Park on the edge of Monaghan town. There are walking trails also in Dartrey Forest which stretches from Rockcorry to

Cootehill, Muckno in Castleblayney and Billy Fox Memorial Park in Bawn. All offer free access to the public. Monaghan County Council has recently leased Rossmore Forest Park from Coillte and is in the process of developing a management plan and upgrading the trails and other amenities therein.

There is a strong tradition of community development in the area of trails development. In 2001, a community-led initiative developed the county's first way-marked long distance walk, from Inniskeen to Clontibret. Once complete, the maintenance and insurance of the route was taken on by Monaghan County Council.

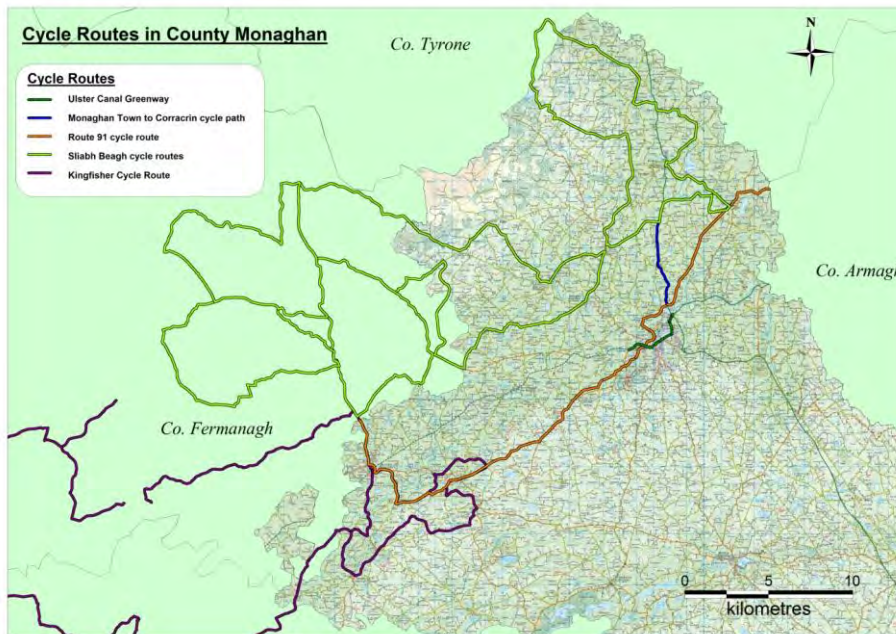
Trail Name	Trail type	Length	Location
Kingfisher	On Road Cycling	35 km	Clones, Newbliss, Scotshouse
Monaghan Slí	Sli Na Slainte Walking Routes	2.5 km	Monaghan Town
Monaghan Way	Walking/Hiking	56.5	Monaghan Town, Castleblayney, Inniskeen
Rossmore Lake Trail	Walking/Hiking	8 km	Monaghan Town
St. Davnet's Hospital Slí	Sli Na Slainte Walking Routes	1.5 km	Monaghan Town
Ulster Canal Greenway	Greenway	4.2km	Monaghan Town



Other community-led initiatives include:

- Donagh Development Committee developed a walk around Emy Lough in North Monaghan, with funding from LEADER
- Knockatallon Development, together with Clones Erne East Partnership, developed a series of cross border walks across Sliabh Beagh and Bragan mountain

- Clones Development Society developed a local loop off the Sustrans long distance Kingfisher Cycle Trail
- Blackwater Regional Partnership developed an on-road Ulster Canal Cycle Trail which starts at Caledon, travels through Glaslough and Monaghan and connects across Threemilehouse and Scotshouse to join the Kingfisher trail at Clones.



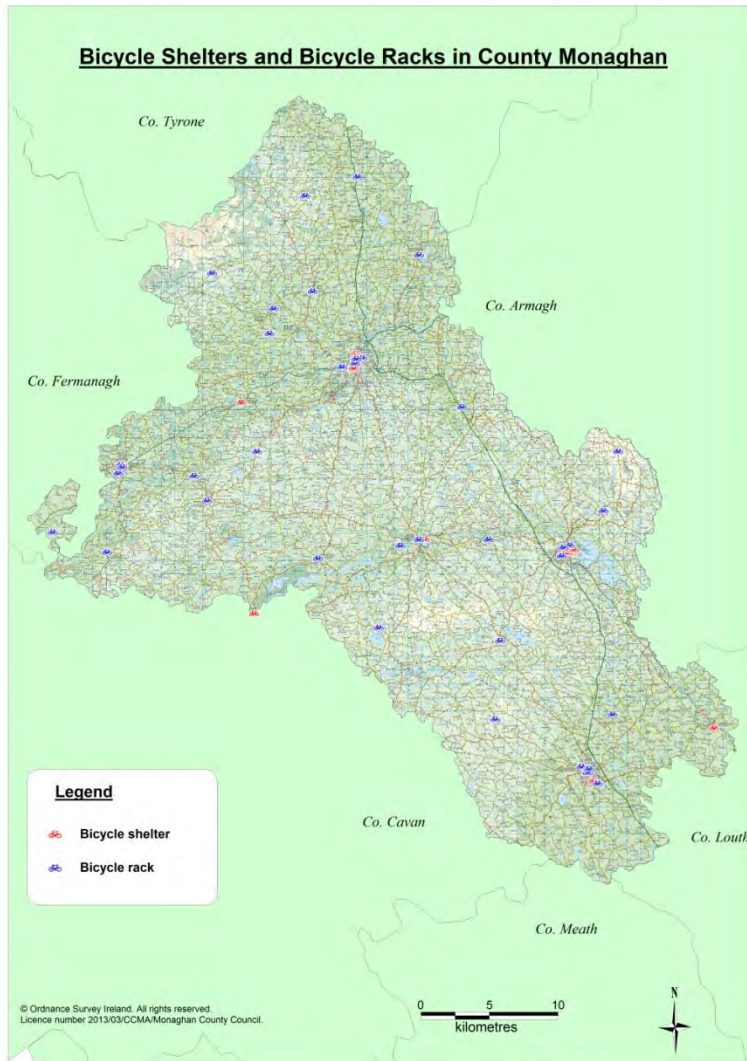
There are two Slí na Sláinte routes in the county. These are in-town local routes designed to encourage people to take short walks for the good of their health, and are an Irish Heart Foundation initiative. Both routes are located in Monaghan town, one around St Davnet's complex, owned by the HSE, and the other around Mullaghmatt housing estate.

With the roads becoming busier, and more people becoming active for the sake of their health, community groups are becoming concerned with the safety of pedestrians on rural roads. A number of GAA clubs have built walking tracks around their training fields to accommodate walking in dark winter evenings.

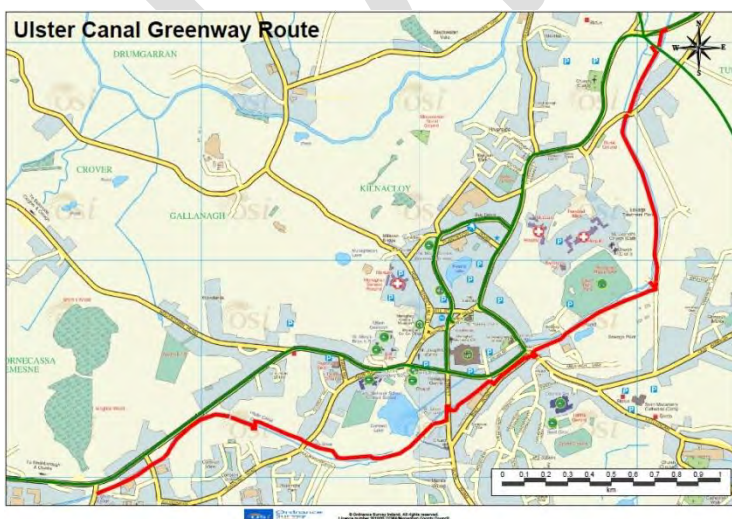
Monaghan County Council has in recent years become more active in developing walking and infrastructure, notably the walk connecting the town park in Ballybay to Lough Mor Avenue, the Convent Avenue Walk in Carrickmacross, and the Ulster Canal Greenway through Monaghan Town.

Cycling infrastructure is still in its infancy in Co. Monaghan. Monaghan County Council dipped its toe in the waters of designing cycling infrastructure with the provision of a pathway for vulnerable road users to the side of the realigned N2 from Monaghan to Coracrin. Provision of cycle paths within the towns is challenging, due to the narrowness of the streets.

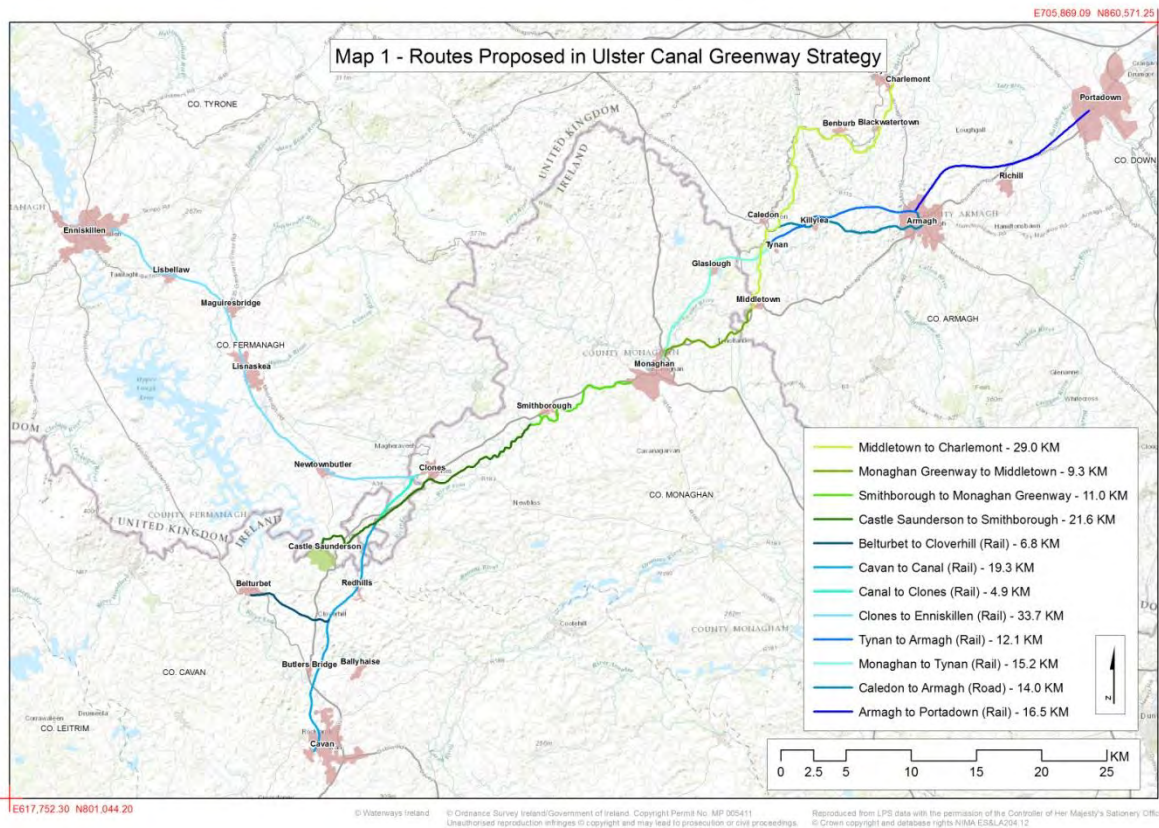
In 2011, the Council availed of Dept of Transport funding to provide cycle parking facilities at key locations at every town and village, and at every community centre around the county. The following year saw the commissioning of the first walking & cycling strategies in the county, for the towns of Monaghan and Castleblayney. These strategies included detailed plans and costings for proposed changes to streets in order to provide for cycle lanes.



The county's first Greenway opened in November 2013. The Ulster Canal Greenway (Phase I) traverses Monaghan town and provides a central spine into which the cycling infrastructure which is planned for the town will eventually connect.



Monaghan County Council has developed a partnership with Waterways Ireland, Armagh City Banbridge & Craigavon Borough Council, Cavan County Council, Fermanagh & Omagh Council and Mid Ulster Council to develop a long-distance Greenway using the entire length of the Ulster Canal and several disused railway lines to connect the main population centres throughout the mid Ulster region, including Cavan, Enniskillen, Lisnaskea, Newtownbutler, Clones, Monaghan, Armagh and Portadown. Funding for Phase II of the route (Phase I being the completed stage through Monaghan town) has been secured from the INTERREG VA programme and this section is expected to open by mid 2020.



There are a number of walking clubs in the county, catering for every age and level of fitness. The clubs include:

- Knockatallon Ramblers
- Toome TCG Walking Group
- Rooskey Vale Walkers
- Emy Early Birds
- Farney Ramblers
- Clones Walkers
- Rockcory Walking Group
- Monaghan Walkie Talkers
- Over 55's walking club Monaghan town

There are five cycling clubs in the County, namely:

- **Carrickmacross Cycle Club**

- **Clones Cycle Club**
- **Emyvale Cycle Club**
- **Killylough Cycle Club**
- **Four Counties Cycle Club**

Walking and cycling events and festivals which take place annually in the county include:

- U3A's walking festival in Monaghan town in February
- Boots 'n' Bogs festival on Sliabh Beagh in March
- Blackwater 10k walk/ run in Rossmore Park in May
- National Bike Week in June - a week long series of events co-ordinated by Monaghan Sports Partnership and funded by the Dept of Transport Tourism & Sport

An Taisce's Green Flag initiative is well established in the county, and seventeen schools have completed their Transportation (4<sup>th</sup>) Flag. Walk/ Cycle on Wednesdays events are a regular feature of school life for participating schools in the Green Flag family.

The schools which have achieved their green flag for Travel are:

1. Ballybay Central School, Ballybay
2. Broomfield NS, Broomfield
3. Bunscoil Lughaidg Naofa, Carrickmacross
4. Clontibret NS, Clontibret
5. Our Lady's Secondary School, Castleblayney
6. Scoil Mhuire, Smithboro
7. Scoil Mhuire, Glaslough
8. Scoil Mhuire Boys, Castleblayney
9. Scoil Mhuire Clontibret, Clonitbret
10. Scoil na gCailni, Castleblayney
11. Scoil Naomh Padraig, Emyvale
12. Scoil Padraig, Carrickmacross
13. St.Tiarnach's Primary School, Clones
14. Scoil Mhuire Latton, Smithborough,
15. St.Mary's BNS, Monaghan,
16. St.Michael's, Rackwallace,
17. The Central School, Castleblayney

The schools which hope to achieve it in 2018 are:

1. Knockconan NS, Knockconan,
2. 2. Scoil Blaitthin Iosa, Ballygearan,
3. 3. Scoil Eanna, Ballybay,
4. 4. St.Louis Infant, Monaghan

### 3.2.2 Walking or Cycling as a Commuter in Co. Monaghan

(Transportation and commuting data from Census 2016 will not be released by the CSO until July & August 2017. These will be analysed at that time, and the draft Strategy adjusted if necessary to take account of any relevant data)

According to Census 2011, 36,262 people travelled to work or school each day, with 22,171 of these making their journey by private motor car. Only 150 people completed their journey by bike!

In terms of journey times, 41% of commuters in Co. Monaghan are making a journey of less than 15 minutes. This suggests that there is significant potential amongst this cohort to generate a shift away from the motor car as the primary means of transportation towards more sustainable modes of transportation, for at least some of their daily journeys.

Population aged 5 years and over by means of travel to work, school or college	
On foot	3,843
Bicycle	150
Bus, minibus or coach	4,231
Train, DART or LUAS	67
Motorcycle or scooter	28
Car driver	14,783
Car passenger	7,388
Van	2,684
Other	2,133
Not stated	955
Total	36,262

14,297 people make a journey of less than 15 minutes to their workplace or school. This would indicate that walking or cycling is a viable alternative to the motor car for many.

Population aged 5 years and over by journey time to work, school or college	
Under 15 mins	14,297
1/4 hour - under 1/2 hour	10,034
1/2 hour - under 3/4 hour	4,582
3/4 hour - under 1 hour	1,388
1 hour - under 1 1/2 hours	1,260
1 1/2 hours and over	870
Not stated	2,087
Total	34,518

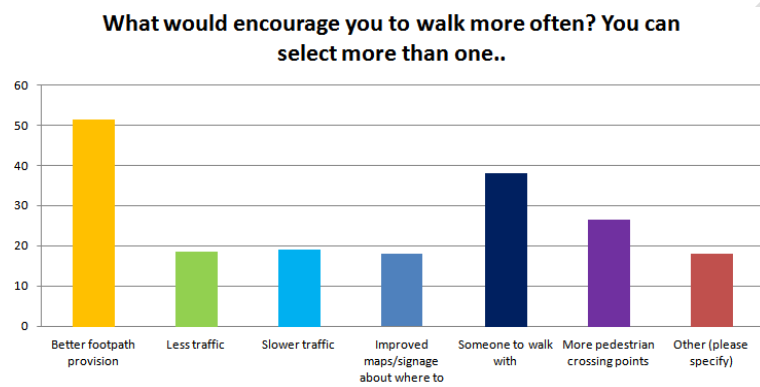
### 3.4 Levels of Walking & Cycling in Co. Monaghan

A baseline survey of the levels of cycling and walking in Monaghan town in 2012, carried out prior to the opening of the Ulster Canal Greenway, confirmed the very low rates of walking and cycling seen in CSO commuting data followed through to general behaviour. However, a follow-up survey conducted twelve months later showed a remarkable change in attitude in favour of walking and cycling following the opening of the Greenway, with a much higher proportion of respondents now indicating that they intended to walk or cycle regularly.



This followed through to a change in actual behaviour, with the amount of people walking and cycling for health and fitness motives up from 39% in 2013 to 69% in 2014. This demonstrates that behavioural change is possible if the infrastructure is put in place.

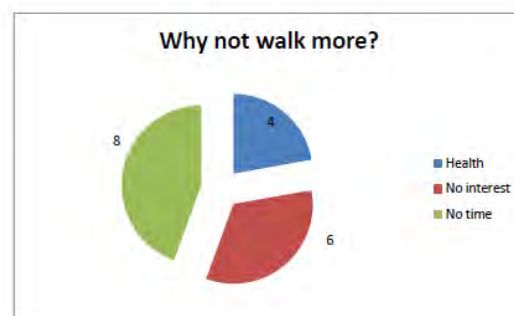
A public consultation was carried out in spring 2017 as part of the process of preparing a walking & cycling strategy for Carrickmacross. An online survey was conducted as part of the consultation. When asked why people generally walk, the majority of people said that they walk for leisure or fitness (65%). People were asked what would encourage them to walk more often. 51% said better footpath provision would encourage them to walk more. More pedestrian crossing points and someone to walk with were other key items. Other suggestions included better lighting, less dog faeces on the footpaths, designated walking paths and less HGV's in the town environs.



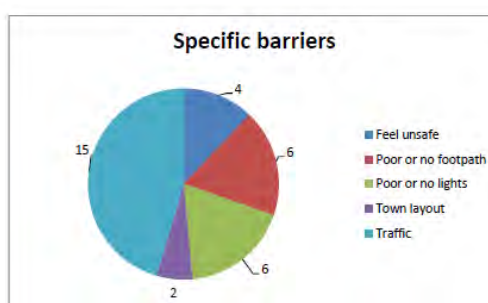
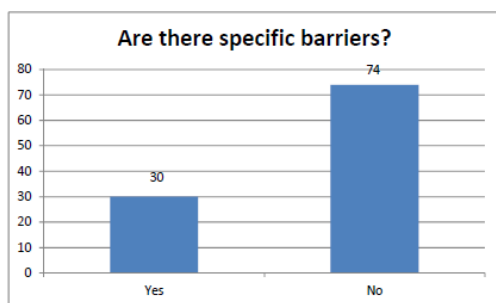
Cycling in the town is not a common mode of transportation. The survey indicated that people generally cycle for leisure and fitness purposes with most respondents cycling distances of between 2km and 5km.

### 3.5 Barriers to Walking & Cycling in Co Monaghan

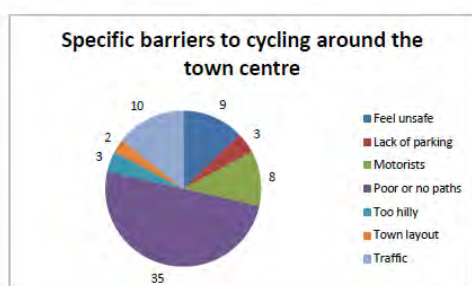
In 2013, as part of the baseline survey of walking and cycling levels in Monaghan town, a survey of 100 people was carried out on the streets of the town. Respondents who said they weren't frequent walkers or cyclists were asked why they did not walk or cycle more.



The majority of people interviewed felt that there were no specific physical barriers to walking or cycling in the town, which is good news. Where respondents felt there was a barrier, almost half identified traffic to be the biggest deterrent to their walking more.



The lack of cycle lanes was seen as the biggest barrier to cycling within the town, followed by the amount of traffic and motorist behaviour.



In the 2017 survey of Carrickmacross, the lack of cycle lanes in the town was a major issue for many of those surveyed. Safer routes were also suggested.

The lack of cycle lanes is common to all towns in the county, as is the presence of heavy volumes of traffic at peak periods, and large numbers of HGV's in the town centres sharing narrow streets with cyclists.

For recreational walkers, access to the countryside is an issue throughout Ireland, as the country does not have commons land or bridle paths such as exist in the UK. However, the use of permissive access and way leave agreement, along with the foresight of Monaghan County Council in acquiring a considerable length of the Ulster Canal in the 1980's under the Derelict Sites Act, mean that there are some options which can be explored.

The public liability insurance cost of is a barrier to the development and maintenance of many routes for community groups, and may become an issue in the future for the Council, should there be a court judgement on a similar amenity elsewhere in the country.

### 3.6 Council Promotion of Walking & Cycling

Monaghan County Council supports walking and cycling activity, and commuting by foot and bike presently by:

- Participating in National Bike Week each year. We co-ordinate community-run cycling-themed events around the county.
- We have appointed a Cycling Officer, who acts as a point of contact for all cycling matters within the Council
- Walking and cycling form an important part of the programme of Monaghan Sports Partnership, which is housed under the umbrella of the Council
- Provision for cyclists has been designed into our most recent major roads projects, such as the N2 realignment from Monaghan to Corracrin
- We insure and maintain a number of community-initiated trails, such as the Monaghan Way
- We fund a number of events, such as the Blackwater 10k, which takes place annually in Rossmore Forest Park
- We have developed town parks in Ballybay and Clones, and provided walking amenities in both
- We have leased Rossmore Forest Park from Coillte and upgraded all walks within the park. Further improvements to the amenity are planned
- Walks to our property at Muckno Park have likewise been created
- We have worked with local communities to provide footpaths and lighting in rural areas which are being used regularly as local walking ‘loops’
- Cycle parking is provided in town centres and in every village

The County Development Plan 2013-2019 includes the following objective under Transportation:

“Promote and facilitate the use of cycling and walking as alternative sustainable modes of transport in accordance with the provisions of the National Cycle Policy Framework 2009-2020.”

In the Development of Community Infrastructure section, a whole section is devoted to Cycling and Walking, as follows:

<b>Objectives for Cycling and Walking</b>	
<b>CWO 1</b>	Ensure that all plans and projects relating to the provision of cycling and walking facilities are subject to policies AAP1-AAP5 contained within Chapter 4, Environment and Heritage, of the Monaghan County Development Plan 2013-2019.
<b>CWO 2</b>	Support, promote and facilitate walking and cycling as alternative modes of transport in appropriate locations throughout the county.
<b>CWO 3</b>	Develop a walking and cycling strategy for the County during the lifetime of the plan.
<b>CWO 4</b>	Support, promote and encourage the development and maintenance of looped walks, and long and medium distance walking and cycling routes (including long and medium distance trails)

	throughout the county in line with the Government's Smarter Travel Policy, particularly those which have cultural or historic association, which provide linkages with trails to existing established national, and local and cross border walking/cycling routes.
<b>CWO 5</b>	Protect established walking routes from development which would adversely impact upon them.
<b>CWO 6</b>	Identify safe and convenient walking and cycle routes in urban areas and between the main towns and villages in the county, and provide signage and ancillary facilities at appropriate locations to promote their use, during the lifetime of the plan.
<b>Policies for Cycling and Walking</b>	
Any development providing jobs, shopping, leisure and or services, including education and community uses should take into account the needs of cyclists and pedestrians. Where appropriate, provision of the following will be required:	
<b>CWP 1</b>	Safe and convenient pedestrian and cycle access, and accessible pedestrian crossing policy developed under the Disability Act.
<b>CWP 2</b>	Safe, convenient and secure cycle parking and ancillary/associated facilities.
<b>CWP 3</b>	Safe and convenient pedestrian and cycle links to existing or programmed networks (including existing applications) where they adjoin the development site, using the accessible pedestrian crossing policy developed under the Disability Act.

The promotion of Walking and cycling helps the Council to deliver on a number of key programme areas, including:

- Smarter Travel
- Sustainable Development
- Roads & Infrastructure
- Town planning
- Tourism development & promotion
- Age Friendly initiative
- Recreation & Amenity provision
- Health promotion
- Community development

The development of walking and cycling facilities, and the promotion of walking and cycling in the county will assist the Council to deliver a high quality environment and standard of living for the people of Co. Monaghan, and therefore we are committed to incorporating walking and cycling into our work at every opportunity.

## 4. The Strategy

### 4.1 Key Policy Areas

Monaghan County Council proposes to adopt the following policies:

#### Road Safety

- In the interest of safety, we will seek to deter the public from walking on public roads where there has been no footpath provided for this purpose
- We will support communities which wish to provide safe, off-road walking amenities in their area

#### Recreation & Amenity

- Monaghan County Council is a key provider of public recreational spaces in the county. We commit to creating as many spaces as possible throughout the county, and ensuring that they are suitable for walking and cycling

#### Tourism

- Monaghan County Council recognises the potential of walking and cycling as tourism products. We will seek to develop infrastructure of significant scale, so as to act as trip attractors to the county
  - o In particular, we will seek to develop the following Greenways, in collaboration with our neighbouring Councils and other partners:
    - Ulster Canal Greenway (Clones-Smithboro-Monaghan-Middletown)
    - Border Kingdoms Greenway (Kingscourt-Carrickmacross-Inniskeen-Dundalk)
- We will work with clubs & tourism providers to develop a programme of walking and cycling festivals throughout the year, to showcase our infrastructure

#### Road Design

- We will seek to incorporate walking and cycling-friendly design into all new road design projects
  - Where road width does not allow for segregation of cyclists from other traffic, Monaghan County Council will seek to either:
    - o lower the general speed limit, or
    - o restrict the number and/or size of vehicles using a street at any one time,
- so that cyclists and traffic may safely share the same space

#### Accessibility

- Monaghan is an Age Friendly county. We will ensure that walking and cycling infrastructure is age friendly
- Walking and cycling infrastructure and programmes will be designed with the needs of people with disabilities in mind at all times

#### Sustainable Transport

- We will promote the Smarter Travel message and work to encourage more commuters to ditch the motor car and complete at least the last part of their journey by bike or on foot
- We will develop Walking & Cycling Plans for each town & implement as funding allows

- We will develop car parks on the edge of the larger towns to facilitate commuters to park and cycle/ walk, and encourage schools to develop walking bus systems from these locations
- We will maintain the GoMonaghan brand & website (already in place) to promote all things sustainable transport around the county
- We will work with schools and businesses to put Active Travel Plans in place to assist them to achieve behavioural change. We will work to connect them physically into the network of footpaths and cycle paths

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## 4.2 High Level Actions

The following High Level Actions give the Council a framework into which we will slot our future activity regarding the development of walking and cycling infrastructure and the promotion of walking and cycling activity in the county. They give shape to the 'WHY' and put a start on the 'HOW'. As we move forward, we will develop more detailed Action Plans for each town, and within specific areas of activity such as Tourism, which will put further shape on the work.

Where it has been possible at the time of writing this Strategy to identify how we will push an action forward, this has been detailed in the right hand column. The precise timing of the roll-out of some actions will depend on the availability of funding.

This table outlines the High Level Actions of the Strategy and proposed pathway to implementation of the key policy areas:

Policy Area	Action	How it will be achieved
1. Road Safety	1.1 Deter public from walking along roadside	Publicity campaign Notices on popular routes
	1.2 Support to groups in developing off-road routes	Advice from community development staff, funding through Community & Environment Grant
2. Recreation & Amenity	2.1 Develop new parks	Collaboration with local communities Eg. Scotshouse Park
	2.2 Upgrade & extend trails in existing parks	Availing of funding programmes such as CLÁR
3. Tourism	3.1 Develop large off-road trails: <ul style="list-style-type: none"> <li>- Ulster Canal Greenway</li> <li>- Border Kingdoms Greenway</li> </ul>	Smithboro to Middletown underway. Open by mid 2020  Scoping study 2017. Kingscourt to CMX to be mapped 2017 & completed 2018 CMX to Inniskeen 2020-2024 Inniskeen to Dundalk 2018-2022
	3.2 Upgrade Monaghan Way & extend from Clontibret to	Map route 2017/18

	<p>connect with Ulster Canal Greenway at Armagh border</p> <p>3.3 Upgrade Sliabh Beagh walks</p> <p>3.4 Develop walking festivals programme</p>	<p>Seek funding 2018 Complete project by 2022</p> <p>Funding in place. Work completed by end 2020.</p> <p>Bring existing festivals together in one calendar of events. Publicise together. Develop new event around extended Greenway &amp; promote all as one – 2020</p>
4.Road Design	<p>4.1 New roads projects – design provision for vulnerable road users into hard shoulder</p> <p>4.2 Introduce cycle lanes in towns</p>	<p>Roads design team to draft design, with reference to National Cycle Manual &amp; in consultation with Transport Infrastructure Ireland</p> <p>Public consultation required for any proposals involving changing the layout of streets, eg losing car parking, reducing speed limits. Likely to be introduced on a whole-town basis, and need major funding to do all measures at once. Otherwise, lanes likely to cause problems if they abandon cyclists suddenly 'because funding ran out halfway through town'</p>
5.Accessibility	<p>4.1 Ensure the needs of older people and people with disabilities are properly considered at the design stage for all new amenities, and built in to the tendering process on all construction tendering</p> <p>4.2 Promote the Age Friendly agenda and disability awareness through visible design elements along walking and cycling infrastructure</p>	<p>Designers asked to consider accessibility at design stage. Points awarded for this criteria during assessment of tenders , as per MCC's accessible tendering guidelines</p> <p>Signage, seating etc can reinforce the message and help to raise public awareness of these important issues</p>
6.Sustainable Transport	<p>6.1 Promote the Smarter Travel message</p> <p>6.2 Develop &amp; implement walking &amp; cycling plans for</p>	<p>Continue to engage a Cycling Officer &amp; roll out a Smarter Travel community engagement programme</p> <p>Monaghan &amp; Blayney plans in place.</p>



	<p>each town</p> <p>6.3 Develop Car Parks for commuters at edge of our commuter towns</p> <p>6.4 Promote GoMonaghan brand</p> <p>6.5 Active Travel Plans for businesses and schools</p>	<p>Carrick plan underway. Will be complete end 2017 Ballybay and Clones by 2019</p> <p>Monaghan town by end 2019 Carrickmacross 2021</p> <p>Continue to update website &amp; roll out promotional events &amp; materials as part of community engagement programme</p> <p>Start with Monaghan town. All schools and 20 businesses to have plans in place by end 2019</p>
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### 4.3 Implementation

Our Strategy has two strands:

- Actions which are within our direct control to deliver in full
- Actions which will depend on how successful we can be in influencing others to change

Monaghan County Council will be responsible for carrying out much of the infrastructural work directly. We will use a combination of our own resources (staffing and funds) and external funding to achieve the outcomes. While all of the actions identified in our Strategy are achievable, the pace of their implementation will be realised much sooner, particularly for the larger infrastructural projects, should we be successful in securing funding from outside sources.

The Council will also play a key role in influencing people to change, through the work of our Cycling Officer and the roll-out of our Smarter Travel Community Engagement Plan, which seeks to promote a change in commuter behaviour and promote walking and cycling in general.

The Community Engagement Plan is a two-year programme of work which is tied in to the Ulster Canal Greenway Phase II project. It will focus on the schools and businesses along the corridor of the greenway, ie Smithboro to Middletown. Funding has already been secured for this programme. Whilst the project will work directly with schools, communities and businesses along the route of the Greenway, the impact of the project will be felt by a much wider area, and the learning from the programme will remain with the Council staff beyond the lifetime of the programme, thus benefiting the county far beyond the lifetime of the project itself.

## 5. Monitoring & Evaluation

A Strategy is meaningless unless you can see if it is working! In the case of our Walking & Cycling Strategy, success would mean:

- More people using the recreational trails in Co. Monaghan
- More people cycling in our towns
- More people commuting by foot and bike

We will measure these by:

- Installing pedestrian and cycle counters on Council-managed trails
- Carrying out periodic traffic counts in the towns
- Carrying out periodic cycle parking counts at schools and cycle shelters
- Conducting an attitudinal survey every five years, to track the change in public sentiment towards walking and cycling, and the Council's performance.

An Active Travel Task committee will meet every six months to keep progress under review. Membership of the Committee will include representation from the Road Design team, the Planning Section, the Public Participation Network, the Social Inclusion Unit, the Environmental Awareness Unit, the Sports Partnership, Monaghan Tourism, the Road Safety Officer and the Cycling Officer.

## Appendix: The Rationale behind our Strategy

We have based our Strategy on sound national and international policies and practices, and in consideration of national, regional and local programmes. The main programmes and policies taken into consideration are summarised in this section.

### Strategic Framework

As far back as 2002, the importance of sustainable living and how it can impact on quality of life was acknowledged by the people of Co Monaghan.

The “**Shared Vision for Monaghan**”, the County Development Board’s Integrated Strategy for Monaghan 2002-2012, stated that:

*“Monaghan is an inclusive, outward-looking, progressive county, which enjoys a diverse, vibrant economy, a sustainable environment and a high quality of life for all.”*

Monaghan town was given ‘Hub’ designation under the **National Spatial Strategy**. The NSS identifies Monaghan as a development “hub” linked with Cavan and Dundalk and highlights the town’s strategic location as *“part of the border area as a cross roads between Dublin, Belfast, Derry, the Midlands and other strategic locations”*. In particular, the NSS identifies the development potential offered by improving transport links with towns in Northern Ireland. As a hub town, it is envisaged that the population of Monaghan town will expand to 20,000 by 2020. The time to plan for the transportation needs of this increased population is now.

The **County Development Plan 2013-2019** commits to the development of a Green Infrastructure Strategy for the county, which aims to protect and promote a network of environmentally sustainable amenities, including to provide attractive and safe routes linking key green space sites, parks and open spaces, cultural and heritage assets as an integral part of infrastructure provision where feasible and appropriate. The Ulster Canal Greenway will be a central facet to the achievement of the county’s Green Infrastructure goals.

The County Development Plan also recognises the role of good planning in achieving Smarter Travel objectives:

*“Key to the effective provision of infrastructure and services in the county is the consolidation of new and existing development. This will minimise the need to travel, encourage a modal shift to public transport, and cycling and walking, will protect existing and proposed investment in public infrastructure and will ensure that infrastructure and services are delivered in an effective manner.”*

It includes four objectives which seek to promote the Smarter Travel agenda:

- TRO 2** Promote the integration of land use and transport, by encouraging and consolidating development in the existing network of towns and villages.
- TRO 3** Promote development that reduces dependence on private vehicle transport in accordance with the principles set out in the Department of Transport’s *Smarter Travel*.
- TRO 4** Promote high quality, flexible and responsive local transport services in urban and rural communities.
- TRO 5** Promote and facilitate the use of cycling and walking as alternative sustainable modes of transport in accordance with the provisions of the National Cycle Policy

Framework 2009-2020.

A commitment is also made to the provision of improved infrastructure for sustainable modes of transportation:

**URO 5** Identify and develop safe cycle lanes within the towns of Monaghan, Carrickmacross, Castleblayney, Clones and Ballybay where possible during the lifetime of the Plan.

Monaghan County Council has identified that full participation in the DTTAS's Smarter Travel Programme is the most effective vehicle through which to achieve its sustainable transport objectives.

The **Local Community Development Committee's** Local Economic & Community Plan 2015-2020 recognises the importance of the Ulster Canal Greenway as a key driver of tourism growth to the county, and lists the extension of the Greenway as one of its priority economic actions under Tourism.

The impact of a lack of transport on the social and economic opportunities of people living in rural communities, and the need to develop community transport models is highlighted in the Community section of the Plan.

### **Age Friendly Agenda**

The benefits to health, quality of life, educational attainment, and social inclusion have also been acknowledged. In particular, Monaghan local authorities are committed to the promotion of social inclusion, and have signed up to the World Health Organisation's **Age Friendly County** initiative.

One in four children born in this decade can expect to live one hundred years or more, and the number of people remaining active well into their eighties is set to increase dramatically. Monaghan County Council has brought together all the key stakeholders in delivering services to older people to plan how to meet the needs of this changing population profile. We also support an Older Peoples Forum, which enables the older people themselves to participate in the eight working groups which are looking at the main challenges identified by the older people during the consultation process last year.

The Age Friendly Strategy was launched in June 2012, following a year-long intensive consultation process with the older people of the county. The vision for Co Monaghan is:

*"Monaghan, its rural and urban environments, will be a great place to grow old in, enjoyed and appreciated by everyone for its quality of life."*

Two of the eight key areas for action for older people are directly relevant to the Smarter Travel agenda:

**Outdoor Spaces & Buildings** is concerned with older people being able to easily get around their town. It includes pedestrian facilities, ease of crossing the street, and physical access to buildings where key services are located.

**Transport** is concerned with the removal of this barrier to accessing services and participating in the community. Older people identified access to transport as being a key determinant in their quality of life. The Strategy looks at innovative ways to connect older people to services using a mix of public transport, car sharing, taxis and rural transport. The work being done in this area offers significant potential for embedding the Smarter Travel agenda.

## Healthy Lifestyles

Monaghan County Development Board recognised at an early stage the quality of life and social inclusion benefits to be derived from leading an active lifestyle, and made the securing of a Sports Partnership for the county a priority action in its 10-year Strategy. **Monaghan Sports Partnership** was established in 2006, and since then has been at the heart of promoting walking and cycling in the county. It has assisted in the establishment of new cycling, walking and running groups around the county, and it provides training to clubs both in how to run a successful club, and in skills improvement. During Bike Week 2013, it provided cycle skills training to 5<sup>th</sup> and 6<sup>th</sup> class pupils in the primary schools in each of the five towns, and organised school cycles through the town during Bike Week to promote cycling as a viable way of getting to school.

Monaghan County Council has participated in **National Bike Week** every year since its inception in 2010. The Focus of Bike Week is to get people who would not normally cycle to give it a go. We have built up partnerships with many clubs and organisations and our Bike Week is always a huge success. In 2012, over 800 children participated in our 'My & My Bike' art competition alone!

## National Policy

The SmarterTravel policy was adopted by the Department of Transport in 2009 and forms the primary policy context for the Walking and Cycling Strategy. Smarter Travel has brought sustainable travel to the forefront of public policy and represents a new paradigm in Transport policy for Ireland which, for the first time, places walking and cycling at the centre of transport policy and infrastructure delivery.

As part of the policy, the National Cycle Policy Framework (NCPF) was developed; this sets a national target of 10% of all trips being made by bike in 2020 and a vision to create a strong cycling culture in Ireland. Achieving these targets will require, in particular, road and cycleway improvements within the urban areas, including revisions to speed limits, junction improvements and the reallocation of road space to safely accommodate cyclists. Educational and marketing programmes aimed at promoting the health and economic benefits of walking and cycling will help encourage the mindset shift required to achieve this aim.

Following on from the Smarter Travel policy, in early 2012 the Government announced the Active Travel Towns 5 year multi-annual funding support program. The scheme is principally for the strategic development of strategies and infrastructures to support walking and cycling in towns outside the Greater Dublin Area. The Government recognises that to achieve its target of 10% of all trips being made by bike and the overall modal shift noted within Smarter Travel will require a focus on population and employment centres. The principal objective of Active Travel Towns is to achieve modal shift from car to either walking or cycling. This objective will be delivered through the following:

- The provision of safer routes for people to travel by bike or on foot
- A reduction in short-distance car journeys through the availability of good quality travel information and alternative infrastructure
- Community involvement
- Improved walking and cycling access to public transport

- Tie-in with schools/colleges and workplace plans both through existing programmes and new linkages.

The Smarter Travel policy and the Active Travel Town program is about changing unsustainable habits in travel patterns and reducing the health and environmental impacts of current travel patterns. Achieving the vision and goals of the policy and program will lead to improved communities, a more efficient economy, a healthier and more active population and improved quality of life for all.

In 2012, with assistance from the DTTAS, Monaghan Town Council and Castleblayney Town Council produced Walking and Cycling Strategies. The strategies are based on providing both infrastructural improvements and initiatives to change personal travel behaviour to achieve a modal shift away from car usage to the more sustainable modes of walking and cycling. Carrickmacross is currently developing a similar strategy, which should be complete by end 2017.

In November 2016, the Dept of Infrastructure in Northern Ireland published a Greenways Strategy for Northern Ireland, which outlined the priority routes which it intends to support local authorities to develop over the next funding cycle. The Ulster Canal Greenway is included as a priority route in this Strategy, connecting the routes coming out of Belfast with those coming from the north west.



Figure 1. Map of Primary and Secondary Greenway Routes

A similar Greenways Strategy is being developed for the Republic of Ireland in 2017/18. This Strategy will be reviewed against the national Strategy when available.

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# COUNTY MONAGHAN RETAIL STRATEGY 2016 – 2022

March 2016



**Prepared by:** Planning and Economic Development Unit, Monaghan County Council

## **Disclaimer**

This Retail Strategy Report is prepared from information that we believe is collated with care, but we do not make any statement to its accuracy or completeness. Persons seeking to place reliance in any information contained in this report for their own or third-party commercial purposes do so at their own risk.



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## 1.0 Introduction

### 1.1 Purpose of Retail Strategy

This Retail Strategy has been prepared in accordance with the provisions set out in the 'Retail Planning Guidelines for Planning Authorities' (Department of Environment, Community and Local Government (DECLG), 2012).

The overriding aim of the strategy is to create the appropriate conditions necessary to foster a healthy and vibrant retailing environment in County Monaghan over the period of the strategy. It does so through policy recommendations which are framed in the context of national and regional plans, strategies and guidelines. The strategy provides important information on the quantum, scale and types of retail development required over the period to 2022.

### 1.2 Methodology

This strategy has been prepared following an economic downturn and currently at a stage of modest economic upturn. For this reason there is a need for flexibility with regard to the quantum floorspace. The current retail climate is uncertain and has undergone extensive change in the way people make purchases. Traditional shopping areas have high vacancy rates and difficulties with access to credit.

The key requirements of this retail strategy are to:

- Confirm the retail hierarchy
- Undertake health check appraisals of the main retail centres of the towns of Monaghan, Carrickmacross, Castleblayney, Clones and Ballybay, to inform the need for interventions
- Identify the broad requirement for additional retail floorspace over the plan period
- Identify policies to support the continued development of the retail sector

### 1.3 Types of Retail Goods

The Retail Planning Guidelines, 2012, defines a goods-based retail classification. Retail goods categories can be divided into convenience goods and comparison goods, as follows:

**Convenience Goods:** food; alcoholic and non-alcoholic beverages; tobacco; non-durable household goods (includes goods from all supermarkets, smaller convenience stores and retail food outlets, excluding fast food takeaways, restaurants and cafes)

**Comparison Goods:** clothing and footwear; furniture, furnishings and household equipment (excluding non-durable household goods); medical and pharmaceutical products, therapeutic appliances and equipment; educational and recreation equipment and accessories; books, newspapers and magazines; goods for personal care; goods not elsewhere classified;

**Bulky Goods:** Goods generally sold from retail warehouses where DIY goods or goods such as flatpack furniture are of such size that they would normally be taken away by car and not be portable by customers travelling by foot, cycle or bus, or that large floorspace would be required to display them, e.g. repair and maintenance materials; furniture and furnishings; carpets and other floor coverings; household appliances; tools and equipment for the house and garden, bulky nursery furniture and equipment including perambulators; bulky pet products such as kennels and aquariums; audio-visual, photographic and information processing equipment; catalogue shops and other bulky durables for recreation and leisure (this list is not exhaustive – bulky goods not mentioned in the list should be dealt with on their merits in the context of the definition of bulky goods)

## **1.4 Context of Retail Hierarchy**

The purpose of this section is to review the relevant policy documents that will influence the future development of the retail sector in the County. Current and emerging plans, policies and proposals that are relevant to the review of the Retail Strategy are identified in the following order:

- National
- Regional
- Local

### **1.4.1 National Policy Context**

#### **National Spatial Strategy 2002 – 2020**

The National Spatial Strategy (NSS) is a strategic framework with the aim of achieving more balanced social, economic and physical development and population growth between the regions. The NSS introduced the concept of gateways and hubs; with Monaghan being identified as a hub to drive development in the region. The NSS states that towns like Carrickmacross and Castleblayney can promote themselves more effectively in the context of the strength of Dundalk and Monaghan. A successor to the NSS is currently being developed to provide for a spatial framework complementing wider efforts to support long-term national economic recovery. A new national planning framework will reflect the economic outlook from now to the end of this decade that sees Ireland attempting to move from fragile recovery to sustained renewal, as it addresses the challenges of achieving sustainable long-term economic stability and growth.

#### **Retail Planning Guidelines for Planning Authorities, 2012**

The Retail Planning Guidelines, 2012, were published in April 2012 by the DECLG and replace the Retail Planning Guidelines, 2005. The purpose of the Retail Planning Guidelines is to promote sustainable retail development, by assisting Planning Authorities in addressing retail development, preparing development plans and assessing applications for retail developments. They also guide retailers and developers in formulating retail development proposals.

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The Guidelines emphasise that enhancing the vitality and viability of town centres in all their functions through sequential development is an overarching objective in retail planning. The Guidelines include a presumption against large out-of-town retail centres, in particular those adjacent to or close to existing, new or planned national roads/motorways.

The Guidelines have five key policy objectives:

- 1) Ensuring that retail development is plan-led;
- 2) Promoting city/town centre vitality through a sequential approach to development;
- 3) Securing competitiveness in the retail sector by actively enabling good quality development proposals to come forward in suitable locations;
- 4) Facilitating a shift towards increased access to retailing by public transport, cycling and walking in accordance with the Smarter Travel Strategy; and
- 5) Delivering quality urban design outcomes.

The Guidelines emphasise that in order to ensure proper planning and sustainable development, retail development and activity must follow the settlement hierarchy of the State, including Gateway and Hub town locations identified in the NSS, the Regional Planning Guidelines and the Core Strategies of development plans.

The Guidelines also provide specific guidance for the content and role of Development Plans:

- Development Plans must set out clear evidence-based policies and objectives in relation to retailing in a discrete section of the Plan;
- Joint or multi-authority retail strategies, where required, will guide the preparation of retail policies and objectives in the relevant development plans;
- The need for any additional retail warehousing should be carefully assessed in view of the significant levels of recent provision and potential impacts on vitality and viability of city and town centres;
- At a minimum, County Development Plans must:
  - State the elements of their settlement hierarchy in line with the relevant regional planning guidelines their core strategy;
  - Outline the level and form of retailing activity appropriate to the various components of the settlement hierarchy in that core strategy;
  - Define, by way of a map, the boundaries of the core shopping areas of city and town centres and also location of any district centres;
  - Include a broad assessment (square metres) of the requirement for additional retail floorspace only for those plans in the areas covered by a joint multi-authority retail strategy;
  - Set out strategic guidance on the location and scale of retail development to support the settlement hierarchy, including where appropriate identifying opportunity sites which are suitable and available and which match the future retailing needs of the area;
  - Identify sites which can accommodate the needs of modern retail formats in a way that maintains the essential character of the shopping area;

- Include objectives to support action initiatives in city and town centres, such as mobility management measures that both improve accessibility of retail areas, while aiming to develop a pedestrian- and cyclist-friendly urban environment and vibrant street life;
- Include public realm interventions aimed at improving the retailing experience through high-quality civic design, provision of attractive street furnishing, lighting and effective street cleaning/business improvement district type initiatives; and
- Identify relevant development management criteria for the assessment of retail developments in accordance with these guidelines.

### 1.4.2 Regional Policy Context

#### Border Regional Planning Guidelines, 2010 – 2022

The Border Regional Planning Guidelines provides planning policy context for the six counties of Cavan, Donegal, Leitrim, Louth, Monaghan and Sligo. The Guidelines are set within the context and framework of the NSS, and highlight that the retail sector is a ‘significant sector within the Region that will experience cycles due to currency differentials, but with improved diversity through the development of retailing in key centres, there is potential for more sustainable jobs.’

The Regional Planning Guidelines highlighted that the retail sector had grown significantly over the period 1998-2008, employing 14.7% of the workforce in the Border Region as a whole.

The Guidelines outline that in order to address retail leakage to Northern Ireland, the retail sector in the Border Region will require a regional approach, possibly by the development of a Regional Retail Strategy. The Guidelines include the following policies with respect to the retail sector:

**ESP14** *‘Direct new retail floorspace into Gateways and Hubs and those centres selected for additional population growth. Future provision of significant retail developments within the Border Region should be consistent with policies and recommendations of the DEHLG Retail Planning Guidelines for Planning Authorities’*

**ESP15** *‘Develop a Regional Retail Planning Strategy in accordance with the National Retail Planning Guidelines’*

The Guidelines require Planning Authorities reviewing Development Plans to consider the following in developing retail planning policy within constituent counties:

- Retail Planning Guidelines;
- Retail policy as part of wider town centre management issues; and
- Retail vacancies both within town centres and outside town centres.

The Planning Authority will incorporate into its development plan the new Regional Spatial and Economic Strategy (RSES) which is currently under preparation and will replace the Regional Planning Guidelines to set out a strategic development framework at regional level.

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## 1.4.3 Local Policy Context

### Monaghan County Development Plan 2013 – 2019 (incorporating the town plans for Monaghan, Carrickmacross, Castleblayney, Clones and Ballybay)

The Development Plan provides a framework to ensure that development and land use within the county reflects the vision of Monaghan as, ‘an inclusive, outward-looking, progressive county, which enjoys a diverse, vibrant economy, a sustainable environment and a high quality of life for all.’

The Development Plan includes a Core Settlement Strategy for the county, a settlement hierarchy, acting as a framework for the development of settlements within the county, providing a transparent, evidence based rationale for residential development.

### Hierarchy of Settlements

Table 1.1 Hierarchy of Settlements

Settlement Tier	Settlement	Population Potential 2011-2019
<b>Tier 1</b>	Monaghan	7,000 – 10,000
<b>Tier 2</b>	Carrickmacross, Castleblayney	2,500 – 7,000
<b>Tier 3</b>	Ballybay, Clones	1,500 – 2,500
<b>Tier 4</b>	Ballinode, Emyvale, Glaslough, Inniskeen, Newbliss, Rockcorry, Scotshouse, Scotstown, Smithborough, Threemilehouse	200 – 1,500
<b>Tier 5</b>	Annyalla, Carrickroe, Clontibret, Corcaghan, Corduff, Doohamlet, Drum, Knockatallon, Knockconan, Latton, Lisdoonan, Oram, Tydavnet	Up to 300
<b>Tier 6</b>	Dispersed Rural Communities	

**Tier 1:** Monaghan will be promoted as the primary growth centre for industrial development, as a primary retail and service centre, and a strong and attractive residential centre. Monaghan will aspire to be a third-level education provider and to develop critical mass in support of its ‘hub’ role as set out in the NSS.

**Tier 2:** Carrickmacross and Castleblayney provide an extensive range of services including health, community, financial, significant employment and retail. Both towns have a strong historical identity as market towns and have relatively well-developed infrastructure. Sustained growth in these settlements is required.

**Tier 3:** Clones and Ballybay provide a more limited range of services than Tier 1 & 2 settlements. Service provision often includes a range of retail and educational services, but limited financial health and community services. These towns should be further developed as residential and employment centres as well as service and local retail centres for their surrounding hinterland.



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**Tier 4:** The ten larger villages provide basic services to their community, such as convenience goods and fuel. All of these settlements have public sewerage facilities and tend to have a defined streetscape structure. Education services are provided in some of the settlements, but extend to primary education only. These villages serve an important community purpose and provide the basis for further future development. These villages should be further developed as residential, employment, basic service and convenience retail centres for their surrounding hinterland.

**Tier 5:** These smaller villages provide basic services to their community, such as convenience goods and fuel. Education services are provided in some of the settlements, but extend to primary education only. These villages serve an important community purpose and provide the basis for further future development. Some of these settlements have experienced expansion over recent years through the construction of housing developments. Others have limited infrastructure that restricts the scale of development within them. In order to preserve the character of these villages, new housing developments shall only be permitted if they are of a size which enables them to be satisfactorily integrated into these villages, and shall be subject to the satisfactory provision of infrastructure and services.

**Tier 6:** This is the smallest type of settlement. These settlements are referred to as Dispersed Rural Communities (DRC). The character of these settlement areas mirror the rural countryside but have scattered individual houses with some clustering around one or more focal points. Focal points may include existing development around a cross roads, a shop, church, post office, etc. There may be scope for some additional dwellings to consolidate existing focal points and utilise existing services in the area subject to normal planning environmental standards. It is expected that the majority of development taking place in these settlements will be single dwellings. In respect of housing developments, the onus will be upon the developer to justify the demand for the housing proposed, the development shall be centred on the focal point of the settlement, and shall be subject to the satisfactory provision of infrastructure and services.

The Development Plan includes specific retail policies:

**RTP 1** *All projects for retail developments shall be considered under policies AAP1 – AAP5 contained within Chapter 4, Environment and Heritage, of the Monaghan County Development Plan 2013 – 2019*

**RTP2** *Comply with the provisions of the Retail Development Strategy for County Monaghan 2003, and any subsequent retail strategy, when assessing proposals for retail developments*

**RTP3** *To maintain and consolidate existing retail cores by strictly enforcing the ‘sequential approach’ test to proposed retail development*

**RTP4** *To ensure that the location of new retail developments within the County, including supermarkets, petrol filling stations and fuel depots, is appropriate and sustainable*

**RTP5** *To ensure the scale and type of retail provision is appropriate for different levels of the retail hierarchy*

**RTP6** *To require retail development proposals within towns and villages to make a positive contribution to the general townscape*

## **1.5 Core Retail Areas**

An objective of the Retail Planning Guidelines is the promotion of greater vitality in town centres through the implementation of the sequential approach to ensure the retention of activity within the town centres or 'core areas' at the expense of more peripheral edge-of-centre or out-of-centre locations. Core areas are the most suitable locations for comparison goods as they are generally the most accessible for the catchment population and can also access a range of services and amenities also located within the core areas.

For the purposes of this Retail Strategy the 'town centres' as defined under the Monaghan County and Towns Development Plans 2013-2019 have been assumed as the 'core retail areas' for the towns of Monaghan, Carrickmacross, Castleblayney, Clones and Ballybay. The town centres are deemed to be the focus and preferred location for retail development under this Retail Strategy.

## 2.0 Retail Trend Analysis and Assessment of Competing Town Centres

### 2.1 Retail Trend Analysis

The Irish retail sector employs 275,000 people, almost 15% of the total jobs in Ireland, this is the same as the total number of those employed in IT, agriculture, forestry and fishing and the financial and insurance sectors combined. There are 44,000 retail and wholesale businesses in Ireland. Latest figures from 2010 show that the Irish retail and wholesale sector contributed €5.1 billion in taxes to the exchequer. The combined Irish retail and wholesale sector generated €8.2 billion in staff wages in 2010.

The sector has experienced significant job losses, with employment declining by over 40,000 from a peak of 315,000 in 2008.

Retail sales in Ireland have declined by over 25% since their peak in 2008 – the sectors experiencing the largest declines over this period include furniture and lighting (-55%); motor trades (-50%); hardware (-39%) and electrical goods (-38%).

In value terms retail sales are now 10.6% below peak levels in 2007 but are still 5.6% higher than in 2005.

The Consumer Price Index shows that goods inflation in Ireland remains negligible compared to energy products and utilities and local charges.

The KBC Ireland/ESRI Consumer Sentiment Index continues to fluctuate as Irish consumers worry about their financial security.

The domestic economy will return to moderate to strong growth this year – consumer spending was flat in 2013 but it is likely to rise at least 1% during 2014 on the back of growing employment.

(Retail Ireland, 2015)

The effects of the recession has had a negative impact on many towns throughout Ireland, with contracting local economies no longer able to support the retail offer which had developed previously. This has resulted in an increase in vacancy rates within many towns and counties and impacted on the attractiveness of many areas as retail destinations.

Assessment of the Retail Sales Index, published by the Central Statistics Office (CSO) for January 2015, indicates that there had been an increase in the value of national retail sales in 2014. Using a base year of 2005 (=100), the retail sales value index in January 2015 stood at 104.4. This represented an 8.8% annual percentage change, while there was an 8.9% annual percentage change on the previous year 2013, compared to a -1.2% annual percentage on the previous year, 2012.

(CSO Retail Sales Index, January 2015, January 2014, January 2013).

The impacts of the decline in national retail sales and overall economic activity have disproportionately affected independent retailers, many of whom have had higher cost bases than

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the multiples with which they compete. In the case of convenience retailers, many of the independent retailers who remain are now opting to join the multiple franchise groups.

The Border Region has a unique set of circumstances from the remainder of the country in that the currency differential between the Euro and sterling impacts directly on retailing activity. This retail strategy cannot predict for the effects of the currency differential on the retailing environment.

## 2.2 The Changing Nature of Retail Services in Ireland

The last decade has seen substantial changes in shopping habits. The continued growth of online shopping is mirroring a shift in consumption patterns. A number of factors driving growth in this sector include consumers' appetite for value for money and greater variety, the increased usage of mobile devices, improved security and convenience, as well as increased marketing and use of social media promoting online campaigns. In Ireland, an estimated 43% of people between the ages of 16 and 74 made purchases on the internet in 2011 (CSO, 2012). With an average expenditure in excess of €1,000 (IMR Smart Knowledge Base, 2011), the most popular online purchases for Irish households in 2011 were 'other travel arrangements' (30%) and holiday accommodation (28%). 20% of online purchases in Ireland were for 'clothes or sports goods' and 14% were in films/music.'

The increase in the number and size of out of town centres since the early 2000s to cater for convenience, comparison and bulky goods, and the multiples, has impacted on the viability of retailing in town centres. These trends, along with economic recession, has resulted in larger increases in the vacancy rates of town centres, as some retailers struggle to survive and others relocate to alternative locations to meet their requirements. Those that remain compete for a shrinking market share as the retail attraction of the town diminishes. Availability of paid parking may also impact on town centre retailers while generally out of town centres do not have pay parking.

The larger multiples have increasingly moved towards the provision of comparison goods in pursuance of greater market share, replacing some small independent retailers, particularly newsagents, confectioners and off-licences. Tesco has recently reclaimed its position as the country's biggest retailer, having lost out to Supervalu recently.

Table 2.1 Grocery Market Share, Ireland, May 2015

<b>Supermarket</b>	<b>Grocery Market Share</b>
<b>Tesco</b>	25.2%
<b>Supervalu</b>	24.8%
<b>Dunnes</b>	21.9%
<b>Aldi</b>	8.6%
<b>Lidl</b>	8.4%
<b>Other outlets</b>	11.1%

(KantarWorldpanel, 24<sup>th</sup> May 2015)

Convenience retail habits are continually evolving and journey times of half an hour or greater may be considered reasonable for convenience shopping. What were considered 'discount foodstores' under the previous Retail Planning Guidelines are now categorised as 'convenience shops' within the current Retail Planning Guidelines, 2012. These stores offer alternative choice as consumers spread their convenience shopping between any numbers of different stores. An alternative shopping offer is therefore important if County Monaghan is to reduce retail leakage to other areas, including areas north of the border.

The primary focus of a Retail Strategy is to identify appropriate levels of convenience, comparison and bulky goods floorspace for the catchment areas. However, there is also a need to recognise that other destinations are becoming more accessible as shoppers have benefitted from reduced journey times due to infrastructure improvements and are also willing to travel further. Retail Strategies need also be concerned with competing online retailers and identify measures to support the existing retail base. Town centres need to look at the retail mix, ensuring there are a range of complementary uses and attractions that can create additional footfall and cross-visitation, and to possibly address over-and under-provision of particular services.

The increase in online purchasing may have an impact on future demand for retail floorspace. Some industry experts predict that the need for larger convenience/comparison stores will subside as an upward trend in home deliveries increases. If this trend continues in online shopping, there may be more demand for storage and distribution facilities.

### **2.3 Assessment of Competing Retail Centres**

#### **Accessibility**

The retail market is highly competitive and County Monaghan's roads infrastructure is served relatively well by the national road network and with significant improvements to the network in the last decade, other centres have become more accessible. The travel distances and journey times to County Monaghan's many competing centres are listed in the table (2.2) below.

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Table 2.2 Travel distances by road between the main urban centres of County Monaghan and the main urban and retail centres they compete

		Monaghan	Carrickmacross	Castleblayney	Clones	Ballybay
<b>Dundalk</b>	Distance	53k	33k	28k	73k	40k
	Time	46m	33m	23m	1h 3m	43m
<b>Cavan</b>	Distance	48k	88k	72k	28k	39k
	Time	43m	1h 19m	1h 6m	26m	1h 5m
<b>Blanchardstown</b>	Distance	135k	95k	111k	132k	123k
	Time	1h 38m	1h 11m	1h 16m	1h 43m	1h 36m
<b>Dublin City Centre</b>	Distance	132k	91k	107k	140k	120k
	Time	1h 38m	1h 10m	1h 15m	1h 50m	1h 35m
<b>Newry</b>	Distance	58k	51k	46k	79k	58k
	Time	54m	48m	38m	1h 12m	58m
<b>Armagh</b>	Distance	28k	56k	29k	48k	38k
	Time	26m	55m	42m	44m	45m
<b>Craigavon</b>	Distance	50k	79k	51k	70k	60k
	Time	52m	1h 20m	1h 7m	1h 10m	1h 11m
<b>Enniskillen</b>	Distance	58k	98k	83k	38k	73k
	Time	1h	1h 36m	1h 24m	43m	1h 24m
<b>Belfast City Centre</b>	Distance	94k	113k	108k	115k	105k
	Time	1h 20m	1h 38m	1h 28m	1h 38m	1h 39m

Source: [www.theaa.ie](http://www.theaa.ie)

## Competing Centres

### 2.3.1 Dundalk

Dundalk, with a population of 37,816 persons (Census 2011), is designated a 'Gateway' under the National Spatial Strategy, is a key urban centre in the north east and is placed in the second tier of national retail centres having a regional retail function under the Retail Planning Guidelines, 2012.

The Marshes shopping centre, which includes retailers such as Penneys, Dunnes Stores, River Island, New Look and Mothercare has increased the core shopping area to the south of the traditional Longwalk/Clanbrassil Street axis. Retail offer along the remaining town centre street is dominated by smaller, independent retailers. The Longwalk shopping centre anchors the centre of the town area, whilst a new Tesco shopping development has opened at Hill Street. The Carrolls Shopping Centre located in the centre of town remains closed.

Retail warehousing is centred in two out of centre locations – Dundalk Retail Park and Northlink Business Park, housing the likes of Atlantic Homecare, Harvey Norman, Argos, PC World, Currys, Heatons and Sportsworld.

## **2.3.2 Cavan Town**

Cavan, designated a 'hub' town under the National Spatial Strategy, is the county Town and in 2011 had an urban population of 10,205 persons. In the Retail Planning Guidelines, 2012, Cavan is placed in the second tier of the retail centres having a regional retail function.

The main street shopping area includes Carphone Warehouse, Dunnes Stores, Tesco, Boots Pharmacy, Easons, Clarks Shoes and a large number of independent comparison retailers. Newcourt Shopping Centre within the town centre hosts a number of national retailers, including Absolute Jewellery, Crannog Bookshop and the Gift Box, along with other independent retailers.

The town includes two large scale retail developments, Cavan Retail Park and Lakeland Retail Park, on the outskirts of the town, including a range of major multiples such as Argos, Furniture Village, Woodie's DIY, Homemakers and SuperValu. In addition, Breffni Retail Park is home to a Paco factory outlet and McIntyres Furniture.

## **2.3.3 Blanchardstown Centre**

Blanchardstown is one of the primary retail locations in the wider Dublin Region, and due to its location a short distance from the M50, is easily accessible to people travelling from County Monaghan. The Centre offers free parking within an extensive shopping centre and retail park complex.

The shopping centre offers a number of the large multiples, including Penneys, Debenhams Marks and Spencer, French Connection, Oasis, River Island, Zara, BT2, Burton, Dunnes, Easons and Lifestyle Sports. In addition, within the retail park are a variety of convenience, comparison, and bulky goods category retailers, including Atlantic Homecare, Harvey Norman, Mothercare, Next, Tesco and Mr. Price. This substantial retail offering is further reinforced by a wide range of other amenities including a multi-screen cinema, bowling facilities, restaurants and eateries, a hotel and library.

## **2.3.4 Dublin City Centre**

Dublin City Centre is positioned at the top of the national retail hierarchy, as per the Retail Planning Guidelines, 2012. The retail offering which is located throughout a number of shopping centres, including the Jervis Centre, the Ilac Centre and St. Stephen's Green Centre, as well as shopping districts (Grafton Street, Henry Street) features a number of large department stores as well as flagship stores of national and international comparison retailers. Unlike some of the out-of-centre shopping centres, parking is not free and can be very expensive. However, this does not prevent people visiting, as the city centre is regularly serviced by both public and private bus operators.

## **2.3.5 Newry City**

Newry is one of Northern Ireland's larger shopping locations with a mix of traditional high street shopping, two enclosed shopping centres, Buttercrane and the Quays, and some large retail warehouse units within the city centre. The Buttercrane has two retail anchors, Marks and Spencer and Dunnes Stores, the Quays is anchored by Debenhams Department store and a large Sainsburys superstore. Both shopping centres have extensive car parking. Comparison retailing in the shopping

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centres includes M&S, Debenhams, Dunnes, Primark, Topshop, Topman, Burton, Dorothy Perkins, New Look, Next, River Island, H&M, Monsoon, Jack & Jones, Oasis, TK Maxx and Peacocks.

Bulky goods provision is accommodated at the Damolly Retail Park on the outer ring road and is anchored by B&Q, along with Next Home, Smyths Toys, Mothercare, Currys and Halfords.

### **2.3.6 Armagh City**

Armagh City is a key cultural location in the region. The Mall Shopping Centre is located in the town centre and is anchored by Sainsburys, other tenants include United Colors of Benetton, Sara, Card Heaven, Karine & Co. and Semi-Chem. Also within the town centre are a number of relatively large independent furniture, furnishings and hardware stores, including Ta Hawthorne and Decorbrite. There are also a number of multiples including Boots, Superdry, Dorothy Perkins, Topshop, and small independent retailers of clothing, footwear, jewellery, sportswear, florists, computer equipment and variety stores.

Spires Retail Park is located out-of-centre and includes Argos, Halfords, Kidzone, Toymaster, Marks & Spences Simply Food, Peacocks and Poundstretcher.

### **2.3.7 Craigavon**

Rushmere dominates the shopping offer in Craigavon. The shopping centre serves both convenience and comparison needs. The convenience element is anchored by Sainsburys. The comparison offer is dominated by national multiples and has a notably strong fashion offer. Tenants include Debenhams, Internacionale, H&M, Dunnes, TK Maxx, Topshop, River Island, Dorothy Perkins, Burton and Monsoon.

Adjacent to the shopping centre is the Rushmere Retail Park, the clothing offer includes Matalan, Menarys and Next, along with other comparison retailers including Argos Extra, sports/outdoor pursuits and health and beauty shops, while bulky goods operators include Homebase, Currys, Pets At Home and Harry Corry.

Marlborough Retail Park is located a short distance away and is anchored by a large Tesco Extra superstore along with B&Q and Halfords.

### **2.3.8 Enniskillen**

Enniskillen is the county town and retail centre of Fermanagh. The town is served by the convenience multiples of Tesco, Asda, Dunnes Stores, Lidl and Iceland.

Erneside Shopping centre is located on the edge of the town centre and offers a number of the comparison multiples, including Next, Marks and Spencer, Monsoon, H. Samuel, River Island, Argento, Argos, New Look and Trespass. Within the town centre are a number of multiples, including Topshop, Dorothy Perkins, Burton, Edinburgh Woollen Mill, Boots and B&M Bargains, along with a large number of independent retailers, including S.D. Kells and Houstons department stores and Sloan's Shoes. The Buttermarket within the town centre provides niche and craft space across 16 small units.



A terrace of mixed bulky goods/trade counter uses, including furniture, carpets, household goods and motor factors, are housed on Derrychara Link in proximity to the Erneside shopping centre, while Currys and Cathcart's Home Improvement Store are located on the edge of the town.

### **2.3.9 Belfast City Centre**

Belfast City Centre is the largest shopping location in Northern Ireland. The City Centre's shopping area is spread across a large geographic area and comprises a mix of traditional high street shopping areas and modern shopping centres. The two main shopping centres are Castlecourt and Victoria Square. Castlecourt is anchored by Debenhams, while Victoria Square is anchored by House of Fraser. Along with shopping centres, the high streets around these shopping centres also provide a wide range of mainly comparison goods, ensuring that the city centre has representation of almost all of the international and national multiples as well as independent retailers.

There is a number of large retail parks located conveniently in proximity to motorway intersections which provide a large bulky goods offer.

## 3.0 Health Check Analysis

Retailing and the provision of retail services is one of the primary functions of any urban settlement. The concept of vitality and viability is central to maintaining and enhancing town centres. It will depend on many factors, including the range and quality of activities in a centre, its mix of uses, its accessibility to people living and working in the area, and its general amenity, appearance and safety. A healthy town centre which is vital and viable balances a number of qualities:

- Attractions
- Accessibility
- Amenity
- Action

Monaghan is the principal town of the County, and as such it is essential to maintain and enhance its retailing function. Carrickmacross and Castleblayney, in the south and mid-county, also serve as important market towns and provide a good range of convenience and comparison goods and it is important to retain the retailing function of these towns for the populations. Clones and Ballybay, in the west and mid-county, provide a more limited range of retailing services and act as local centres for surrounding populations.

## 3.1 Assessment of Key Towns

### 3.1.1 Monaghan Town

Monaghan is the largest town in the County with a town population of 7,452 and a wider Municipal District population of 20,500 (Census 2011). The town is located at an axis of primary routes, taking advantage of good national and regional road linkages. The town's designation as a 'hub' under the NSS 2002, must ensure a focus of 'supporting the national and international role of the gateways and in turn energising smaller towns and rural areas within their sphere of influence.'

#### Attraction

The county town's location is a key strength, located half way between Dublin and the Northwest, with infrastructural linkages on the national and regional road network, making the town very accessible on a national basis and to its large rural hinterland. A high volume of passing traffic brings vital retail expenditure inflow. The town has a good variety of convenience, comparison and bulky goods retail categories.

The main convenience multiples Tesco, Dunnes Stores, Supervalu and Lidl have a presence in the town, all operating from the town centre, while a number of other convenience retailers operate in and around the town.

Comparison retailers are mainly located within the town centre and shopping centre, which include a variety of independent retailers and a number of the multiples including Heaton's, Easons, Boots, Carphone Warehouse, Vero Moda, Jack & Jones, Lifestyle Sports, Holland & Barrett, Dealz, Name It, Specsavers and Carphone Warehouse. There is a strong presence of independent clothing boutique

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shops and jewellers. The Monaghan Retail Park at the Clones Road on the edge of town features Next and Argos. A Farmers' Market is held to the front of the Courthouse every Friday.

The town also functions as the administrative centre of the county with the County Council offices and Garda Divisional Headquarters located within the town, along with the County Hospital and Monaghan Education Campus. A number of regional and county offices of banking and financial companies are located within the town centre. Key industries in Monaghan include Leckpatrick Dairies, Combilift, Monaghan Mushrooms and Kingspan Century providing significant employment.

### **Accessibility**

Monaghan is strategically located at the intersection of the N2 Dublin-Derry, N12 Armagh and N54, linking Dublin to the North-West and Belfast to the Midlands respectively. The town is also located along the east-west corridor linking Dundalk and Newry to Sligo. Monaghan is linked by the substantially improved national and regional road network to the hub town of Cavan and urban centres of Enniskillen, Omagh, Dungannon and Armagh. Improvements in the national road infrastructure with the completion of works on the M1 motorway, Carrickmacross, Castleblayney and Monaghan bypasses have strengthened the town's strategic position and its future development potential as an enterprise and regional centre.

The provision of car-parking in Monaghan is generally good. There are currently 1,027 car parking spaces provided by the County Council, either as on-street spaces or dedicated public car parks. In addition, there are private spaces provided, the most sizeable of these at the shopping centre, Lidl and the Credit Union. Public pay parking was introduced in January 2005. Free parking is available at more peripheral locations within the town.

Pedestrian accessibility through the town in the main areas is generally good and recent upgrades of the footpaths network and the provision of pedestrian crossings has improved pedestrian accessibility. However, further enhancements particularly in the Dublin Street and Glaslough Street areas, would allow for greater pedestrian flows in areas that have particularly suffered through the recession.

Located on the primary road network, Monaghan is served by public bus operators on the Dublin to Letterkenny/Derry route along with private companies operating the Letterkenny-Monaghan-Dublin route. The installation of a taxi rank at the front of the Courthouse in December 2008 ensures improved access to a taxi service.

Traffic movement around the town is generally free moving, with the exception of the Clones Road, particularly around school times, which is subject to congestion and delays, preventing free-flow of traffic into the town.

### **Amenity**

Monaghan is an attractive town with natural amenities such as Peter's Lake and Rossmore Park. Its streetscape has a wealth of buildings and archaeological interest around a series of four urban spaces of quite different character, Market Square, Church Square, Old Cross Square and the Diamond. The Diamond plays host to a number of festivals throughout the year, including the annual Monaghan Town Country Music Festival.

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There are a range of cultural and civic facilities including the County Museum, Garage Theatre, Market House, the Library and Monaghan Leisure Complex. The town hosts three hotels, The Four Seasons, The Hillgrove and The Westenra Arms. Outdoor recreation pursuits, such as angling, walking and golf, are related primarily to the natural amenities around the town.

The impact of the recession has left many vacant properties, particularly along Dublin Street, which detracts from the vitality of the town. A vacancy and dereliction survey in November 2013 revealed 83 vacant commercial premises, totalling approximately 9,738 sq. m. of floorspace. The absence of a strong Chamber of Commerce in the town over the years has limited the cooperation of the retailers to promote the town effectively. However, it is hoped this will be addressed with the recent appointment of a town centre business coordinator.

### **Action**

This health check has identified a number of key areas which require action:

- Measures to consolidate the town centre, ensuring that retail development should be confined to the existing town centre area
- Alleviation measures to the traffic congestion on the Clones Road approach to the town centre
- Address vacancy levels within the town, particularly in Dublin Street and Glaslough Street, and reintegrating this part of the town into the commercial core
- Coordination of town centre retailers activities to promote the town as a package
- Environmental enhancement plans to allow for increased footfall throughout the town centre
- Measures should be implemented to prevent vacant units within the town centre falling into disrepair

### **3.1.2 Carrickmacross**

Carrickmacross is the main town in the south of the County located on the Dublin to Letterkenny/Derry N2 National Route. The town serves the economic needs of a large rural hinterland, which extends into counties Cavan, Meath, Louth and Armagh.

### **Attraction**

The town has a firm commercial and industrial base and its strategic location along the N2 Dublin to Letterkenny/Derry National Primary route, in proximity to Dundalk, the gateway for the North-East region, and easy access to the M1 motorway and Dublin has attracted significant inward investment resulting in a buoyant local economy, strong growth and demand for residential and retail development, and expansion of the town. Major employers in the town include Kerry Foods, Farney Foods and C&M Coldstores. The recent closure of the Bose factory in May 2015 is having significant impact on the activities of the town.

The core retail area is the Main Street, with secondary areas along Chapel Lane, Parnell Street, O'Neill Street and Farney Street. The town centre is attractive and has been enhanced in recent

years by the shopping centre development anchored by O’Gorman’s Supervalu. Other enhancements in the Convent Lands area at the edge of the town include new civic offices, C:TEK building (Carrickmacross Technology Education and Knowledge) and two new supermarkets, Aldi and Lidl. The unfinished retail and residential development on the Ardee Road detracts from the physical and visual links between the existing town centre and these new developments.

There is a variety of convenience, comparison and bulky goods retail categories. The town retains its traditional street market on a weekly basis.

The town is represented by the convenience multiples of Supervalu, Aldi and Lidl, all operating from the town centre and edge of town centre, while a number of other convenience retailers operate in and around the town.

There is a wide variety of comparison retailers located within the town centre, which include a wide variety of independent retailers, including electrical items, hardware, furniture, gifts, clothing, shoes, gifts, stationary supplies, pharmacies and gifts. The multiples are generally absent from the town. A well established market is held on the Main Street on a weekly basis.

### **Accessibility**

Carrickmacross is strategically located along the N2 (bypassed) close to the M1 motorway link at Ardee, approximately 80 km north of Dublin, 35 km south of Monaghan town and 20 km west of Dundalk. The regional road network provides good linkages with Dundalk and other towns in the area. The improved road network has brought the town into commuting distance of Dublin, and appears to have impacted on, and increased the population of the town.

The main provision of car parking is on-street along the Main Street, Farney Street and O’Neill Street. While parking bays are marked, parking is often haphazard and can cause obstructions and slow traffic passing through the town. In addition to the on-street parking, car parks are located to the rear of the shopping centre, the Fiddler’s Elbow, Shirley Arms Hotel and O’Duffy’s Centre. Two car parks were extended in the town in 2014. There are approximately 870 parking spaces in the town. Public parking spaces are free, the continuation of which is supported by the Chamber of Commerce.

Pedestrian accessibility through the town is adequate, although there are no specific pedestrianised areas. The provision of pedestrian crossings has improved pedestrian accessibility and the adequacy of movement is deemed satisfactory.

Located along the primary road network, Carrickmacross is served by public bus operators on the Dublin to Letterkenny/Derry route along with private companies operating the Letterkenny-Monaghan-Dublin route.

## **Amenity**

Carrickmacross is a prosperous town with a busy town centre. The town centre has a wide main street enclosed by the Courthouse to the north and St. Finbarr's Church at the top of Castle Street, to the south. There are a number of historical buildings in the town, which complement the range of bustling shops on Main Street. The town is noted for its Carrickmacross Lace and offers a range of day and evening activities: golf, leisure centre, lakes and fishing and has two hotels, the Nuremore and the Shirley Arms. The pride and volunteerism of the Carrickmacross people is demonstrated in its achievements in the Tidy Towns competition and in the annual Carrickmacross Festival providing great family fun for the June bank holiday weekend. These activities are strongly supported by a vibrant Chamber of Commerce and Industry.

## **Action**

This health check has identified a number of key areas which require action:

- Measures to improve parking arrangements, particularly along Main Street
- Measures to consolidate the town centre, ensuring that retail development should be confined to the existing town centre area
- Continued cooperation with town centre retailers activities to promote the town as a package
- Environmental enhancement plans to allow for increased footfall throughout the town centre

### **3.1.3 Castleblayney**

Castleblayney is the third largest town in the County, located along the N2 Dublin to Letterkenny/Derry national route, and serves as a market centre for its rural hinterland. New residential and commercial developments have strengthened the town's economic base in recent years.

## **Attraction**

The traditional shopping area is focused on Main Street, with retailing provided to a lesser extent on Muckno Street, York Street and Dublin Road, which provide a reasonable variety of convenience and comparison opportunities within the town, along with a Lidl store on Monaghan Road. A number of bulky comparison goods outlets are located in the Monaghan Road area. There has been significant investment in Castleblayney through the development of two shopping centres on Main Street/West Street, although the larger of these, after a brief period of partial occupation, has closed which has a major impact on Main Street.

Major employers in town include Kingspan, Shabra, M.C. Chemicals and Castlecool.

## **Accessibility**

Castleblayney is bypassed along the Dublin to Letterkenny/Derry N2 national route and is linked to Dundalk, Gateway for the region, by the N53 National Secondary route. The bypass has served to reduce the overall congestion in the town and consideration should now be given to providing a more pedestrian friendly street. Although there are various alleyways linking on to the Main Street, they could be enhanced and made more attractive. All parking in the town is free, much of which is provided on-street, particularly along the busier Main Street, while significant off-street parking is available at York Street, Thomas Street and McGrath Road. There are approximately 600 car parking spaces in the town.

Located beside the N2, the town is served by public bus operators on the Dublin to Letterkenny /Derry route along with private companies operating Monaghan-Dublin route.

## **Amenity**

Castleblayney is situated on the shores of the impressive Lough Muckno Leisure Park, a resource used for angling, water sports, walking, picnics, golfing and festivals. Other facilities include Concra Wood 18-hole golf club, theatre and bowling alley. Key annual festivals in the town include Muckno Mania Festival and Castleblayney Drama Festival, which are well supported throughout the region. The town has one hotel, the Glencarn, that offers conferencing and leisure facilities,. The Iontas Resource centre also offers conference and training facilities, along with a gallery and theatre.

Unoccupied and derelict buildings including the Market House, Hope Castle, Muckno Street properties and the vacant shopping centre detract from the attractiveness of the town.

## **Action**

This health check has identified a number of key areas which require action:

- Measures to address vacancy and dereliction on Main Street (including McConnon's shopping centre), Muckno Street, Market Square and Lough Muckno Park – particularly the Market House, Gate Houses and Hope Castle
- Measures to improve parking arrangements, particularly along Main Street
- A coordinated approach to the development of Lough Muckno

### **3.1.4 Clones**

Clones is the fourth largest town in the county and is located approximately 1.5 km from the border with Northern Ireland. The town serves the local needs of its hinterland population.

## **Attraction**

The town's key retail outlet is the Supervalu convenience store located on Fermanagh Street. Most of the other retail outlets are located on Fermanagh Street. The town has lost much of its retail function and the variety of retail outlets in Clones is limited. There is a lack of both convenience and comparison shops. In recent years, closures of typical shops such as hardware, clothing, florists has

left the town uncatered for in these areas. Two filling stations on the Monaghan Road with convenience stores provide a relative high standard of convenience goods to the local catchment and passers-by.

Major employers in the town include ABP and Feldhues.

### **Accessibility**

The town is located 20 km from Monaghan Town and 25 km from Cavan along the N54 National Secondary Road, which links Belfast to Galway.

Car parking in the town is provided through a variety of on- and off-street parking. The two main car parks to the rear of Fermanagh Street and The Diamond provide in excess of 150 parking spaces and tend to be under-utilised. There is additional car parking located at Roslea Road and '98 Avenue.

Public transport to the town is limited to Bus Eireann and Ulsterbus Goldline routes. Private bus operators supplement the Bus Eireann routes.

### **Amenity**

The town's attractions include its rich archaeology and built heritage, including a Round Tower and Abbey, High Cross, Ring Forts and churches. The delivery of two major projects in the town, the PEACE LINK multi-user sports facility and the potential re-opening of the Ulster Canal, represents a stimulus for investment in the area.

The town plays host to the Gaelic Football Ulster Championship Final in July and a number of other high profile matches, which draw large crowds to the town, as do key annual festivals including the Flat Lake Literary and Arts Festival, Clones Film Festival and Clones Canal Festival.

The town is served by one hotel, The Creighton, which underwent extensive refurbishment in 2014.

The closure of a number of shops, businesses and hotels has served to further reduce the attractiveness of Clones and has aggravated the retail leakage from the town.

### **Action**

This health check has identified a number of key areas which require action:

- Coordinated marketing strategy to build on the key attractions, facilities and festivals
- Measures to tackle vacancy and dereliction, particularly in Fermanagh Street
- Measures to ensure increased parking availability at Fermanagh Street



## **3.1.5 Ballybay**

Ballybay is the smallest of the five towns and is located centrally in the county and serves as a market town for a large rural hinterland.

### **Attraction**

The main shopping area is concentrated solely on Main Street. The variety of retail outlets in the town extends to two supermarkets, other shops include clothing, pharmacies, florists and hardware stores. The livestock mart on Saturdays helps to sustain the small shops. Major employers in the town include KEPAK and Leonard Engineering.

### **Accessibility**

Ballybay is located less than 20 km from all the towns in the county and is linked by the county's regional road network. Public transport to the town is limited but local links provided by Bus Eireann and Baltibus Rural Transport Programme link the towns in the county.

Car parking is available mostly on-street along Main Street, while there is also a public car park available off the Clones Road.

Pedestrian accessibility through the town is adequate. The provision of pedestrian crossings has improved pedestrian accessibility.

### **Amenity**

The town is set on the edge of Lough Major which forms part of the Dromore River system and provides an important recreational and tourism resource in the area. The Wetlands Centre provides for the study and appreciation of a unique wildlife experience with its regionally important site for wintering migratory birdlife and offers eco-tourism and schools packages. The Dromore lakes/river system provides a great location for fishing. Other local activities include peaceful walkways, bowling green and a range of sporting activities.

A number of derelict and vacant properties detract from the amenity of the town.

### **Action**

This health check has identified a number of key areas which require action:

- Measures to address vacancy and dereliction
- Marketing and promotion of the town's key attractions
- Coordinated approach to enhancing the public realm of Main Street

### 3.1.6 Villages

Ten Tier 4 and fourteen Tier 5 settlements have been designated in the County Development Plan 2013-2019. The Retail Planning Guidelines, 2012 states the following in relation to small towns/villages:

*The role of small towns and villages in the provision of retail services to their local urban and rural populations should be defined in development plans. Where appropriate, the maximum size of store, consistent with maintaining a variety of shops in the centre of these towns and villages and protecting an appropriate level of retail provision in the rural area, should be identified. In general there should be a clear presumption stated in favour of central or edge-of-centre locations for new developments.*

The villages range greatly in size and in the variety of services available, at a minimum, a grocery store, serving day-to-day needs, and pub to having a limited range of comparison shops and professional services. Some villages have lost functions in recent years, with closures of local shops and pubs and are suffering from dereliction, while those villages with wider functions in employment and tourism/heritage, such as Emyvale, Glaslough and Inniskeen have retained their vibrancy.

#### **Actions**

Although there is unlikely to be any significant demand for further retailing services in the villages, development of convenience shops of suitable scale may be accommodated within existing villages, along with small comparison and professional services and specialist functions, which will sustain and improve the quality of life of the people in these communities. New large-scale shopping facilities would not be permitted in villages as they would not be sustainable or desirable.

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## 3.2 Retail Floorspace Activity

The following table summarises the retailing activity in the county since the last retail strategy prepared in 2003. The period represented unprecedented growth and demand for retailing developments up until 2007 followed by relative stagnation of development up until present.

Table 3.1 Baseline Assessment of Retail Floorspace, 2015

	2003 Baseline (m2)	2015 Baseline (m2)	Total Vacancy (m2)	Floorspace in use (m2)	Available Floorspace in use (%)
<b>Monaghan</b>					
Comparison	6,623	8,359	1,070	7,289	87%
Bulky Comparison	6,113	15,663	5,250	10,413	66%
Convenience	5,882	8,500	40	8,460	99.5%
<b>Total</b>	<b>18,618</b>	<b>32,522</b>	<b>6,360</b>	<b>26,162</b>	<b>80%</b>
<b>Carrickmacross</b>					
Comparison	2,638	2,484	600	1,884	76%
Bulky Comparison	1,931	1,931	400	1,531	79%
Convenience	3,148	5,775	80	5,695	99%
<b>Total</b>	<b>7,717</b>	<b>10,190</b>	<b>1,080</b>	<b>9,110</b>	<b>89%</b>
<b>Castleblayney</b>					
Comparison	1,688	6,631	3,657	2,974	45%
Bulky Comparison	3,829	10,185	4,544	5,641	55%
Convenience	2,373	6,398	1,087	5,311	83%
<b>Total</b>	<b>7,890</b>	<b>23,214</b>	<b>9,288</b>	<b>13,926</b>	<b>60%</b>
<b>Clones</b>					
Comparison	706	567	300	267	47%
Bulky Comparison	402	402	300	102	25%
Convenience	1,068	1,124	105	1,019	91%
<b>Total</b>	<b>2,176</b>	<b>2,093</b>	<b>705</b>	<b>1,388</b>	<b>66%</b>
<b>Ballybay</b>					
Comparison	585	746	285	461	62%
Bulky Comparison	-	-	-	-	-
Convenience	578	633	-	633	100%
<b>Total</b>	<b>1,163</b>	<b>1,379</b>	<b>285</b>	<b>1,094</b>	<b>79%</b>
<b>Villages/ rural*</b>					
Comparison	160	939			
Bulky Comparison	950	1,409			
Convenience	1,270	633			
<b>Total</b>	<b>2,380</b>	<b>3,470</b>			
<b>Total</b>					
Comparison	12,400	19,726	5,912	12,875	
Bulky Comparison	13,225	29,590	10,494	17,741	
Convenience	14,324	23,063	1,312	21,118	
<b>Total</b>	<b>39,944</b>	<b>72,379</b>	<b>17,718</b>	<b>51,734</b>	

\*Assumption of 5% of total floorspace

**Convenience** - Monaghan, Carrickmacross and Castleblayney saw substantial increases in convenience floorspace, Monaghan seeing a 45% increase, Carrickmacross an 83% increase and Castleblayney a 170% increase during the period 2003 - 2015. Whilst Monaghan and Carrickmacross are sustaining their increases in convenience floorspace with 0.5% and 1% vacancy levels respectively, Castleblayney has a 17% vacancy level for convenience floorspace.

**Comparison** – There were varied changes between the towns to comparison floorspace between 2003 and 2015, with Monaghan experiencing a 26% increase and Ballybay a 28% increase, while Carrickmacross and Clones experienced decreases of 6% and 20% respectively. Of particular note is the 393% increase in floorspace in Castleblayney, which has resulted in its 55% vacancy level. Vacancy levels are also high in Clones (53%), Ballybay (38%) and Carrickmacross (24%). Monaghan has the lowest comparison vacancy rate at 13%.

**Bulky comparison** – Only Monaghan and Castleblayney experienced growth in this sector between 2003 and 2015, with floorspace increases of 256% and 266% respectively. The vacancy levels are high for both towns - 45% in Castleblayney and 34% in Monaghan. Carrickmacross has a vacancy level of 21%, whilst Clones has a figure of 75%, although this is assessed against a low level of floorspace.

Given the levels of vacancy in the towns, it is imperative that those retail units that are vacant at present are not allowed to fall into further disrepair and dereliction. It is also important to identify opportunity sites within the main towns which would improve and enhance the retail provision and the general amenity and vitality of the towns. Development outside the main retail areas should not have a negative impact on the retailing hierarchy of the county and should be in keeping with the existing scale and character of individual settlements.

## 4.0 Projected Floorspace Requirements

### 4.1 Introduction

This section provides the County's projected retail floorspace requirements for the convenience, comparison and bulky goods categories. The following methodology has been used to project the retail floorspace requirements for County Monaghan:

- Population estimate at base and design year;
- Estimation of available expenditure per capita of the retail categories (convenience, comparison and bulky) at base and design year;
- Projection of total available expenditure at base year and design year;
- Estimate of the likely turnover of new floorspace in the retail categories; and
- Estimate the capacity for additional floorspace within the retail categories, taking account of existing vacancy rates and planning permissions.

### 4.2 Population

The population of County Monaghan has demonstrated substantial growth since 1996, with the most substantial growth occurring since 2002. From 2002 to 2011 the population increased from 52,583 to 60,483, a 15% increase in nine years.

Table 4.1 County Monaghan population and projected population

2006	2011	2016	2022
55,997	60,483	66,324	71,400

*RPGs population figures, p. 46*

The starting point for the assessment of future floorspace requirements is projected population growth over the plan period. In accordance with the RPG forecasts, the population of the County is projected to increase by 10,917 people between 2011 and 2022, which reflects an 18% increase over that period.

In the Regional Planning Guidelines, a target population for Monaghan Town has been set at 9,300 for 2022, a projected increase of 1,848, (up 25% in 11 years).

The core strategy, as set out in the Monaghan County Development Plans, 2013-2019, includes a settlement hierarchy, associated maps and a core strategy table summarising the key statistics as regards future population, specifically setting population targets and housing requirements. The core strategy provides some indication of predicted growth for other towns from 2011 to 2019.

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Table 4.2 County Monaghan and Towns Target Population Growth, 2019

Area	Target Population Growth from 2011-2019
County	8,367
Monaghan Town	1,450
Carrickmacross	580
Castleblayney	556
Clones	490
Ballybay	245

Extract from Core Strategy Table 3.13, Development Plan 2013-2019

## 4.3 Expenditure Estimates

Based on the 2011 Annual Services Inquiry it is estimated that the total expenditure per capita in 2011 on convenience goods was €3,508 and €3,807 on comparison goods when adjustments are made in respect of internet/mail order retailing, department stores and forecourt sales.

Table 4.3 Adjustments to Available Expenditure

	Convenience	Comparison
Expenditure per capita at 2011 prices	€3,508	€3,807

Source: CSO Consumer Price Index

An adjustment needs to be made for County Monaghan to allow for lower expenditure per capita on comparison goods. A CSO publication on regional per capita income (County Incomes and Regional GDP, February 2011) outlines that per capita income in the Border Region was 90.6% of the national average in 2010. For the purposes of this study it is assumed that expenditure on comparison goods in Monaghan is approximately 91% of the national average. This equates to a figure of €3,465 in 2011.

Table 4.4 Adjustments to Available Expenditure based on adjustment to comparison expenditure in the Border Region

	Convenience	Comparison
Expenditure per capita at 2011 prices	€3,508	€3,465

Source: CSO Consumer Price Index

The figures above need to be adjusted to reflect expenditure levels in 2015 taking account of the Consumer Price Index. Expenditure growth in convenience and comparison between 2011 and 2015 has been assumed as zero.

A strong recovery in economic activity is predicted to continue into 2015 with forecasted growth in both GNP and GDP by approximately 4% (ESRI Quarterly Economic Commentary, Spring 2015, 25<sup>th</sup> March 2015). The latest figures on retail performance for the first quarter of 2015 show retail sales

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values only up 0.8% (Retail Ireland Monitor, Quarter 1, May 2015). These numbers suggest a disparity between the economic performance and consumer perception and action. From 2015 to 2022, therefore it is assumed that convenience growth in expenditure will be 0.5% per annum and 1.5% in comparison spend per annum. This is to be reviewed as economic conditions change. The projected per capita expenditure using these growth rates are given in Table 4.5 below.

Table 4.5 Projected Expenditure per capita

	Convenience	Comparison
<b>2011</b>	€3,508	€3,465
<b>2016</b>	€3,544	€3,570
<b>2022</b>	€3,652	€3,904

#### 4.4 Total Available Expenditure

This is calculated by multiplying the population by the expenditure per capita for each category.

The population estimates for the county are as follows using the Regional Planning Guidelines targets.

Table 4.6 County Monaghan population estimates

	2011	2016	2022
<b>County population</b>	60,483	66,324	71,400

Source: CSO and Regional Planning Guidelines

Table 4.7 Total Available Expenditure

	Convenience	Comparison	Bulky goods	Comparison excluding bulky goods
<b>2011</b>	€212.17m	€209.57m	€41.91m	€167.66m
<b>2016</b>	€235.05m	€236.78m	€47.36m	€189.42m
<b>2022</b>	€260.75m	€278.75m	€55.75m	€223m

The table (4.7) above sets out the total projected expenditure by category within county Monaghan. In considering the above expenditure levels it is important to note that significantly different levels of turnover will apply to comparison goods, such as clothing and footwear and smaller household durables, than would apply to bulky household goods sold in retail warehouses. Retail warehouses have a distinct function and are generally located outside of town centres. As such it is necessary to split the available comparison expenditure between bulky and non bulky comparison goods.

Having regard to the Household Budget Survey and experience elsewhere in this respect, it is estimated that approximately 20% of comparison expenditure will be accounted for by bulky household goods in retail warehouse type premises. This has been reflected in the table above.

## 4.5 Adjustments for inflows and outflows

Some adjustments to the capacity figures, outlined in table above, are required to take into account the levels of trade draw and leakage of expenditure from the catchment area. Assumptions on both market share and trade draw are informed by the household and shopper surveys undertaken by Demographics Ireland in June 2011, the results of which are summarised in Appendices 1 and 2 of the Retail Strategy.

The household survey undertaken by Demographics Ireland identified the following trends in the county:

- Convenience: 92% of respondents survey undertook their main food and grocery shopping within County Monaghan
- Comparison: 51% of the total respondents surveyed undertook their main clothing and footwear shopping within County Monaghan
- Bulky Goods: 78% of respondents undertook their main bulky goods shopping within County Monaghan

A validation of the Demographics Ireland survey was carried out in March 2015 and the following was deduced in regard to shopper surveys:

- Convenience: 94% of respondents undertook their main food and grocery shopping within County Monaghan (out of 99 valid responses)
- Comparison: 38% of respondents surveyed undertook their main clothing and footwear shopping within County Monaghan (out of 81 valid responses)
- Bulky Goods: 63% of respondents undertook their main bulky household furniture goods (i.e. DIY goods, furniture, carpets) within County Monaghan (out of 68 valid responses)
- Bulky Goods: 61% of respondents surveyed undertook their main bulky household electrical goods (i.e. freezers, washing machines, etc.) within County Monaghan (out of 70 valid responses)

The results relating to convenience shopping are consistent with the 2011 survey. However the comparison survey displays a substantial discrepancy between the results collected in 2011 to 2015. This may be attributed, in part, to increases in the use of online shopping and substantial vacancy levels. There is also a discrepancy in the bulky goods sector which may also be attributable to increases in online shopping and vacancy levels. In light of the small validation sample and the above conclusions it would be assumed reasonable to base figures on the 2011 survey.

### Inflows

In terms of trade draw, the shopper surveys undertaken by Demographics Ireland identified an inflow of expenditure of 9% from residents outside of the county. For the purposes of this assessment, it is assumed that 4% of these respondents were in Monaghan for their main grocery, 4% for comparison and 1% for bulky goods shopping.



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Having regard to the trends identified within the household and shopper surveys, the following adjustments are made to the total expenditure within the catchment.

**Table 4.8 Total Available Expenditure adjusted to account for Inflows and Outflows**

	Convenience 2011		Comparison 2011		Bulky Goods 2011	
<b>Resident Expenditure</b>		€212.17m		€167.66m		€41.91m
<b>Less Outflows</b>	6%	€199.44m	49%	€85.51m	22%	€32.69m
<b>Add Inflows</b>	4%	€7.98m	4%	€3.42m	1%	€0.33m
<b>Spend in the county</b>		€207.42m		€88.93m		€33.02m
	Convenience 2016		Comparison 2016		Bulky Goods 2016	
<b>Resident Expenditure</b>		€235.05m		€189.42m		€47.36m
<b>Less Outflows</b>	6%	€220.95m	49%	€96.60m	22%	€36.94m
<b>Add Inflows</b>	4%	€8.84m	4%	€3.86	1%	€0.47m
<b>Spend in the county</b>		€229.79m		€100.46m		€37.41m

	Convenience 2022		Comparison 2022		Bulky Goods 2022	
<b>Resident Expenditure</b>		€260.75m		€223m		€55.75m
<b>Less Outflows</b>	6%	€245.11m	49%	€113.73m	22%	€43.49m
<b>Add Inflows</b>	4%	€9.80m	4%	€4.55m	1%	€0.44m
<b>Spend in the county</b>		€254.91m		€118.28m		€43.93m

**Table 4.9 Existing floorspace in County Monaghan 2015 (m2)**

	Convenience	Comparison	Bulky Goods	Total
<b>Monaghan</b>	8,500	8,359	15,663	32,522
<b>Carrickmacross</b>	5,775	2,484	1,931	10,190
<b>Castleblayney</b>	6,398	6,631	10,185	23,214
<b>Clones</b>	1,124	567	402	2,093
<b>Ballybay</b>	633	746	-	1,379
<b>Villages/rural areas*</b>	1,122	939	1,409	3,470
<b>Total</b>	<b>23,552</b>	<b>19,726</b>	<b>29,590</b>	<b>72,868</b>

\*Assumption of 5% of total floorspace

The estimated existing floorspace within the county has been derived from the baseline of the 2003 Retail Strategy and floorspace surveys carried out by the Council in 2009 and 2015. An assumption has been made that the villages and other rural areas contribute 5% of the total available retailing floorspace.

The number of live planning permissions for retail floorspace that have not been constructed is very limited and would not in any consequential way distort the figures presented in Table 4.9 above.

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## 4.6 Turnover estimates

It is possible to derive the turnover of existing floorspace within the catchment area by multiplying the floorspace in each category by average turnover. A turnover of €8,500 per sq. m. is assumed for existing convenience floorspace within the catchment area in 2010 and €4,500 per sq. m. for comparison floorspace. An average turnover of €1,800 per sq. m. is assumed for bulky goods in 2010 prices. The figures are based on published retail industry data and have regard to the average turnover per sq. m. calculations established in the Retail Planning Guidelines Study 1999 (Tyn and Blackwell). They reflect the average turnover levels retailers will require to sustain a healthy level of activity. In consideration of the economic climate since 2010, it is reasonable to assume a 0.5% increase per annum for convenience turnover and a 1.5% increase per annum for comparison and bulky comparison turnover, of these 2010 figures.

Table 4.10 Turnover Ratios Assumed for Existing Floorspace

	Convenience	Comparison	Bulky Goods
2015	€8,715	€4,850	€1,939

These figures show the average turnover per sq. m. of existing floorspace overall in Co. Monaghan, however they disguise significant differences in turnover for different shops. In general, multiple branches of national and international multiple shops are located within purpose built shopping centres or other prime locations. Prime town centre shop units will have substantially higher turnover per sq. m. than shops which are less well located or situated in older inefficient premises and are operated as independents. In particular, it is likely that smaller units have substantially lower turnover per sq. m. than these averages, whilst the largest supermarket operators have substantially higher turnover rates per sq. m.

The turnover of existing retail floorspace within the County in 2015, 2016 and 2022 is obtained by multiplying the existing floorspace estimates set out in Table 4.9 by the turnover per sq. m. estimates set out in Table 4.10.

Table 4.11 Turnover of Existing Floorspace in County Monaghan, 2015

	Existing floorspace sq. m.	Turnover per sq. m.	Turnover of existing floorspace
Convenience	23,552	€8,715	€205,255,680
Comparison	19,726	€4,850	€95,671,100
Bulky Goods	29,590	€1,939	€57,375,010

The residual surplus for additional retail floorspace within the County is obtained by subtracting the turnover of existing convenience, comparison and bulky goods expenditure as set out in Table 4.11 above by the total available expenditure set out in Table 4.12.

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Table 4.12 Available Expenditure for Additional Retail Floorspace in County Monaghan

Year	Available Expenditure	Turnover of existing floorspace	Residual surplus/shortfall
<b>Convenience</b>			
2015	€207,420,000	€205,255,680	€2,164,320
2016	€229,790,000	€205,255,680	€24,534,320
2022	€254,910,000	€205,255,680	€49,654,320
<b>Comparison</b>			
2015	€88,930,000	€95,671,100	- €6,741,100
2016	€100,460,000	€95,671,100	€4,788,900
2022	€118,280,000	€95,671,100	€22,608,900
<b>Bulky Goods</b>			
2015	€33,020,000	€57,375,010	- €24,355,010
2016	€37,410,000	€57,375,010	- €19,965,010
2022	€43,930,000	€57,375,010	- €13,445,010

## 4.7 Floorspace Capacity

In order to calculate the requirements for additional retail floorspace within the catchment area, the turnover per sq. m. of future retail floorspace should be divided by the available expenditure figures set out in Table 4.12 above.

For the purposes of this assessment a turnover per sq. m. of €8,715 is assumed for new convenience floorspace, €4,850 for new comparison and €1,939 for new bulky goods floorspace in 2015.

Table 4.13 Turnover of Future Retail Floorspace

	2015	2016	2022
<b>Convenience</b>	€8,715	€8,759	€9,025
<b>Comparison</b>	€4,850	€4,923	€5,383
<b>Bulky Goods</b>	€1,939	€1,968	€2,152

Assumption: 0.5 % increase in turnover efficiency per annum for convenience and 1.5% increase in turnover efficiency per annum for comparison and bulky goods.

The future floorspace requirements for additional convenience, comparison and bulky goods floorspace within County Monaghan are detailed in the table (4.14) below.

Table 4.14 Indicative Additional Floorspace Requirements for County Monaghan

	Convenience sq. m.	Comparison sq. m.	Bulky Goods sq. m.
<b>2015</b>	248	-1,390	- 12,561
<b>2016</b>	2,801	973	- 10,144
<b>2022</b>	5,502	4,371	- 6,248

The floorspace capacity figures presented above are indicative of the scale of new floorspace required to meet the needs of existing and future population and expenditure across the county. A key consideration is the scale and location of new floorspace. Additional new floorspace may be

proposed and this could replace some existing outdated or poorly located retail floorspace. The quantum of retail floorspace only becomes a critical consideration where new convenience and comparison floorspace is proposed outside of the town centres and the issue of the likely impact on the town centres arises.

### **4.8 Future Retail Floorspace Requirements**

The Retail Planning Guidelines advise that Retail Strategies should, *“assess the broad requirement for additional development over the plan period... these assessments of future retail requirements are intended to provide broad guidance as to the additional quantum of convenience and comparison floorspace provision. They should not be treated in an overly prescriptive manner, nor should they serve to inhibit competition.”* For this purpose it is not the intention of this strategy to present figures as some form of cap on retail permissions in the County, but rather to guide the general scale of overall retail provision.

Consideration should be given to the quality of the existing vacant retail floorspace, including the prospective suitability of available floorspace to meet the future needs of retailers in the County. However, it is recognised that this is not always possible given the changing dynamics of shopping. Retail Impact Statements will be required to accompany planning applications for future retail development in size order to best guide development in County Monaghan, and should be based on the rationale and findings of the information provided in this Retail Strategy.

In acknowledgement of the high levels of retail leakage from the county, particularly in the comparison sector, and that the proposed additional floorspace requirements are indicative only, it should be noted that it is an aspiration of the Planning Authority to reduce retail leakage, which is supported in its various objectives and policies. Proposals for new retail development may be required to conduct capacity assessments, having regard to the estimated leakage at the time of assessment of any planning application, as part of a Retail Impact Assessment to demonstrate capacity for the proposed new retail development.

## **5.0 Recommendations**

### **5.1 Retail Strategy and Policy Guidance**

The Council aim to ensure that all retail development permitted is in accordance with the Retail Planning Guidelines for Planning Authorities, 2012 and the Retail Design Manual – A Good Practice Guide, 2012 and the County Retail Strategy 2016-2022. The Retail Strategy sets out the retail hierarchy for the County and confirms the level and form of retailing activity appropriate to each of the main towns.

Analysis of recent trends and forecasts would suggest a gradual upturn in the retail sector and along with anticipated population increases, would envisage a more positive outlook for retailing in the County over the lifetime of this Strategy. Going forward, regard must be had to the legacy of vacant retail floorspace left after the economic recession and consideration must be given to incorporating this in future developments in the towns.

### **5.2 Retail Hierarchy**

Monaghan County Council supports a balanced development model, promoting the treatment of urban and rural settlements, together with the surrounding countryside, as functional areas. The Retail Hierarchy has, therefore, been dictated by the County settlement hierarchy in the Development Plan. The Tier 4 and Tier 5 villages have been included, and the provision of suitable retail development, such as a local shop, within these villages would be considered appropriate, subject to normal planning considerations.

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Figure 5.1 Retail Hierarchy



## 5.3 Guidance on the Location and Scale of Retail Development

In accordance with the Retail Hierarchy it is expected that the majority of new future retail developments in the County will be in the Tier 1 and 2 towns of Monaghan, Carrickmacross and Castleblayney.

Due to its 'hub' designation, location and increasing population projections, it is anticipated that Monaghan town should attract substantially more future retail applications than other settlements in the county. Carrickmacross, given its proximity to major population centres, larger hinterland, established market and lower vacancy levels, may be better positioned to draw further new retail floorspace.

Appropriately located large-scale retail developments will be directed towards Tier 1 and Tier 2 town centres only where a need has been identified and strictly having regard to the Sequential Test.

Retail developments in the two tier 3 towns and villages are expected to be limited and any retail developments should be to enhance the existing retail environment to serve and benefit local communities. Expected types of retail developments would include general grocery shops, post offices, pharmacies, salons and cafes.

## 5.4 Retail Policies and Objectives

The primary objective of the Retail Strategy is to ensure the orderly development of future retail floorspace within County Monaghan over the lifetime of this strategy.

**Objective 1** To ensure the orderly development of future retail developments in County Monaghan, to keep the Retail Strategy under review, having regard to changes in the retail sector, and have regard to any such review in determining applications for retail development.

This shall be achieved through the following policies:

**Policy 1** Support the vitality and viability of existing town and village centres and facilitate a competitive and healthy retail environment by ensuring that future growth in retail floorspace responds to the identified retail hierarchy.

**Policy 2** Assess all retail planning applications against the criteria set down in the Retail Strategy for County Monaghan and the Retail Planning Guidelines for Planning Authorities, 2012 and the accompanying Retail Design Manual.

**Policy 3** Support the development of, and to reinforce the role and function of the core retail areas and to direct retail development to serviced areas.

**Policy 4** The preferred location for large scale retail developments is in town centres, with an explicit presumption against large out of town retail centres, in particular, those located adjacent or close to existing, new or planned national roads/motorways, and alternative locations may only be considered in accordance with the Sequential Test, as required under the Retail Planning Guidelines for Planning Authorities, 2012 (DECLG).

**Policy 5** Promote and encourage the enhancement of retail floorspaces and town centre functions in order to reduce retail expenditure leakage out of the County and to sustain competitiveness of retail centres in the County.

**Policy 6** Encourage reuse of vacant town centre commercial premises for alternative uses and adapt a flexible approach to reoccupation, particularly where this can complement the existing service base,



Further to the policies above of ensuring the orderly development of retail floorspace, objectives related to encouraging a healthy retail environment are detailed below:

**Objective 2** Facilitate the reuse of derelict land and vacant buildings within town centres for retail uses, subject to the provisions of the sequential test.

**Objective 3** Address retail expenditure leakage out of the County to competing town centres by working collaboratively with local groups to develop the retail offering in the County within key retail sectors where this leakage occurs.

**Objective 4** Encourage and facilitate innovation and diversification of the County's retail offer, including tourism, agri-tourism and crafts related ventures and markets where appropriate.

**Objective 5** Improve the public realm of urban centres through the encouragement of high quality design.

**Objective 6** Ensure that all new retail and commercial development proposals respect the character and scale of the existing streetscape.

**Objective 7** Encourage the retention of and/or reinstatement of traditional shopfronts, where appropriate.

**Objective 8** Improve the accessibility of town centres by encouraging a pedestrian and cyclist friendly environment.

**Objective 9** Promote complementary non-retail uses in town centres, particularly where this can encourage cross-visitation.

**Objective 10** Promote activities that will bring enhanced footfall, such as festivals, events and farmers' markets in town centres

## 5.5 Criteria for the Assessment of Future Retail Development

All planning applications for significant retail development should be assessed against a range of relevant criteria.

The Retail Planning Guidelines for Planning Authorities, 2012 provide the main principles for assessing new retail proposals. The Guidelines state that the main planning considerations for retail development include;

1. Location (site selection);
2. Suitability of use (land use zoning and specific objectives);
3. Size and scale (impact, form and design);
4. Accessibility (access and servicing arrangements).

In line with the Guidelines **the preferred location for retail development is within existing town centres and the identified retail hierarchy**. Development proposals not according with this must demonstrate compliance with the sequential approach and provide a Retail Impact Statement. Transport Impact Assessments may also be required for significant retail developments which may impact on the vitality and viability of town centres.

## 5.6 The Sequential Test

All applications for retail developments at edge-of-centre or out-of-centre locations will be subject to the sequential test, where the following applies:

The Retail Planning Guidelines state that the order of priority for the sequential approach is to locate retail development in the city/town centre (and district centre if appropriate), and only to allow retail development in edge-of-centre or out-of-centre locations where all other options have been exhausted. Where retail development in an edge-of-centre site is being proposed, only where the applicant can demonstrate and the planning authority is satisfied that there are no sites or potential sites including vacant units and/or assembly of land parcels, within a city or town centre or within a designated district centre that are (a) suitable (b) available and (c) viable, can that edge-of-centre site be considered.

Where retail development on an out-of-centre site is being proposed, only in exceptional circumstances where the applicant can demonstrate and the planning authority is satisfied that there are no sites or potential sites either within the centre of a city, town or designated district centre or on the edge of the city/town/district centre that are (a) suitable (b) available and (c) viable, can that out-of-centres site be considered.

## 5.7 Retail Impact Assessments

Retail Impact Assessments will be required for significant sized retail development where due to its scale and/or location, it may impact on the vitality and viability of centres. These assessments will be

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prepared in accordance with the current Retail Planning Guidelines, which requires an applicant to address the following criteria and demonstrate whether or not the proposal would:

- Support the long-term strategy for city/town centres as established in the retail strategy/development plan, and not materially diminish the prospect of attracting private sector investment into one or more such centres;
- Have the potential to increase employment opportunities and promote economic regeneration;
- Have the potential to increase competition within the area and thereby attract further consumers to the area;
- Respond to consumer demand for its retail offering and not diminish the range of activities and services that an urban centre can support;
- Cause an adverse impact on one or more city/town centres, either singly or cumulatively with recent developments or other outstanding planning permissions (which have a realistic prospect of implementation) sufficient to undermine the quality of the centre or its wider function in the promotion and encouragement of the arts, culture, leisure, public realm function of the town centre critical to the economic and social life of the community;
- Cause an increase in the number of vacant properties in the primary retail area that is likely to persist in the long term;
- Ensure a high standard of access both by public transport, foot and private car so that the proposal is easily accessible by all sections of society: and/or
- Link effectively with an existing city/town centre so that there is likely to be commercial synergy

Proposals for new retail floor space shall be accompanied by a written statement demonstrating how it complies with national and county retail planning policies. In addition any development which exceeds any of the thresholds identified in the table below shall be accompanied by a Retail Impact Statement, as set out in Annex 5 of the Retail Planning Guidelines for Planning Authorities, 2012.

Table 5.1 Retail Floorspace Thresholds

Hierarchy Level	Floorspace Threshold Convenience	Floorspace Threshold Comparison
<b>1</b>	1,000	1,000
<b>2</b>	500	1,000
<b>3</b>	500	500
<b>All other retail development</b>	200	200

In addition, the planning authority will require the submission of a Retail Impact Assessment, where in its opinion a development proposal, which falls below the identified threshold, may impact adversely on the vitality or viability of town centres, or exceed the identified floor space capacities as laid out in Table 4.14.

The level of detail required in the Retail Impact Assessment (RIA) will be determined by the nature and type of proposal, for example, for the lower floorspace threshold levels all steps of the RIA will

not be required and/or a significantly lesser details will be required. The level of detail required may be advised by the Planning Authority in pre-planning discussions.

### **5.8 Traffic and Transport Assessments**

A Traffic and Transport Assessment (TTA) may be required for retail developments over a particular threshold (1,000 m<sup>2</sup> gross floorspace for retail/leisure) as set out in the Traffic Management Guidelines 2012 (DELG, DoT and DTO), and the Traffic and Transport Assessment Guidelines 2014 (National Roads Authority). The Planning Guidelines on Spatial Planning and National Roads 2012 (DECLG) set out additional advice and requirements in relation to transport matters.

A TTA must examine the transport impacts of a proposed development, incorporating any subsequent measures necessary to ensure roads, junctions and other transport infrastructure in the vicinity of the development are adequate to accommodate the proposed development without causing additional delays to existing and future road based traffic. More importantly, TTA is important in demonstrating how to encourage a shift towards sustainable travel modes by those using the retail development in question.

### **5.9 Criteria for the Assessment of Different Development Types**

#### **5.9.1 Large Convenience Goods Stores**

The Retail Planning Guidelines set a 3,000 m<sup>2</sup> retail floorspace cap on food store development outside the four Dublin local authority areas, and the cities of Cork, Limerick/Shannon, Galway and Waterford. This retail floorspace cap applies to new retail stores or extensions to existing stores which will result in an aggregate increase in the net retail floorspace of the convenience element of such retail stores. In this regard, while some stores may retail convenience goods only, in other cases, stores may retail convenience and comparison goods. In these mixed comparison/convenience retailing stores, there is therefore no cap on the amount of non-grocery or comparison space delineated for the relevant store, for example on the planning application drawings.

#### **5.9.2 Retail Warehousing**

Retail warehouse complexes generally comprise an agglomeration of retail warehouses grouped around a common car park selling mainly bulky household goods. There is an expectation that most of the goods purchased can be transported off-site by the customer and because of this they are generally located on the edge or outside of the built-up urban area.

The key consideration in determining the distribution of floorspace is defining the appropriate and sustainable location of retail activities. In accordance with the Retail Planning Guidelines there should be a presumption against the further development of out of town retail parks and a preference for sites on or adjacent to town centres to ensure the potential for linked trips and commercial synergy. Key criteria for the assessment of retail warehouse applications include scale and design of the development, appropriate vehicular access and the quantitative need for such development. The Retail Planning Guidelines state that individual retail units should not be less than

700 sq. m. and not more than 6,000 sq. m. in size. These figures are gross floor area, including storage and garden centres. It is essential that the range of goods sold is restricted by planning condition to bulky household items. While it is acknowledged that there are ancillary items associated with an otherwise bulky good, e.g. computer software, printer, it is recommended that the retail floorspace devoted to such ancillary products should not exceed 20% of the total net retail floorspace of the relevant retail unit and such space to be clearly delineated on the planning application drawings.

Given the volume of vacant retail warehousing in the county, there should be limited demand for further development under the life of this strategy.

### **5.9.3 Local Retail Units and Neighbourhood Centres**

Local shops serve local communities and have significant social and economic functions in improving access to local facilities especially for the elderly and persons with mobility impairments, families with small children, and those without access to private transport. In some settlements and urban populations, there is a need to enhance the convenience retail offer, along with other non-food outlets, such as retail pharmacies. Along with considering the role and function of the settlement in the retail hierarchy, and where the local importance of such units can be substantiated, the planning authority should support the provision of such units.

### **5.9.4 Casual Trading**

Casual trading, including farmers' markets, can make a valuable contribution to the local economy and contribute to the vitality and viability of a retail centre. Such activities should be properly regulated as per the provisions of the Casual Trading Act 1995 and consideration should be given to the quality of offer of such casual trading.

### **5.9.5 Retailing and Motor Fuel Stations**

Convenience shops are part of the normal ancillary services provided within motor fuel stations. In rural areas, they can have a very important function as the local shop of small supermarket. However, such shops should remain on a scale appropriate to the location, and their development should only be permitted where the shopping element of the station would not seriously undermine the approach to retail development in the development plan.

The floorspace of the shop should not exceed 100 m<sup>2</sup> net; where permission is sought for a floorspace in excess of 100 m<sup>2</sup>, this shall be considered as a cumulative retail unit and will be assessed as such.

### **5.9.6 Retailing in Rural Areas**

Few proposals for additional retail space in rural areas are expected over the lifetime of the Plan with a growing concern for retaining of the existing retail base. Proposals for retailing in rural areas

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should be directed towards existing settlements; however, in certain circumstances retail development in rural areas may be appropriate. These include:

- 1) A retail unit which is ancillary to activities arising from farm diversification;
- 2) A retail unit designed to serve a tourist or recreational facility, ancillary to the main use;
- 3) A retail unit attached to a craft workshop;
- 4) A small scale retail unit (not in excess of 100 sq. metres gross) designed to serve a dispersed rural community

Such proposals should be considered on their merits in accordance with the proper planning and sustainable development of the area. In considering such proposals along National Roads, regard shall be had to objective NRO 7 of the development plan to prohibit intensification of use or new accesses onto the national road network.

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## Appendix I: References

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