

Relevant MCDP Protected Structure Policies

The existing Ballyalbany Bridge is a protected structure.

MCDP Protected Structures Policy		Project Compliance
BHP 1	To protect and conserve all structures included in the Record of Protected Structures and to encourage the sympathetic re-use and long-term viability of such structures without detracting from their special interest and character.	An Architectural Heritage Impact Assessment has been completed. It has been determined that the existing protected bridge has capacity to accommodate the proposed secondary bridge. The existing bridge has heritage buildings in proximity. It has been determined that the proposals have been designed to respect the character of these buildings and their enclosures, as interacting with a shared urban realm.
BHP 2	To contribute, as appropriate, towards the protection and sympathetic enhancement of archaeological heritage, in particular by implementing the relevant provisions of the Planning and Development Act 2000 (as amended) and the National Monuments Act, 1930 (as amended).	An Archaeological Impact Assessment has been completed. It has been determined that there is low potential for the survival of archaeological remains at Horseshoe Bridge. It is recommended that Continuous Archaeological Monitoring of all ground works take place at Horseshoe Bridge.
BHP 3	To contribute towards the protection of architectural heritage by complying, as appropriate, with the legislative provisions of the Planning and Development Act 2000 (as amended) in relation to architectural heritage and the policy guidance contained in the Architectural Heritage Protection Guidelines 2011 (and any updated/superseding document).	The project proposals have undergone an Archaeological Impact Assessment and an Architectural Heritage Impact Assessment.
BHP 4	To maintain and update the Record of Protected Structures in consultation with the National Inventory of Architectural Heritage and to encourage the sympathetic conservation, renewal and repair of these structures.	An Architectural Heritage Impact Assessment has been completed. This includes a conservation and repair strategy and method statement. The NIAH Record of Protected Structures will be updated if the project progress to construction.
BHP 5	Planning permission for the demolition of any protected structure shall not be granted except in exceptional circumstances and in accordance with Section 57(10)(b) of the Planning and Development Act 2000.	It is proposed to remove upper sections of the existing pier cutwater and the buttress (on southeast side). This is required to adjoin the new bridge to the existing bridge. The masonry fabric will be salvaged for re-use in the design of pilasters and other repairs.
BHP 6	To ensure that any new development proposed to or in the vicinity of a Protected Structure will complement and be sympathetic to the structure and its setting in terms of its design, scale, height massing and use of materials and to resist any development which is likely to impact on the building's special interest and/ or any views of such buildings and their setting.	An Architectural Heritage Impact Assessment has been completed. It has been determined that the existing protected bridge has capacity to accommodate the proposed secondary bridge. The existing bridge has heritage buildings in proximity. It has been determined that the proposals have been designed to respect the character of these

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		buildings and their enclosures, as interacting with a shared urban realm.
BHP 7	To facilitate the retention and sympathetic re-use of protected structures and their settings in circumstances where the proposal is compatible with their character and special interest. In certain instances, land use zoning restrictions and site development standards may be relaxed to secure the conservation and reuse of a protected structure and to provide a viable use for any building which is at risk by virtue of being derelict or vacant	An Architectural Heritage Impact Assessment has been completed. It has been determined that the existing protected bridge has capacity to accommodate the proposed secondary bridge. The existing bridge has heritage buildings in proximity. It has been determined that the proposals have been designed to respect the character of these buildings and their enclosures, as interacting with a shared urban realm.
BHP 8	To require that proposals for works to a protected structure shall be carried out in accordance with best practice as advocated in the Architectural Heritage Protection Guidelines 2011 (and any subsequent guidelines)	An Architectural Heritage Impact Assessment has been completed. This includes a localised conservation and repair strategy and method statement.
BHP 9	To use the provisions of the Planning and Development Act 2000 and the Derelict Sites legislation to prevent the loss or deterioration of the County's Architectural Heritage.	The project proposals have undergone an Archaeological Impact Assessment and an Architectural Heritage Impact Assessment.
BHP 10	The Council aims to conserve the built fabric of the Ulster Canal, Great Northern Railway, historic mills and other industrial heritage structures throughout the county and planning permission will be required for their removal or alteration.	It is proposed to remove upper sections of the existing pier cutwater and the buttress (on southeast side). This is required to adjoin the new bridge to the existing bridge. The masonry fabric will be salvaged for re-use in the design of pilasters and other repairs. The works will be carried out in accordance with the conservation proposed in the Architectural Heritage Impact Assessment report.

Relevant MCDP Ecological Impact Assessment Policy

An Ecology Survey, Tree Impact Survey, Appropriate Assessment Screening and Environmental Impact Assessment Screening have been carried out on the proposal.

Trees and Woodlands Policy		Project Compliance
TWP 1	To minimise loss of tree(s) and hedgerow associated with any development proposal and encourage the retention of existing mature trees, hedgerows and woodlands in new developments. Where removal is unavoidable consideration should be given to transplanting trees and/or providing compensatory planting on the site.	To accommodate the provision of the necessary infrastructure, the proposed scheme does require the removal of trees over the construction area and working area (6m offset approx. from permanent works). A targeted tree survey has been undertaken based on the preliminary design and the expert advice of an arboriculturist has been used to determine the value, age, and condition of all trees and any mitigation required where affected. A tree impact statement has produced by the arboriculturist, the values from which are summarised in the Appendices to the Planning Report.

		<p>Landscaping, in the form of replacement trees and new trees is proposed and will be finalised in the Detailed Design Phase. The new embankment fill will be landscaped and sown with pollinator friendly species.</p> <p>The detailed design will seek to minimise the loss of existing vegetation where possible.</p>
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Relevant MCDP Cycling and Walking Policies

Cycling and Walking Policy		Project Compliance
CWP 1	To promote and facilitate the development of walkways, cycleways and recreational routes in appropriate locations throughout the County to deliver the objectives of the County Walking and Cycling Strategy and any subsequent strategy document.	The proposal will provide new walking and cycling facilities and has been developed in accordance with NIFTI, National Cycle Policy Framework, NCM, Regional Policies and the Monaghan County Development Plan.
CWP 2	To promote and encourage the development of walks and cycleways in accordance with the Smarter Travel Policy and to protect established routes from development that would adversely impact upon them.	The proposal will provide new walking and cycling facilities and has been developed in accordance with NIFTI, National Cycle Policy Framework, NCM, Regional Policies and the Monaghan County Development Plan.
CWP 4	To encourage the provision of bicycle infrastructure such as shelters and parking facilities in appropriate locations and make provisions for such infrastructure in new developments.	The proposal has considered the provision of bicycle infrastructure. This will be developed into proposals in the detailed design phase.

Relevant MCDP Flooding Policies

Flood Risk Management Policies		Project Compliance
FMP 1	To fully implement and support, in conjunction with the OPW, the provisions of the EU Flood Risk Directive, The Flood Risk Regulations, The Planning System and Flood Risk Management-Guidelines for Planning Authorities and any updated legislation or guidelines issued during this plan period.	<p>A Stage 1 and Stage 2 Flood Risk Assessments (FRA) of the proposal has been undertaken. The FRA has concluded that there is no increase in flood risk to the existing bridge, Ballyalbaney Church & Graveyard, Lakeland Dairies, Leonard Steel, or any other properties in the neighbouring proximity.</p> <p>A hydraulic analysis of the proposal has been undertaken. This has determined that the post-development freeboard to the new and existing bridges will be in excess of 300mm for 1% AEP +</p>
FMP 2	To restrict development in areas susceptible to flooding except where; <ul style="list-style-type: none"> a) The proposed development can be justified on strategic grounds. b) The flood risk can be managed to an acceptable degree and without increasing flood risk beyond the site itself. c) Appropriate and detailed mitigation measures can be implemented to remove/minimise flood effects. 	
FMP 3	Development proposals on land identified as being at risk of flooding shall be accompanied by a site-specific Flood Risk Assessment (FRA) carried out in accordance with the methodology set out in The Planning System and Flood Risk Management – Guidelines for Planning Authorities, 2009. Such assessments shall be	

Flood Risk Management Policies		Project Compliance
	carried out by competent professionals with hydrological experience and identify the risk and extent of any proposed mitigation measures.	climate change allowance. A Section 50 application has been approved by the OPW. The new bridge is not considered to be a Sensitive development. The proposal is considered to be the only feasible Option at this location.
FMP 4	All applications in areas prone to flooding shall be subject to the justification test set out in the Flood Risk Management Guidelines. Compensatory flood storage provision or the provision of flood defences will not override the need for completion of the justification test.	
FMP 5	To protect the capacity of rivers, streams, riparian corridors, flood plains and wetlands from inappropriate development which will contribute to increased flood risk. Development on or within a floodplain will not be permitted.	

Land Use Zoning

Land use zoning around the Ballyalbany includes 'Landscape Protection/Conservation' 'Industry, Enterprise and Employment' and 'Community Services and Facilities'. As per Table 9.3 of the development plan, recreational facilities are 'Open for Consideration' on all land use zonings. A use that is "open for consideration" is one that by reason of its nature and scale would not be in conflict with the primary zoning objective for the area subject to the proper planning and sustainable development of the area. The proposed scheme will provide Active Travel Infrastructure that can be used as a recreational amenity.