



An
Bord
Pleanála

Inspector's Report ABP – 304361 – 19.

Development

Construction of alterations to an existing single storey old railway goods shed which is a designated Protected Structure to enable the building to accommodate 1 No. Dwelling House. Permission is also sought for the demolition of existing single storey flat roof extensions to the front rear and side elevations; replacement of existing extension to the rear; installation of new boundary fence wall panelling; construction of a single storey domestic garage together with all other associated works.

Location

Old Railway Goods Shed - **Protected Structure**, Dundalk Road, Carrickmacross, County Monaghan.

Planning Authority

Monaghan County Council.

Planning Authority Reg. Ref.

18560.

Applicant(s)

Joe and David Connon.

Type of Application	Planning Permission.
Planning Authority Decision	Grant with conditions.
Type of Appeal	Third Party
Appellant(s)	Drummond Dale Residents Committee.
Observer(s)	None.
Date of Site Inspection	7 th day of August, 2019.
Inspector	Patricia-Marie Young.

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1.0 Site Location and Description

- 1.1. The L-shaped appeal site has a stated area of 0.199ha and it is located on the eastern side of the Dundalk Road (R178), in the townland of 'Drummond Otra', c200m to the south east of its junction with Farney Street and O'Neill Street; and, c700m to the north west of the R178's junction with Oriel Road (R927) on the south eastern fringes of Carrickmacross town, in County Monaghan.
- 1.2. This appeal relates to the Old Goods Shed building on site which is in a vacant and an extremely poor state of repair with parts of the roof collapsed, mortar joints eroded through to vandalism being evident. It dates to c1886 and it was built by the Great Northern Railway. It was used as part of the larger railway complex at this location until 1959.
- 1.3. Its original principal façade is setback by c11-m from the Dundalk Road at its nearest point and it aligns with this road. The building itself occupies a much lower ground level. The original principal façade is obscured by later non-sympathetic flat roofed additions that wrap around its southern and eastern elevations. Part of the original passenger and goods platform is still present on the north-eastern elevation. This is finished with but not limited to cut stone over and a number of arched brick surrounds. The surviving openings are boarded up but would have originally opened onto an adjoining covered platform. The main structure consists of coursed stone limestone with slate roof over, metal rainwater goods, with principal elevations including cut granite window sills and cut limestone detailing around the window openings. What remains is highly attractive and adds period character despite its poor visual condition to this stretch of the Dundalk Road, a road that is one of the main access points into the centre of Carrickmacross.
- 1.4. Along the northernmost side of the roadside boundary there is a pedestrian access. This is flanked by cut stone piers that stand slightly proud of a low stone retaining wall that is barely visible. The main roadside boundary is comprised of low hedging that is overgrown with ivy and other plant species that encroaches into the site area. There also appears to be a lower level stone retaining wall.
- 1.5. The existing building is afforded specific protection as a Protected Structure and is also a building listed on the NIAH Register as being a building of Regional Rating

Importance. Originally this building was part of the Great Northern Railway complex at Carrickmacross. It has been subject to significant alterations, additions and changes of use since its construction. Its last documented use was as a print workshop, but the building has been long abandoned with no functional use or no meaningful upkeep. The lands around the building are overgrown and unkempt.

- 1.6. The appeal site is adjoined by residential development on its southern side and part of its eastern side, i.e. the cul-de-sac residential development of 'Drummond Dale' which is a small residential development consisting of 4 semi-detached pairs and 1 terrace group of 3 properties that share the same access onto the Dundalk Road as the appeal site. A recreational area that appears to be in use by this residential estate runs alongside part of the eastern boundary. Bounding the site to the north and along the north-easternmost boundary there are a number of detached warehouse buildings. These are of a significant height and volume in comparison to the Old Railway Goods Shed and neighbouring residential properties. On the opposite side of the road there are a number of one of detached dwelling houses. Though residential use predominates the surrounding area the wider stretch of the Dundalk Road also accommodates a mixture of commercial, warehouse and industrial type land uses.
- 1.7. Immediately to the north of the access serving the site and the adjoining Drummond Dale residential estate the posted speed limit changes to 50kmph from 60kmph. In addition, the posted speed limit of the internal Drummond Dale residential estate road that also serves the site is 30kmph.

2.0 Proposed Development

- 2.1. Construction of alterations to an existing single storey old railway goods shed to enable the building to accommodate 1 No. Dwelling House. Permission is also sought for the demolition of existing single storey flat roof extensions to the front rear and side elevations; replacement of existing extension to the rear; installation of new boundary fence wall panelling; construction of a single storey domestic garage together with all other associated works. The building is a designated **Protected Structure** under the Monaghan County Development Plan, 2019 to 2025 (RPS Ref.

No. 5); and, it is rated of 'Regional' importance on the NIAH Register (Ref. No. 41310078).

2.2. According to the Planning Application Form the gross floor space of existing buildings on site is stated to be 579m²; the gross floor space to be demolished is stated to be 315m²; and, the gross floor space of proposed works is stated to be 282m² alongside an additional 66.72m² for the proposed detached garage. In addition, the property is described as a vacant print workshop.

2.3. This application was subject to a further information request which was responded to on the 15th day of March, 2019. The applicant's further information did not result in any significant changes to the development as sought.

2.4. This application is accompanied by An Architectural Heritage Impact Assessment; a Method Statement; and, a Photographic Inventory.

3.0 **Decision**

3.1.1. The Planning Authority decided to **grant** permission for the proposed development

3.2. **Planning Authority Reports**

3.2.1. **Planning Reports**

The **final Planning Officers** report reflects the decision of the Planning Authority to grant permission subject to 10 no. conditions including:

Condition No. 5(a): Seeks specialist and competent contractors to deal with any hazardous waste on site.

Condition No. 7(a): Seeks the resurfacing of the access road/driveway of the existing entrance.

The **initial Planning Officers** report concluded with a request for further information. The first item of the further information related to a request for clarity and the appropriate design of the access point for the proposed development and the second item sought the applicant's response to the objection received.

3.2.2. **Other Technical Reports**

Road Section: Following the review of the applicant's further information no objection is raised subject to the inclusion of a recommended condition in the event of a grant of permission.

Engineer's Report: Following the review of the applicant's further information no objection is raised subject to the inclusion of a recommended condition in the event of a grant of permission.

Environmental Section: No objection.

Water Services Section: No objection subject to the inclusion of a recommended condition.

3.3. Prescribed Bodies

Irish Water: Not referred. I note to the Board that in a letter received from the Planning Authority on the 11th day of June, 2019, it states that: "*the application was not referred to Irish Water as our Water Services team commented that 'the proposed development will not impact on any existing Irish Water assets or sources'*".

3.4. Third Party Observations

- 3.4.1. The Appellants made a submission to the Planning Authority. The concerns raised correlate with those raised in their grounds of appeal which I have summarised under Section 6.1.1 of this report below.

4.0 Planning History

4.1. Site

- 4.1.1. The documentation on file indicates that a number of previous applications were made but were withdrawn prior to determination.

4.2. In the Vicinity

- 4.2.1. There are no recent and/or relevant Board decisions.

5.0 Policy and Context

5.1. European Provisions

- **Ireland ratified the Convention for the Protection of the Architectural Heritage of Europe, 1985**, on the 20th day of January, 1998. This treaty recognises that the architectural heritage of the European member states constitutes an irreplaceable expression of the richness and diversity of their cultural heritage and that it: *“bears inestimable witness to our past”*.

- **National Planning Framework 2040**

This document recognises that: *“Ireland’s built heritage assets are a non-renewable resource that merit being nurtured in a manner appropriate to their significance as an aid to understanding the past, contributing to community well-being and quality of life as well as regional economic development”*. It further states that: *“our market towns and villages sit alongside more modern, but equally distinctive settlements that knit modern architecture with the existing historic urban heritage. Investment in our towns and villages through regeneration, public realm improvements and the appropriate adaptation and re-use of our built heritage, are key factors in developing, promoting and investing in a sense of place and aligning the objectives of creating high quality with that of spatial planning.”*

National Policy Objective 17 states: *“enhance, integrate and protect the special physical, social, economic and cultural value of built heritage assets through appropriate and sensitive use now and for future generations.”*

- **The Architectural Heritage Protection Guidelines for Planning Authorities, 2011.**

Section 6.8.8 of the said Guidelines on the matter of material change of use indicates that the best way to prolong the life of a protected structure is to keep it in active use, ideally in its original intended use. It states: *“where this is not possible, there is a need for flexibility within the development plan policies to be responsive to appropriate, alternative uses for a structure”*.

Section 6.8.9 of the said Guidelines states: *“in considering an application for the material change of use of a protected structure, the planning authority will have to balance its continuing economic viability if the change is not permitted, with the effect on the character and special interest of its fabric of any consequent works if permission is granted. Where, having considered these issues, a planning authority considers that the alterations required to achieve a proposed change of use will not have an undue adverse effect on the special interest of the structure, the proposals may be granted subject to conditions as appropriate.”*

On the matter of demolition, the said Guidelines state that: *“there may be cases where an existing addition is of little architectural quality, or is even damaging, to the original architectural design”*; and, that: *“partial demolition may be permitted in such cases, providing it can be achieved without any adverse structural or architectural impact on the protected structure”*.

5.2. Local Planning Policy Provisions

- 5.2.1. The applicable Development Plan is the Monaghan County Development Plan, 2019-2015, under which the site is zoned ‘*Proposed Residential A*’. The land use zoning objective for such land is *“to provide for new residential development and for new and improved ancillary services”*.
- 5.2.2. In relation to such land the Development Plan also states that the: *“principal permitted land use will be residential. However other uses open for consideration include education, nursing homes, creches, health centres, community facilities, guesthouses provided all such proposals are in keeping with the established built character of the area and do not adversely impact upon the amenity of existing residential properties”*; and, that: *“single houses will be considered on these lands provided that they do not compromise the overall objective of comprehensively developing the lands for sustainable urban housing in the future. In such cases the applicant will be required to demonstrate by way of an overall plan for the development of the lands, how the proposed development would not adversely affect the comprehensive development of the lands in the future.”*

- 5.2.3. According to Table 9.5 of the Development Plan land subject to the land use zoning 'Proposed Residential A' is also applicable for the Vacant Site Levy under the Urban Regeneration and Housing Act, 2015.
- 5.2.4. Section 15.4 of the Development Plan indicates that any alterations proposed to Protected structures must comply with Chapter 6 Heritage, Conservation and Landscape and The Architectural Heritage Protection Guidelines for Planning Authorities.
- 5.2.5. Policy BHP 1 of the Development Plan seeks: *"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"*.
- 5.2.6. Policy BHP 7 of the Development Plan seeks: *"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."*
- 5.2.7. Policy BHP 8 of the Development Plan seeks: *"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)."*
- 5.2.8. Policy BHP 10 of the Development Plan indicates that: *"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."*

5.3. Natural Heritage Designations

- 5.3.1. None in the immediate vicinity or within a 15km radius.

5.4. EIA Screening

- 5.4.1. Having regard to the development sought under this application, the serviced nature of the site, the significant separation distance between the site and the nearest

Natura 2000 site, I consider that there is no real likelihood of significant effects on the environment arising from the proposed development. The need for environmental impact assessment can, therefore, be excluded at preliminary examination and a screening determination is not required.

6.0 The Appeal

6.1. Grounds of Appeal

6.1.1. The appellants grounds of appeal can be summarised as follows -

- The proposed development is not permitted under the current sites Industry/Enterprise/Employment land use zoning.
- This application provides insufficient justification to provide a dwelling house at this location.
- This application is for a multiple occupancy dwelling in all but name and it is further considered that the public notice descriptions of the proposed dwelling is therefore misleading. On this point it is also argued that the traffic implications are also greatly different and there is ample space for additional parking on site to accommodate multiple occupancy type residential land uses. The additional traffic such uses would generate would give rise to additional traffic hazard concerns for existing road users.
- The information stating that the building was used as a factory employing 30/40 people is not accepted as being factual correct and it argued that it was used for storage. Therefore, no staff vehicular traffic and no heavy truck deliveries or collections occurred.
- No previous entrance existed before the building of the Drummond Dale Estate in 1996.
- The removal of flat roof buildings will not improve visibility.
- There is a substandard access in terms of visibility serving Drummond Dale estate.

- The renovation of the building is supported as it is considered an eyesore but not using the existing and already substandard entrance to Drummond Dale Estate.

6.2. Applicant Response

6.2.1. The applicant's response can be summarised as follows -

- The appellants incorrectly state that the site is zoned 'Industry, Enterprise/Employment' when in fact it is 'Proposed Residential A'. As such the Council was not required to secure a material contravention of the County Development Plan as the lands were already zoned when the notification of decision was granted.
- The planning history includes applications to convert this structure into dwellings not apartments and no decisions were made on these previous applications as they were withdrawn.
- The proposed development is not for multiple occupancy. It would not generate substantial traffic volumes, nor would it result in substantial traffic impacts.
- The removal of the flat roofed extensions around the old railway building will improve the visibility.
- The most recent previous uses of this building was as a factory/workshop and it was last used as print workshop. These uses would have involved vehicular traffic to and from the site.
- The entrance serving the site has existed prior to the construction of Drummond Dale Estate and the applicants have a legal right of way to access the site via this estate.
- It is not envisaged that the traffic the proposed development would generate would increase danger to pedestrians in its vicinity.
- The proposed development would prevent the further decay and prolong the life of this Protected Structure.
- The conservation works would be carried out without damaging the character and special interest of the building as well as its setting.

- The applicant has met with the residents of Drummond Dale with the view of addressing and alleviating their concerns.

6.3. Planning Authority Response

6.3.1. None received.

6.4. Referrals

6.4.1. The Board referred this application to The Heritage Council, Fáilte Ireland, Developments Applications Unit and An Chomhairle Ealíon. No response was received.

7.0 Assessment

7.1. Introduction

7.1.1. I have read the appeal file, all associated reports and plans and conducted an inspection of the appeal site and its setting. The development sought under this application is described as consisting of alterations to an existing single storey Old Railway Goods Shed, a Protected Structure, to enable the building to contain 1 no. dwelling house which would include the demolition of the existing single storey flat roofed extensions to the front rear and side elevations, construction of 1 no. single storey dwelling within the existing structure, replacement of the existing rear, installation of boundary fence wall panelling, construction of a single storey domestic garage together with all associated site works and services. Having examined the documentation on file I consider that the residential element of the proposed development exceeds the minimum quantitative and qualitative standards for residential dwellings on serviced lands as detailed in relevant planning policy provisions and I consider that the proposed development would be generally acceptable in terms of its servicing, boundaries, the parking provisions through to the provision of a detached domestic garage subject to general safeguards.

7.1.2. Based on these considerations it is my view that the substantive issues for consideration in this appeal case relate to those raised by the appellants in their

submission to the Board, which I propose to deal separately under the following broad headings:

- Principle of Development
- Residential Amenities
- Road Safety/Access

7.1.3. I also consider that the matter of 'Appropriate Assessment' also requires assessment.

7.2. Principle of the Proposed Development

7.2.1. Having reviewed the information on file and having conducted an inspection of the site it would appear that the existing building on site, which is referred to in the documentation as the 'Old Railway Goods Shed' is a long abandoned and unfortunately in a derelict state building despite it benefiting from the protection of being listed as a 'Protected Structure' by the Planning Authority in their Record of Protected Structures which I note is included as an Appendix to the Monaghan County Development Plan, 2019-2025.

7.2.2. Under the said Plan the site is zoned 'Proposed Residential A'. The land use zoning objective for such land is "*to provide for new residential development and for new and improved ancillary services*".

7.2.3. The proposed development as set out in Section 2 of this report above essentially seeks planning permission for alterations to the Old Railway Goods Shed in order for it to accommodate one single dwelling house in its original interior-built form. This also equates to a change of land use from its original and past but now abandoned functional land uses. In addition to this it is proposed to demolish later additions,

7.2.4. The principle of the change of use to residential is consistent with the land-uses deemed to be acceptable for land zoned 'Proposed Residential A'. Arguably the site occupies a pocket of land that is transitional in its character with the southern and part of the south-easternmost portion of the site being bound by land zoned 'Existing Residential'. The proposed residential use is consistent with the predominant mature residential character of the land uses present on this land.

- 7.2.5. Within the immediate context there are a number of other land uses present. This includes the pockets of land bounding the northern and the remaining eastern boundary of the site which is zoned 'Industry/Enterprise/Employment' and contains established land uses that is consistent with the uses deemed to be acceptable on such zoned land.
- 7.2.6. On the opposite side of the Dundalk Road there is 'Existing Residential' zoned land containing mature and well established one-off detached dwellings on generous suburban plots together with a pocket of land similarly zoned 'Proposed Residential A' to the south west of the site. I further note that having regard to the land use zoning of the Dundalk Road to the north where it intersects with Farney Street and O'Neill Street and to the south where it intersects with the Oriel Road (R927) it is predominantly residentially based.
- 7.2.7. In relation to the material change of use of this existing Protected Structure I am cognisant that whilst The Architectural Heritage Protection Guidelines for Planning Authorities, 2011, advocate that the best way to prolong the life of a Protected Structure is to keep it in active use ideally in its original intended use in this case it is not an option with its original use as part of the Railway Complex long ceased and also its previous last known use as a Print Workshop also being long abandoned with the building not lending itself highly practical, flexible or adaptable to the modern operations of such or other similar land uses including its previous permitted land use zoning which was 'Industry/Enterprise/Employment'.
- 7.2.8. Indeed, the said Guidelines indicates where it is not possible to keep such a building in its original intended use that there is a need for flexibility with in the Development Plan policies to be responsive to appropriate and alternative uses for the structure.
- 7.2.9. The Monaghan County Development Plan, 2019-2025, contains a number of planning provisions that are consistent with the guidance set out in the said Guidelines. This includes but is not limited to Policy BHP 1 which states that the Planning Authority will seek: *"to protect and conserve all structures included in the Record of Protected Structures and to encourage the sympathetic re-use and long-term viability of such structures without detracting from their special interest and character"*; BHP 7 which states that the Planning Authority will seek: *"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"; through to BHP10 which states that: *"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"*. In addition, the Development Plan on the matter of Urban Residential Development states under Policy UD05 that the Planning Authority shall seek *"to encourage the refurbishment and reuse of derelict buildings and developments on derelict lands and infill sites in the towns."* I therefore consider that the principle of the change of use proposed under this application and its associated works is consistent not only with the site's land use zoning but also with planning policy provisions and guidance.

7.2.10. In terms of the principal of demolition of the later additions I consider that these would result in the original building envelope of the Old Railway Goods Shed being more legible and visible as appreciated from the public through to the private domain. This I consider is a positive outcome of the proposed development as these structures presently significantly detract from the visual merits of this high-quality surviving example of the Great Northern Railway's building works and indeed are the only fully surviving building associated directly with the functional operations of The Great Northern Railway at this location.

7.2.11. Moreover, the removal of these unsympathetic later built additions will allow this building to more positively contribute to the sense of place, identity and connectivity of this streetscape scene to its past whilst protecting and safeguarding this building so that it can be carried forward as part of the unique built urban realm attributes of Carrickmacross for future generations to appreciate.

7.2.12. This approach is consistent with the said Guidelines which on the matter of demolition state that: *"there may be cases where an existing addition is of little architectural quality, or is even damaging, to the original architectural design"*; and, that *"partial demolition may be permitted in such cases, providing it can be achieved without any adverse structural or architectural impact on the protected structure"*.

7.2.13. It is also consistent with National Policy Objective 17 of the National Planning Framework 2040 which states the following: “*enhance, integrate and protect the special physical, social, economic and cultural value of built heritage assets through appropriate and sensitive use now and for future generations.*”

7.2.14. Based on the above, I consider that the principle of the proposed development is generally acceptable subject to safeguards and I do not consider that the proposed development, if permitted, would constitute a material contravention of the Development Plan as is argued by the appellants in their grounds of appeal.

7.3. Residential Amenity

7.3.1. Based on the information submitted and given the lateral separation distance between neighbouring residential properties from the Old Goods Shed, I consider that the proposed development would not adversely impact on residential amenity and the amenities of the area in any significant or undue manner.

7.3.2. I also do not accept that there is any evidence to substantiate or support the appellants concerns that the proposed dwelling would be used for a different residential purpose than that proposed under this application. The various other residential uses alluded to would in themselves require a separate grant of planning permission and should unauthorised uses occur in the future this would be an enforcement matter for the Planning Authority to deal with as they see fit.

7.3.3. Other nuisances that would be associated with the demolition through to construction phase of the proposed development should permission be granted can be dealt with by way of conditions and they are not long-term in their nature. Further, as previously indicated any non-compliance with conditions set out in a grant of permission is an enforcement matter for the Planning Authority to deal with as they see fit.

7.4. Road Safety/Access

7.4.1. Having inspected the site, I share similar concerns of the appellant in relation to using the existing entrance to serve the proposed development having regard to its close proximity to the junction serving both the subject site and the Drummond Dale residential development. I also observed during my inspection of the site the very limited separation distance between the existing site entrance and the entrance onto the Dundalk Road. Further, as part of the roadside entrance there are two tall pillars that obscure what the site’s limited sightline to the west and there is a significant fall

in ground levels between the public road, the site and its entrance. As a result, the roadside boundaries and the boundaries that return to the sites existing entrance also obscure visibility in a westerly direction.

- 7.4.2. I also note to the Board that the posted speed limit for traffic at the immediate point onto the Dundalk Road it opens onto is 60kmph, that there is a posted speed limit for the Drummond Dale residential estate of 30kmph and that the existing entrance opens onto a pedestrian footpath.
- 7.4.3. From my inspection of the site it would appear that the site has been abandoned for a significant period of time. It therefore cannot be considered to generate any quantifiable volume of traffic because of its abandoned state and evident lack of upkeep of both the building and its grounds. It is therefore reasonable to assume the volume of traffic it generates is negligible and that it does not present any significant adverse road safety or undue traffic hazard to road users.
- 7.4.4. Based on the information on file the proposed change of use into a single dwelling is not likely to generate a significant volume of traffic. Notwithstanding, should the Board be minded to grant permission for the development sought I consider that a revised entrance should be provided to deal with the inadequacies of the sightlines in a westerly direction from the existing access.
- 7.4.5. I consider such a requirement necessary to safeguard road users. I also consider that it is consistent in terms of local through to national policy for such development to demonstrate a safe access for future occupants to the site. In particular I note that Section 7.5 of the Development Plan indicates that all proposals for development in urban areas will be subject to the provisions set out under the Design Manual for Urban Roads and Streets, 2013, and that this document in part seeks to ensure satisfactory standards of traffic safety within neighbourhoods and acknowledges that clearer sightlines allows for greater driver reaction times/error corrections alongside protects more vulnerable road users like pedestrians and cyclists.
- 7.4.6. I therefore advise the Board that the existing entrance be appropriately as well as site sensitively blocked up alongside a new entrance provided ideally in the south-eastern corner of the site with a setback low splayed site appropriate associated boundary treatment. The provision of appropriate treatments is in my view important to safeguard the setting of this Protected Structure.

7.5. Appropriate Assessment

- 7.5.1. Having regard to the nature and scope of the development proposed; its location in a serviced urban area in addition to the separation distance between the proposed development site and European sites, I consider that no Appropriate Assessment issues arise and it is not considered that the proposed development would be likely to have a significant effect individually or in combination with other plans or projects on a European site.

7.6. Other Matters

- 7.6.1. **Built Heritage/NIAH:** The Old Railway Goods Shed is identified as a building that is rated as being of Regional Importance in the NIAH Inventory (Note: Reference No. 41310078) which it dates to c1880 to 1890 and indicates that its categories of special interest are “*architecture*” and “*technical*”. It also indicates that its original use was as a store/warehouse. It describes the building as a “*detached five bay single-storey former goods shed, built c. 1885, with a modern flat-roof extensions to north and south ends, canopies extending over track to north-east elevation and roadside to south-west. Pitched slate roof with terracotta ridge tiles, corrugated sheeting covering rooflights, cut-stone chimneystack with bevelled coping and terracotta pots to north-east gable, red brick eaves course, decorative timber bargeboards, and cast-iron rainwater goods. Limestone rubble walls built to courses. Segmental-headed window openings with hammer-dressed block-and-start surrounds and cut granite window surrounds. Segmental-headed door opening near north-west end with hammer-dressed surrounds and timber door approached by stone steps*”.
- 7.6.2. I strongly concur with the NIAH’s appraisal for this structure which indicates that this building is of good quality materials and construction.
- 7.6.3. I also acknowledge that it is similar to other surviving railway buildings built by the Great Northern Railway and it is a testament to the quality of railway architecture towards the end of the 19th Century.
- 7.6.4. I therefore consider that appropriate conditions be imposed to ensure that intrinsic character of this building, its significant surviving-built features and its setting are appropriately safeguarded by the use of appropriated worded conditions.

- 7.6.5. **Invasive Species:** The site itself is overgrown and there are a number of species of plants that I was not able to identify with one climber in the roadside boundary I was unable to discount without any doubt as being an invasive species. I therefore recommend that as a precautionary measure any grant of permission should include a condition to deal with and clarify this concern.
- 7.6.6. **Asbestos:** Whilst I consider that it is highly improbable that there is asbestos in the surviving building envelope of the Old Railway Goods Shed from my site inspection; notwithstanding, I was not able to quantify if this was the case in the later structures. I therefore recommend that as a precautionary measure any grant of permission should include a condition to deal with this concern.

8.0 Recommendation

- 8.1. I recommend a **grant** of planning permission for the reasons and considerations set out below.

REASONS AND CONSIDERATIONS

Having regard to the zoning objective and the local planning policy provisions for the site as set out in the Monaghan County Development Plan, 2019-2015; The Architectural Heritage Protection Guidelines for Planning Authorities, 2011; and, The National Planning Framework, 2040, in particular National Policy Objective 17, it is considered that the design resolution and the provision of a viable site sensitive use for this Protected Structure that is in an abandoned and vulnerable state, subject to compliance with the conditions set out below the proposed development would not seriously injure the visual amenities of the area or of property in the vicinity; it would not have a detrimental impact on architectural heritage or the environment but would significantly contribute to the survival of this building and enhance its contribution to its streetscape scene; and, it would be acceptable in terms of traffic safety and convenience. The proposed development would, therefore, be in accordance with the proper planning and sustainable development of the area.

CONDITIONS

1. The development shall be carried out and completed in accordance with the plans and particulars lodged with the application as amended by the further plans and particulars submitted on the 15th day of March, 2019, except as may otherwise be required in order to comply with the following conditions. Where such conditions require details to be agreed with the planning authority, the developer shall agree such details in writing with the planning authority prior to commencement of development and the development shall be carried out and completed in accordance with the agreed particulars.

Reason: In the interest of clarity.

2. The proposed development shall be amended as follows:
 - (a) The existing site entrance shall be blocked up and a revised site appropriate roadside boundary treatment be provided that has regard to the surviving roadside boundary treatments of the associated Old Railway Goods Shed and the intrinsic character of the Old Railway Goods Shed, a Protected Structure. A new setback and appropriately splayed entrance shall be provided in the south eastern corner of the site.

Revised drawings, including but not limited to a revised site plan, providing for this requirement, shall be submitted to and agreed in writing with the planning authority prior to commencement of development. Showing compliance with these requirements shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development.

Reason: In the interests of visual amenity and in the interest of protecting and safeguarding built heritage.

3. This building shall be used as a single residential unit and shall not be sold, let or otherwise transferred or conveyed, save as part of the dwelling.

Reason: To restrict the use of the building and in the interest of residential amenity.

4. Prior to commencement of works, the developer shall make a record of the existing protected structure. This record shall include:

- (a) A full set of survey drawings to a scale of not less than [1:50] to include elevations, plans and sections of the structure; and,
- (b) A detailed, labelled photographic survey of all internal rooms (including all important fixtures and fittings), the exterior and the curtilage of the building.

This record shall be submitted to the planning authority prior to commencement of development and one copy of this record and a full set of drawings of the proposed works to the protected structure shall be submitted to the Irish Architectural Archive.

Reason: In order to establish a record of this protected structure.

- 5. An up-to-date architectural impact statement and conservation plan for the Old Railway Goods Shed shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. The development shall be carried out in accordance with this plan, and the relevant works shall be restricted to conservation, consolidation and presentation works.

Reason: To ensure that these elements of the historic structure are maintained and protected from unnecessary damage or loss of fabric.

- 6. A schedule of all materials to be used in the external treatment of the development to include roofing materials, external envelope materials including repairs of stone elevations, doors, arches, windows and the like shall be submitted to and agreed in writing with, the planning authority prior to commencement of development. **Reason:** To ensure an appropriate standard of development/conservation.

- 7. Water supply and drainage arrangements, including the attenuation and disposal of surface water, shall comply with the requirements of the planning authority for such works and services. These shall be agreed prior to the commencement of development works on site.

Reason: In the interest of public health.

8. Construction and demolition waste shall be managed in accordance with a construction waste and demolition management plan, which shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. This plan shall be prepared in accordance with the “Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects”, published by the Department of the Environment, Heritage and Local Government in July 2006. The plan shall include details of waste to be generated during site clearance and construction phases, including any hazardous materials including asbestos and details of the methods and locations to be employed for the prevention, minimisation, recovery and disposal of this material in accordance with the provision of the Waste Management Plan for the Region in which the site is situated.

Reason: In the interest of sustainable waste management.

9. Site development and building works shall be carried out only between the hours of 0800 to 1900 Mondays to Fridays inclusive, between 0800 to 1400 hours on Saturdays and not at all on Sundays and public holidays. Deviation from these times will only be allowed in exceptional circumstances where prior written approval has been received from the planning authority.

Reason: In order to safeguard the residential amenities of property in the vicinity.

10. The site shall be landscaped in accordance with a comprehensive scheme of landscaping, details of which shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. This scheme shall include the following:

- (a) A plan to scale of not less than [1:500] showing –
 - (i) Whether any invasive species are present on site and appropriate measures to remediate the site from such species.
 - (ii) The species, variety, number, size and locations of all proposed trees and shrubs which shall comprise predominantly native species.
 - (iii) Details of screen planting and all boundary planting.

- (iv) Hard landscaping works, specifying surfacing materials and finished levels.
- (b) Specifications for mounding, levelling, cultivation and other operations associated with plant and grass establishment.
- (c) A timescale for implementation.

All planting shall be adequately protected from damage until established. Any plants which die, are removed or become seriously damaged or diseased, within a period of five years from the completion of the development, shall be replaced within the next planting season with others of similar size and species, unless otherwise agreed in writing with the planning authority.

Reason: In the interest of residential and visual amenity.

11. All public service cables for the development, including electrical and telecommunications cables, shall be located underground throughout the site.

Reason: In the interest of visual amenity.

12. The developer shall pay to the planning authority a financial contribution in respect of public infrastructure and facilities benefiting development in the area of the planning authority that is provided or intended to be provided by or on behalf of the authority in accordance with the terms of the Development Contribution Scheme made under section 48 of the Planning and Development Act 2000, as amended. The contribution shall be paid prior to commencement of development or in such phased payments as the planning authority may facilitate and shall be subject to any applicable indexation provisions of the Scheme at the time of payment. Details of the application of the terms of the Scheme shall be agreed between the planning authority and the developer or, in default of such agreement, the matter shall be referred to An Bord Pleanála to determine the proper application of the terms of the Scheme.

Reason: It is a requirement of the Planning and Development Act 2000, as amended, that a condition requiring a contribution in accordance with the Development Contribution Scheme made under section 48 of the Act be applied to the permission.

Patricia-Marie Young
Planning Inspector

20th day of August, 2019.