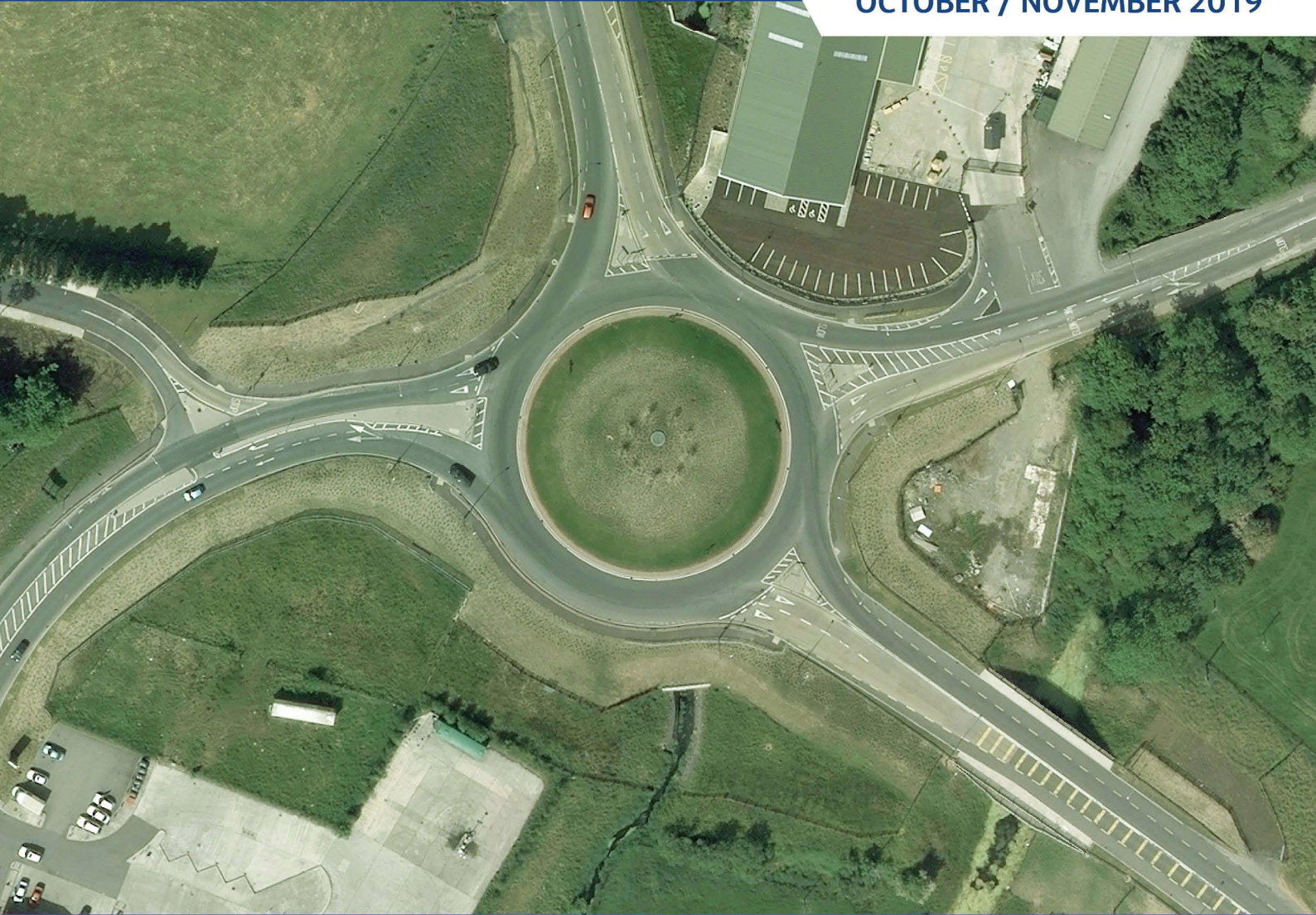


# N2 CLONTIBRET TO BORDER ROAD SCHEME

OCTOBER / NOVEMBER 2019



## POST-CONSULTATION REPORT

PUBLIC CONSULTATION 2 - Route Corridor Options



An Roinn Iompair,  
Turasóireachta agus Spóirt  
Department of Transport,  
Tourism and Sport



**Jacobs**

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## PC2 POST-CONSULTATION REPORT

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### N2 Clontibret to Border Road Scheme

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## Executive Summary

Monaghan County Council is working in association with Transport Infrastructure Ireland (TII) to develop a scheme to upgrade a 28km section of the N2 National Primary Road/A5 Dublin-Derry Road. The proposed project is in County Monaghan between Clontibret and the Northern Ireland Border and is called the N2 Clontibret to Border Road Scheme. Jacobs Engineering Ireland Ltd (Jacobs) is the consulting engineer appointed to progress the planning and design of the project. This is an important project to enhance key North/South and Regional connectivity and to improve road safety. Subject to funding, the design process will be developed in stages, with opportunities for the public to participate in the decision-making process at each stage.

Public participation is a focal point for Monaghan County Council in this project to ensure two-way communication with stakeholders throughout the project lifecycle. Two rounds of non-statutory public consultation have now taken place on the Clontibret to Border Road Scheme during 2019, the first on the 'Study Area and Constraints' (June 25<sup>th</sup> to July 25<sup>th</sup> 2019) and the second on the 'Route Corridor Options'. A Post-Consultation Report outlining the feedback received during the first period of non-statutory public consultation was published on the project website [www.N2MonaghanLouth.ie](http://www.N2MonaghanLouth.ie)

This second non-statutory public consultation on the Route Corridor Options took place over six weeks between 22<sup>nd</sup> October 2019 and 5<sup>th</sup> December 2019. The public were informed of the consultation via traditional media articles and adverts, road signs, and online methods such as emails and social media posts. Over 200 submissions were received by email, post, phone and at the public consultation events. The majority of submissions were made by people living or having property within the Route Corridor Options. The potential environmental impacts and the need for the scheme were some of the key topics raised in submissions.

The transparency of the public consultation process is supported by the production of this consultation report to demonstrate that the points raised are being recorded and considered. As discussed throughout this report, each submission has been reviewed by the Project Team and the feedback and opinions expressed will be used as part of the Option Selection process of the project and identification of the Emerging Preferred Route Corridor for the N2 Clontibret to Border Road Scheme, which is planned to take place later in 2020.

This post-consultation report aims to set out how the public consultation process was managed, how many people interacted with the project, summarise the issues and concerns raised throughout the public consultation process and inform those who made a submission how the issues raised will be incorporated into the selection process for the Emerging Preferred Route Corridor.

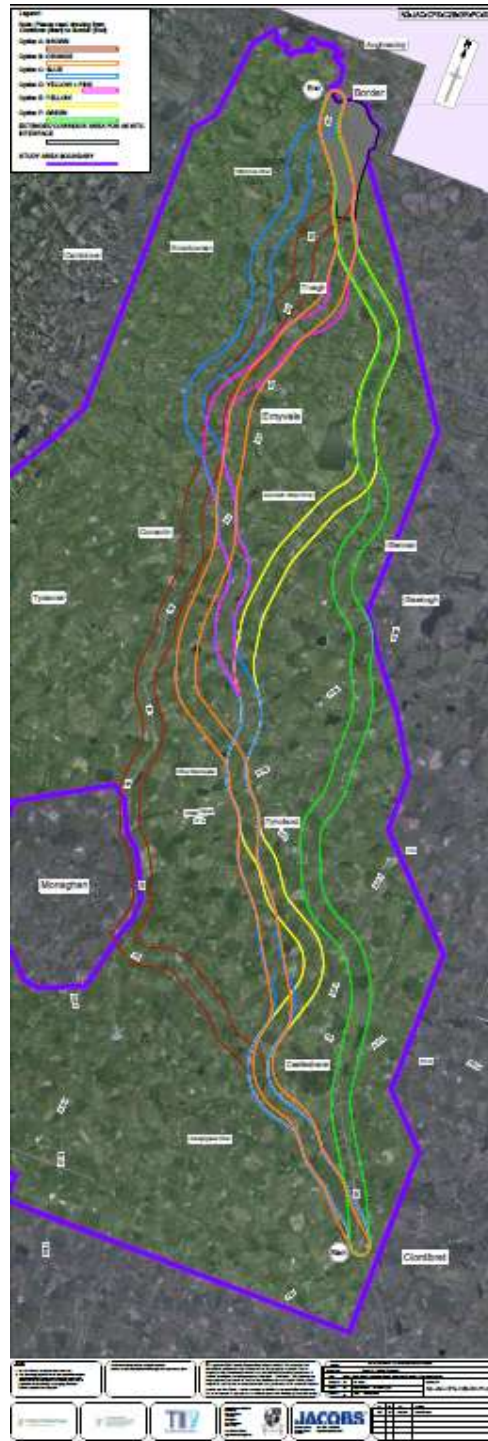
## 1. Introduction

The N2 is a national primary road facilitating connectivity between Dublin, Derry and the north west. Monaghan County Council (MCC) is working in association with Transport Infrastructure Ireland (TII) to upgrade a 28km section of the N2 through a project called the N2 Clontibret to Border Road Scheme. Jacobs Engineering Ireland Ltd (Jacobs) is the consulting engineer appointed to progress the planning and design of the project. Together with the other improvements planned for the N2/A5 route, the proposed road scheme will significantly improve transport connectivity along the N2 and provide safer and more efficient access to other strategic national roads.

The N2 Ardee to Castleblayney Road Scheme is a separate project, which proposes to upgrade 32km of the N2 between Ardee in County Louth and Castleblayney in County Monaghan. The planning and design of the N2 Clontibret to Border Road Scheme is currently running concurrently with the N2 Ardee to Castleblayney Road Scheme.

The project is being designed with reference to the TIIs Project Management Guidelines (PMGs) and the associated Project Appraisal Guidelines (PAG) for Major Road Projects (February 2019). This suite of documents is available to download from the TII's website <https://www.tiipublications.ie/>.

The first round of public consultation for the N2 Clontibret to Border Scheme took place on the 'Study Area and Constraints' in June/July 2019. The key constraints within the study area were reviewed and feedback received through the public consultation was considered. This feedback fed into the development of Feasible Route Corridor Options, which were then shortlisted to six Route Corridor Options which went on public display through the 'Route Corridor Options' public consultation process. These six Route Corridor Options shown below (Fig 1-1) have been assessed and identified through the Stage 1 Preliminary Options Assessment in accordance with TII's PMGs and PAG Unit 4.0.



**Figure 1 -1:** Public Consultation Route Corridor Options (aerial) for N2 Clontibret to Border Road Scheme.

With reference to Figure 1-1 above, Monaghan County Council and Jacobs Engineering Ireland (Jacobs), supported by Westmeath National Roads Office (WNRO) (from here on known as ‘the Project Team / N2 Project Team’), presented the following six Route Corridor Options in October 2019 at the second round of non-statutory public consultations;

Option A – Brown Route

Option B – Orange Route

Option C – Blue Route

Option D – Yellow+Pink Route

Option E – Yellow Route

Option F – Green Route

## 1.1 Consultation objectives

The objectives for this second stage of non-statutory consultation were:

- To build upon the information gathered in the first non-statutory consultation;
- To provide an opportunity for the members of the public and other interested parties to engage with the process and to share with the Project Team any relevant supporting information that should be considered in the assessment of the Route Corridor Options.
- To provide information about the project and to explain the methodology and approach to route selection;
- To develop relationships with communities and key stakeholders and to facilitate information sharing for this and future Phases of the project;
- To encourage members of the public to engage directly with the project via the public consultation events, the project website, the N2 Project Office, and the project phonenumber to ensure that the N2 Project Team is viewed as a single and accurate source of information;
- To ensure consultation and engagement is carried out in a transparent and meaningful way.

The methods used to achieve these objectives are outlined in Section 3.

## 1.2 Public consultation

Based on feedback received during the early stages of the public consultation period, the initial four-week period of consultation was extended to six weeks to provide additional time for submissions from stakeholders. The public consultation period ran from 22<sup>nd</sup> October 2019 until a formal closing date of 5<sup>th</sup> December 2019, however as the Project Team is committed to engaging with stakeholders, and feedback and submissions continued to be accepted after the official closing date.

In order to generate awareness of and participation in the consultation, a wide range of communication tools were used to promote the consultation. These communications tools are detailed in Chapter 4 of this report.

Feedback from this non-statutory public consultation has been reviewed by Jacobs and relevant feedback will inform the identification of an Emerging Preferred Route Option for the N2 Clontibret to Border Road Scheme, which is anticipated to be presented in 2020. A further period of non-statutory public consultation will then take place and feedback on the Emerging Preferred Route Corridor will be considered before a Preferred Route Corridor will be finalised.

The Project Team is committed to continuously engaging with stakeholders, including people living, working or who own land in the study area. Feedback will be welcome at all stages of the development of the N2 Clontibret to Border Road Scheme.

## 2. Approach to Public Consultation

This was the second stage of non-statutory public consultation on the project. The Project Team sought feedback on the six Route Corridor Options which were presented to the public through this public consultation process. The Project Team developed a feedback form for the scheme designed to seek feedback on the Route Corridor Options and encourage people to participate with the public consultation process, although stakeholders were welcome to submit comments and information in other formats if preferred. The feedback form can be viewed in Appendix A.

### 2.1 Public Consultation Roadmap

In line with the Aarhus Convention and TII’s Project Management Guidelines (January 2019), the Project Team prepared a Public Consultation Roadmap. The Public Consultation Roadmap sets out the three stages of non-statutory public consultation and various technical design Phases that are planned in the development of the N2 Clontibret to Border Road Scheme.

While continuous engagement is encouraged throughout the life-cycle of the project, the public consultation roadmap provides a timeline for formal opportunities for engagement on the scheme. The public consultation roadmap can be viewed in Figure 2-1.

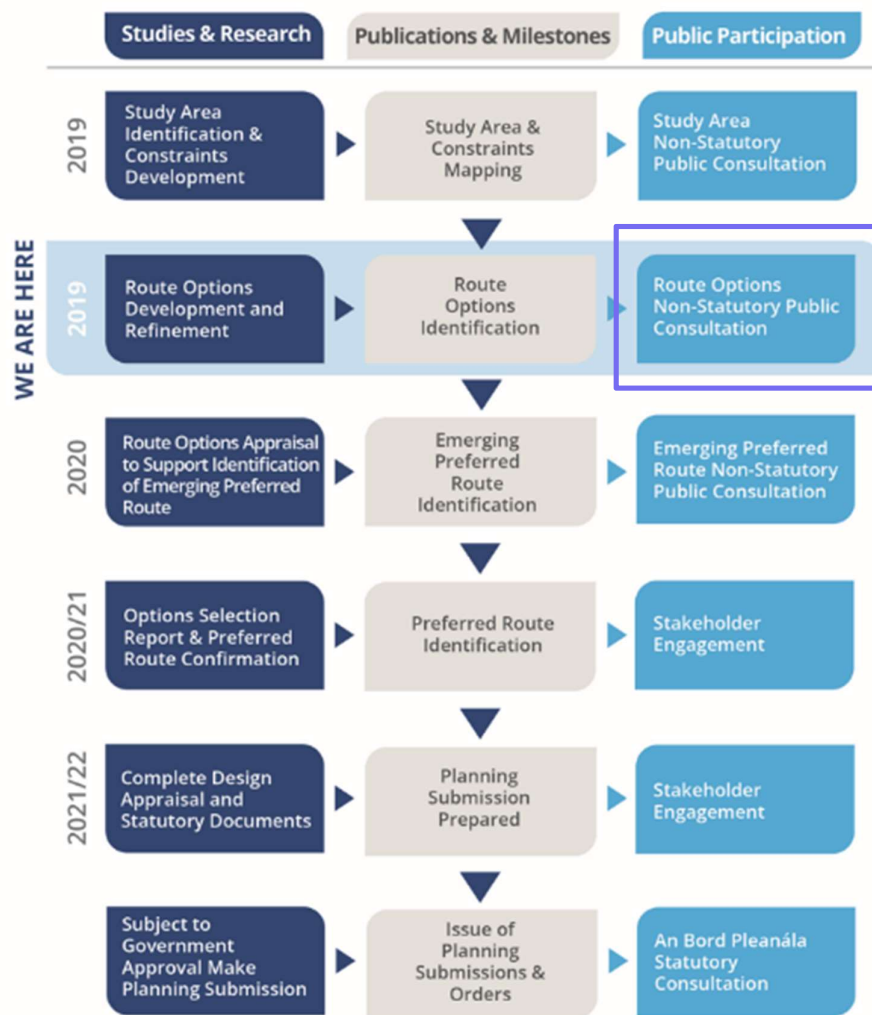


Figure 2 -1: Public Consultation Roadmap for the N2 Clontibret to Border Road Scheme.

## **2.2 Providing opportunities to maximise stakeholder engagement**

The Project Team is aware that accessibility and inclusivity is important when engaging with its stakeholders. Therefore, numerous methods of engagement for stakeholders have been provided to facilitate consultation throughout the project lifecycle as well as during the public consultation periods.

In addition to the traditional printed/published material that was made available during the public consultations, a number of communications tools were available for stakeholders who require assistance in reading and interpreting for reasons such as sight loss, hearing loss, literacy difficulties or alternative language requirements. These included large scale maps, a dedicated project phonenumber, a website with all information available in digital format, and opportunities to meet with members of the Project Team on a one-to-one basis at the N2 Project Office located in the MTEK1 Building in Monaghan Town. These one-to-one meetings allowed members of the public to discuss their individual situations or concerns with the Project Team. There were over twenty stakeholder meetings relating to the N2 Clontibret to Border scheme held in the N2 Project Office during the consultation period, and a large volume of calls were received to the project phonenumber from members of the public.

Throughout the public consultation period, the Council had a nominated project spokesperson available for interviews with the media to ensure the public consultation process was widely publicised. Press releases were issued to local print media and several media channels were used to publicise the public consultation such as radio, online media, email alerts and roadside signage publicising the public consultation events. Digital communications were also employed using messages on Twitter and Facebook and through the project website. These communication methods were used to maximise engagement with the general public and stakeholders and to encourage a high level and diverse range of submissions and project awareness.

## **2.3 Pre-consultation briefing for Elected Members**

Monaghan County Council issued an invitation to the County Councillors of Monaghan County Council and the Cavan Monaghan Oireachtas Members to attend a pre-consultation briefing on the N2 Clontibret to Border Road Scheme prior to the consultation opening to the public.

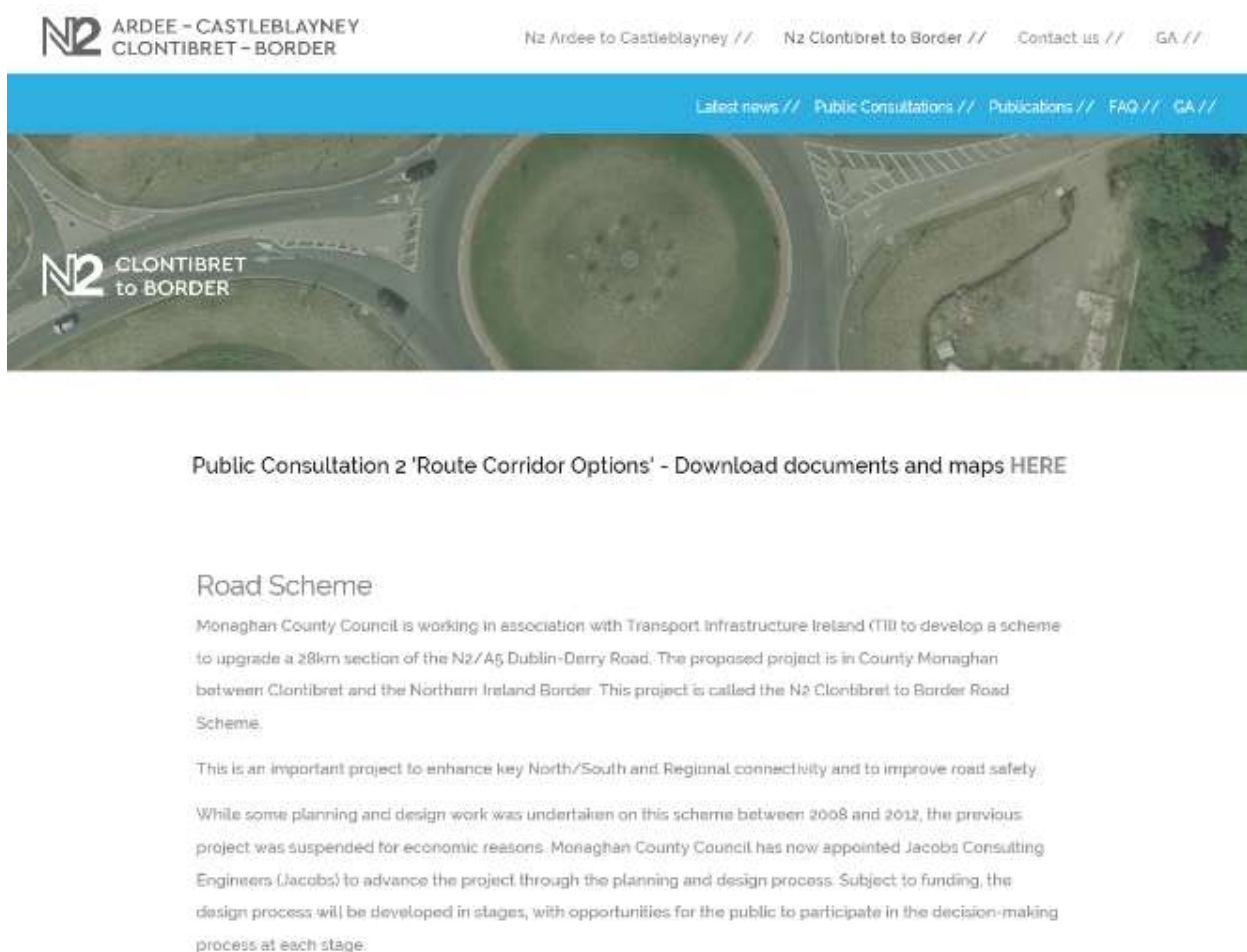
On 22<sup>nd</sup> October 2019, the Project Team presented the scheme for the elected members in the Four Seasons Hotel, Monaghan town. The public consultation information was presented, including the information brochures, the project display maps and the public consultation feedback forms. Those in attendance were advised of the various ways stakeholders could engage with the Project Team.

### 3. Informing the Public

Project information channels have been developed to provide details on the road scheme, promote the public consultation events and facilitate feedback from the public. These channels are discussed in more detail in this section.

#### 3.1 Project website

The N2 Clontibret to Border Road Scheme project website is available at [www.N2MonaghanLouth.ie](http://www.N2MonaghanLouth.ie) and went live on 11<sup>th</sup> June 2019 - a sample page is given in Figure 3-1. The main overview and landing pages of the N2 Clontibret to Border Scheme are also available in the Irish language. The website includes information relating to the first non-statutory public consultation (June 2019) on the 'Study Area and Constraints'.



**Figure 3-1:** Website homepage

The project website contains a dedicated 'Public Consultation' page which provides information on public consultation periods and public consultation events. All public consultation information, including English and Irish language feedback forms, English and Irish language information brochures, the publicly displayed Route Corridor Option maps and aerial photographs of the study area showing the Route Corridor Options are available to download from the project website. Details on how the Project Team could be contacted should further information or clarification be required were also available throughout the project lifecycle.

Sample website content can be viewed in Appendix B.

### 3.2 Project email

A dedicated N2 Clontibret to Border Road Scheme email address was made available at [ClontibretBorder@N2MonaghanLouth.ie](mailto:ClontibretBorder@N2MonaghanLouth.ie) and went live on 11<sup>th</sup> June 2019. The project email was used to receive feedback forms through the public consultation process, to respond to any project queries and to send project updates to stakeholders. Stakeholders who attended previous events or made submissions and consented to being kept up-to-date with the project were informed via email of the public consultation events and dates.

The project email address was advertised at the public consultation events and included in the public consultation information brochures. The email address continues to be monitored and queries and comments received continue to be dealt with even though this public consultation period has ended.

### 3.3 Project phonenumber

The Clontibret to Border phonenumber is available at 087 340 3786 and went live on 11<sup>th</sup> June 2019. The phonenumber is manned during office hours and has a voicemail service for out-of-hours calls. The telephone number was advertised at the public consultation events and included in the public consultation brochures. The phonenumber was used to answer queries during the public consultation period and continues to be active for information queries post-consultation as well as for anyone wishing to make an appointment to discuss the scheme with the Project Team.

### 3.4 Information brochures

Public consultation information brochures outlined the background information on the N2 Clontibret to Border Road Scheme and contained the Public Consultation Roadmap and the Route Corridor Options map. The same information was available to download from the project website. The information brochure included an A3 size copy of the six Route Corridor Options, a hard copy of the feedback form and a freepost envelope to facilitate those interested in making a hardcopy submission.

An Irish language version of the information brochure was available at the public consultation events and was made available for download from the project website.

The public consultation information remains available to download from the project website.

The English and Irish language versions of the public consultation information brochures can be viewed in Appendix C.

### 3.5 Public consultation events

Two public consultation events were held on 22<sup>nd</sup> and 23<sup>rd</sup> October 2019. These events allowed stakeholders to view the Route Corridor Options, meet the project team and fill in a feedback form. Table 3-1 outlines the schedule of events.

**Table 3-1:** Public Consultation Events - N2 Clontibret to Border Road Scheme

Location	Date	Time	Registered Attendance
The Four Seasons Hotel, Monaghan town	Tuesday 22 <sup>nd</sup> October 2019	2pm – 8pm	167 people
The Four Seasons Hotel, Monaghan town	Wednesday 23 <sup>rd</sup> October 2019	2pm – 8pm	173 people

### 3.5.1 Public consultation event information

On arrival to the public consultation events, a sign-in desk was situated at the entrance to the room where attendees could choose to sign in and add their name to the project database and mailing list. Copies of the information brochure in both Irish and English language versions and a submission box to submit feedback forms were available at the desk.

The Public Consultation Roadmap and large-scale prints of the Route Corridor Options map were on display. Digital versions of the mapping were available to view/zoom in on via computer screens and tablets, and with the assistance of the Project Team members of the public were able to find their locations of interest within the study area. Members of the Project Team were available to inform members of the public about the project, answer questions that attendees had and, where required, to assist the public in completing a submission.

The information provided in the displays can be viewed in Appendix D.

English and Irish language feedback forms were available, either for those wishing to fill out a form on the day, with assistance from the Project Team if required, or to take away for completion at a later date. A copy of the Feedback Form was also inserted into each Public Consultation Information Brochure. The feedback forms can be viewed in Appendix A.

## 4. Publicising the Public Consultation

A variety of methods were used to provide information on the project. A mixture of online and traditional media was used to allow stakeholders to access information. As well as the Public Consultation events, the maps, brochures and feedback forms were available to be viewed by members of the public at the Monaghan County Council Office at The Glen Road, outside the Roads Office in the MTEK 2 Building and at the one-to-one meetings held in the N2 Project Office in Monaghan Town.

### 4.1 Newspaper adverts

Adverts publicising the public consultation period and public consultation events were published in the Northern Standard on Thursday, 17<sup>th</sup> October 2019. The newspaper adverts contained a description of the project and details of the public consultation events. They also detailed the project website and gave instructions on how to make a submission. The advert can be viewed in Appendix E.

### 4.2 Posters

Posters in the same format as the newspaper advert were put on display at public locations such as post offices, community centres and sports grounds within the study area. The following premises were provided with a copy of the poster:

- **Monaghan Town** – Glen Building | Library | Museum | Motor Tax | Supervalu | Teach na Daoine | Coral Leisure Centre | NCT Centre
- Clontibret – Community Centre | Mc Nallys Shop
- Ardaghey – Community Centre
- Tyholland – Mackle Filling Station | Community Centre
- Glaslough – Community Centre | local shop
- Corcaghan – Community Centre | Pub
- Threemilehouse – Football Club | Community Centre | Post Office
- Ballinode – Community Centre | Local Shop
- Tydavnet – Community Centre | Shop | Post Office
- Corracrin – Community Centre | Centra Shop | Post Office
- Knockconan – Ballyoisin Community Centre
- Carrickroe – Community Centre
- Emyvale – Credit Union & Centra Supermarket
- Blackwater – Mc Anenly's filling station

### 4.3 Press releases

A press release announcing the launch of the public consultation was issued to the local media. Media coverage of the press release appeared in the Northern Standard on Thursday, 17<sup>th</sup> October 2019 to coincide with the start of the public consultation process for the N2 Clontibret to Border public consultation. The press release was also added to the news section of the Project website at [www.n2monaghanlouth.ie/c2b-latest-news](http://www.n2monaghanlouth.ie/c2b-latest-news). A notice on 13<sup>th</sup> November 2019 was also added to announce the extension of time until 5<sup>th</sup> December 2019 for submissions for the public consultation.

Sample media coverage can be viewed in Appendix F.

### 4.4 Spokesperson

Patricia Monahan, Director of Services Monaghan County Council, is the project spokesperson and was available during the public consultation period for media interviews and photo calls. The project spokesperson provided comments to the Northern Standard newspaper for its publication on Thursday, 24<sup>th</sup> October and Thursday 5<sup>th</sup> December 2019 and was interviewed by Northern Sound Radio on Tuesday 22<sup>nd</sup> October 2019.

Media coverage can be viewed in Appendix F.

#### 4.5 Road signage

Road signs shown in Figure 4-1 advertising the public consultation events were placed along the existing N2 route and at key locations within the study area during the week prior to the consultation events;

- N2 Northbound approach to Monaghan Town (Opposite Collegiate)
- N2 Southbound approach to Monaghan Town (St. Macartans)
- N12 Approach to Monaghan Town
- N54 Approach to Monaghan Town
- N54 Departing from Monaghan Town
- N2 northbound direction, south of Emyvale
- N2 southbound direction, north of Emyvale
- N12 travelling toward Armagh
- R186 Tydavnet Road leaving Monaghan Town
- R188 Cootehill Road leaving Monaghan Town
- N2 Southbound approach to Clontibret (before turn for Clontibret)
- N2 Clontibret Roundabout travelling north

The road signs were erected to inform the community of people who live travel or work within the study area of the project and the planned public consultation events.



**Figure 4-1:** The Roadside Sign erected at key locations around the study area to advertise the public consultation events

#### **4.6 Radio Adverts**

Radio announcements advertising the public consultation and the public consultation events were broadcast on Northern Sound radio 3 times daily on weekdays over 5 days from the 17<sup>th</sup> October to the 23<sup>rd</sup> October 2019.

#### **4.7 Online and social media**

Notices of the public consultation period and public consultation events were published on Monaghan County Council's website and social media channels and reminders of the consultation closing dates were posted in the days leading up to the close of consultation. Sample online and social media content can be viewed in Appendix G.

## 5. Feedback and Submissions

The following section shows the results of the analysis of submissions received during the public consultation period. All submissions received at an event, by post or email or hand delivered have been recorded for consideration by the project team.

### 5.1 Introduction

The public consultation period initially ran from Tuesday 22<sup>nd</sup> October 2019 until Thursday 21<sup>st</sup> November 2019. Following feedback received during the consultation period, the initial four-week period of consultation was extended to six weeks and the formal closing date was extended until the 5<sup>th</sup> December 2019. As the Project Team is committed to continuously engaging with all stakeholders, particularly people living, working or owning land in the study area, feedback and submissions received after the 5<sup>th</sup> December 2019 have also been considered. Submissions were invited via the following channels;

- At the public consultation events;
- By free post using a freepost envelope inserted in the information brochure;
- By email to [ClontibretBorder@N2MonaghanLouth.ie](mailto:ClontibretBorder@N2MonaghanLouth.ie); and
- By delivering feedback to the project office.

There were 232 formal submissions received in total during the public consultation period. Almost all submissions were received from private individuals. Two were received from interested groups. The information presented below is a representation of the feedback received. Feedback is not presented in order of importance - it is presented relative to the themes that emerged from the submissions.

This report does not constitute a technical assessment of the submissions received – it is intended to set out how the public consultation process was managed, how many people interacted with the project, and summarise the issues and concerns raised throughout the public consultation process. Individual submissions will not be responded to or addressed on an individual basis through the design process, however all feedback received as part of this non-statutory public consultation will be considered during the Stage 2 Appraisal of the project and will inform the process of identifying an Emerging Preferred Route Corridor. Details of the appraisal process will be contained in the Option Selection Report which will be published when the Preferred Route Corridor is finalised.

The information and comments received in the submissions were categorised into common ‘themes’, and these are presented in the Chapters below. The themes and associated chapters are listed below:

- Chapter 6 – Local Considerations
- Chapter 7 – Environmental Impacts
- Chapter 8 – Land and Property Impacts
- Chapter 9 – Project need
- Chapter 10 – Connectivity & Engineering Aspects
- Chapter 11 – Consultation Process

### 5.2 Feedback Form & Submissions

The feedback form asked four questions. The first question asked for the name and address of the respondent. This information is kept in confidence and is not available to the public.

**5.2.1 Question 2 – Proposed routes**

The second question asked respondents if they lived or had property/land adjacent to one of the proposed Route Corridor Options. Not all respondents answered this question. Table 5-1 shows a breakdown of the responses;

**Table 5-1:** Breakdown of numbers of respondents living adjacent to a proposed Route Corridor Option

Response	Total
Yes, I live or have property/land adjacent to the proposed route options	193
No, I do not live or have property/land adjacent to the proposed route options or not disclosed	39

**5.2.2 Land/Property Type**

If the stakeholder indicated they did have land or property on or adjacent to one of the proposed Route Corridor Options they were then asked what type of land or property it was. Table 5-2 shows a breakdown of the responses. Some respondents listed more than one type of property in their feedback:

**Table 5-2:** Breakdown of type of property or land

Type	Total	Percentage
Farm / Agricultural Land	111 / 193	57.5%
Residential	162 / 193	84%
Commercial	15 / 193	8%
Not disclosed	39 / 193	20%

**5.2.3 Route Option Affecting Land/Property**

Of the respondents who stated they live adjacent to or were affected by a Route Corridor Option, the following Figure 5-1 gives a breakdown of the option affecting the respondent. The majority of respondents indicated they were affected by multiple Route Corridor Options.

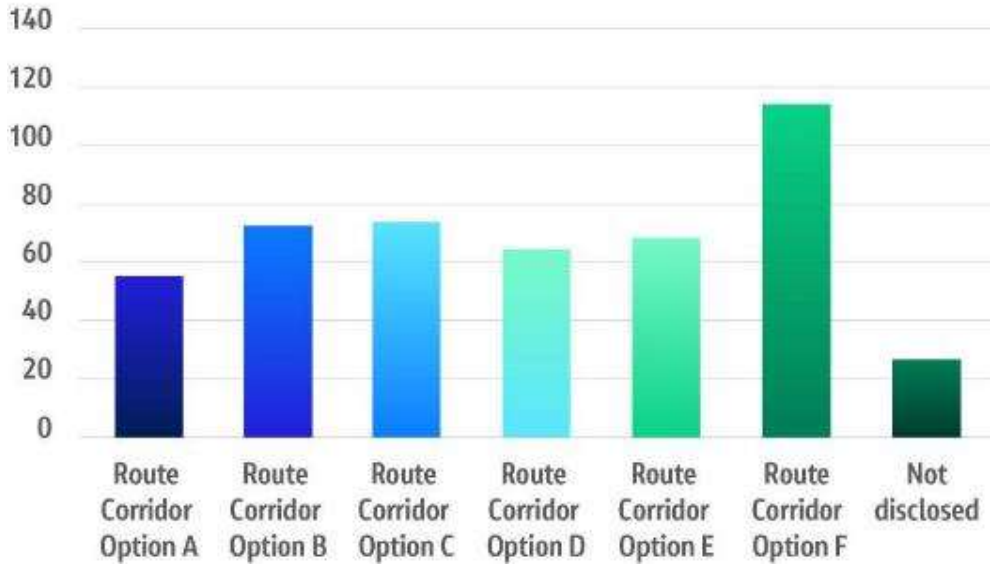
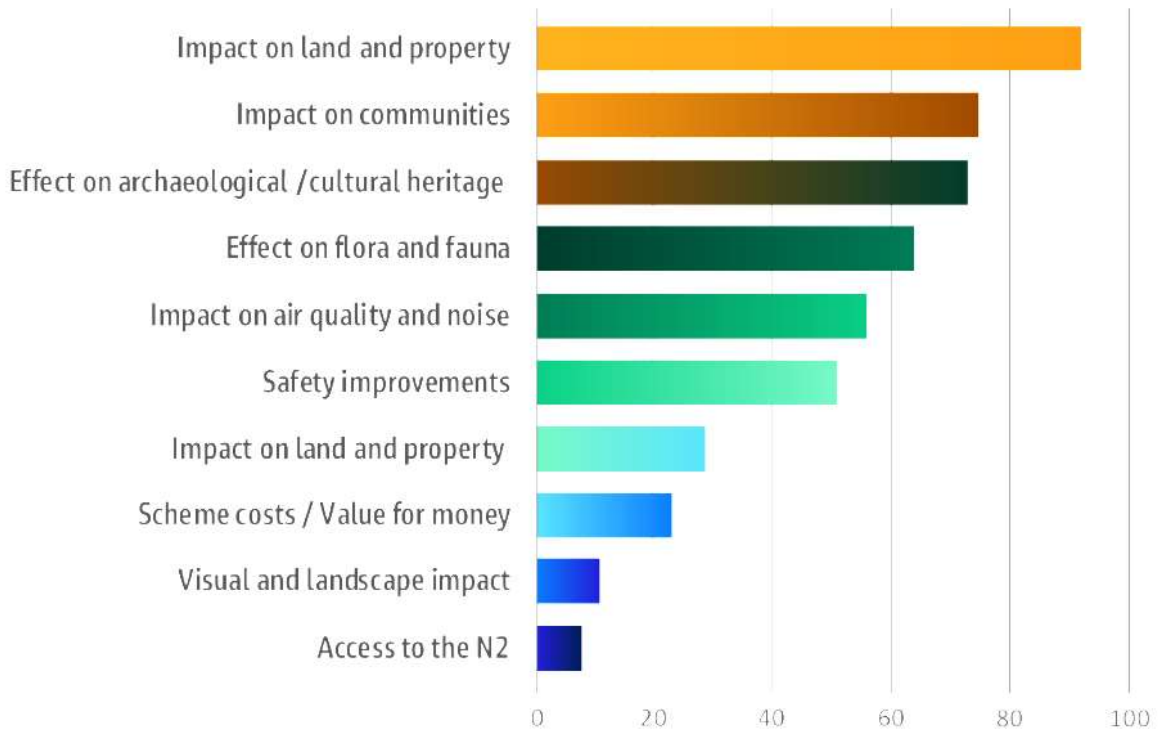


Fig 5-1: Overview of numbers of respondents affected by named route option (respondents may have been affected by more than 1 Route Corridor Option).

#### 5.2.4 Question 3 – Opinion on the Importance of Aspects

The third question asked respondents, in their opinion, to rank aspects of the proposed scheme in order of importance. Respondents were asked this question to gain an understanding of their interests and concerns. Respondents were asked to rank the aspects from 1 to 10, with 1 being the aspect they considered as most important and 10 being the aspect they considered as least important of the 10 aspects listed. Not all respondents answered this question. Some respondents partially answered this question by ranking their highest priority aspects but did not rank all aspects. Figure 5-2 shows the ten aspects listed in the feedback form and the number of people who ranked each of the aspects as the most important to them.



**Fig 5-2:** Stakeholder opinion on the importance of a variety of aspects - The graph shows the number of respondents giving the aspect the highest ranking (number 1)

**Table 5-3:** Analysis of the ranking of aspects by respondents.

Aspect	Number of respondents providing a rank for the aspect	Number of respondents giving aspect the highest ranking (no 1)	Ranking of aspects by stakeholders (1 is most important, 10 is least important)
Impact on land and property	188	92	1
Impact on communities	187	75	2
Effect on archaeological/cultural heritage	184	73	3
Impact on air quality and noise	183	64	4
Effect on flora and fauna	177	56	5
Visual and landscape impact	185	51	6
Safety improvements	180	29	7
Scheme costs/value for money	176	23	8
Access to the N2	180	11	9
Improving traffic conditions and capacity	178	8	10

Table 5-3 above shows that the impact on land and property is the most important aspect for many respondents with the highest number of people gave it a ranking of 1 (most important). The potential impact on communities and the effect on archaeological and cultural heritage were of almost equal importance to respondents with a ranking of 2 and 3 respectively.

#### **5.2.5 Question 4 – Other information on Route Corridor Options**

The fourth question asked respondents for any information or feedback in relation to the Route Corridor Options. The highest percentage of comments related to the potential environmental impacts of the proposed Route Corridor Options. This was followed by comments relating to the need for the scheme and then the impact on property.

Further details on the themes listed above are outlined in the sections below.

## 6. Local Considerations

This chapter outlines the main themes relating to local considerations raised in relation to the Clontibret to Border N2 scheme. The suitability of the existing N2 as an upgrade for the N2, the history of the upgrades works to the N2 as well as the previous N2 Clontibret to Border scheme, and the connectivity with the A5 route in Northern Ireland emerged as common themes. In addition, alternative proposals made through the submissions/feedback are outlined in this chapter.

### 6.1 Existing N2 and upgrade works

A number of respondents considered the existing N2 carriageway to be the most appropriate option. A respondent stated that *'no serious consideration appears to be given to fully include the existing upgraded N2 into the new route corridors, particularly from Kilcrow Roundabout to the Monaghan Bypass.'* Several respondents stated that the existing N2 route has valuable proximity to substantial development lands and could attract more business to Monaghan town and to Emyvale village; a respondent stated, *'The existing N2 route has important proximity to substantial development and attraction of business into Monaghan town and access to it should be kept as near as possible.'* Some respondents noted that the existing N2 is capable of managing the daily volume of traffic, another stated that *'this road is not busy and there are no holdups between Clontibret and Monaghan Town Bypass.'* Several submissions stated that large sections of the existing road are wide, in good condition, single carriageway, capable of taking projected traffic volumes and have existing wide passing lanes at intermittent intervals. A route that aligns itself as closely as possible to the major population centre- Monaghan town – was noted as being essential for improving traffic conditions and access to the N2, and that this is best served by using the route that follows existing infrastructure. Another respondent had an alternative opinion and stated, *'It would seem more practicable to remove the traffic that does not need to go near Monaghan town ... by diverting it on a more direct route to/from the A5 – this is also environmentally preferably as the most direct route reduces fuel usage/emissions.'*

Several submissions referred to the improvements that had already been made on the existing N2, suggesting this route should be considered; *'The existing N2 which is already undergoing considerable improvements and reconstruction and leaves the rural countryside with its green image.'* A stakeholder suggested that *'a reasonably good standard of road already exists'*. One respondent stated that the existing N2 route from Castleblayney – *'with all its recent improvements in terms of safety and smooth driving experience should be allowed to coexist with nature in its current format'*. Another respondent stated that the *'Emyvale Road is being improved in order to take away corners and increase visibility'*.

The majority of submissions concerning the existing N2 stated continued upgrades of the existing N2 route would be preferable. One respondent stated, *'there should be an option for a 'fix it first' on the roads we have rather than building new ones and government promoting a greener, cheaper and better public transport scheme which improves quality of life and protects the environment.'* Several respondents stated that having considered the options they urged the consideration of improving the existing N2 route as an appropriate solution. Several submissions outlined why they considered the existing N2 a viable option such as *'it costs less, takes less time and will have much less impact on the environment', 'the existing N2 naturally flows along the gradient of the land, whereas the proposed route will devastate the unique and unusual features of the land of drumlins.'* Another respondent stated that *'upgrades would undoubtedly bring this road up to modern standards instead of a replacement road route.'*

Several submissions outlined variations of the Route Corridor Options that they felt would be appropriate. One respondent suggesting the existing N2 should be upgraded including the section from Castleshane to Lистраheagney (which has not been included in any of the six Route Corridor Options). One respondent stated *'the 2+1 from Castleblayney to Clontibret appears to be regarded as adequate in that no upgrade of this road is being proposed.... surely the existing N2 could be redesigned to a 2+1 from Border to Clontibret and from Castleblayney to Ardee at a fraction of the cost financially and environmentally thereby creating a road of uniform design in its entirety.'*

The following is a selection of feedback received relating to specific Route Corridor Options. Many submissions considered that as Option A is the route most closely aligned to the existing N2 it should be the Preferred Route Corridor. Respondents stated that Option A seemed the least disruptive and possibly the most cost effective. Another respondent noted that people may choose to stop and take a break in Monaghan town when travelling between Dublin and Derry as it is approximately half way if Option A was chosen. However, other respondents stated that Option A should not be used for this N2 Clontibret to Border road scheme due to the likely impact on the farming community and their livelihood and due to safety concerns.

An upgrade of the existing N2 to include a bypass of Emyvale was a repeated theme, with one respondent noting *'we are not opposed to progress and we believe the most sensible and cost-efficient approach is to upgrade the existing N2 road from Clontibret to Moybridge using the existing N2 road section from Clontibret to north of Monaghan town and encompassing a new section of roadway to bypass Emyvale village.'* Another respondent stated, *'the current N2 from Clontibret to Monaghan town should remain and a new bypass of Emyvale village should be designed to have minimum effect on residents and the landscape'*, while another stated, *'the N2 Road and Monaghan bypass which is currently having money spent on and a small re-route to bypass Emyvale would be all that would be needed.'*

Several respondents felt that Option F was the most direct route from Clontibret to the Border and would probably cost less than the other routes. It was suggested that Option F would be more environmentally friendly, more economical and have less impact on landowners than any new route. A respondent stated, *'Monaghan County Council has recently spent many millions upgrading the existing N2 from Monaghan to Emyvale. Any other route than the 2019 Green will result in this upgrade work also being a complete waste. The green route is the only route that preserves and indeed upgrades the usability of the existing N2 route as it would be truly repurposed to a highly safe local distributor corridor, serving many local communities. All long distance and faster moving traffic would be funnelled through via the new route'*. However, other submissions stated that Option F had many disadvantages including potentially having a negative impact on Glaslough village.

A respondent raised concern that Options B, E and F crossed the Ulster Canal in the vicinity of Crowey Bridge (close to Tyholland GAA pitch) and may affect the proposed Greenway, *'It is proposed to construct the Ulster Canal Greenway Phase 2 along the route of the Ulster Canal from Smithborough to Middletown. From looking at the levels on site, it is assumed that the new road will cross over the N12 and the canal so the greenway would have to be accommodated in any fly-over type structure'*. Another respondent stated Option F runs very closely alongside each of the B, C and E routes just to the north of Castleshane and asked why a crossover from Option F to either Options B, C or E had not been considered at this location. This stakeholder stated, *'the Green route runs very closely alongside each of the Orange, Yellow and Blue routes just to the North of Castleshane. It makes no sense that the consideration of a crossover node from Green to either of Orange, Yellow or Blue at this location has not been identified and/or progressed. This submission calls for an immediate intervention to insert crossover nodes at Castleshane north, allowing the advantages of the existing route section to the south to be properly considered within the overall variety of route permutations.'* The stakeholder goes on to state, *'more flexibility in the node options are required for the green route, to allow it compete effectively with the other routes and permutations'*.

A small number of submissions stated that the scheme was *'effectively the same as the last road project'* and queried the cost of the previous scheme and the new project. A respondent asked why the Government would *'cast aside all the money that has been spent to date and embark on a road construction project alongside the existing N2 to produce another route corridor when the existing N2 is perfectly fit for purpose.'* A detailed submission questioned whether due consideration was being given to the current route selection process. The stakeholder also queried why this project did not propose a repeat of the previous route options.

One respondent was concerned that the information gathered in submissions made previously would not be considered in the process of the current scheme. Another respondent quoted the Constraints Study from 2010 detailing an area with amenity value.

## 6.2 Connectivity with A5

A submission commented on the consultation process for the A5 Dual Carriageway in Northern Ireland as being due to start in February 2020 and stated that time is of the essence for both Governments to review all existing information. A respondent commented on the perceived combined cost of the N2 and A5 scheme stating, *'the Government has agreed to pay towards improvements in the A5 route in Northern Ireland and has committed something in the region of €300m; so in all, this project may cost around €1bn. This will make this 28km road one of the most expensive in Europe/The World.'*

## 6.3 Local Issues – N2 Project Team Feedback

The comments received through the 'Local Issues' theme have been collated through this non-statutory public consultation on the Route Corridor Options. The feedback received will be considered during the Stage 2 Appraisal of the project to identify an Emerging Preferred Route Corridor in accordance with the *TII's Project Management Guidelines* and *Project Appraisal Guidelines*. In identifying, developing and assessing each of the Route Options, a multi criteria analysis will be carried out in accordance with *Unit 7.0* of the *TII's Project Appraisal Guidelines* and will consider the following criteria;

- Economy;
- Safety;
- Environment
- Accessibility & Social Inclusion;
- Integration; and
- Physical Activity.

The issues raised in this section fall into many of these 6 criteria. Each of these criteria will be assessed in detail and the findings of the appraisal process will be contained in the Option Selection Report to be published when the Preferred Route Corridor is confirmed.

The Option Selection Report will include 'Do-Nothing', 'Do-Minimum' and 'Do-Something' scenarios as part of the assessment process, which will consider utilising the existing road rather than developing scheme.

## 7. Environmental Impacts

This chapter relates to the feedback received on environmental issues. Noise, vibration and air quality emerge as common themes along with biodiversity and cultural heritage. Some submissions contain significant detail about the potential visual impacts and construction impact.

### 7.1 Noise and vibration

Many submissions outlined general concerns about potential noise impacts along the proposed route corridors and its potential interference on the natural environment and heritage of this area. One such submission stated the passage of traffic in close proximity to the Emy Lough and at a higher level than the lake would cause substantial noise interference and affect the visual amenity of the surrounding area adversely. Some submissions referred to current noise levels on the N2 being non-compliant and queried how noise levels would increase with a new road. A respondent stated, *'levels of noise on present N2 are non compliant'*, another stated *'noise levels (non-compliant on previous Castleblayney-Clontibret N2 scheme) [were] never addressed'*. Some respondents had specific concerns about noise close to their land or property along the proposed route corridors. One respondent raised a concern for their health from an increase in noise pollution. Another respondent requested soundproofing measures if the route comes close to their house, resulting in increased noise levels.

A respondent commented that they could already hear traffic on the existing N2 and stated that they would be in a worse position if it follows Option A because the road would be closer to their house. A respondent stated that increased noise and pollution levels will result if Option A goes ahead, stating that levels had already severely increased due the removal of trees and hedges on the N2 upgrade works.

Several submissions repeated concerns of the potential impact an increase in noise could have on existing health, age factors and quality of life. Some respondents were concerned about the potential impact of increased noise levels on fauna in the area and domesticated animals such as horses and cattle.

A respondent highlighted Castleshane woods as a rare acoustic landscape and felt this would be detrimentally affected by an increase in traffic noise.

Several respondents stated that Options F, and in some cases Option E, would have a disproportionate negative impact on the environs adjacent to Glaslough village. Another respondent referred to the 2010 N2 Constraints Study, noting that the most noise and vibration sensitive receptors in the study area were identified as being one and two storey private dwellings. One submission mentioned Option F's proximity to an historic 19th Century flax mill raising concerns that vibrations from vehicles and heavy traffic may cause damage.

### 7.2 Air quality

Several submissions stated that the use of the existing N2 would serve to minimise air pollution. A respondent noted practical daily activities such as clothes drying and growing vegetables could be affected by increased air pollution if a new Route Corridor is developed.

A respondent noted that a Route Corridor Option may cause an increase in noise, air and carbon emissions and contribute to climate change. Another raised concerns that the road could cause an increase in air pollution which in turn would have a negative impact on their children's health.

Several submissions raised the negative impact they felt Option E would have on the environs adjacent to Glaslough affecting its rural character, and this was reiterated for Option F.

Another respondent stated, *'it would be a great pity to impinge on the quiet rural ambience of the [Emy Lough] walkway by locating a major road with lots of noise and air pollution too near to it.'*

### 7.3 Cultural heritage

A large number of submissions contained detailed information on the cultural heritage of areas along the Route Corridor Options. Concerns were raised that a road could negatively impact on historical sites and be detrimental to areas of historical value. Several respondents gave details on specific historic features in their areas.

West of Glaslough, Donagh graveyard was noted as having significant importance to the people of the area, '*Old Donagh Graveyard is situated near Options E and F and is of extreme historical and ecclesiastical importance.*' It was stated that the graveyard is on a pilgrimage route that has been associated with St Patrick and has a collection of headstones and a cross dating back to the 10th and the 12th century. One respondent stated it is the oldest of its kind in the country and a Conservation Plan is being developed for the graveyard and a draft version of the plan will be made available to the public in early 2020 for their observations.

Several submissions detailed that in Glennan, west of Glaslough, the 'Blue Bridge' is located where writer and novelist, William Carleton, passed on his way to school. It was stated that the field to the right of the bridge is the area where the O'Neill army camped prior to the Battle of Clontibret and the field on the left has a marked stone which is believed locally to indicate a famine graveyard. A respondent noted that northeast of Monaghan town, Templetate, is the old church lands associated with St Sillan, and there is likely to be substantial archaeological remains below ground. Adjacent to St Sillans Church of Ireland and historic graveyard, there is above ground remains of the former ecclesiastical settlement of Templetate.

Submissions referred to the Castleshane area voicing concerns that many listed buildings and sites of archaeological importance could be directly affected by the building of the road, such as Castleshane Demesne (includes walled garden, bell tower, remains of castle and gatehouse), ringforts, a well and monuments. The immediate area also includes a historic castle, a mass rock, a river, a hill fort and an old creamery.

One submission referenced the 2010 Constraints Study naming Aghnaglogh school, Creamery and Crockanandy Bridge. A respondent detailed an old listed mill built in 1900 and owned by the Wallace family. Another respondent mentioned an old mace head has been found recently in Glaslough.

Submissions stated that Option A would pass through a significant part of ancient coach road from Ballyalbany to Emy Loughvale via Drumguiney and the Anketell Estate and by Blue Bridge. One family farm referred to tracing its history back to the 1840's.

A submission stated the townland of Derryhee and Inisdevlin are areas of outstanding natural beauty and historic value and are greatly impacted by proposed routes A, B, C and D. Options A and C pass close to a burial site in the townland of Inishdevlin. A respondent stated that their land has a fort within a number of Route Corridor Options and mentioned protected structures.

One stakeholder noted route Option B passes over rivers, bogs and a number of national monuments. A respondent stated that a mass rock is on the proposed corridor and an open mass was celebrated at this site on Sunday 21st May 2000. A submission referenced the previous Constraints Study published in March 2010 that acknowledged other heritage sites which are an integral part of the built landscape.

Submissions stated that the Option C route also takes in the Blue Bridge. Another respondent provided details on two ring forts which are located to the west of the corridor. One submission mentioned the historical buildings in four demesnes along the route. Two submissions mentioned the Option C corridor possibly affecting an ancient burial site for unbaptised children.

Many submissions raised concern about Option F passing too close to Glaslough - the 2019 Tidy Town competition winner, and the nearby area of Glennan. Many respondents stated that archaeological, historical and cultural heritage would be negatively impacted by passing close by the local church and ancient graveyards, impacting negatively on this quiet rural area.

Numerous submissions mentioned the potential impact Option F would have on the old Donagh graveyard which is of historical importance but also contains recent burials. It was stated that the Option F route *'would interfere seriously with an ancient graveyard at Donagh, Glaslough containing many important graves'* and *'is located on a St Patrick pilgrimage route.'* It was stated that it is home to numerous old headstones and the McKenna cross dating from the 10th to 12th Centuries.

Many submissions also gave details on the potential impact on the 'Cornahoe' cave. This tunnel or cave crosses lands at Cornahoe/Creighans Tyholland and was noted to be of historical importance.

#### **7.4 Biodiversity**

A large number of submissions provided details on the abundance of birdlife, mammals, watercourses and flora in the route corridors. Submissions highlighted the potential detrimental impact the construction and operation of a road may have on the balance of nature. Respondents noted that *'the delicate balance of flora and fauna and the massive disruption to existing habitats, woodlands and hedgerows would be destroyed forever with the proposed new road scheme'* and emphasised the protection set out under the Wildlife Act 1975 (as amended 1<sup>st</sup> August 2019). In the area of Glaslough and at Castle Leslie Estate, submissions were made stating that many deer move freely between the woodlands. Donagh bog as well as other wildlife preserved areas on this route houses protected species including bats, deer, buzzards, lapwings, curlews, coots and moorhens. In particular, submissions were received on the potential impacts on biodiversity in Drummully wood, Castleshane forest and the drumlin landscape.

Many submissions referred to Castleshane forest being an unspoilt area of natural beauty and an area of immense importance for the climate and surrounding communities. One respondent stated the existing N2 route comfortably sits alongside the forest, both complementing each other and that the impact of a new road scheme would be devastating to the forest. Numerous examples of flora and fauna such as red squirrel, pine martin, corncrake, pheasant, buzzard, hen harriers, along with water beetles and algae were brought to the attention of the Project Team as inhabiting the forest environs.

Submissions were made on the relevant watercourses in the environs of the route corridors. A respondent stated that Emy Lough is situated close to proposed routes and is home to many birds and insects and is a proposed Natural Heritage Area. Inland Fisheries Ireland (IFI) stated that the watercourses in the project area are in the following river catchments: River Cor, Monaghan Blackwater River, Mountain Water River, Ulster Blackwater River. These watercourses are noted to contain valuable fisheries habitats and support stocks of salmon, brown trout, European eel and lamprey. The IFI highlighted the need for the proposed scheme to exclude damage to aquatic and associated riparian habitat, pollution of water, and interference with upstream and downstream movement of aquatic life.

Several submissions called for an environmental assessment as part of the planning application for the scheme, due to the proximity of a route corridor to Emy Lough. One respondent requested that an invasive species impact assessment be carried out. One respondent commented that the *'lack of an EIA or EIS at this stage means these issues have not been investigated properly'*.

The following is a selection of feedback received relating to specific Route Corridor Options;

Respondents were concerned about retention of ancient woodland, trees and hedges in a scenic area at Creevelea woods on Option A. It was stated that the woods provide shelter and abatement of existing road noise and atmospheric pollution along the Option A corridor and act as a carbon sink, essential to address climate change. It was stated that Option A is bisecting a valuable woodland containing wildlife habitats for pheasants, white owls, buzzards, kestrel, bats, woodcock, foxes, badgers, red squirrels, stoats, field mice, wood pigeon, crow, magpie and multiple species of small and medium sized birds and a wide variety of moths, butterflies and insects.

Respondents stated that Options A, B, C, and D pass near the Mountain Water river, a very healthy water course containing trout, lamprey, eel, stickleback, crayfish and is fished by dippers, kingfishers, herons and otters. The

routes potentially impact woodlands containing a large variety of wildlife including jays, goldcrests, barn owls, pine martins and red squirrel, bats and an area of bog containing snipe.

Options A and D impact on Drummully Wood, west of Emyvale. This is described as a native wood with hazel, ash and oak trees and holly. Flora such as bluebells, wood sorrel, wild garlic and wood anemone grow throughout the wood. The presence of red squirrels, bats, deer, pine martins, foxes, badgers, hedgehogs and hares have been recorded in submissions. Some respondents reported seeing owls, buzzards and pheasants in the wood.

One submission stated that Option B passes over rivers such as the Blackwater and areas of special sensitivity with regard to flora and fauna, including bogland habitat.

A submission stated the density of wildlife on Option C was the highest along any of the Route Corridor Options and recordings had been made of Annex II and Annex IV listed mammals. A respondent noted that ancient woodlands with characteristic flora and fauna can be found along this corridor. Another respondent suggested an underpass be provided in order to provide a wildlife corridor to maintain connectivity within the current habitat.

Numerous submissions were made relating to biodiversity and the potential impact of Option F. A respondent stated that *'it is an area where local wildlife is undisturbed and run freely'*, this is a sentiment repeated in several submissions. Respondents said a road will have a significant negative impact on the biodiversity of the area. Examples of biodiversity along the route detailed in the submissions include areas of bluebells, primroses and wild garlic, unfarmed land which hosts native plants and trees, freshwater wetlands in Killyneil bog, nesting corncrakes, continuous hedgerow corridors for biodiversity movement across the countryside, bats nesting in the trees, barn owls and buzzards, boglands at Castleshane and Donagh where fowl such as lapwings, curlews, coots and moorhens reside, buzzards in the Glaslough area and deer moving between woodlands in Emyvale.

Submissions stated that Options E and F would negatively impact local flora and fauna around the Emy Lough, and that the presence of healthy fish in the lake is a useful monitor of pollution entering the lake. Some respondents requested that an Environmental Impact Assessment should be completed due to the proximity to the Emy Lough.

## 7.5 Landscape and visual

Many respondents commented on the impact a new road corridor would have on the scenic views throughout Monaghan, while other submissions noted the visual impact of a roadway closer to their homes.

Submissions referred to the County Monaghan Development Plan 2019-2025 (6:11:3) and the number of important scenic routes and the potential adverse effect on the visual surrounding amenity, described as *'the panoramic vista we are privileged to have of the surrounding woods, patchwork of fields and beautiful unspoilt drumlin countryside'*. The County Monaghan Development Plan suggests that we should be protecting the unique drumlin landscape. A respondent stated that no visual imagery has been provided showing how these road proposals will impact on the landscape in each area. Another respondent raised the common concern, *'the unique topography of County Monaghan with its drumlins will mean that valleys will have to be filled in and drumlins dug away in order to make way for a new roadway'*.

Other respondents repeated a common theme relating to their homes, that the location was chosen for the uninterrupted views and were concerned for the potential negative impacts on visual landscape. One respondent stated *'this [home] location was chosen for the uninterrupted views of the farm and the surrounding countryside all around our home. The whole view to the west will now be taken up by the road if this route is chosen.'*

One submission stated that based on visual impact, Option A appears to be the best option as it utilises the existing N2. A respondent stated Option B runs north through unspoiled countryside and some unique landscapes and felt the beauty of the landscape would completely disappear. Another said building a road through this area would result in the destruction of large areas of agricultural land. Referring to Option C, a respondent noted the corridor was located adjacent to their house and would make it visible from the road.

A number of submissions voiced concern regarding the potential impact of Option F on the beautiful rural area around Glaslough village, a recent Tidy Towns competition winner, and its environs. It was stated that Option F would impact considerably from a visual perspective, spoiling the natural beauty of the area which is an important tourist destination. One respondent noted *'this route will impact this beautiful rural area that has worked tirelessly in maintaining Glaslough Village and its environs to such a high standard that [the town] were successful in winning Irelands Tidiest Village and Overall National award recently.'*

Castleshane and Donagh environs were also referred to as areas of natural beauty that would be negatively impacted visually by Option F. One respondent said *'I grew up in Castleshane surrounded by the beautiful landscape Monaghan has to offer. Hearing of the planned destruction of this landscape has me deeply upset. Being raised in this area I've grown a great appreciation for the scenery in Monaghan. Being able to live around such a unique geographical feature, rarely seen around the globe, is a great privilege.'*

## **7.6 Construction impacts**

Inland Fisheries Ireland (IFI) referred to the guidelines on the protection of fisheries during construction works in and adjacent to waters and recommended that instream works should be carried out in the period July to September. They requested no discharge of suspended solids or any other deleterious matter to watercourses.

Another respondent stated the construction works would result in substantial interference with the soil in the area and cause pollution of the water in the Emy Lough by run-off surface water during the execution of the works on the adjoining lands which are at a much higher level than the lake.

Another commented that there would be disruption if Option A were to proceed, *'I wish to express my concern regarding outline plans for the ... Brown Route – too much disruption along existing N2 route, where there are too many built obstacles, businesses, homes, access roads and entrances to be accommodated'*. Several submissions commented on the potentially disruptive engineering solutions through hills, valleys and rivers for most of the routes resulting in the destruction of many natural habitats. One respondent stated that Option F would be less destructive to the drumlins of this area as there would be less hills to go through.

A submission raised concern over the displacement of traffic during the construction of Option A, citing major safety and traffic management implications may not be necessary if another option was chosen.

## **7.7 Environmental Impacts – N2 Project Team Feedback**

The comments received have been collated through this non-statutory public consultation on the Route Corridor Options. The feedback received will be considered during the Stage 2 Appraisal of the project to identify an Emerging Preferred Route Corridor which will be selected in accordance with the TII's *Project Management Guidelines* and *Project Appraisal Guidelines*, and the *Environmental and Planning Guidelines*.

In assessing each of the Route Corridor Options, a multi criteria analysis will be carried out to assess the Route Corridor Options in accordance with *Unit 7.0* of the TII's *Project Appraisal Guidelines*. This will include a Stage 2 appraisal of the 'Environment' impacts under the headings of Air Quality and Climate, Cultural Heritage (including Archaeological and Architectural), Ecology, Geology and Soils, Hydrogeology, Hydrology, Landscape and Visual, Agricultural assets, Material assets (Non-Agricultural), Waste, Noise and Vibration. Details of these appraisals will be made available in the Option Selection Report which is due to be published when a Preferred Route Corridor is finalised.

When a Preferred Route Corridor is identified the next stage of the design process will include a full Environmental Impact Assessment (EIA) of the route and its impacts. The results of this assessment process will then be presented in the form of an Environmental Impact Assessment Report which will be submitted through the planning approval process.

## 8. Land and Property Impacts

### 8.1 Impact on Property

A number of stakeholders cited potential impacts to their property as a concern for them regarding the construction of this road scheme. It was noted by several respondents that they had concerns of property devaluation as a result of a new road. One stakeholder stated *'we have seen a large increase in traffic on our road since we moved in.... We are concerned about the structural integrity of our property during and after construction of the road.'*

A stakeholder noted that they had concerns of a depreciation in the quality of the view from their property and not being able to enjoy time in their garden as a result. The visual appearance of properties was quoted as being an important factor for stakeholders, and that living in proximity to the N2 could impact this.

The value of a quiet rural life was described as being important to stakeholders. This includes a *'traffic-free environment... not close to any main road.'* It was explained that a new N2 route would *'materially change'* the rural setting enjoyed by stakeholders at present. The beauty, tranquillity and peace of the landscape was noted frequently by respondents.

The concept of family and generational legacy of the area was noted. A stakeholder stated that they intended to build on their Grandfather's land and a similar sentiment was echoed in several other submissions. It was further noted by stakeholders with family members along route options that they had concerns about their well-being and the integrity of their properties. A number of stakeholders stated that the majority of routes would directly affect their place of residence. Loss of privacy, noise pollution and disturbance to young children were mentioned as concerning factors. The possibility of homes being *'demolished'* was a cause of concern due to significant investments in properties. Relocation was cited as not being a desirable option for a number of stakeholders. The road was cited as having the potential to *'destroy'* properties. The financial investments made by stakeholders in their homes was noted by many.

A stakeholder noted that the potential loss of land, impact on the lawn and access to the property itself were causes of concern. It was noted that the potential loss of farmland will have *'a serious negative impact'*. A stakeholder expressed concerns over impacts to their family home and impacts to their commercial farm and fields.

Another stakeholder stated that the potential loss of their land could affect the quality of their lawn and access to the house. A stakeholder expressed concern that Option A would *'effectively destroy [their] house and bisect [their] farm.'* A stakeholder raised concern over the impact to their premises, explaining that a lot of money had been invested into its upkeep and preservation.

A stakeholder voiced concerns that this potential route Option B would directly affect both their property and family farm. This route was noted as potentially cutting through homes and farmland. It was explained that this route option would cause upheaval for elderly family members, along with being a source of *'annoyance.'*

It was stated that local dairy farmers would incur a direct impact to their operations as a result of a new road. Several stakeholders expressed that their properties would incur direct impact from some of the Route Corridor Options. This route was noted as having the potential to spoil *'homes, land for animals and historical places.'*

A number of submissions mentioned plans of their children to build family homes on their land. The Route Corridor Options cross over lands that may affect future planning applications. One respondent stated, *'given an inheritance arrangement for future consideration the proposed route development will also directly affect me regarding land ownership and may impact future development from a planning permission perspective and the future of my family life.'* A stakeholder situated along a Route Corridor Option stated, *'I have received planning permission to build a house within the [name of Corridor] corridor. I would like assurance if [name of corridor] were to be chosen that it wouldn't affect me or my family before I begin the expensive process of building.'*

## 8.2 Impact on land and business

Many stakeholders expressed concerns regarding the impacts of the Route Corridor Options on their land and in many cases their businesses.

A number of stakeholders expressed concern regarding the potential impact on their farmland. A stakeholder stated that the road will cause *'land loss and segmentation on the long-term profitability of existing farms.'* Some farms were noted as having the potential to be split in two as a result of the road and this would impact accessibility. The severance of farms was noted as being a logistical issue as well as an economic issue. A stakeholder outlined that the money they had invested in their farm would be rendered as useless if their farm were to be split. A stakeholder expressed concern that their cattle's water supply would be affected by a new road. One stakeholder explained that due to all six routes going through their property, the project would cause them to cease their dairy enterprise and have an impact on their income. A stakeholder commented that the potential low air quality as a result of the road could cause cross infection of toxins to animals and impact the transportation of animals, thus negatively impacting their commercial business.

Another stakeholder noted that if any of their land was subject to CPO, *'there would be less fodder available from silage for remaining animals and cattle.'* A stakeholder stated that they *'understand the requirement for the absolute necessity of this corridor and will consider a reasonable compensation proposal'* if necessary.

Agricultural land and active farmland were noted as being impacted as a result of Route Corridor Option C being chosen. It was noted that an underpass or overpass would be required to mitigate this, should it happen.

One of the options was noted as having an impact on local secondary schools, farmland and residential homes. It was noted that this Route Corridor Option could have a detrimental impact, with a stakeholder stating that they *'object to the fact that I will lose this site,'* further noting that this road would *'violate my constitutional rights to own land as it is not proven beyond doubt that this proposed road is justified for the common good.'* This route was noted as having a significant potential impact on a stakeholder's *'sole livelihood in dairy farming,'* splitting their land in several parts. A stakeholder noted that any reduction in the size of their landholding would render their sheep and beef enterprises unviable. One stakeholder noted that this route option would mean they would have to cross a roadway to access farmland, *'This proposal [name of corridor] will force me to cross a Dual Carriageway to check or move livestock, operate farm machinery and to check the security of all buildings, fences, gates and livestock. How do I cross this route on slow moving tractors and agricultural machinery?'* The respondent goes on to state, *'a new road will affect the viability of my farm with a loss of earnings and a loss of capital value.'* A stakeholder with farmland in two different townlands repeated the issue of movement, *'a new road would also impact all the logistics of moving cattle, slurry and silage'*. A local farmer in a townland on the same Route Corridor noted that if this option was chosen it would limit his farming enterprise – he noted that his agricultural activity was his main source of income.

## 8.3 Property Impact – N2 Project Team Feedback

The comments received under the property impact theme have been collated from the submissions as part of this second non-statutory public consultation on the Route Corridor Options. The submissions and opinions expressed have been reviewed by the N2 Project Team and will be considered in the Stage 2 Appraisal of the project. Some of these issues and concerns raised above will be addressed as part of the environmental assessment under the criteria of Landscape and Visual, Agricultural assets, Noise and Vibration.

The N2 Clontibret to Border Road Scheme is approximately 28km in length. It is likely that some residential property will be affected, and it is possible that a small proportion may need to be purchased to facilitate the scheme. Each property is considered a constraint and in so far as possible, the scheme will seek to avoid and/or minimise impacts. If property acquisition is required to facilitate the scheme, affected property owners will be consulted directly by the Project Team as the design of the scheme develops.

Given the scale of the project, it is likely that all lands required for the scheme will be acquired through a Compulsory Purchase Order (CPO). Should any part of a person's private land/property holding be included in the CPO, the land/property owner is entitled to compensation. This may also be the case for a person who may have an interest in any land/property identified in the CPO. Compensation will be provided in accordance with CPO legislation. A guide to the process and the legislation is available on the Citizens Information website [www.citizensinformation.ie](http://www.citizensinformation.ie).

## 9. Project Need

This chapter outlines stakeholder's submissions in terms of the need for the scheme. Topics that are covered include; traffic assessment, quality of life, safety, connectivity, journey times, local economy and Government policy.

A large volume of stakeholders queried the overall need for the scheme, with one stakeholder suggesting that the scheme will negatively impact *'accessibility, social inclusion, the compulsory acquisition of lands, services disruption and accessibility issues, safety concerns and of course the environmental and economic negative impact on my cherished home area.'*

Stakeholders frequently cited negative implications a new road could have on their businesses and income. A stakeholder outlined that *'some of the major businesses in Monaghan will still require traffic and trucks to come along the existing local roads and N2 route to gain access to Monaghan town environs. The current road system works well to facilitate this whereas a new road route would complicate this.'* It was expressed that the road would be *'a threat to Glaslough's community businesses which are based around Glaslough's heritage, including Castle Leslie.'*

### 9.1 Traffic assessment

Stakeholders requested more information on traffic modelling before proceeding with the project. One stakeholder noted *'I would like to see any traffic numbers that justify the construction of a new road.'* Another stakeholder asked for more information on the type of road that will be in place adding, *'if the traffic numbers suggest a single lane each way is required there hardly seems to be any reason for an entirely new route.'*

Several respondents requested more traffic data or questioned the validity of current traffic data. A respondent stated that no predicted traffic volumes or capacities have been published to justify this road improvement and requested information on limitations, bottlenecks, current capacities and predicted capacities. Several respondents stated that the existing N2 was not overly busy most of the time as far as they could tell.

One stakeholder questioned the need for the project as they noted that the bypasses in Castleblayney and Carrickmacross are already designed to take the traffic volume in those areas. Another stakeholder added there is no real need for the road as a result of the Carrickmacross, Monaghan town and Castleblayney bypasses, which *'provide a high-quality road, bypassing all the major bottlenecks along the way.'*

One stakeholder stated that there is no evidence of congestion on the existing N2 road and suggested *'it can actually be quiet during the day.'* One submission questioned whether different options are being considered, such as, *'do nothing, do minimum by upgrading the existing N2 or do a number of items including new sections where traffic congestion is a major issue, such as Emyvale.'*

One stakeholder included An Taisce's statement in relation to *'ghost roads'*, which notes *'new motorways using false data showing never-ending traffic growth'* and claims that money is being spent on *'ghost roads'* without justification. Stakeholders also quoted Professor Edgar Morgenroth (Professor of Economics in DCU) in their submissions relating to the need for the road.

### 9.2 Quality of life

A number of stakeholders raised concerns over the impact the proposed scheme would have on their quality of life and mental health. One stakeholder noted *'your decision will have a huge impact on the wellbeing and livelihood of many people.'* Another submission stated, *'noise pollution will impact people's quality of life and health.'*

Many stakeholders outlined in their submissions how the proposed routes would impact communities. One stakeholder suggested that the project *'will inevitably dissect communities to the level where participation in events will be more difficult and possibly impossible and accessing services will be even more of a challenge.'*

A stakeholder noted that a family member had special needs and that it had taken them years *'to familiarise [themselves] with our purpose-built home'* and a potential road in their locality could affect this. Stakeholders also noted that special needs family members may require silence in order to sleep. Accessibility was cited as being paramount for stakeholders who have a disability or mobility issues. *'My parents are elderly, they have farmland and I cannot accept a proposal which threatens to undermine their accessible existence in their local community, which would provide additional challenges in their elderly years regarding accessing services or living comfortably.'* A respondent with limited mobility stated, *'my main source of recreation is [...] the country road below my house. The [name of corridor] route is proposed to cross that small road which in turn would hamper my recreational activities.'*

Stakeholders noted that the proposal will impact the elderly and other family members, with one stakeholder suggesting *'the additional issues of having a proposed route so close to our home brings health and safety risks to our children, our families, visitors, friends, our livestock and pets with regard to crossing this roadway, accessing this roadway and any incidents that may occur on the roadway that would endanger us such as serious road traffic accidents and associated incidents'*.

One stakeholder added that *'those living here have chosen this way of life and it should not be taken away.'*

Several stakeholders also suggested that the proposed routes would cause financial strain and stress for impacted communities and would create a sense of isolation for residents. One stakeholder stated, *'The enormous stress you are putting our community under by springing your plans upon us. Studies show that by taking a walk in a busy environment filled with commotion ie next to a motorway, is basically an ineffective way to relieving stress.'* Another stated, *'close and extended families would be separated and isolated from one another; neighbours would become strangers to each other, and the future would be one of severance, isolation and vulnerability for many, particularly in older age.'* Another stakeholder stated that as a carer *'This route will inevitably dissect communities to the level where participation in events will become more difficult and possibly impossible and accessing services will be an even more challenge than they are. How will [relative in need of care] be catered for in the proposed routes which threaten to tear up our existing land into parts that may be unusable in the future, thus threatening [relative in need of care] current care and the finances we will require for life long care when we are no longer able to care for [relative in need of care]?''*

A large number of submissions suggested that Option F would ruin the local community of Glaslough, which was the 2019 Tidy Town Competition winner, adding *'a road through this area will have a major impact on the entire community.'* Stakeholders also added that it would ruin the *'magic of Glaslough.'*

Submissions also outlined that the community of Tyholland would be divided into four parts, therefore impacting the community greatly.

### **9.3 Safety**

Many stakeholders raised the issue of safety in relation to the need for the project, one stakeholder noted *'the whole point of upgrading the N2 is to improve the road safety and traffic flow. Adding intersections with local roads increases the risk of accidents, without any real benefit to the road users.'*

Another stakeholder noted that, *'it is important that safety is kept to the highest levels on our roads; no-one is disputing this. Any road improvements which address road safety are welcomed and the improvements of roads and junctions should be an ongoing concern.'*

One submission suggested that the majority of accidents occur on the N2 Ardee to Castleblayney scheme and not on the N2 Clontibret to Border scheme, therefore questioning the need for the scheme in relation to safety, adding *'there have been hardly any accidents along the stretch from Clontibret to Monaghan, this is a wide road, good passing lanes, good visibility and well capable of dealing with traffic numbers.'* Another stakeholder suggested that *'a number of other factors apart from road type contribute to accidents causing injury and loss of life...factors including drink and drug driving.'*

Several stakeholders raised concerns regarding safety if the speed limit was increased on the proposed road. A stakeholder stated *'while I do not object and would welcome the road improvement. I would be fearful that the road improvement would increase the speed of through traffic and make local access more difficult and dangerous.'*

One stakeholder suggested that the N2 exit from their local road would become more dangerous when turning towards Monaghan town than it is at present.

One stakeholder questioned why the existing N2 could not be upgraded to a standard that would improve safety, adding *'I think you will find that an upgrade of the existing route would be a more appropriate solution.'* Another stakeholder questioned if the Project Team has compared the safety statistics of the existing N2 with other routes before proceeding with the scheme.

A stakeholder noted that all parties wish to improve the safety of the N2, adding *'improved safety measures can be engineered to deal with any potential problem areas without building a new roadway running parallel with the existing road. Even if a new road was built, this does not make the current N2 safer.'*

One stakeholder suggested that closing roads may increase crime rates in the area as *'local Garda patrols will use an alternative route for their patrols, which will make the area more attractive to criminals.'*

It was noted in one submission that, *'the N2 itself is too busy/speedy for residents to safely walk along. The hard shoulder is regularly used as an extra lane by motorists and is therefore risky to walk along. There are unfortunate examples of serious injury and fatalities from pedestrians trying to cross the N2. By taking some of the traffic away from the N2, road safety should improve.'*

Several stakeholders stated that the original upgrade to the N2 made the road unsafe for farmers to bring their herd across the N2 and resulted in a very serious accident to a local resident. These stakeholders urged Monaghan County Council to *'provide adequate safety measures while building the road. The failure and lack of forward planning to provide an underpass has caused much hardship over the years.'*

One submission outlined that Option A is *'unsuitable because access to the main road is already dangerous, the 80km/h is generally ignored.'*

One stakeholder suggested that route Option F would affect the noise and safety in the area. Another stakeholder added, *'there are deer crossings over the green route coming and going to Castle Leslie, Tynan Abbey and Caledon Estate and that would ruin the livelihood (sic) of the deer and the safety to the new road.'*

One stakeholder suggested that *'one can argue that the accident rates on the existing routes are driven by the constant mix of long distance and short distance traffic, causing driver frustration and mistakes.'* The stakeholder added that selecting Option F would *'maximise the separation of the traffic into long distance and local traffic, enhancing the accessibility for all.'*

## **9.4 Connectivity**

Several stakeholders discussed connectivity in relation to the project need and impact on the surrounding areas.

One stakeholder argued that the scheme is not required as the Monaghan bypass is well connected to the existing N2 and *'provides excellent access to the surrounding towns and villages.'*

Stakeholders noted that the proposed routes may cause severance between families and communities. One stakeholder suggested that the proposed routes could dissect areas and communities and could introduce barriers to movement.

One submission recommended that the new route should not utilise the existing road infrastructure around Monaghan town which should remain solely for local road users - *'the new road should be constructed so as to*

bypass Monaghan town to enable advantage to be taken of it by the users of the [existing] local road network' and not have to travel on the N2.

## 9.5 Journey time

Several stakeholders discussed journey times in their submissions, one stakeholder noted, 'a new road from Clontibret to the Border will improve journey times from Dublin to Donegal but only by about 5-10 minutes. On the other side it will probably lengthen journey times around local areas as some local roads will have to be disrupted and re-directed around the new road.'

One stakeholder questioned whether the proposal would increase the journey times of buses, as they would have to 'divert off the main road.'

One stakeholder suggested that in relation to route Options A-E, 'if you put a new road around Castleshane Wood with the same speed limit of 100km/h, you would be quicker to go down the old road and join onto the new road where they meet. It does not make sense building a completely new road with the same speed limit.'

Stakeholders raised concerns regarding how the proposal could impact their daily commute.

## 9.6 Local economy

Stakeholders raised concerns over the impact the proposed scheme could have on the local economy. One stakeholder questioned whether there has been a study undertaken to examine if the new road would create an economic advantage to the area.

A stakeholder commented that the proposal may negatively impact the local economy, stating 'there is a real cost to local people including additional travel time and the cost of that, a reduction in local business as the new roadway proceeds through the area with little or no options for passing trade to spend money locally.'

One stakeholder stated that 'the construction of a new route corridor will cut-off towns and villages as the existing N2 road will be effectively by-passed. This is another example of rural Ireland being cut off and isolated by crazy Government schemes. There will be a devastating impact on the economy of local towns and villages as traffic will now be diverted away – on a route that bypasses the existing N2.'

One stakeholder commented that if the scheme goes ahead, 'there will be a loss of jobs as people will be easily diverted to Dublin and Donegal' rather than stopping locally and adding to the local economy.

A submission noted that the proposed development serves road users passing through Monaghan and therefore is 'not contributing to our local economy or local communities.'

Stakeholders also noted that 'it cannot be economically justifiable when an alternative [route] option upgrading the existing the N2 is available.'

Several stakeholders questioned the impact to Monaghan town as a result of the proposed scheme, many stakeholders suggested that this could have a negative impact on the town and businesses there.

In contrast, stakeholders also noted that 'the new road should be constructed so as to bypass Monaghan town to enable and attract inward investment and develop the local economy'. Another stakeholder added 'from an economic point of view, it has been shown that towns such as Monaghan fare much better if major road constructions are routed further away from the town boundaries. It has the effect of stimulating a local economy which builds a healthy community.'

One stakeholder suggested that upgrading the existing N2 to a dual carriageway standard 'would restrict development to that side of Monaghan town.' The stakeholder questioned how businesses would expand when a dual carriageway cuts off one side of the town.

Stakeholders suggested that Options E and F would impact the town of Glaslough, stating *'over the years a considerable amount of success has been achieved in building up the local economy in this rural area.'* Another stakeholder added that Glaslough provides employment opportunities to the local area.

In relation to Options B-E, one stakeholder stated, *'I would welcome any suggestions of other sources of income...I can state with comfort that routes B-E will likely render a large number of nearby farms unviable.'*

## **9.7 Cost**

Many stakeholders raised concern over the need for the project in terms of cost.

A number of stakeholders questioned the need for the scheme with regard to cost, one stakeholder noted *'while being an unnecessary spend in this current climate and when there are plenty of other relevant things to spend money on. I don't believe this proposed road should be anything more than a proposal.'*

Stakeholders questioned whether a cost/benefit analysis had been carried out and if so, that it is made public. One stakeholder queried if figures on how much the project would cost would be released and asked for *'a cost estimate even at this stage with the information taken from other recently constructed road schemes as a guideline.'*

Stakeholders raised concerns in relation to whether the cost would increase due to the landscape and whether there would be a toll road and if that would result in costs to the motorist at a later stage. Some submissions included their own estimates on how much the project would cost.

Several stakeholders noted their dissatisfaction with the proposed routes and suggested that tax payer's money would be better spent elsewhere such as a better road to Cavan Hospital. One stakeholder noted that constructing the road *'will involve massive engineering works and road construction and destruction works and will increase, by an unjustifiable amount, the cost to the tax payer.'*

Many submissions questioned the need for the project since a lot of money has already been spent on upgrading the existing N2. One stakeholder requested that a public consultation should take place on the possibility of upgrading the existing N2. Another stakeholder added that *'the existing N2 will still need to be maintained as a viable route irrespective of the construction of a new corridor'*, commenting that this project *'is a shameful waste of tax payer's money.'*

Stakeholders outlined that the cost of the project will rise due to the amount of impacted properties. One stakeholder noted *'the cost of building a new road alone, not including payment of landowners...will be staggering.'*

## **9.8 Government Policy**

A large volume of stakeholders raised concerns in relation to Government Policy and the need for the scheme. Issues such as the Climate Emergency and how the project fits into Development Plans were noted in many submissions.

Stakeholders questioned the need for the proposal as *'the Government has advised us we are in a climate emergency, we have to rethink how we do everything quickly. Constructing a major new road...goes against the theory of what we should be doing.'* Submissions stated that *'we are currently in a climate emergency. We have a target of reaching zero net emissions before 2050 and if we continue to invest in building and construction, we will not reach this target.'*

One submission suggested that the project is not aligned with Government targets which include *'less dependency on roads, reduction of carbon fuels.'* Another stakeholder requested that *'building this road, encouraging more convenient journeys powered by fossil fuels is not going to solve the crisis facing us.'* Several stakeholders listed the types of activity required to construct a new road and the pollutants these activities produce.

Stakeholders questioned how the proposal is in line with strategies such as the National Spatial Strategy (NSS). One stakeholder stated *'the proposed routes contravene the Strategy due to the fact that they are located significantly east of Monaghan town. The NSS has identified Monaghan town as a development 'Hub.'*

Stakeholders also suggested that the road proposal *'has due regard for the strategic planning framework outlined in the NSS, Regional Planning Guidelines and also the County Development Plans.'* Another stakeholder requested that the Border Regional Authority Draft Regional Planning Guidelines (RPG) be reviewed in relation to this project.

One stakeholder suggested that this project *'has always been politically driven,'* and stated that this project was a *'contribution towards peace and harmony in Ireland,'* rather than politicians looking into whether it was *'feasible or value for money.'* A respondent felt that the proposed scheme would be subject to funding and political turbulence resulting in delays. The respondent stated that the project should be put on hold as *'money may not be available to fund the project and with no active Assembly in Northern Ireland, there can be no formal agreement between north and south on joining these routes, this coupled with the uncertainty of Brexit means that this could be a project delayed by years and thereby discommoding the people of north Monaghan.'* Another stakeholder stated, *'the project has already been running for 10 years and has been a cause of concern for local citizens during that time including the sterilizing of wide tracts of land from planning permission in the notion that the road was to be built there.'*

## 9.9 Tourism

A large number of submissions raised concerns over how the project will impact tourism in the area, in particular in the Glaslough area. One respondent stated that Options B, C and E would pass close to Castleshane Demesne and Castleshane woods which would decrease its attraction for visitors

Stakeholders discussed the impact caused by Option F, one stakeholder suggested this option *'will have a disproportionate negative impact on the environs adjacent to Glaslough (2019 Tidy Towns winner) which make a huge contribution to the local economy through tourism.'* Another stakeholder noted in relation to Glaslough that Option F *'would ruin the approach to the scenic village and the road being in close proximity would destroy what is now a peaceful area.'*

Several stakeholders also raised concerns that Option F would *'interfere with [the] equestrian centre which is and has been a very important tourist and amenity attraction into the area.'*

Many stakeholders also raised concern over the impact that Options E and F would have on Emy Lough, with one stakeholder adding *'the walkway is a very popular amenity and used extensively by the local population of all ages and interest, as well as our neighbours from Northern Ireland and indeed holiday makers from all over the world.'* Stakeholders also stated that Emy Lough also attracts a large number of tourists through angling and is a significant tourist area.

Stakeholders questioned whether Options E and F would impact the Crannog site at Emy Lough and the new Ulster Canal Greenway.

In contrast one stakeholder encouraged *'roads capable of accommodating high-speed traffic facilitate industry and tourism'* while causing *'minimal adverse impact on existing high-quality tourist amenities'*

## 9.10 Project Need – N2 Project Team Feedback

*In accordance with TII's PAG Unit 4.0– Consideration of Alternatives and Options (October 2016)* a detailed assessment for the need of the project has also been carried out as part of the Stage 1 Route Options identification stage which will be included in the Options Selection Report which will be published when a Preferred Route Corridor is confirmed. The Option Selection Report will include 'Do-Nothing', 'Do-Minimum' and 'Do-Something' scenarios as part of the assessment process.

The project aims to deliver on the strategies and objectives of the National Development Plan (NDP) 2018 - 2027 and National Planning Framework (NPF) - Project Ireland 2040. The N2 Clontibret to Border scheme will upgrade a 28km section of the N2 National Primary Road in County Monaghan between Clontibret and the Northern Ireland Border. The scheme will address issues of safety, journey time and capacity along the national and the TEN-T network of the N2. The project will improve connectivity within County Monaghan as well as regional and national accessibility between Dublin and the northwest and it is considered that the proposed scheme aligns with current European (TEN-T regulations), national, regional and local policy documents.

Safety is a very important aspect of the design process. The comments received under the 'Safety' theme through this non-statutory public consultation on the Route Corridor Options have been collated together with data received from national sources. The feedback received will be considered during the Stage 2 Appraisal of the project. The issues and concerns raised will be considered through the Economic, Safety and Physical Activity criteria to be assessed in accordance with *Unit 7.0* of the *TII's Project Appraisal Guidelines*. Details of these appraisals will be included in the Option Selection report which is will be published when a Preferred Route Corridor is confirmed.

## 10. Connectivity and Engineering Aspects

Stakeholders had concerns on whether the proposed scheme would impact road access, local roads, connectivity, impacts on amenities and facilities and public transport.

### 10.1 Road access and local roads

Several stakeholders queried how the proposed project could impact their access and local roads. In terms of access, stakeholders questioned if the project would impact services such as the ambulance and fire services, deliveries and bin collections. One stakeholder also suggested that there could be an impact on communities if local roads are closed, *'particularly on elderly people who rely on passing motorists to visit them.'* One submission noted that five routes could impact access to Ardagh Community Centre.

Access to schools was also raised in submissions, one stakeholder stated *'access to schools requires the addition of pedestrian crossings at the schools not a dual carriageway at its gate. At present it would be impossible to allow children to walk to school along the N2. By taking the traffic away from schools, it will provide a safer environment for school children, parents and teachers.'*

Stakeholders also raised concerns that impacts to local roads as a result of the project may result in accessibility issues. One submission noted that the turn from their local road onto/off the N2 *'will be even more dangerous than it is at present, especially turning right.'*

Several stakeholders enquired whether access to their properties and farms would be impacted as a result of the Option A, with one stakeholder suggesting that Option A would be *'unsuitable because of too many farm premises, private houses and road openings onto the [existing] road.'*

One stakeholder outlined that access to the new N2 *'is not desirable due to the effect it will have on security for the surrounding local community.'* One stakeholder suggested that the Route Corridors *'will cut through a number of important secondary roads used on a daily basis by the local community.'*

Roads in proximity to local secondary schools were also noted as having potential to be impacted. One business owner outlined that some Route Corridor Options would impact access from their business to the main road.

One dairy farmer stated that their current access arrangement was already inadequate and expressed concern that journeys would become more difficult with a new road and further access restrictions.

In terms of impacts to the local road network, one stakeholder stated in relation to one of the Route Corridor Options that *'I do not feel that this route will work as we have been here before, the land surrounding this route is not sustainable as this can be seen on local roads. This proposed route will eat up such funding leaving people in limbo awaiting [sic] many years to be finished'*

### 10.2 Local and regional connectivity

Many stakeholders expressed concern that the project could sever connectivity between families, communities and amenities. One stakeholder suggested *'a new road scheme would potentially sever our connection and place an insurmountable burden on our attempts to provide family care and support to our parents.'*

One stakeholder suggested that Options B and C could provide good connectivity to Belfast if a junction was implemented near Emyvale. Another stakeholder suggested while these routes would provide a stronger connection to Belfast, it may *'destroy lateral connection between Glaslough and Emyvale.'*

In relation to Option F, one stakeholder noted *'the express purpose of this route is to be an international highway...it is not intended to be a road serving local communities. By virtue of the design goal it should have a number of very strategically placed and well-designed access points. The green route is well positioned to achieve this.'*

### 10.3 Design standards

Many stakeholders commented on design standards for the project. One submission noted that although they *'understand that there have been changes to environmental laws and planning laws...and therefore the project had to be redesigned... the current maps look very similar to the previous ones.'*

One stakeholder questioned whether the land been tested *'as it is quite boggy land and the roads that are in place are sinking in certain areas.'* Stakeholders also outlined that routes are at the back of Castleshane Forest and through other complicated geographical areas such as agricultural land, drumlins, bogs and floodplains, could increase cost.

Many stakeholders requested more information regarding the type of road that will be in place; a dual carriageway, motorway, single lane or 2+1 road.

Irish Water highlighted the procedure around Irish Water assets if a diversion is required and noted that the designer should identify, survey and map the exact location of the asset to allow Irish Water to determine appropriate protection measures.

One stakeholder noted that *'several of the 2019 concepts may require installation of roundabouts. Roundabouts on high specification national/motorway routes are inherent design flaws.'* The stakeholder requested that the scheme consists of a *'long distance corridor and minimum access points and grade separated junctions, which ultimately will lead to a much safer driving environment.'*

### 10.4 Impact to amenities and facilities

Many stakeholders expressed concern on how the proposed project would impact local amenities and facilities in the area. Stakeholders suggested that the project would impact church and school services as well as local shops.

Irish Water made a submission outlining the assets in the area and requested continuing engagement to ensure that no Irish Water assets are impacted as a result of the project.

Stakeholders also questioned whether facilities such as electricity, broadband and water services would be impacted as a result of the scheme. One stakeholder stated that some of the Route Corridor Options may impact *'an aquifer beside our house which supplies our domestic water supply would be severely impacted.'*

Several stakeholders outlined how Option F would negatively impact Glaslough Village and amenities and facilities in and around the village such as Glaslough Villa soccer pitch and local cycle routes. Stakeholders also stated that Emy Lough, which is a public amenity and attracts a large volume of anglers, would be impacted. One stakeholder also outlined that Option F would impact the fishing club and the walkway around the lake. One stakeholder noted that Options E and F could impact the proposed Ulster Canal Greenway.

Another stakeholder suggested that Drummully Wood could be impacted as well as Castleshane forest. One stakeholder noted that the proposed route may negatively impact *'the Demesne, Castleshane Woods and Environs which have all been nominated as Areas of Secondary Amenity Value.'*

### 10.5 Public transport

Stakeholders questioned whether the proposed scheme would impact public transport in the area.

One stakeholder stated that buses would have to take the old route in to Monaghan bus station and this would *'probably lengthen journey times on those passengers.'*

Stakeholders also suggested that investment in efficient public transport would be more beneficial to meet the Government's Climate Change Action, such as reopening railways.

## 10.6 Traffic management

Respondents from Emyvale supported the possibility of traffic being diverted from the village; *'as residents and house owners from Emyvale main street we have long wished for the village to be bypassed. The volumes of traffic especially HGVs have a huge and detrimental effect on village life.'* Submissions welcomed a project which would reduce *'congestion, noise, vibrations and pollution from traffic'*. Some submissions raised their concerns with the difficulties they have in organising community activities as well as maintaining the upkeep and look of the village due to the large volumes of traffic that currently pass through the main street of Emyvale.

Several respondents commented on traffic management in Monaghan town. A respondent stated *'major businesses in Monaghan will still require traffic and trucks to come along the existing local roads and N2 route to gain access to Monaghan town environs. The current road system works very well to facilitate this whereas the new road route would complicate this.'* Another stated that a route that aligns itself as closely as possible to the major population centre - Monaghan town - is essential for improving traffic conditions and access to the N2. However, another respondent stated that any proposed new road should stay away from the bypass at Monaghan town to avoid traffic delays at schools and factories.

One submission requested an 80km speed-limit from Moyles to the Collegiate school, even at present, as is considered highly dangerous, while another felt that the Collegiate school exit on to N2, especially towards Monaghan town would be more unsafe as a result of a new road scheme than at present.

## 10.7 Connectivity and Engineering Aspects – N2 Project Team Feedback

The comments received under the 'Connectivity and Engineering Aspects' theme have been collated through this non-statutory public consultation on the Route Corridor Options. The feedback received will be considered during the Stage 2 Appraisal of the project. The issues and concerns raised above will be considered within the Economic, Safety, and Integration Criteria set out in *Unit 7.0* of the *TII's Project Appraisal Guidelines*. Details of these appraisals will be included in the Option Selection report which is due to be published when a Preferred Route Corridor is finalised.

## 11. Consultation Process

This section outlines feedback from stakeholders regarding the consultation process, the quality of the information presented, effectiveness of the process and comments on the questionnaire itself. Some respondents were concerned that they had insufficient information about how the Route Corridor Options presented at the public consultation were arrived at and commented that the lack of access to the supporting information from the design process to date limited their ability to effectively participate in the decision making process.

### 11.1 Public consultation and design process

Several respondents asked for further transparency from consultants and authorities on the decision-making processes. One respondent stated *'there has been no route selection criteria or weighting published as to how the six options have been shortlisted. Also missing are the decision-making tools used and the completed report including the shortlisting process/methods and weightings.'* One respondent raised concerns about a method of decision making *'it is assumed that the selection of the preferred route will be arrived at through a points based process, with the best scorer being the 'winner', as was the case in the 2011 process'* and continued *'any one major problem along the entire corridor will therefore be magnified and could rule the entire route obsolete, even though other parts of the route may be overwhelmingly supreme'*. Table 7.20 Project Appraisal Framework Matrix from the 2012 Route Selection Report was submitted in a submission to show how the Option E, the Yellow route was not chosen but may have been if a more appropriate approach had been taken during the previous Route Selection Process which was completed in 2012.

Another respondent felt there was a lack of consideration towards demonstrating that the scheme was feasible, while another was concerned about the loss of information and knowledge gathered between the previous scheme and this scheme, particularly details of the community's concerns. A stakeholder queried the absence of reports on traffic information. One respondent stated that the maps were out of date and did not show all houses and buildings within and close to proposed Route Corridors Options.

A submission stated that the current public consultation process is fundamentally flawed and breaches EU and national law, in particular the Aarhus Convention. The respondent felt that there was limited opportunity to influence the framing of the problems and the choice of options early in the process. The submission quoted Directive 2011/92/EU regarding an EIA for a project and allowing considerations to be integrated at an early stage. *'Clearly there is a requirement that all options are examined in full detail, ignoring or eliminating none so that environmental and other considerations are examined fully and opening from the outset.'* One respondent requested to further extend the consultation period.

Another respondent felt that more could have been done to contact people living and owning land within the Route Corridor Options. They felt that too much emphasis had been placed on the website and one advertisement in the local paper and road signs was not enough. One respondent felt that the turnout to open days indicated a poor response because landowners had not been informed. One respondent did not complete the ranking question on the feedback form stating it did not include the issue of carbon impact. The stakeholder stated that many issues were not addressed appropriately and not being made clear to residents in the affected areas.

Two submissions requested that Monaghan County Council consult with landowners and farmers affected by the proposed routes. A respondent stated that Monaghan County Council should have sent each landowner, homeowner and commercial premises in the proposed route corridors a letter with the information brochure and map. One respondent commented that neighbouring farmers were not making submissions as they felt they wouldn't be listened to. Inland Fisheries Ireland asked to be kept informed of progress with the proposed project and indicated that they should be consulted regarding the design of all watercourse crossings.

One respondent commented on the length of the planning process stating, *'having previously opposed the route, we will now need to wait till 2022 at the earliest to find out if we are affected again.'*

## 11.2 Consultation Process – N2 Project Team Feedback

The comments received under the Consultation Process theme as highlighted above have been collated from the submissions received as part of this second non-statutory public consultation on the Route Corridor Options and will be considered by the project team when identifying the Emerging Preferred Route Corridor.

Non-Statutory Public Consultation forms a key part of TII's Phase 2 (Option Selection) process for this Project, where a number of consultations are undertaken to generate awareness and initiate participation of the public and key stakeholders, and to obtain feedback for consideration by the Project Team. Along with the completion of Public Consultation 1 (Study Area & Constraints) and 2 (Route Corridor Options), the N2 Project Team will undertake a third round of non-statutory public consultation (Public Consultation 3 - Emerging Preferred Route Corridor). It is currently scheduled that this consultation will be undertaken in 2020. The comments received in relation to this second public consultation process will be considered by the Project Team and will help inform the process when planning the next stage of non-statutory public consultation.

At each stage of these non-statutory consultations the design process is iterative and ongoing, and information and assumptions are subject to ongoing review based on feedback received through the public consultations and based on information gathered during ongoing studies. For this reason the background information which informs the Option Selection process to this point is not yet finalised. After an Emerging Preferred Route Corridor has been identified, a third non-statutory public consultation takes place, and the Preferred Route Corridor will be finalised. The Option Selection Report, which includes the supporting background information relating to the Phase 2 design process, will then be published.

After the Preferred Route Corridor is identified, the design of the road can be developed and an Environmental Impact Assessment carried out. During this phase further engagement with landowners and interested parties will be undertaken as part of the ongoing design process.

## 12. Conclusion and Next Steps

This post-consultation report aims to set out how the public consultation was managed, how many people interacted with the project and to summarise the issues and concerns raised throughout the public consultation process. The transparency of the public consultation process is supported by the production of this consultation report to demonstrate that the points raised through the submissions received are being recorded and considered. As discussed throughout this report each submission has been reviewed by the Project Team and the feedback and opinions expressed will be considered through the Option Selection process to identify an Emerging Preferred Route Corridor for the N2 Clontibret to Border Road Scheme.

In addition to receiving feedback about the Route Corridor Options, an important objective of this consultation is to develop and maintain relationships with the communities and interested parties who may be affected. It was noted at the public events that many stakeholders had met the same member of the Project Team whom they had met at the 'Study Area and Constraints' public consultation events, and these stakeholders provided further information to that previous submission or reiterated their points. The Project Team members explained the process for identifying the initial study area, the development and collation of the various constraints within this study area and the development of the Route Corridor Options presented through this 'Route Corridor Options' public consultation. As described in this report, opportunities to meet with members of the Project Team on a one-to-one basis were provided at the N2 Project Office. These one-to-one meetings allowed members of the public to get more information about the project and to discuss their individual situations or concerns with the Project Team.

Feedback received during this second non-statutory public consultation will be considered by the N2 Project Team as part of the Option Selection process to identify an Emerging Preferred Route Corridor for the N2 Clontibret to Border Road Scheme. It is anticipated that a third non-statutory public consultation will take place in 2020, where the Emerging Preferred Route Corridor will be published. Feedback and submissions will be invited which will be considered by the Project Team as part of the appraisal process before finalising a Preferred Route Corridor.

All information and updates will be posted to the project website at [www.N2MonaghanLouth.ie](http://www.N2MonaghanLouth.ie).

## Appendix A. Feedback form

Figure A-1: English feedback form



### N2 Clontibret to Border Road Scheme – Route Corridor Options Public Consultation

1. Name \_\_\_\_\_  
 Address: \_\_\_\_\_  
 \_\_\_\_\_  
 Phone: \_\_\_\_\_  
 Email: \_\_\_\_\_

2. Do you live or have property/land on or adjacent to one of the proposed Route Corridor Options?  
 Yes  No

If yes, which option(s) affects the property/land:

Route Corridor Option: A  B  C  D  E  F

And is the property/land:

Farm / Agricultural Land  Residential  Commercial

Please provide any additional details on the property/land:

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

3. In your opinion, how important in relation to this project are the following aspects? Rank 1-10 in order of importance with 1 being the most important and 10 being the least important:

Item	Rank	Item	Rank
Improving traffic conditions and capacity		Safety improvements	
Impact on communities		Impact on land and property (including agricultural/ industry/commercial)	
Effect on archaeological/ historical/ cultural heritage/natural amenities		Scheme costs / Value for money	
Effect on flora and fauna		Visual and landscape impact	
Impact on air quality and noise		Access to the N2	



Figure A-2: Irish feedback form



**Scéim N2 Cluain Tiobraid go dtí an Teorainn – Comhairliúchán Poiblí um Roghanna Conaire Bealaigh**

1. Ainm \_\_\_\_\_  
 Seoladh: \_\_\_\_\_  
 \_\_\_\_\_  
 Fón: \_\_\_\_\_  
 R-phost: \_\_\_\_\_

2. An bhfuil cónaí ort nó an bhfuil maoin/talamh agat ar nó in aice le ceann de na Conairí Bealaigh Molta?

Tá  Níl

Má tá, cé acu rogha a bhaineann leis an maoin/talamh:

Rogha Conaire Bealaigh: A  B  C  D  E  F

An bhfuil an maoin/talamh mar:

Feirm / Talmhaíocht  Áit Chónaithe  Láthair Tráchtála

Luaigh le do thoil sonraí breise faoin mhaoin/talamh:

\_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

3. I do thuairim, cé chomh tábhachtach don tionscnamh seo is atá na gnéithe seo a leanas? Áirigh 1-10 in ord, 1 ar an ngné is tábhachtaí agus 10 ar an ngné is lú tábhacht:

Gné	Áireamh	Gné	Áireamh
Feabhas ar chúrsaí agus cumas tráchte		Feabhas ar Shábháilteacht	
Tionchar ar phobail		Tionchar ar thalamh agus maoin (talmhaíocht / tionscal / tráchtáil san áireamh)	
Tionchar ar chonláistí seandálaíochta/stairiúla/cultúrtha/oidhreacht/nádúir		Costas na scéime / Margadh maith	
Tionchar ar fhásra agus ainmhithe		Tionchar ar radhairc agus dreach tíre	
Tionchar ar cháilíocht aeir agus gleo		Rochtain ar an N2	



## Appendix B. Sample website content



### Project Background

The N2 Dublin to Derry route is a national primary road linking Dublin to Northern Ireland and the north west of the country, passing through the towns of Slane and Ardee, and bypassing Carrickmacross, Castleblayney and Monaghan before becoming the A5 as it passes through Northern Ireland.

In March 2007 the Chancellor of the UK Exchequer and the Taoiseach announced a major new roads programme that included the A5 Western Transport Corridor from Aghnacloy to Derry (A5 WTC). This major infrastructural project aims to upgrade over 85km of the A5 route in Northern Ireland to a dual carriageway standard. At around this time Monaghan County Council also commenced the design process to upgrade a section of the N2 between Clontibret and the Northern Ireland Border.

A preferred route corridor was previously identified for the scheme in 2012 however due to the economic downturn further progress was suspended. Funding has now become available under Project Ireland 2040 to progress the planning and design of the scheme. Due to changes in environmental legislation, design standards and to comply with the requirements of the Public Spending Code it will be necessary to carry out a new route selection process.

To ensure the scheme complies with current standards and guidelines, Jacobs is required to undertake all stages of the planning and design process, including identifying a study area, constraints, identifying route corridor options and thereafter selecting a preferred route corridor. This may differ from the previous preferred route corridor developed in 2012.

In addition to this, Monaghan County Council is also working on a scheme to upgrade a further 32km of the N2 between Ardee and Castleblayney in Counties Louth and Monaghan.

Along with the other improvements planned for the N2/A5 route, the proposed N2 Clontibret to the Border Scheme will significantly improve transport connectivity and provide more efficient access to other strategic national roads such as the N64 and the N12.



**Second non-statutory public consultation completed**

The Project Team would like to thank all contributors for taking the time to engage with the project team and for making submissions during the recent non-statutory public consultation period. They will now analyse the feedback received and conduct further studies on the route options. Later in 2020, an emerging preferred route option will be selected based on a wide range of criteria, including the information received from the submissions. This will be open to another public consultation period.

Clontibret to Border Information Brochure - click below

[↓ DOWNLOAD](#)

Clontibret to Border Feedback Form - click below

[↓ DOWNLOAD](#)

Clontibret to Border Information Brochure - Gaeilge click below

[↓ DOWNLOAD](#)

Clontibret to Border Feedback Form - Gaeilge click below

[↓ DOWNLOAD](#)

Clontibret to Border Route Corridor Options Maps - click below

[VIEW MAPS](#)



## Scéim Bóithre

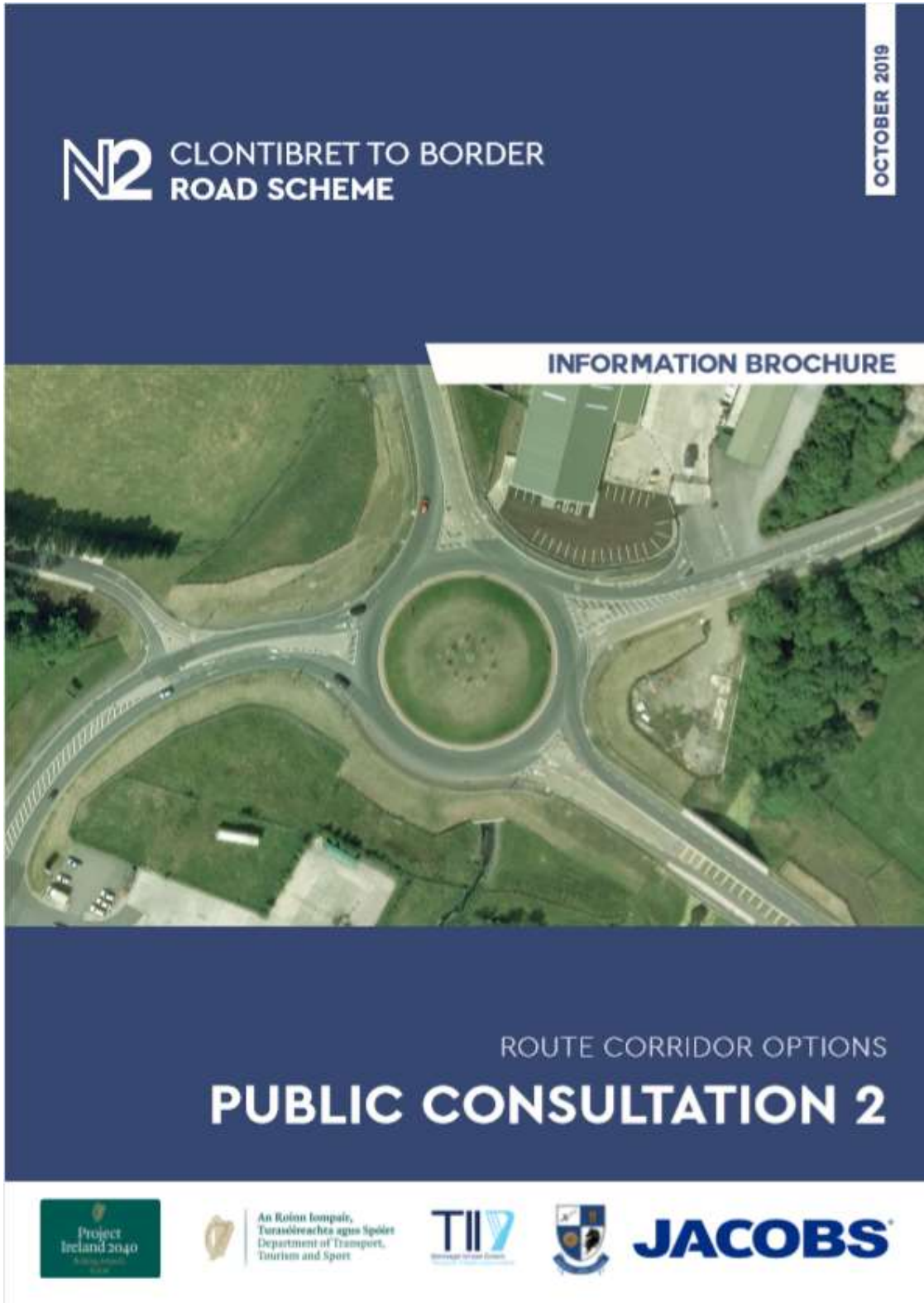
Tá Comhairle Contae Mhuineacháin ag obair i gcomhar le Comhairle Contae Lú agus Bonneagar Iompair Éireann (TII) chun scéim uasghrádaithe a fhorbairt do 26km ar an N2/A5 Baile Átha Cliath go Doire. Tá an tionscnamh molta suite i gContae Mhuineacháin idir Cluain Tiobraid agus an Teorainn. Tugtar Scéim N2 Cluain Tiobraid go dtí an Teorainn ar an dtionscnamh seo.

Seo tionscnamh tábhachtach chun feabhas a chur ar an gceangailteacht Thuaidh/Theas agus Réigiúnach agus ar shábháilteacht ar bhóithre.

Cé gur tharla obair éigin phleanála agus deartha ar an scéim seo idir 2008 agus 2012, cuireadh an tionscnamh mar a bhí ar athló de dheasca cúrsaí eacnamaíoch. Cheap Comhairle Contae Mhuineacháin Innealtóirí Comhairtairtheach *Jacobs* chun an tionscnamh a bhreith trín bpróiseas pleanáil agus dearadh. Faoi réir maoiniú ar fáil, forbrófar an dearadh de réir a chéile agus beidh deis ag an bpobal páirt a ghlacadh sna cinntí a thógtar ag gach céim den phróiseas.

## Appendix C. Information brochure

Figure C-1: English brochure



## N2 CLONTIBRET TO BORDER ROAD SCHEME

### //PROJECT DESCRIPTION

Monaghan County Council is working in association with Transport Infrastructure Ireland (TII) to develop a scheme to upgrade a 28km section of the N2/A5 Dublin-Derry Road. The proposed project is in County Monaghan between Clontibret and the Northern Ireland Border. This project is called the N2 Clontibret to Border Road Scheme.

This is an important project to enhance key North/South and Regional connectivity and to improve road safety. While some planning and design work was undertaken on this scheme between 2008 and 2012, the previous project was suspended for economic reasons. Monaghan County Council has now appointed Jacobs Consulting Engineers (Jacobs) to advance the project through the planning and design process. Subject to funding, the design process will be developed in stages, with opportunities for the public to participate in the decision-making process at each stage.

### //PROJECT BACKGROUND

The N2 Dublin to Derry route is a national primary road linking Dublin to Northern Ireland and the north west of the country, passing through the towns of Slane and Ardee, and bypassing Carrickmacross, Castleblayney and Monaghan before becoming the A5 as it passes through Northern Ireland. In March 2007 the Chancellor of the UK Exchequer and the Taoiseach announced a major new roads programme that included the A5 Western Transport Corridor from Aughnacloy to Derry (A5 WTC). This major infrastructural project aims to upgrade over 85km of the A5 route in Northern Ireland to dual carriageway standard. At around this time Monaghan County Council also commenced the design process to upgrade a section of the N2 between Clontibret and the Northern Ireland Border.

A preferred route corridor was previously identified for the scheme in 2012 however due to the economic downturn further progress was suspended. Funding has now become available under Project Ireland 2040 to progress the planning and design of the scheme. Due to changes in environmental legislation, design standards and to comply with the requirements of the Public Spending Code it is necessary to carry out a new route selection process. To ensure the scheme complies with current standards and guidelines, Jacobs is required to undertake all stages of the planning and design process, including identifying a study area, constraints, identifying route corridor options and thereafter selecting a preferred route corridor.

In addition to this, Monaghan County Council is also working on a scheme to upgrade a further 32km of the N2 between Ardee and Castleblayney in Counties Louth and Monaghan. Along with the other improvements planned for the N2/A5 route, the proposed N2 Clontibret to the Border Road Scheme will significantly improve transport connectivity and provide more efficient access to other strategic national roads such as the N54 and the N12.

### //WHAT'S HAPPENING NOW

The first public consultation on the 'Study Area and Constraints' took place in June/July 2019. A Post-Consultation Report outlining the feedback received has been published on the project website [www.N2Monaghanlouth.ie](http://www.N2Monaghanlouth.ie). The 'Option Selection' Phase has now commenced. It is being undertaken in accordance with TII's 'Project Management Guidelines'.

#### Option Selection Phase – Stage 1:

Stage 1 of the Option Selection Phase considered the identified constraints and the feedback received through the first public consultation to develop a range of feasible Route Corridor Options within the Study Area. These initial options have been assessed under three criteria; Engineering, Environment and Economy, and six Route Corridor Options have been shortlisted to proceed to Stage 2 of the Option Selection process. These are now referred to as the 'Route Corridor Options'. The six Route Corridor Options are shown on the back page of this brochure. The Route Corridor Options shown are typically 400m wide. The 400m corridor does not represent the actual width of the road scheme or the lands to be acquired – the corridor indicates the lands within which a road scheme could be developed. It should be noted that the boundary of a route corridor may be subject to change as the project develops to address any new or previously unidentified constraints emerging during the design process. During this public consultation we are inviting feedback on the Route Corridor Options. Please carefully consider the route corridors and submit your comments by returning the questionnaire accompanying this brochure or available to download from the project website [www.N2Monaghanlouth.ie](http://www.N2Monaghanlouth.ie).

#### Next Steps; Option Selection Phase – Stage 2:

Feedback and submissions received through this Public Consultation will be considered by the project team in Stage 2 of the Option Selection Phase. This stage will involve a detailed assessment of all six Route Corridor Options under the following criteria:

- Economy
- Environment
- Integration
- Safety
- Accessibility and Social Inclusion
- Physical Activity

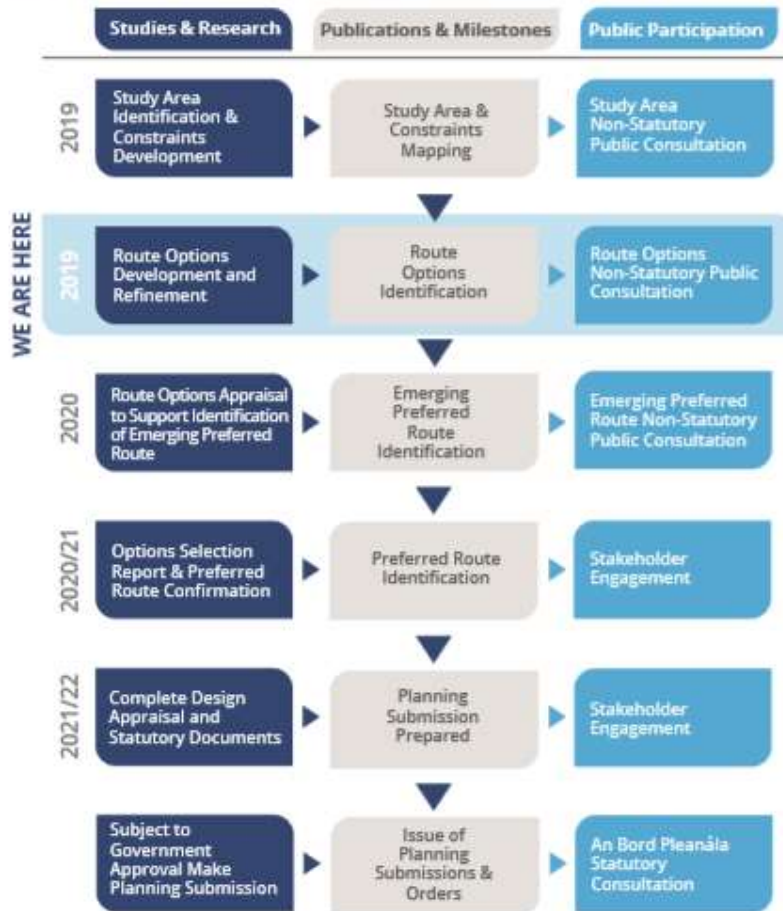
Stage 2 of the Option Selection Phase will identify an Emerging Preferred Route Corridor which will then be displayed at a future Public Consultation – As indicated in the Public Consultation Roadmap on the next page this is expected to take place in 2020. Updates, news and details of future public consultations will be published on [www.N2Monaghanlouth.ie](http://www.N2Monaghanlouth.ie). Public consultations will also be advertised in the local press and on social media.



## //PUBLIC CONSULTATION

This is the second non-statutory public consultation. We are seeking your feedback on the Route Corridor Options. A Route Corridor Options map and feedback form accompany this brochure, and all the information can also be downloaded from the project website [www.n2MonaghanLouth.ie](http://www.n2MonaghanLouth.ie).

## //PUBLIC CONSULTATION ROADMAP



## //HOW TO MAKE A SUBMISSION

A feedback form accompanies this brochure. A feedback form can also be downloaded from the project website: [www.N2MonaghanLouth.ie](http://www.N2MonaghanLouth.ie)

Please make submissions in relation to the Route Corridor Options by Thursday 21st November 2019.

**POST:** FREEPOST N2 Clontibret to Border Road Scheme, Monaghan County Council, County Offices, The Glen, Monaghan, H18 YT50

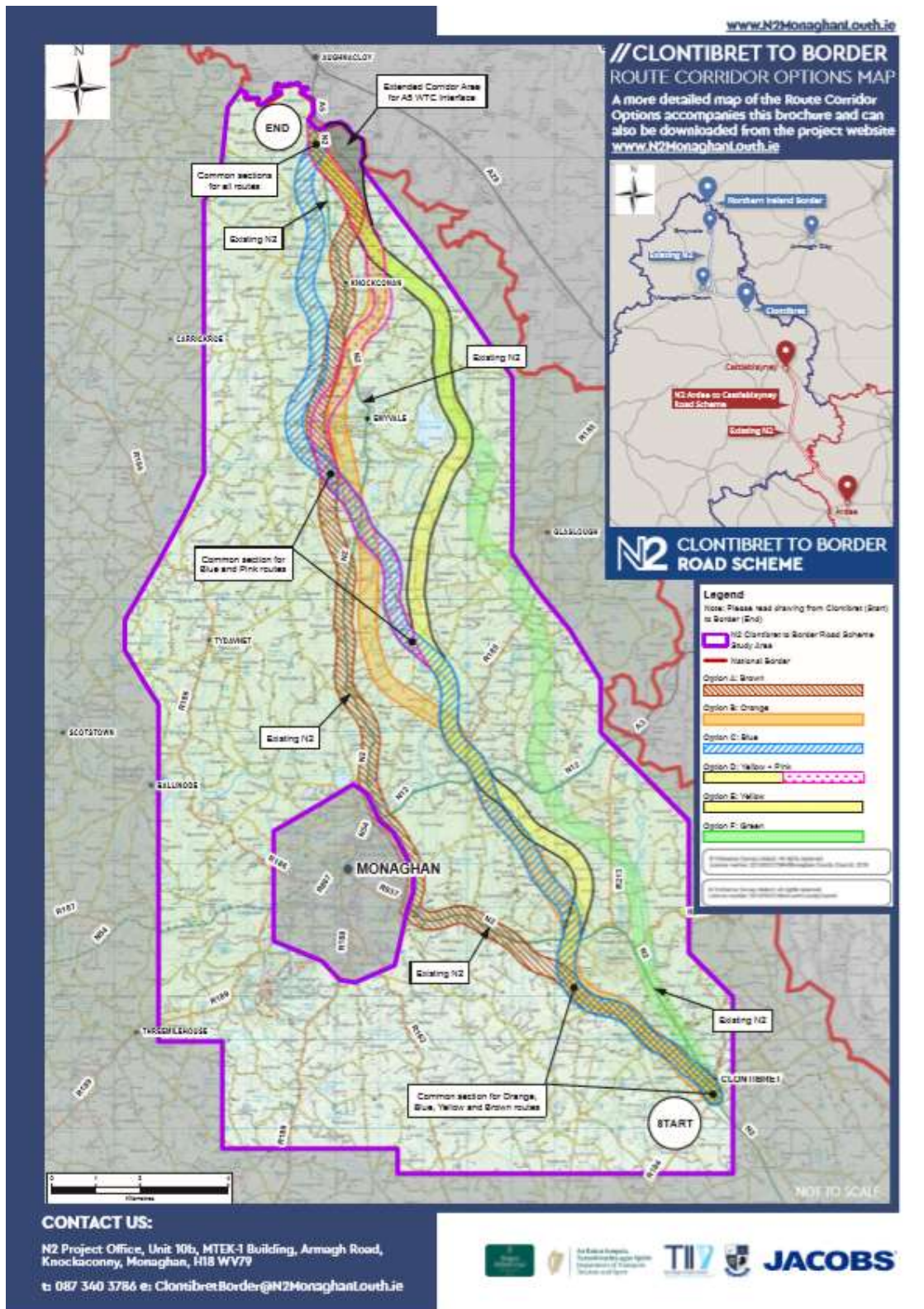
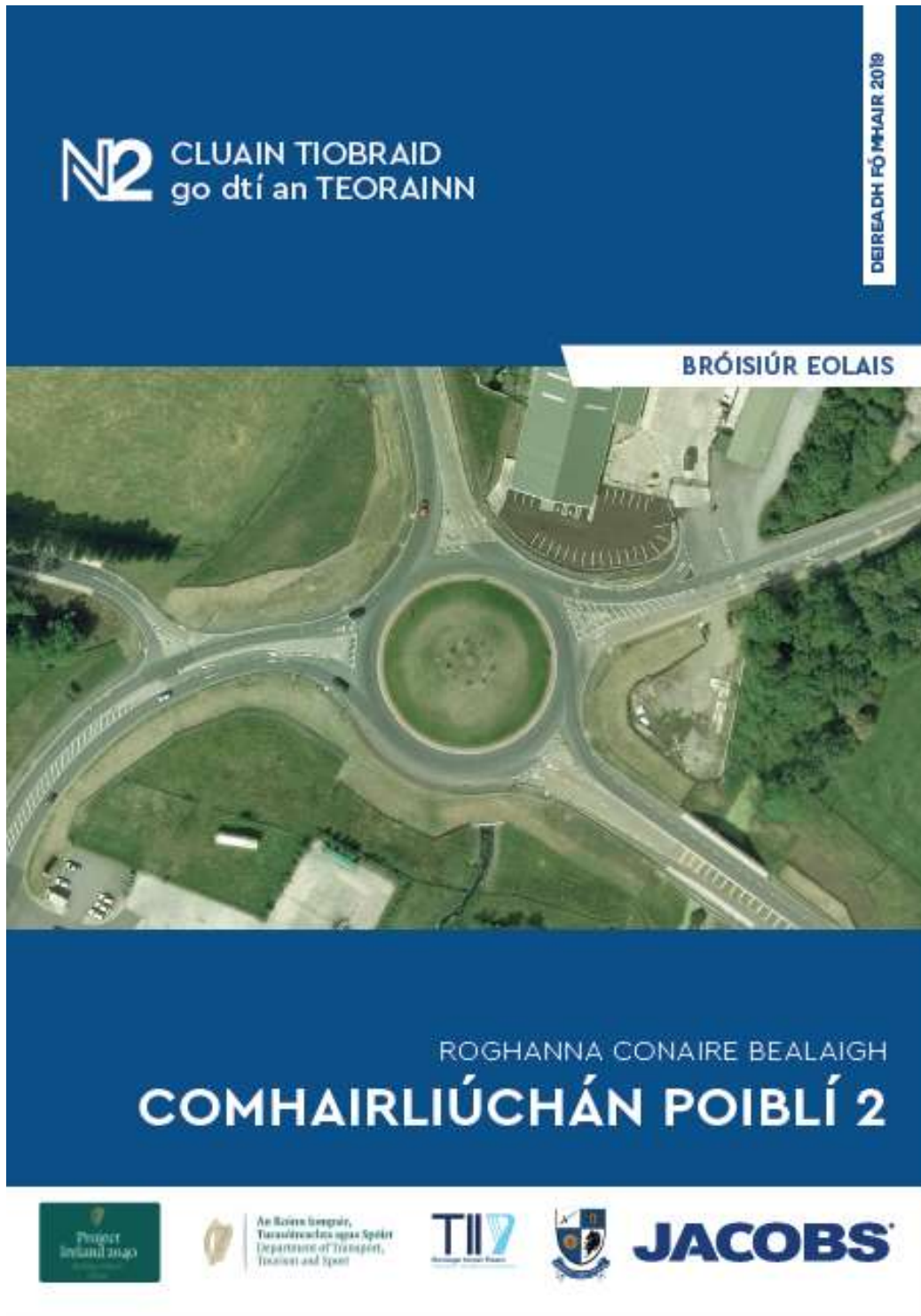


Figure C-2 Irish brochure




**CLUAIN TIOBRAID  
go dtí an TEORAINN**

## // CUR SÍOS AR AN dTIONSCLAMH

Tá Comhairle Contae Mhuineacháin ag obair i gcomhairle Comhairle Contae Lú agus Bonneagar Iompair Éireann (TII) chun scéim uasghrádaithe a fhorbairt do 28km ar an mBóthar N2/AS Baile Átha Cliath go Doire. Tá an tionscnamh molta suite sa dá Chontae Mhuineacháin agus Lú, idir Cluain Tiobraid agus Teorainn Tuaisceart Éireann. Tugtar Scéim Bóthair N2 Cluain Tiobraid go dtí an Teorainn ar an scéim úd.

Seo tionscnamh tábhachtach chun feabhas a chur ar an gceangailteacht Thuaidh/Theas agus Réigiúnach agus ar shábháilteacht ar bhóithre. Cheap Comhairle Contae Mhuineacháin Innealtóirí Comhairleitheach Jacobs chun an tionscnamh a bhreith trín bpróiseas pleanáil agus dearadh. Faoi réir maoiniú ar fáil, forbrófar an dearadh de réir a chéile agus beidh deis ag an bpobal páirt a ghlacadh sna cinntí a thógtar ag gach cáim den phróiseas.

## // CÚLRA AN TIONSCLAIMH

Príomhbhóthar náisiúnta is ea an N2 a cheanglaíonn Baile Átha Cliath le Doire agus an Iarthuaisceart, táitear trín dá bhaile Baile Shláine agus Baile Átha Fhirdia, seachnaithearr Carraig Mhachaíre Rois, Baile na Lorgan agus Muineachán sula dtagtar ar an AS ag gabháil tré Thuaisceart Éireann.

Mí Márta 2007 d'fhógair Seansailéir Státhchiste an RA agus an Taoiseach clár ollmhór nua a chuimsigh Dorcha Iompair an Iarthair an AS ó Áth na Cloiche go Doire (AS WTC). Sa tionscnamh ollmhór bonneagair seo dírítear ar uasghrádú ar bhreis is 85km den bhóthar AS i dTuaisceart Éireann go caighdeán dábhesealaí. Thair fan am gcóanna thosaigh Comhairle Contae Mhuineacháin ar an bpróiseas deartha chun stráice den N2 Cluain Tiobraid go Teorainn Tuaisceart Éireann a uasghrádú.

Aithníodh dorcha oiriúnach don bhealach cheana féin i 2012 ach níor leanadh ar aghaidh leis de dheasca cúlra eacnamaíoch. Tá maoiniú anois ar fáil tré Tionscnamh Éireann 2040 chun dul ar aghaidh sa pleanáil agus dearadh. De dheasca athruithe ar reachtalocht comhshaoil, caighdeán deartha agus chun géilleadh do riachtanais an Chóid Chaiteachais Phoiblí caithefar tús ar phróiseas nua chun bealach a roghnú. Lena chinntiú go ngéilleann an scéim do chaighdeán agus treoracha reatha, caithefidh Jacobs dul tré gach aon cáim den phróiseas pleanála. Ní mór Ceantar Staidéir, baic agus roghanna bealaí a aithint chomh maith le bealach amháin a roghnú ar deireadh. Ní gá go ndéantar an rogha céanna is a forbráidh thair sa bhliain 2012.

Anuas air sin, tá Comhairle Contae Mhuineacháin ag obair ar scéim chun 32km ar an N2 a uasghrádú idir Baile Átha Fhirdia agus Baile na Lorgan sa dá chontae Lú agus Muineachán. Anuas ar na feabhsúcháin mholta don bhealach N2/AS, cuirfidh an Scéim Mholta N2 Cluain Tiobraid go dtí an Teorainn go mór le ceangailteacht iompair agus beidh teacht níos éasca ar bhóithre náisiúnta straitéiseacha mar an NS4 agus an N12.

## // CÚRSAÍ FAOI LÁTHAIR

Tharla an chéad chomhairliúchán faoin 'Limistéar Staidéir agus Baic' i Meitheamh/Iúil 2019. Foilsíodh Tuairisc Iarchomhairliúcháin a mhíneigh an aiseolas ar shulomh idirlín an tionscnamh [www.N2MonaghanLouth.ie](http://www.N2MonaghanLouth.ie). Tá an chéim 'Rogha a Dhéanamh' anois ar bun. Maidir leis sin déantar de réir 'Treoracha um bhainistiú Tionscnamh' an TII.

### An Chéim um Rogha a Dhéanamh – Babhta 1:

I mbabhta 1 den Chéim um Rogha a Dhéanamh rinneadh machnamh ar na baic aitheanta agus aiseolas faighte trín gcóad chomhairliúcháin poiblí chun réimse Roghanna Conaire Bealaigh a fhorbairt laistigh den Réimse Staidéir. Tharla an measúnú úd faoi thri cinn de chritéir; Innealtóireacht, Comhshaoil agus Tíosacht. Tá sé cinn de Roghanna Conaire Bealaigh anois ar ghearfosta chun dul ar aghaidh go Babhta 2 den bpróiseas Roghnú Conaire. Tugtar 'Roghanna Conaire Bealaigh' anois orthusan. Léirítear na sé cinn de Roghanna Conaire Bealaigh ar chúil an bhreisiúir seo.

De réir cineáil blionn na Roghanna Conaire Bealaigh úd 400m ar leithead. Ní hé sin an leithead iomlán don scéim bóthair ná na tailte a gheofar – taispeánann an chonair na tailte atá oiriúnach le scéim bóthair a fhorbairt orthu. Ní mór a thuiscint go bhféadfaí athrú a chur ar theorainn conaire bealaigh de réir mar a théann an tionscnamh ar aghaidh chun plé le haon bhaic nua nó baic nár aithníodh cheana a thagann chun cinn sa phróiseas deartha.

I rith an phróisis chomhairliúcháin úd táimid ag lorg aiseolais maidir leis na Roghanna Conaire Bealaigh. Smaoinigh go córamach le d'athair ar na conair bealaigh agus cuir do thuairimí in iúl trín gceistneoir atá sa bhreisiúir seo nó an leagan ar shulomh idirlín an tionscnamh a líonadh.

### Céim ar Aghaidh; An Chéim um Rogha a Dhéanamh – Babhta 2:

Déanfaidh an meitheal tionscnamh machnamh agus plé ar aighneachtaí faighte mar chuid de Babhta 2 den Chéim um Rogha a Dhéanamh. Sa bhábhta seo déanfar measúnú sonraithe ar na sé cinn de Roghanna Conaire Bealaigh faoi na critéir seo a leanas:

- Tíosacht
- Comhshaoil
- Slánú
- Sábháilteacht
- Inrochtaineacht & Imeascadh Sóisialta
- Gníomhalocht Fhisiciúil

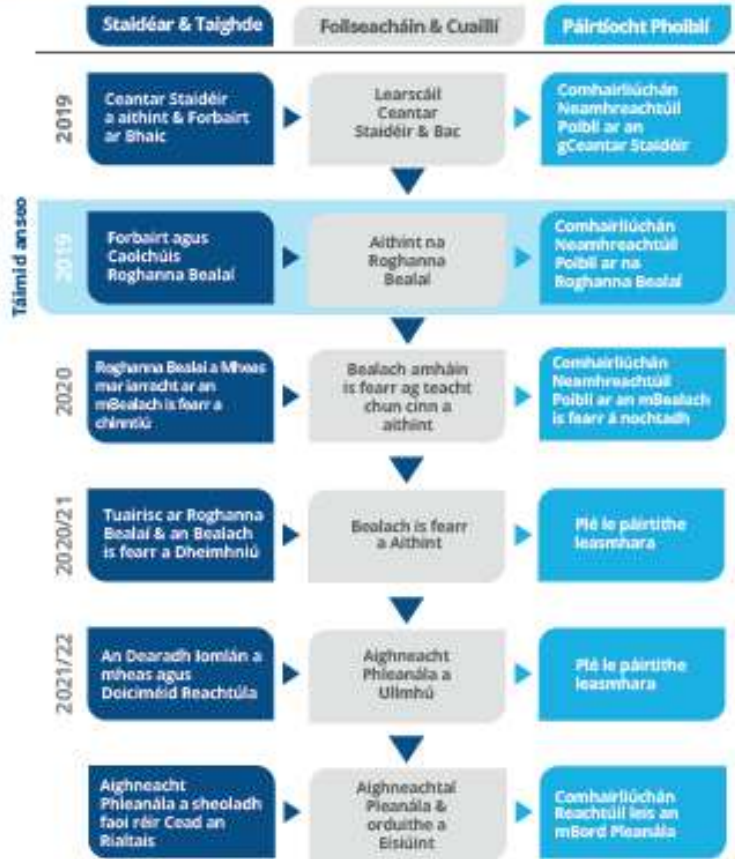
Le linn Babhta 2 den Chéim um Rogha a Dhéanamh aithneofar Conair Bealaigh Inroghnaithe ag teacht chun cinn agus taispeánfar i sin ag Comhairliúcháin Phoiblí amach anseo. Mar a léirítear i Léarscáil na gComhairliúcháin Poiblí ar an gcóad leathanach eile anseo meastar go dtarlóidh sé sin i 2020. Foilseofar uasdátú, nuacht agus sonraí comhairliúcháin poiblí amach anseo ar [www.N2MonaghanLouth.ie](http://www.N2MonaghanLouth.ie). Fógrófar comhairliúcháin poiblí freisin sna nuachtáin áitiúla agus ar na meáin shóisialta.



## // COMHAIRLIÚCHÁN POIBLÍ

Seo an dara comhairliúchán poiblí neamhreachtúil. Táimid ag lorg aiseolas ar na Roghanna Conaire Bealaigh. Tá léarscáil Roghanna Conaire Bealaigh agus foirm aiseolais leis an mbróisiúr seo, féadfá an t-eolas ar fad a fósódáil ó shuíomh idirlín an tionscnaimh [www.N2MonaghanLouth.ie](http://www.N2MonaghanLouth.ie)

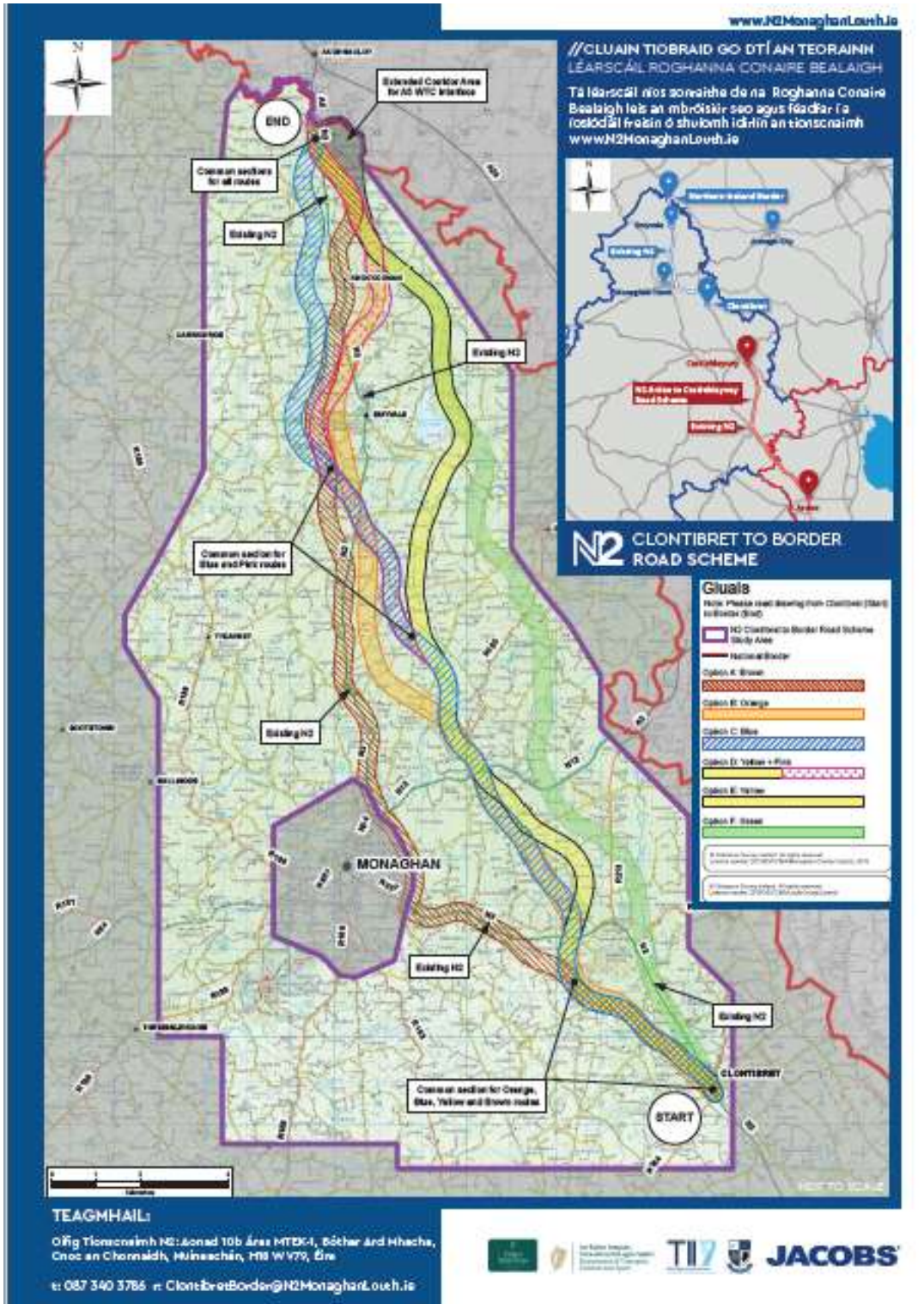
## // LÉARSCÁIL NA GCOMHAIRLIÚCHÁN POIBLÍ



## // LÉARSCÁIL NA GCOMHAIRLIÚCHÁN POIBLÍ

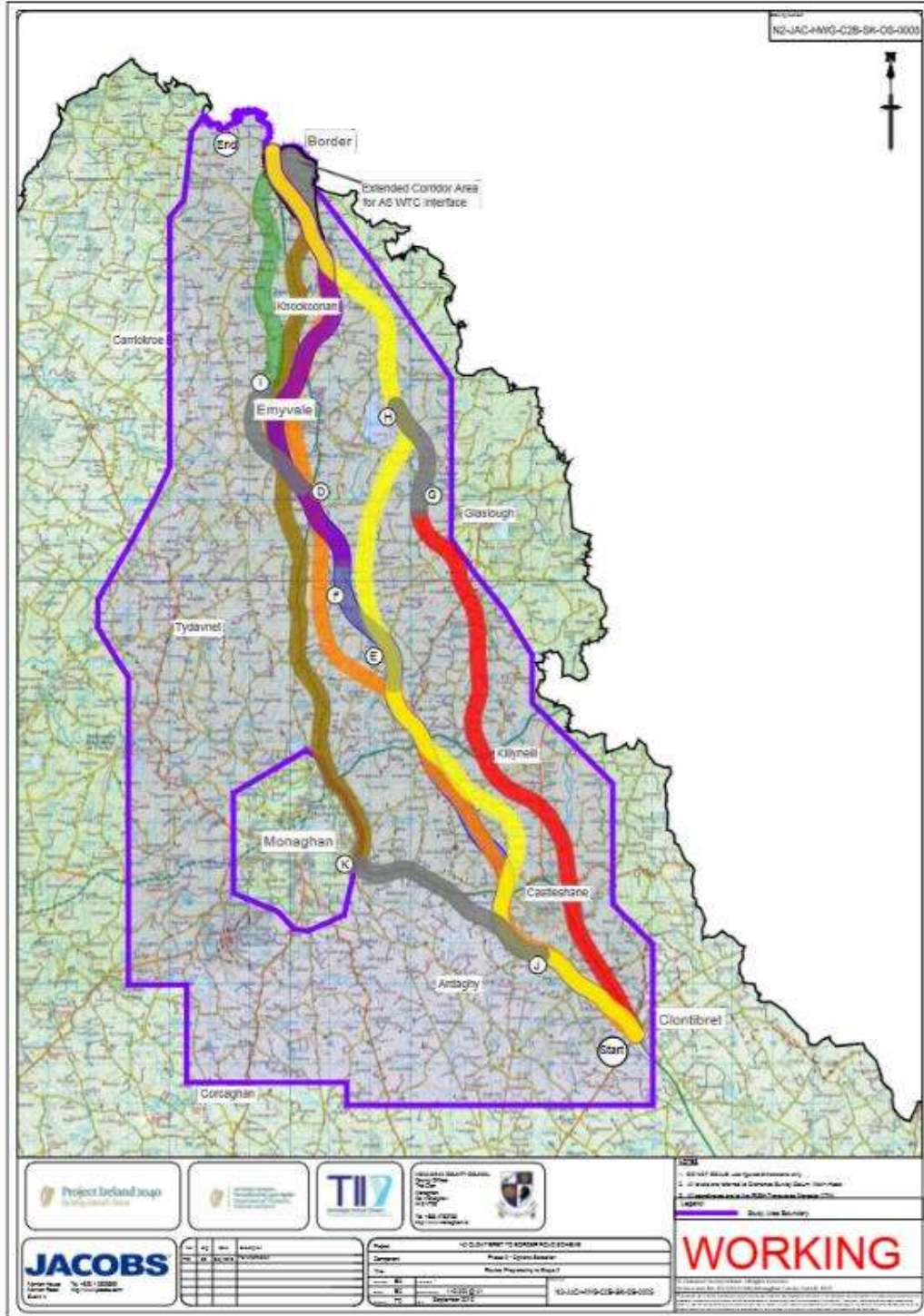
Tá foirm aiseolais i dteannta an bhróisiúir seo. Féadfá foirm aiseolais a fósódáil freisin ó shuíomh idirlín an tionscnaimh: [www.N2MonaghanLouth.ie](http://www.N2MonaghanLouth.ie). Seol aighneachtai le do thoil maidir leis na Roghanna Conaire Bealaigh faoi Deardúicín 5 Nollaig 2019.

Post: FREEPOST, N2 Soáim Cluain Tiobraid go Teorainn, Comhairle Contae Mhuineacháin, Oifig Contae, An Gleann, Muineachán, H18 YT50, Éire.



## Appendix D. Public consultation displays

Figure D-1: N2 Clontibret to Border route corridor options



## Appendix E. Newspaper advert

**// PUBLIC CONSULTATION 2**

**Route Corridor Options**

Monaghan County Council is working in association with Transport Infrastructure Ireland (TII) to develop a scheme to upgrade a 28km section of the N2/A5 Dublin-Derry Road. The proposed project is in County Monaghan between Clontibret and the Northern Inland Border. This project is called the N2 Clontibret to Border Road Scheme.

While some planning and design work was undertaken on this scheme between 2008 and 2012, the previous project was suspended for economic reasons. Monaghan County Council has now appointed Jacobs Consulting Engineers to advance the project through the planning and design process. Subject to funding, the design process will be developed in stages, with opportunities for the public to participate in the decision making process at each stage.

A first period of public consultation on the 'Study Area and Constraints' took place in June/July 2019. A Post-Consultation Report outlining the feedback received has been published on the project website, [www.N2MonaghanLouth.ie](http://www.N2MonaghanLouth.ie).

The Option Selection Phase has commenced and Route Corridor Options have been developed within the study area. A second period of non-statutory public consultation including feedback on the Route Corridor Options will commence on the 22nd October 2019. Public consultation events will take place over 2 days in October to provide an opportunity to see the Route Corridor Options, meet the project team and to discuss the planning and design process. All information being made available at the public consultation events can also be downloaded from the project website from 5pm on the 22nd October 2019.

For more information please visit [www.N2MonaghanLouth.ie](http://www.N2MonaghanLouth.ie)

**// PUBLIC CONSULTATION EVENTS**

Public Consultation Events will take place as follows:

LOCATION	DATE	TIME	VENUE
Monaghan Town	22nd October 2019	2pm – 8pm	Four Seasons Hotel
Monaghan Town	23rd October 2019	2pm – 8pm	Four Seasons Hotel

A feedback form will be made available at the public consultation events and can also be downloaded from the project website: [www.N2MonaghanLouth.ie](http://www.N2MonaghanLouth.ie)

*If you would like to make a submission, please send it by post or email by Thursday, 25th November 2019 to:*

**Email:** [ClontibrettoBorder@N2MonaghanLouth.ie](mailto:ClontibrettoBorder@N2MonaghanLouth.ie)

**POST:**  
 F1811C251  
 N2 Clontibret to Border Road Scheme,  
 Monaghan County Council,  
 County Offices, The Glen,  
 Monaghan, H88 Y150

OCTOBER 2019

ROUTE CORRIDOR OPTIONS

**PUBLIC CONSULTATION 2**

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Figure F-2: Northern Standard article 5<sup>th</sup> December 2019

**STEPHEN FORSTER**  
DENTIST  
1 Church Street, Newry  
Co. Down BT19 7DF

**KIM FORSTER**  
B.D.S.  
New Patients Welcome  
Full Range of  
Dental Services Provided

Telephone  
048 677 81800

**KATHLEEN HEASLIP B.Sc**  
Dental Therapist/Hygienist  
at Stephen Forster's Dental Practice.  
1 Church Street, Newry  
Direct Access Now Available For:  
- Jet Polish  
- Periodontal (Gum) Treatments  
- Scale and Polish  
- Oral Hygiene Programmes  
- Fissure Sealants  
- Preventative Dentistry  
New Patients Welcome  
Tel: 048 67751800

**Monaghan Dental Centre**  
**Colm Smith Dental**  
Plantation Road, Monaghan.  
Tel 047 75575

Dr. Hannah Agnew B.O.S  
Dr. Aoife Kerr B.Dent.Sc  
Dr. Colm Smith B.Dent.ScDPDS (Brist)  
Dr. Daniel Linden B.Dent.Sc  
Melissa Hewitt RHD Dental Hygienist  
Private, FKS and Medical Card Patients Welcome  
Monday - Saturday

**Dr. Ann Smith**  
BOS, MFDS(RCSEd), MSc  
Ortho (Lond), MOrth (RCSEd)  
**Specialist Orthodontist**  
Consultation  
Monaghan Dental Centre  
Colm Smith Dental  
Plantation Road  
Monaghan 047 75575

Compromise reached on deadline for N2 Ardee-Castleblayney scheme submissions

While the deadline for the receipt of public submissions on the major national road scheme to take place on the N2 from Ardee to Castleblayney will not be further officially extended, a lenient attitude will be taken towards the acceptance of submissions received in the weeks following the deadline, it was stated at Monday's meeting of Monaghan Co Council.

The compromise position was reached after adjournment of discussion of an urgent business motion put forward by Fianna Fail councillor Aoife McCooney and Aidan Campbell of Fine Gael.

This requested Monaghan Co Council to appeal to Transport Infrastructure Ireland to extend the submission deadline until Friday January 31 2020 to accommodate those affected by the N2 Ardee-Castleblayney scheme in making "strong and fully informed submissions".

Councillors McCooney and Campbell expressed concerns on behalf of communities potentially affected by the Ardee to Castleblayney portion of the N2 scheme, citing recent public mobilisations on the issue in areas such as Donaghmoyno and Annalitten. They appealed for the submission deadline to be further extended to enable residents of the affected areas to have sufficient time to prepare and present their arguments.

Director of Services for Transport Patricia Monaghan and Chief Executive Eamonn O'Sullivan both stressed the importance of adhering to the deadline set for the public consultation and submission process, and pointed out that a further period of public consultation would be held when the current six route options under consideration for both the N2 Ardee-Castleblayney and N2 Clontibret to the Border projects were reduced to one preferred route option.

However, after a period of adjournment to facilitate discussions between elected members and Council officials outside the meeting chamber, the urgent business motion was withdrawn on resumption of the debate, after which Ms Monaghan told the meeting that, while the closing date for submissions for the Ardee-Castleblayney project would still be December 19, anyone with a

Continued on page 2.

**Monaghan Collegiate School**  
*'Working Together so that we may flourish as individuals'*  
**Annual Sale of Work**  
In aid of School Development will be held in St. Patrick's Church Hall Monaghan Town  
Friday 6th December 2019  
From 10.00 am to 2.30 pm.  
Usual stalls - Cakes, White Elephant, Farm Produce, Crafts, Transition Year Stalls.  
Tea, coffee and delicious refreshments served.  
All Welcome.  
Telephone 047 82060 / 82405  
www.monaghancollegiate.school.ie

Monaghan Methodist Church  
**CHRISTMAS CAROL SERVICE**  
Sunday 8th December at 7.30pm  
Refreshments Afterwards  
Everyone Welcome

**DON'T SUFFER IN SILENCE**  
If you are experiencing abuse in your relationship  
Contact Tearmann on 047 72311  
Mon - Fri, 9.am - 4.pm  
www.tearmann.net  
tearmann@tearmann.net

**Man from Monaghan charged at Newry Court with infant's murder**

A 31-year-old Pakistani national with an address in Monaghan Town has been charged at Newry Magistrates Court with the murder of an 11-month-old baby by blunt force on Tuesday, November 26 last.

Ali Sharyar with an address at Westera Terrace, Monaghan was refused bail and remanded in custody to appear before the court again on December 18.

The Newry court heard the defendant had been in sole care of Hunter McGleeson from 2 pm the day before, whilst the mother attended to her terminally-ill grandmother, who had since died. During a number of police interviews, Mr Ali denied the charge against him, the court was told. The accused claimed the child had accidentally fallen from a low sofa onto a concrete floor. A PSNI detective sergeant opposed a bail application for fear of flight and the possibility of interference with the police investigation.

The court was told that a post mortem report had stated that the fatal head injury suffered by the infant was not accidental.

Solicitor for Mr Sharyar John Rocks offered his client's condolences to the family of the child. He said his client was alleging that the injury to the child was caused by way of accident and there was nothing sinister in it. The accused had been "a father figure" to the deceased baby, the solicitor stated.

District judge Eamonn King refused what he called a "pointless" bail application.

"The charge is murder of an infant child whilst in the custody of the defendant," said the Judge. "The defendant took on business and social activities and other matters not appropriate for taking care of an infant child. Bail is refused."

Don't let your actions spoil a good night out and bring tragedy to your family this Christmas.

roads of Co Monaghan and Sergeant Campbell's plea to everyone this Christmas is please do not add to that number.

be deployed to Cavan, three to Carrickmacross, six to Castleblayney and three to Monaghan. They look up duty on Monday last, December 2.

welcomed by those business people in Carrickmacross who have been part of the Shirley Tenants Action Group, a long running campaign formed nearly twenty years ago to update the law, when local

# Compromise reached on deadline for N2 Ardee-Castleblayney scheme submissions

Continued from page 1. submission was encouraged to get it in as quickly as they could and if it was a bit behind the deadline she was giving a commitment that it would still be accepted.

Ms Monahan said that officials of the Council and representatives of the consultants on the project would not be attending public meetings, but she encouraged people who had an interest in or concern in relation to the N2 developments to come in and meet with the project team "because that is where they will get accurate information".

Earlier in the meeting, the Director of Services had referred to "misinformation" about the projects which was circulating in the county.

She pointed out that full details in relation to the projects were outlined on the n2monaghanlouth.ie website, which carried detailed maps and information. Members of the public with concerns could also contact the project team on 087 3403765 where they would be able to talk to team members during office hours Monday-Thursday and a half-day Friday, and if they wished to leave a message outside office hours it would be responded to.

In moving their motion, both Councillors McCooney and Campbell argued strongly for the deadline for submissions on the N2 Ardee to Castleblayney project to be extended to the end of January, referring to a meeting they had attended with people from the Annalitan area and to other largely attended public meetings at which concerns in relation to the development had been aired.

They said it was clear that people with concerns wished to have sufficient time to present fully formed points and did not want to make their submissions in a hurry, with some people wishing to avail of professional help and advice in this regard.

Concerns about the way in which the public consultation opportunities in relation to Ardee-Castleblayney scheme were advised were raised during the discussion by Fianna Fáil councillor P J O'Hanlon.

Councillor O'Hanlon also took exception to the fact that people who wanted to discuss their concerns with the project team had to travel to Monaghan in order to do so - he thought either the Civic Offices in Carrickmacross or the C:TEK building

in the town should be used for consultation on the Ardee-Castleblayney development.

"This is something which will not happen for ten-13 years, if it happens at all," he stated, adding that he did not see why a few more weeks for consultation could not be allowed for. "What is being put here is a very reasonable request," he stated with regard to the urgent business motion.

When independent councillor Hugh McElvaney raised the issue of why officials of the Co Council or representatives of the consultants hadn't been attending the public meetings organised in different communities, Sinn Féin councillor Noel Keelan said he had made requests by phone, in person and in writing for this to happen.

Councillor McElvaney indicated his support for the urgent business motion.

Ms Monahan pointed out that the maps of the scheme were published in detail on the relevant website. She thought that when members talked of 13 years, it was important for them to realise that the N2 schemes were contained in Project Ireland 2040 and the National Development Plan.

"We have been told that not all projects listed will be funded but we are meeting our milestones and it is absolutely crucial that we keep to our schedules," she stated. If they extended the submission deadlines further they would lose six weeks and that would cost them. The consultants had their resources planned and a schedule, and if they changed now they were shooting themselves in the foot.

"We have to stay ahead in the design process so we have the best chance of funding when the opportunity comes," the Director of Services added. They had offered one-to-one meetings with members of the project team which had proven popular, and there was no evidence of unfulfilled demand or a sense that people were queuing up and unable to get a meeting.

It was absolutely vital to the progress of the project that they kept on programme, and they were now trying to move into the next phase of selecting the preferred route. They had six possible corridors at the minute and only one would become the preferred route.

"If people have important in-

formation in the future which they feel the project team needs to see, this will be accepted at any point," she noted.

Ms Monahan's contribution was applauded by Fine Gael councillor Mary Kerr-Conlon.

### PUTTING PEOPLE FIRST

Councillor O'Hanlon said: "When we came in here, we were told we were putting people first", referencing the document title which had ushered in the local government reforms of a number of years ago which resulted in the abolition of the Town Council structure, and which were introduced by then Minister for the Environment (and now EU Commissioner) Phil Hogan.

"This is getting too political," Councillor Kerr-Conlon objected.

"That is a good logo for you now, Eamonn," Councillor McElvaney told the Chief Executive.

Councillor Keelan: It was Phil Hogan who put people first.

"What has Phil Hogan to do with the road?" FG's Sean Gilliland asked.

Councillor O'Hanlon said it was extremely sad for the officials to turn around and say to the members that by extending the consultation for another four weeks the project could be in jeopardy. "We live in these communities, we represent these communities, we put the people first but the people are not being put first in this process today," he added.

Cathaoirleach Seamus Coyle (FF) noted that two weeks would be lost over the Christmas period for consultation.

Councillor Keelan said he had initially looked for the initial period of consultation to be extended to December 19 because if people were looking for professional assistance to make a submission this would take time. He suggested that a compromise could be reached and a deadline set for mid-January. "We want to be helpful to the community and also to the executive," he stated.

Councillor O'Hanlon said Councillors McCooney and Campbell were requesting what the people were asking for. The Chief Executive Mr O'Sullivan noted that quite a discussion about this scheme had taken place earlier in the meeting (see separate report). There were still 17 days remaining in the extended consultation period for the Ardee-Castleblayney project,

he pointed out.

Mr O'Sullivan said it was very easy to say putting people first - the Co Council was putting people first by delivering this scheme. The reason they sought support from Transport Infrastructure Ireland and the Department was saving people's lives on what was regarded as statistically the most dangerous road of its type in the country.

The Chief Executive said that Monaghan Co Council was the project lead on behalf of Louth Co Council as well as themselves, and that had to be borne in mind.

He added that they were under contract with the consultants at present and part of that contract was that the consultants would be based in Monaghan and were more easily reachable and contactable. There was no backing or difficulty in facilitating one-to-one consultations and people did not need to engage professionals to do that.

The adjournment of the meeting for a period then took place.

Following the withdrawal of the urgent business motion and the assurances given by Director of Services Ms Monahan and reported above, Councillor McElvaney reiterated the view that representatives of the Council and the consultants should be in attendance at the public meetings being held in different communities in relation to the Ardee-Castleblayney scheme.

Councillor O'Hanlon said there were different groups but they all had the same concerns. He also felt that the consultants and Monaghan Co Council officials should come to the meetings, but that was a decision for them.

"There is an awful lot of emotion in relation to this and we have to be seen as public representatives to represent the people as best we can," Councillor O'Hanlon added.

The Cathaoirleach said that a woman had come to him in a terrible state fearing that her house was going to be "taken out of it" by the Ardee-Castleblayney development, and he had attended a public meeting in Donaghmoine as a consequence of that.

Ms Monahan told Councillor Keelan that the project team was more than willing to meet a local committee if they wished this. See Page 10.

Tara Mc... of Salem... Award... products... well thos... port me... www.bo... At its... Drink... Dublin... sented... tence to... foremost... brands... Silver... vale, Co... the Expor... company... and it pro... premium... business... supplying... duct prod... worldwide... Holland, G... and Hong... 80 new jobs... bringing th... employees... 24 contract... and south... Last year... aimed to re... segment of... Chinese ma... of this strat... has increas... by more th... currently exp... per week in... high-end res... The Judge... Farms have... record of s... their dedica... best practice... party. They... impressive... competitive... demonstrated... standing of bu... and a strong... their growth... Opening the... for Agriculture... Marine, Mr. Mi... said it was "a... bration of so... ciling, innova... thinking comp... within the Irish... industry. As w... the ambitious... Food Wise 20... and indeed the... have proven the... and ambition to... tor forward... "I'm conscious... ness is not eas... food and drink... to be commende... cess in devel... brand strategie... practices, and ca... sion. From sma... duers to major... the rich tapestry... here today and

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### Appendix G. Sample online and social media



**Monaghan CoCo** @MonaghanCoCo · Oct 23, 2019

Public Consultation on the Route Options for the N2 Clontibret to Border Road Scheme is now open! Visit [N2MonaghanLouth.ie](http://N2MonaghanLouth.ie) for more information or drop in to the Public Consultation event taking place today between 2pm & 8pm in the Four Seasons Hotel, Monaghan. #YourCouncil

Location	Date	Time	Notes
Monaghan Hall	23rd October 2019	2pm - 8pm	Pre-consultation
Monaghan Hall	24th October 2019	2pm - 8pm	Pre-consultation

**ROUTE CORRIDOR OPTIONS  
PUBLIC CONSULTATION 2**

**JACOBS**

**Monaghan CoCo** @MonaghanCoCo · Dec 3, 2019

N2 Road Schemes – ‘Route Corridor Options’ Public Consultation. Reminder: Closing date for submissions for the N2 Clontibret to Border Road Scheme is this Thur. 5 Dec 2019. For details on how to make a submission by Email or by FREEPOST see [n2monaghanlouth.ie/c2b-public-con...](http://n2monaghanlouth.ie/c2b-public-con...) #YourCouncil

Northern Standard and 7 others:



Comhairle Contae Mhuineacháin  
Monaghan County Council



Search field with a magnifying glass icon on the right.

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Monaghan County Council

## N2 Road Schemes – ‘Route Corridor Options’ Public Consultation Extension

Posted on November 11, 2019 by scoonolly2

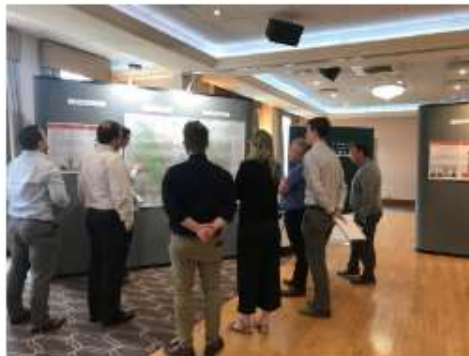
### N2 Road Schemes – ‘Route Corridor Options’ Public Consultation

Due to feedback received during the public consultation period, the date for submissions has been extended for both road schemes.

N2 Clontibret to Border Road Scheme – The date for submissions has been extended until Thursday, 5<sup>th</sup> December 2019

N2 Ardee to Castleblayney Road Scheme – The date for submissions has been extended until Thursday, 19<sup>th</sup> December 2019.

Members of the public who have any queries about the projects can contact the project phone line on 087 340 3786 to talk to a member of the project team or to arrange an appointment in the project office. Public consultation documents and submission forms can be downloaded from the project website [www.N2-MonaghanLouth.ie](http://www.N2-MonaghanLouth.ie).



N2 ARDEE TO CASTLEBLAYNEY



N2 CLONTIBRET TO BORDER

Posted In: Archive