

KELLS DEVELOPMENT PLAN 2013 - 2019



Appendix F Cavan Road Framework Plan

Adopted 7th October 2013



Ceanannas comhairle baile
kells town council



comhairle chontae na mí
meath county council

Cavan Road Framework Plan 2013



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applications granted on the subject lands since the adoption of the 2007 Kells Development Plan.

- Aldi Discount Foodstore under planning application KA/60768 (Built & opened for trading since September 2009)
- 3 no. Retail Warehouse Units plus 6 no. Light Industrial Units under planning application KA/60117 & An Bord Pleanála ref. PL 17.220439.

(Note: No works have taken place in relation to this permission which was granted by the Board on appeal in July, 2008.)

The Planning Authority has reconsidered some of the lands that were previously zoned with a B4 land use zoning objective in the preparation of the current Kells Development Plan. This has been outlined in detail in Chapter 3 of the Development Plan.

This guidance document extracts the principal design rationale from the existing KS6 Framework Plan as still applicable to the remaining lands.

The Framework Plan relates to lands at Cavan Road, Kells, County Meath, which are understood to be in two separate landholdings.

It is proposed to develop these lands for the purposes of retail warehousing, discount foodstore, garden centre, petrol filling station, car showrooms and possibly light industrial/warehouse uses. This Framework Plan has been structured to:

- Establish the context of the site and provide detail on the site character and adjoining land uses;
- Provide justification for the proposed uses on the site in the context of established policy, the Kells development strategy and recent trends in development;
- Highlight the objectives of the Framework Plan; and

- Provide the Development Framework for the Site.

2 Purpose of the Framework Plan

The purpose of this Framework Plan is to provide greater planning guidance for the development of a Retail Warehouse Park and other suitable uses at the subject lands in accordance with the proper planning and sustainable development of the area.

The development framework has been prepared having regard to current National and Regional planning policy, the Meath County Development Plan 2013 – 2019, the Kells Development Plan 2013 - 2019, the nature and extent of the proposed development, the development trends and issues facing Kells and will provide for the proper planning and sustainable development of the lands.

The objectives of this Framework Plan are as follows:

- To guide and facilitate the orderly and expeditious development of a high quality retail warehouse park, discount foodstore, car showrooms, light industrial/warehouse and associated uses.
- To create a high quality entrance to Kells noting the location of the Framework Plan lands adjoining both the N52 Bypass and the R147 route.
- To create a strong legible urban edge to the roadside boundary along the N52 Bypass and R147 routes to be enhanced with landscaping and quality boundary treatment.
- To identify and promote the site for the development as a retail warehouse park recognising its locational advantage and ensure that policies are in place to protect the role of the Town Centre.
- To extend the choice and range of convenience retailing within the town.

- To consolidate light industrial and warehouse uses in an area of the lands that have been specifically identified for this purpose.
- Facilitate the creation of an identifiable and quality retail park precinct in the area through the provision of a strong built form.
- To assist in the creation of employment opportunities for the population of Kells and its Environs.
- To protect, and where possible to enhance, the amenity of surrounding area through quality building form and materials, green spaces, landscaping, siting and design.
- To protect the established residential amenity of dwellings in the locality of the Framework Plan lands.
- To provide a coherent landscape, circulation and land-use framework for development;
- To provide for flexibility in built form and layout in individual developments while also ensuring consistency and certainty in the provision and quality of infrastructure and landscaping.
- To provide a comprehensive development framework which, provides certainty and facilitates the expeditious processing of planning applications for individual developments.

This Plan provides guidance in respect of the physical planning requirements and parameters for development, with particular regard to the range of accepted land uses, layout, building design, service infrastructure, access, and landscaping.

3 Site Description and Context

This section of the Framework Plan provides an overview of the site and its context.

3.1 Site Location

The town of Kells is situated in the North West of County Meath, at the junction of the R147 (former N3 National Primary Route Dublin-Cavan-Donegal) and the N52 National Secondary Route (Dundalk – Mullingar). It is located 64km north west of Dublin, 15 km north west of Navan, 50km south east of Cavan and 1km south west of the River Blackwater, which drains to the River Boyne. The River Boyne and River Blackwater are designated Natura 2000 sites with Special Area of Conservation (SAC) and Special Protection Area (SPA) status.

The Framework Plan lands have a dual frontage with the R147 Cavan – Dublin Road and the Kells N52 Bypass and are located less than 1 kilometre from the town centre.

3.2 Site Character

With the construction of the Aldi Discount Foodstore development in 2009, the Cavan Road boundary allowed for the development of a new roadside access into the Framework Plan lands in addition to an attractive stone wall and tree/hedgerow landscaping.



Cavan Road Framework Plan Lands



Photo 1: New Aldi Foodstore opened in 2009

The remainder of the lands subject to this Framework Plan remain undeveloped and comprise of a 1.1ha site to the east of the Aldi development which is an underutilised greenfield site with timber hoarding preventing public access, and an agricultural field to the west of the Aldi development consisting of 1.2ha which immediately adjoins the N52 bypass.

The land to the rear of the Aldi development previously formed part of the KS6 Framework Plan lands, but the land-use zoning objective has been removed in the Kells Development Plan 2013 - 2019 due to the unfavorable topography and extent of rock requiring excavation to provide

for development. It is not considered feasible that development could absorb such additional construction costs in the current economic climate.

The revised overall Framework Plan lands therefore now amounts to 2.94ha including the Aldi site.

There are no protected structures or protected views within or adjacent to the Framework Plan lands.

The River Blackwater, which is a designated European Natura 2000 site, is located approximately 1km to the north.

3.3 Adjoining Land Uses and Zoning

The Framework Plan lands are most notably located adjacent to a roundabout junction to the north connecting the N52 bypass and the R147 route (former N3) and therefore benefits from significant access infrastructure already in situ.

The remaining neighbouring land uses which are close to the Framework Plan lands are residential in character, including the Cloisters residential development further to the south, a single dwelling house located immediately adjacent to the northeast of the subject lands, and a row of detached houses on the opposite side of the R147 (Cavan Road).

Approximately 1 kilometre to the northwest of the site is the Kells Business Park at Lloyd which contains a number of light industrial and business park uses. Key anchors within this development include Smurfit Newspress Ltd and Arc Royal.

4 Justification for the Proposed Uses

This section of the Framework Plan reviews relevant planning policy and recent trends in development to provide the context and rationale for the proposed land uses for the site.

4.1 Planning Status

The Kells Development Plan 2013 – 2019 identifies two separate zonings within the Framework Plan lands, namely the B1 zoned lands (0.64ha) that contain the existing Aldi Foodstore development, and the remaining undeveloped lands either side of this which are zoned for a B2 land use to provide for a retail warehouse park;

B1 Land-Use Zoning Objective [Commercial/ Town or Village Centre]

To protect, provide for and / or improve town and village centre facilities and uses

B2 Land-Use Zoning Objective [Retail Warehouse Park]

To provide for the development of a retail warehouse park.

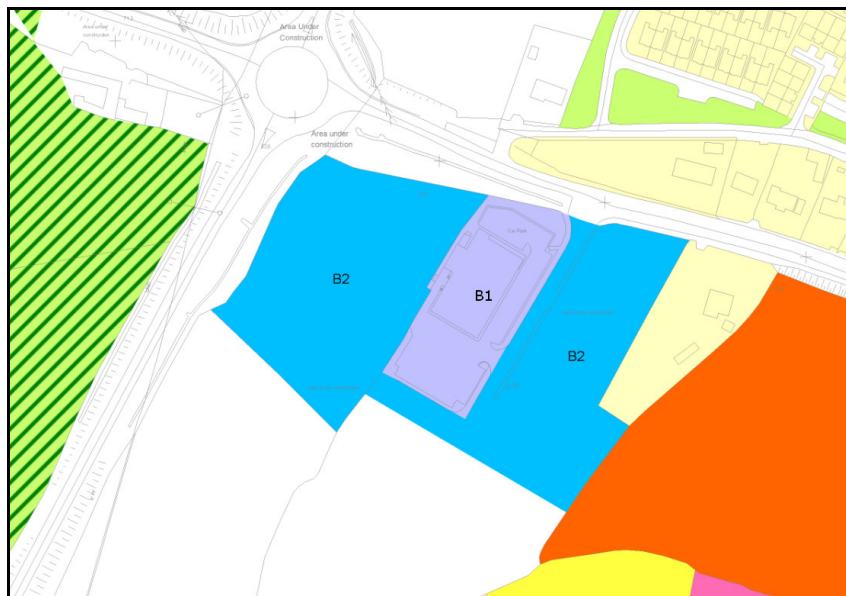


Figure 2: Kells Development Plan 2013 – 2019 Zoning Objectives Map

A Framework Plan was approved by the Planning Authority in December 2005 for the development of the Cavan Road lands for Retail Warehousing and Light Industrial Uses. This current revision of the previously approved Framework Plan will update the masterplanning of the subject lands to reflect the extent & provisions of the new B1 & B2 zonings now applicable.

4.2 Strategic Context of Kells

In order to achieve balanced regional development it is necessary to consider the site within its regional context. A brief overview of relevant national, regional and local statutory instruments has been undertaken to guide the formulation of a comprehensive development framework for this site. The key conclusions of this review as undertaken below in relation to the site, Kells and its strategic context are:

- Kells is identified as having an urban strengthening opportunity under the National Spatial Strategy;
- Kells is identified as moderate sustainable growth town under the Regional Planning Guidelines for the Greater Dublin Area (2010-2022);
- The guidelines encourage these centres to be self sustaining in terms of employment provision, satisfying housing demands and ensuring the delivery of a high level quality of life for the community's residents;
- Kells is identified as a 'Secondary Economic Growth Town' within the Navan Core Economic Area having a supporting and complimentary role to Navan which is on the same multi-modal growth corridor. Kells is also listed as a Level 3 Sub County Town in the Retail Hierarchy of the GDA. Potential exists to develop Kells as part of a tourism cluster and supporting the service and manufacturing role of the Navan and the northwest region of the county.

- The Retail Strategy for the Greater Dublin Area 2008-2016 lists Kells as Level 3 Sub County Town in the Greater Dublin Area on a par with the towns of Ashbourne, Dunshaughlin, Dunboyne¹, Trim, Laytown/Bettystown and Enfield in County Meath, and;
- The Kells Development Plan having regard to the findings set out in the Kells Retail Review (John Spain & Associates, 2012) noted that a ***Bulky Goods Floorspace of 1,431 sq. m.*** is identified as being required in Kells by 2022. The Retail Evaluation considered that the bulky goods floorspace can be accommodated on the revised KS6 lands which are identified for retail warehouse use in the 2007 – 2013 Kells Development Plan. However, having regard to the topography of the site and the additional expense in excavating beyond the Aldi discount foodstore, it has been considered necessary to revise the extent of the land use zoning for retail warehouse use at this location as presented in the land use zoning objectives map.

4.3 Kells Development Plan 2013 - 2019

The Kells Development Plan 2013 – 2019 provides specific guidance for the development of the remaining B2 zoned lands along the Cavan Road. The B1 zoned area reflects the footprint of the existing Aldi Foodstore development which is already in place.

The objective of the B2 land use zoning is to provide for the development of a retail warehouse park which in the case of Kells has been identified along the Cavan Road adjoining the Aldi Discount Food Store. The B2 zoning will also allow the displacement of motor car sales outlets from non compatible town centre and edge of town centre locations, subject to their suitable integration within an overall development proposal. Having regard to the agreed Framework Plan and extant planning permission for this site, light industrial/warehouse use will continue to be 'open for consideration'

¹ Dunboyne will gradually develop over the next 20 years towards Level 2 Status.

noting that this deviates from the Meath County Development Plan 2013 – 2019.

4.4 Suitability of Proposed Land Uses

The review of planning policy and the recent development trends in Kells has highlighted that the most appropriate use of the subject site is for the following uses:

4.5 Retail Warehousing

The Retail Planning Guidelines (2012) provides guidance on appropriate land uses in Retail Parks and Retail Warehouses. The Guidelines indicate that a retail park comprises an agglomeration of retail warehouses grouped around a common car park selling mainly bulky household goods, requiring extensive areas of showroom space, often with minimal storage requirements. There is an expectation that most of the goods purchased can be transported off-site by the customer. Home delivery services may also become available.

There are benefits to be gained in grouping retail warehouses in retail parks so that the number of trips by car are minimized. The parks are generally at out-of-centre locations to facilitate access by car. These locations may also provide relief to congested city or town centres.

It is considered that the zoning of the B2 lands on the Cavan Road adjacent to the N52 Kells bypass and the R147 routes adheres to the above ministerial guidance.

In addition, the Retail Planning Guidelines (2012) define the following in relation to Retail Warehousing:

Retail Warehouse - *A large single-level store specialising in the sale of bulky household goods such as carpets, furniture and electrical goods, and bulky DIY items, catering mainly for car-borne customers.*

Retail Parks: *A single development of at least three retail warehouses with associated car parking.*

Bulky household goods are defined in Annex 1 of the Guidelines as follows:

'Goods generally sold from retail warehouses where DIY goods or goods such as flatpack furniture are of such a size that would normally be taken away by car and not be portable by customers travelling by foot, cycle or bus, or that large floorspace would be required to display them'

Examples of bulky goods include the following:

- Repair and maintenance materials;
- Furniture and furnishings;
- Carpets and other floor coverings;
- Household appliances;
- Tools and equipment for the house and garden;
- Bulky nursery furniture and equipment including perambulators;
- Bulky pet products such as kennels and aquariums;
- Audio-visual, photographic and information processing equipment;
- Catalogue Shops and other bulky durables for recreation and leisure.

[Note: This list is not exhaustive – bulky goods not mentioned in the list should be dealt with on their merits in the context of the definition of bulky goods.]

Size of Retail Warehouse Units

The Retail Planning Guidelines (2012) generally recommend that in order to protect town centre retailing, the size of retail warehouse units in Retail Parks in out-of-centre locations should not be less than 700M² gross floorspace. The guidelines also recommend a cap on large-scale single retail warehouse units in excess of 6,000M² gross (including an ancillary garden centre).

Floorspace Caps for Individual Retail Warehouse Units

Minimum Floorspace Size	700 sq/m
Maximum Floorspace Size	6,000 sq/m

The indicative Site Layout Plan accompanying this Framework Plan will cluster retail warehouses adjacent to the corner of the site with the N52 Bypass and roundabout junction. An extensive shared car parking area has been provided in a central area of the lands which promotes shared trips and servicing arrangements. Furthermore, its location outside of the town centre will reduce the impact of traffic and heavy vehicles on the environmental quality of the town centre. This is an important objective for the Town to protect the built heritage and tourist value of the town.

At the present time Kells does not have a retail warehouse park and does not meet its retail warehousing demand requirements as outlined in the Kells Retail Review undertaken by John Spain & Associates in November, 2012. The Review found that Kells has a potential need for up to 1,500M² of new Retail Warehousing floorspace up to the horizon year of 2022. The revised KS6 Framework Plan lands were identified in the review as being the most appropriate location to accommodate the retail warehousing needs of the town and its catchment.

4.6 Discount Food Store

The Aldi Discount Foodstore has been the first development to be constructed on the KS6 lands and opened for trading in September, 2009. The foodstore has a permitted retail floorspace of 1,559M². It is considered that this development, as existing, satisfies the discount foodstore objective of the Framework Plan area.

4.7 Industrial, Warehousing and Car Sales Showrooms

The Kells Development Plan 2013 – 2019 identifies the previous KS6 Framework Plan lands along the Cavan Road as a suitable location for considering future industrial and warehousing uses, acknowledging that permitting industrial and warehouse uses on B2 zoned lands does deviate from the Meath County Development Plan. The Planning Authority had

regard to the fact that there is an extant planning permission for a mixed use light industrial and retail warehouse development previously permitted at the subject lands under planning application KA/60117 & An Bord Pleanála ref. PL 17.220439.

The Planning Authority also considers the subject lands to be suitable to potentially accommodate a car showroom type use and/or a petrol filling station type use on the opposite side of the main entrance road to the Aldi development. This will allow for the displacement of similar type uses along Bective Street in the town centre to a more appropriate location.

5 Development Framework

The purpose of this development framework is to provide co-ordinated physical planning guidelines for the development of the lands with regard to the range of accepted uses, layout, building design, infrastructure, access and landscaping.

5.1 Land Uses

The Framework Plan lands can support the following broad range of uses, which will generate a quality development and maximise employment generating potential of the lands:

- Retail Warehousing;
- Discount Foodstore;
- Warehousing;
- Motor Sales Outlet;
- Crèche;
- Cash and Carry/ Wholesale Outlet; and
- Garden Centre.
- Industry – light;

An indicative distribution of land uses within the site is illustrated on the Indicative Site Layout Plan for the Framework Plan Area located at the end of this document.

The following uses will be considered in that area designated 'Primary Retail Warehouse Area': retail warehousing – bulky goods, garden centre, leisure centre/gymnasium and ancillary facilities.

5.2 Urban Design Framework

The key urban design elements, which will inform the development of the site, are:

5.2.1 Gateway Buildings and Features

The layout of development and positioning of buildings across the Framework Plan lands will create a strong legible urban edge to the adjoining roadside boundaries along the R147 Cavan Road and the N52 Kells Bypass route. The objective is to also develop buildings, which relate to the internal spine road.

Considering the proximity of the site to the roundabout junction between the R147 and M3/N52 routes, the site is positioned at a gateway entrance point into the town of Kells. The development of the subject site therefore presents an opportunity to create a positive visual impression at an entry point to the town. Gateway buildings positioned at the primary access off the R147 and distributed along the frontage of the site will help to create presence and a high quality entrance to the site and town. Such buildings will help portray the image and ideals of the park and signal its location travelling along the R147. The entrance of the site will be further enhanced through the use of high quality landscaping and quality boundary treatment. A detailed Landscaping Masterplan will be required to be submitted and agreed with the Planning Authority as part of the Development Management process.

Feature landscaping shall be provided between the building line and the boundary addressing the Road.

5.2.2 Building Design, Form and Elevations

The design of buildings within the site is subject to the following principles: simple forms, limited palette of materials, simple proportions, public/private separation.

Materials shall be primarily limited to glass, steel, metal cladding and coloured render. A high standard of design will be required on Gateway buildings. Colours shall be restrained with highlighted bands and proportions of glazing to be kept simple. Entrances are to be highlighted by recesses, projections and simple projections on façade such as canopies and brise soleil are considered appropriate.

Building design and form will be 1-2 storeys.

Future development proposals on the subject lands will be required to submit a detailed design brief detailing how the design suitably acknowledges and addresses the above design requirements

5.2.3 Grouping of Uses

Given the nature of the possible uses, the availability of suitably sized sites is critical. The grouping of uses is subject to two factors: the flexibility required in site size; and the need to provide maximum exposure for commercial purposes. Retail warehousing and the discount food store will be grouped towards the front of the site while light industrial/warehousing uses will be grouped to the south-east (rear) section of the site.

Having regard to the nature of the uses proposed and their floorspace and operational requirements, a range of plot sizes will be provided presenting a variation in plot frontage and width. The grouping of uses as proposed will allow for a degree of uniformity in plot size in the respective areas. The flexibility to vary plot sizes according to market demand and operational requirements will also be provided.

5.2.4 Circulation

The location of the main estate spine road navigating south through the site has been dictated by the location of the existing junction and access road with the R147 (Cavan Road). To facilitate access to the proposed new Primary Retail Warehousing area, the spine road extension shall divert in a westerly direction to the rear of the Aldi site and loop towards the new B2 zoned lands adjacent to the N52 Bypass and R147 roundabout junction.

Within the road framework, provision will be made for cycle ways and pedestrian footpaths, separated from the vehicular traffic by landscaped areas.

5.2.5 Car Parking and Servicing

Car parking for the retail warehousing component will be integrated where possible in order to facilitate ease of access and to promote linked trips. Car parking for the industrial/warehousing component will be located within individual sites to provide private, screened local provision for each use, with extensive landscaping and lighting. Service areas to all developments shall be screened with landscaping to maintain high quality frontage to the development.

5.2.6 Protection of Residential Amenity

The use, design and layout of buildings in close proximity to dwellings shall be carefully controlled to ensure that the amenity of dwellings is not affected by noise, lighting, overshadowing or other nuisance.

5.2.7 Extent of Ground Work

The Kells Development Plan 2013-2019 has removed the zoning objective from two significant parcels of land within the southern part of the previously identified KS6 lands due to the unfavourable topography and extent of bedrock discovered during the construction of the Aldi development. The remaining lands which remain zoned B2 as part of this Framework Plan do not exhibit the same topographical constraints as the previously zoned lands to the rear. There is a steady fall in gradient on the

western section of the retained site towards the N52 Bypass but it is considered that a sympathetic design and gradient plan can satisfactorily address this issue as part of the Development Management process.

Proposed landscaping mounds which use spoil from the site will not be significant in height (300 - 400 mm only). However, the creation of such mounds will be sufficient to lift boundary landscape proposals and thus maximise the potential of screen planting. The landscaping mounds will be incorporated on all site boundaries with a particular emphasis on the Cavan Road frontage and the N52 Bypass frontage.

5.2.8 Landscape Structure

The landscape strategy for the site is illustrated in the Indicative Landscaping Layout Plan located at the end of this document. In order to develop a coherent landscape strategy for the public realm a number of design principles have been established.

These are:

- Create a landscape feature point at the entrance to the development.
- Planting to consist of mainly locally native woodland species. The woodland theme will filter throughout the site creating a green corridor linking adjacent areas and offering seclusion.
- Use landscaping to create a high quality entrance to the site and to reinforce the circulation routes.
- Trees planted along the street margins also offer a form of connection from one area to the next whilst also serving to divide large bands of car parking.
- Planting will give height and scale to the proposed development.
- Develop an appropriate range and hierarchy of landscape treatment, character and detail.
- Respond positively to the built form and enhance the setting of surrounding buildings.

- Within the development sculptural plant material will be used, to soften the buildings, with the height and form of trees used to soften the lines of the proposed buildings.
- Use dense planting, including buffer zones, to define clear boundaries between the development and dwellings and screen development from existing and potential neighbours in the future.
- A combination of deciduous broad leafed and evergreen species is incorporated to provide seasonal interest and year round cover.
- Planting within car parks is to be provided, with trees, hedging and shrubs of sufficient size and frequency to soften the appearance of any substantial areas of hard paving.
- Perimeter planting will be provided along the boundaries of each plot to create a visual separation between individual developments or between developments and the circulation network, whilst ensuring that views to the principle buildings are preserved.

The Indicative Landscape Layout Plan provides for a setback between the N52 Bypass and future development within the site. This setback is indicative only and final detail will need to be agreed with the Planning Authority at planning application stage.

6 Development Management

6.1 Plot Ratio and Site Coverage Standards

Plot ratio is a useful tool to help control the bulk and mass of buildings. It expresses the amount of floor space in relation (proportionally) to the site area, and is determined as follows:

$$\text{plot ratio} = \frac{\text{gross floor area of the building(s)}^2}{\text{Site Area}^3}$$

Plot ratio will apply to both new buildings and extensions to existing buildings.

In general, new commercial and industrial development shall not exceed a plot ratio of 1.5 or site coverage of 50% as per Meath County Development Plan 2013-19 standards. Compliance with such standards will also be dependent on satisfying other considerations such as car parking and landscaping requirements. A site coverage greater than 50% will only be considered in instances where the overall design characteristics of the scheme, proposed uses and mobility management/travel plan can effectively support a higher site coverage.

6.2 Plots Adjoining Dwellings

The following standards shall apply on individual plots adjoining dwellings: Car parking, service areas and internal service roads, as they address residential areas, should be designed with appropriate noise and visual mitigation measures in order to minimise impacts on the amenity of adjoining residential dwellings.

² Gross floor area is the sum of floor space within the external walls of the building(s), including plant and tank rooms and car parking areas above ground level. In the case of a group of buildings with a common curtilage, the floor areas will be aggregated.

³ The site area includes only such land as lies within the curtilage of the related buildings.

Strong boundary landscaping shall be undertaken on all boundaries to residential areas.

External lighting shall be designed to minimise light pollution to residential areas. Columns should be of minimum height and lighting of minimum luminance for safety utilising directional lighting. The design of the public lighting shall be agreed with the Public Lighting Section of Meath County Council.

6.3 Car Parking

The following minimum car parking standards shall apply to individual developments:

Use	Car Parking	Service Parking
Retail Warehousing/Discount Foodstore	1 per 20 sq.m (gross floor area)	
Light Industrial	1 per 50 sq.m (gross floor area)	1 HGV space per 2000 sq.m (gross floor area)
Warehousing	1 per 100 sq.m (gross floor area)	1 HGV space per 1000 sq.m (gross floor area)
Crèche	1 space per employee & dedicated set down area, plus 1 space per 5 children.	

6.4 Cycle Parking

New developments, where practicable, shall provide secure and covered facilities for bicycle parking.

6.5 Waste

All waste handling and storage areas shall be located away from roads, boundaries and public areas of adjoining buildings, and shall be screened from view from beyond the curtilage of the development.

6.6 Signage and Lighting

In order to minimise the necessity for signage, the use of grouped signage of a uniform nature will be encouraged. This should be located at the entrance to development. Individual signage will be permitted on the façade of each unit to identify the use of the building.

Lighting shall be provided in all open areas such as car parking and along footpaths. Lighting shall be provided as a standard throughout the site to achieve consistency and maintain aesthetics.

6.7 Mobility/Workplace Travel Plans

As per the Kells Local Transport Plan 2013-19 there is a requirement on significant developments to consider workplace travel plans as part of the planning process.

As a guideline threshold, a Standard Workplace Travel Plan will be required if an existing or proposed development has the potential to employ over *100 persons*. This is generally in line with the thresholds indicated in government policy documents.

A Workplace Travel Statement may also be required by the Planning Authority for developments which employ less than 100 persons.

Please refer to the Kells Local Transport Plan for further guidance on this issue.

6.8 Retail Development

The range of goods within the retail warehousing element of the proposed development should be restricted to bulky household goods and goods generally sold in bulk, including carpets and floor coverings, furniture, electrical goods, computers and DIY items, including gardening equipment. Clarification in writing should be sought from the Planning Authority prior to occupation of units. The size of retail warehouse units shall not be less than 700 square metres and not exceed 6,000 square metres in accordance with the Retail Planning Guidelines 2012.

6.9 Archaeology

Given the significance of Kells as a nationally and internationally important historic town it will be necessary to provide an archaeological and cultural heritage assessment as part of any planning application for development within the Framework Plan boundary. The scope of this assessment shall be agreed with the Planning Authority prior to lodgement of a planning application. All planning applications for development will be referred to Department of Arts, Heritage and the Gaeltacht and the Heritage Council for their comments.

7 Transportation and Access

7.1 Road Access

The Framework Plan lands already have the existing primary access point into the lands from the R147 in place with the construction of the Aldi development in 2009. It is proposed to extend the existing internal spine road to access the remaining B2 zoned lands within the Framework Plan area. Provision shall be made for pedestrian & cyclists in the design of the extended internal access road. The minimum width of the extended spine road is 6 metres. Road design standards shall comply with the requirements of the Planning Authority and regard shall be had to the NRA publication '*Design Manual for Roads and Bridges*'.

7.2 Traffic Impact Assessment

The initial KS6 Action Area Plan approved in 2005 carried out testing of the traffic impacts that the proposed development would have on the local road network with extensive traffic modelling using Paramics microsimulation software. AM and PM Peak base models were calibrated and validated to existing conditions using on site counts. Further modelling was then carried out for 2006 and 2016 with the proposed development, and its junction with the N3 (now R147), in place.

The results of traffic modelling and traffic assessment undertaken concluded that the proposed junction layout would provide more than sufficient capacity to cope with the anticipated demands of the development. Operationally, the modelled network functioned comfortably, with approximately 20% additional reserve capacity at the development access point in the design year 2016 PM Peak.

This revised Framework Plan has a reduced the amount of zoned land for development within the subject lands than was previously traffic modeled for. The scale of retail and other uses at the site will be significantly reduced as a result. It is therefore anticipated that the traffic impact of the revised Framework Plan area will have a significantly reduced impact on the road network surrounding the site.

7.3 Accessibility

As can be seen from the indicative Site Layout Plan drawing of the Framework Plan lands, the recently constructed N52 Kells Bypass forms the western and north western boundaries of the site. The Bypass has an interchange with the R147 route (former N3) north west of the proposed development. From a land use and transportation point of view these lands are ideally located for the uses proposed with excellent access to the Kells Bypass route. Access to this road will provide safe and efficient links to Mullingar Road (N52), Cavan Road (R147) and the Navan Road (R147). Its location, while being highly accessible to users of the site, will also afford excellent access for Heavy Goods Vehicles thus negating their need to travel through the town centre.

7.4 Public Transport

There is a Bus Eireann service connecting Kells with Navan, Dublin, Virginia and Cavan. Recently the service to Dublin has been upgraded to at least one service every half hour in the peak morning time and similarly returning from Dublin in the peak evening time. Kells is therefore extremely accessible from Navan, Dublin and Cavan by bus transport.

At the present time there is limited public transport within the Town itself. It is proposed to incorporate pick up and set down points in the vicinity of the proposed access if required. The Cavan, Navan and Dublin Bus Services currently use the R147. The opportunity exists therefore to deliver trips to and from the development by public transport from the outset.

7.5 Pedestrian and Cycle Facilities

The existing pedestrian and cycle network that extends along the R147 from the town centre does extend to the Framework Plan lands.

Facilities for pedestrian and cyclists are included as part of the site layout. It is proposed to locate a shared off road footway/cycleway internal to the development on the southern side of the internal road to join the R147. Footpaths and cycle ways will be provided throughout the Framework Plan lands. Details of the internal pedestrian and cycle routes should be provided as part of the first planning application for further development within the Framework Plan lands.

8 Environmental Services and Public Utilities

This section provides an overview of the level of servicing required for the Framework Plan lands.

8.1 Wastewater Disposal

It is proposed to gather all the waste matter from the various developments to a pump station. A foul pump station was installed inside the roadside boundary of the R147 within the northeast corner of the site

as part of the Aldi development. The foul sewerage shall discharge by gravity flow.

Given the change in Site Layout from the previous KS6 Action Area Plan, any further development at the subject lands shall require a revised Foul Drainage report and management plan to detail how remaining development can be adequately serviced. Consultation shall be necessary with the Water Services Section of Meath County Council prior to further applications being submitted.

8.2 Surface Water Drainage

Surface Water Management

As part of the Greater Dublin Strategic Drainage Study (GDSDS), a regional policy has been prepared that facilitates the provision of sustainable stormwater drainage infrastructure across the Greater Dublin Area (Dublin City Council, March 2005). This policy recommends that SuDS be implemented on all new developments, wherever practical. The policy for greenfield sites (i.e. natural undeveloped sites) is that greenfield runoff rate defined as the annual maximum flood rate should not be exceeded for rainstorm events of 1 in 30 year return period.

SuDS Implementation

The main elements of the SuDS design are "Quantity", "Quality" and "Amenity". "Quantity" refers to the quantity of surface water generated by the development and the discharge to local watercourses / public surface water network and must be restricted to the pre-development greenfield run-off rate. This can be achieved by storage of surface water. The two main type of storage used in a SuDS design are Interception Storage and Treatment Storage.

Interception storage includes soakaways, permeable paving, infiltration trenches and rainwater harvesting. Treatment storage includes attenuation / retention ponds.

Developers are advised to liaise with the Water Services Section of Meath County Council in relation to specific surface water drainage requirements for each development proposal in advance of any planning application being made.

8.3 Water Supply

Given the type of land use proposed it is anticipated that the water usage requirements will be low. The water supply requirements for each development will be assessed at the planning application stage.

8.4 Telecommunications

Phone and Broadband services are available to the subject lands.

8.5 ESB Overhead Services

These lands are traversed by an overhead 38kv electricity line. In accordance with Chapter 9 (Telecommunications and Energy) of the Kells Development Plan 2013-19 it is the policy of the Planning Authority that power lines will be placed underground, where possible, in the interest of visual amenity and public health. The existing 38 kv overhead cables will be under grounded within the subject lands further to discussions with ESB. A power supply network will be developed on the land as required subject to the proposed layout of the built form and discussions with ESB.

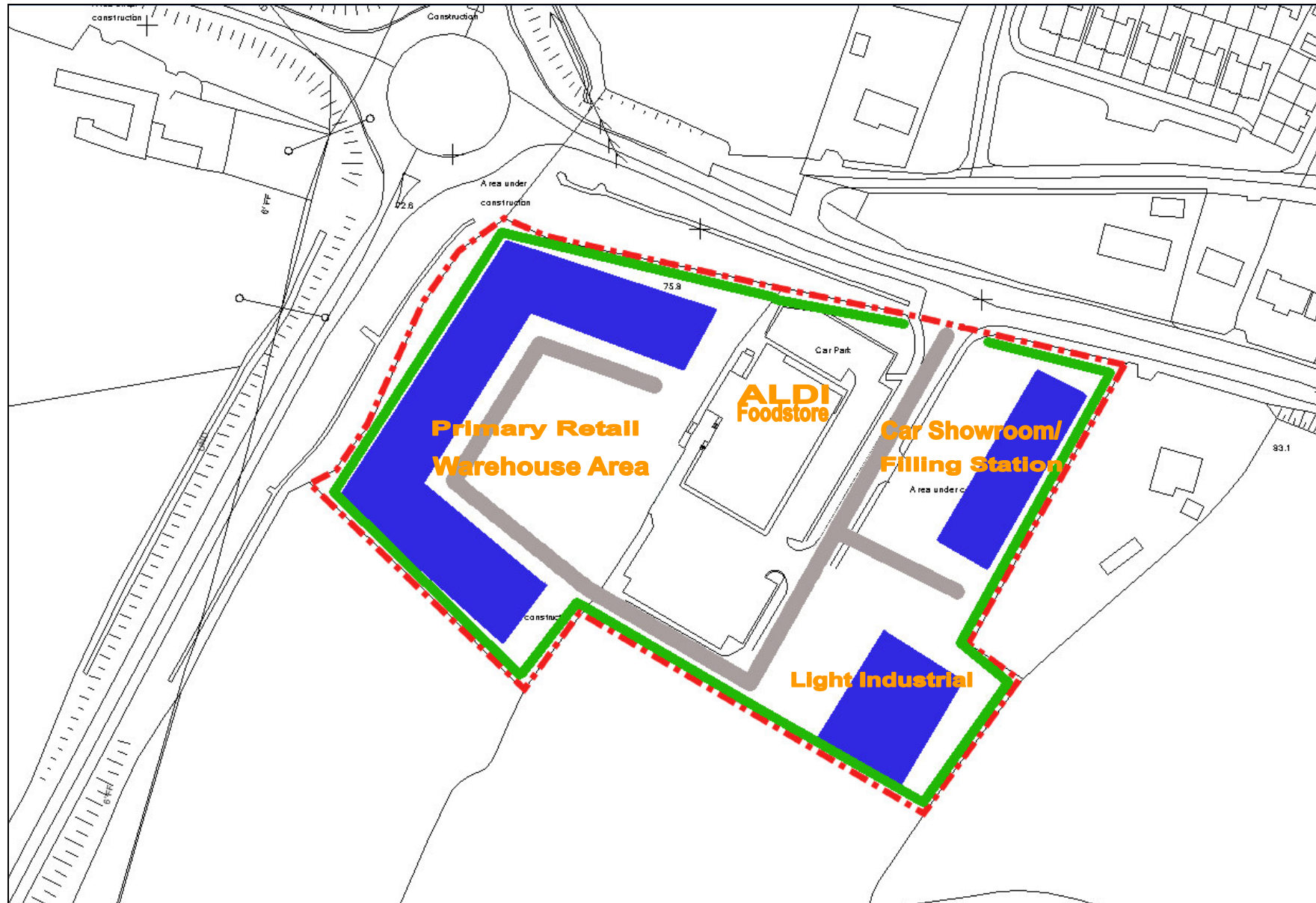
8.6 Appropriate Assessment

Under Article 6(3) of the Habitats Directive the need for Appropriate Assessment of both plans and projects is established: Article 6(3) states the following:

'Any plan or project not directly connected with or necessary to the management of the site but likely to have a significant effect thereon, either individually or in combination with other plans or projects, shall be subject to appropriate assessment of its implications for the site in view of the site's conservation objectives. In the light of the conclusions of the assessment of the implications for the site and subject to the provisions of

paragraph 4, the competent national authorities shall agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the site concerned and, if appropriate, after having obtained the opinion of the general public.'

Any individual planning applications made on the Framework Plan lands will also be subject to Appropriate Assessment. This will be managed through the Development Management process.



Indicative Framework Plan - Site Layout



Indicative Landscaping Layout