



ACTION AREA PLAN NO. 2 NAVAN

SPICER'S MILL AREA



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on behalf of
Meath County Council



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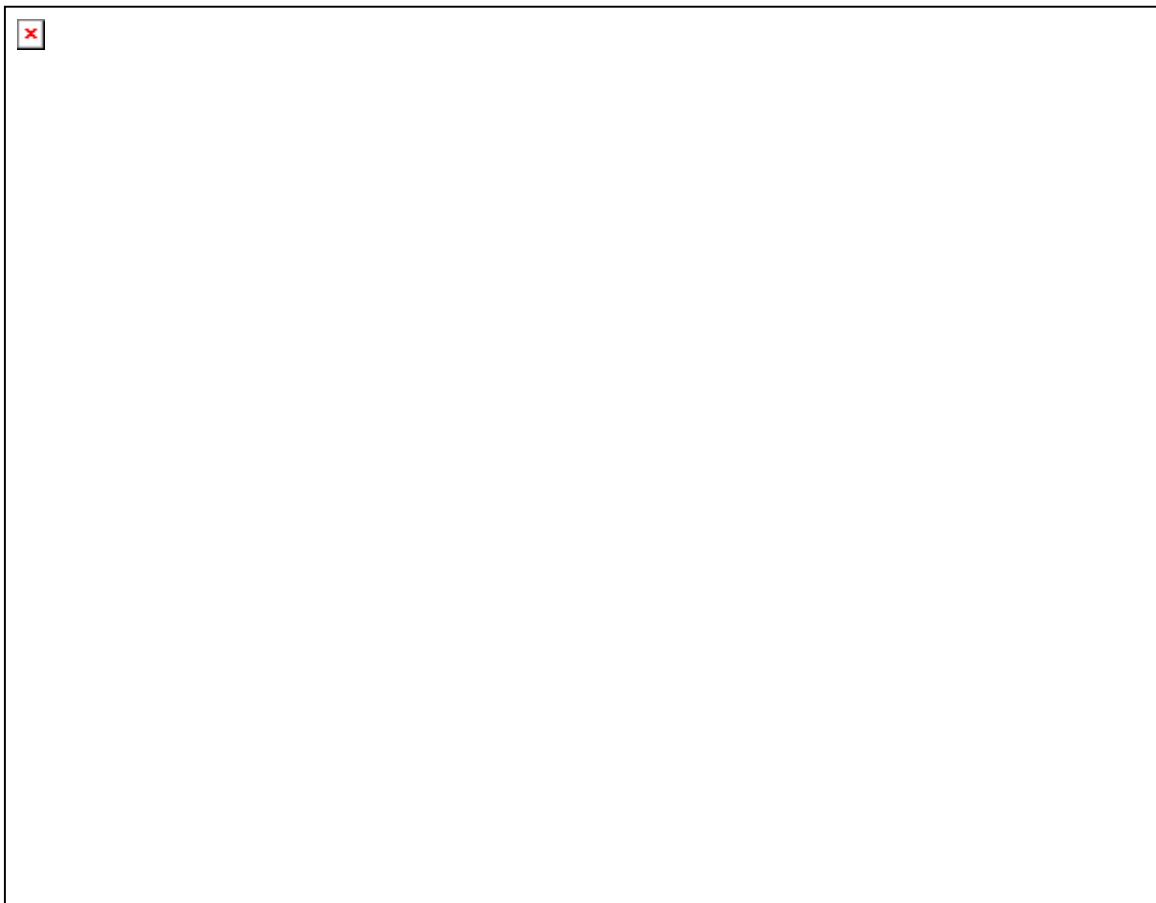
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1.0 PREFACE

The Navan Development Plan was adopted on November 27th 2003 and is the primary instrument available to the Planning Authority to ensure that future development in Navan takes place in a planned, co-ordinated and sustainable manner over the coming years. A number of areas in Navan are likely to be subject to large-scale development within the six-year lifetime of the Navan Development Plan. These areas are subject to the preparation of an Action Area Plan (AAP) which consists of a written statement and a plan or series of plans indicating the objectives for the proper planning and sustainable development of the area.

AAP 2 is located to the north of the existing Town Centre and is bounded by the N3 on its southern side and the proposed new Navan Town Park on its northern side. It is a sensitive area in visual and conservation terms and is strategically located on the interface between the built urban form of the town and the natural amenity of the Blackwater River and the new Park.

An AAP provides for an area specific focus and will facilitate a detailed assessment of local planning issues. It is an effective means of guiding new development in an area enabling real involvement by the community and interested persons in the plan-making process. It presents an opportunity to create an area having its own distinct character, whilst enhancing the quality of life for existing and new populations.

It also presents an opportunity to examine the appropriateness or otherwise of the Zoning and Specific Objectives set out in the Development Plan for this area and whether any Variation to the Plan is required.

Public input is essential during the preparation process so that the adopted AAP properly reflects public aspirations and deals with their concerns, whilst meeting national, regional and local guidelines and in particular the guidelines set out in the Navan Development Plan.

Meath County Council and Navan Town Council commenced the preparatory process for AAP 2 with the publication of issues papers in April 2005. One submission was received from Mr Martin Mallon on behalf of Mr Brendan Donegan. This submission has been taken into account in the preparation of this Draft AAP.

2.0 STATUTORY CONTEXT

2.1 Action Area Plan

Unlike a Local Area Plan, Action Area Plans are not statutorily defined. Their purpose is to permit detailed consideration of areas that require master-planning in order to ensure a co-ordinated approach to their development.

2.2 Scope of the AAPs

Again, scope is not defined legislatively. However, the Navan Development Plan 2003 to 2009 sets out details of the required contents and these are listed in Chapter 4.

2.3 Significant Effects on the Environment

AAP 2 is located in a sensitive environment with the River Blackwater flowing through it. The river is within a Candidate Special Area of Conservation (cSAC) and impact assessment is an important consideration. The AAP was screened to determine the necessity or otherwise of carrying out a Strategic Environmental Assessment and it was deemed unnecessary. However an Environmental Report is included as Appendix 2 to this document in order to assess the likely impact on the environment of implementing the AAP.

3.0 NATIONAL AND OTHER POLICY CONTEXT

Although the **Navan Development Plan, 2003-2009** and the **Meath County Development Plan 2007-2013** form the key contextual documents, a number of national policies and strategic guidelines also inform the Plan and have particular relevance to the subject AAP.

3.1 National Strategic Policy

National Development Plan 2007-2013

The Plan specifically refers to the opening of a rail link between Navan and Dublin in the Chapter on Regional Development and that on Economic Infrastructure Priority. It also refers to further investment in Environmental Services Infrastructure to facilitate the consolidated development of the Dublin Region and to the provision of social, community, cultural, sporting and amenity facilities throughout the Gateway (Dublin) Region to match rapidly developing residential development.

Sustainable Development – A Strategy for Ireland (1997)

This document promotes the co-ordination of land use and transportation so as to increase the use and efficiency of public transport rather than private cars. It also seeks higher densities in residential development. It is likely that it will superseded by a revised document this year..

National Climate Change Strategy 2007-2012

The Strategy provides a framework for achieving a reduction in greenhouse gas emissions, whilst continuing to support economic growth. It seeks to promote sustainable building forms and provides for a modal shift from private to public transport.

The National Spatial Strategy and the Regional Planning Guidelines for the Greater Dublin Area

Both these documents are considered thoroughly in the Meath and Navan Development Plans and they have a direct bearing on the nature of the AAP and its scale in terms of the future development of Navan.

A Platform for Change Strategy (2000 - 2016)

This document was published by the Dublin Transportation Office to support and complement the strategic land use planning and transportation framework set out in the Strategic Planning Guidelines for the Greater Dublin Area. It provides for the construction of a new rail link between Navan and Dublin and the provision of the M3 motorway. Other proposed National Road Programmes affecting Navan include the N 51 Slane to Navan Road and the Drogheda-Navan-Newbridge Orbital. Non-National Routes include the R 161 Trim-Navan Improvement and Athlumney Phase 1.

Residential Density Guidelines for Planning Authorities (1999)

This set of Guidelines highlights the role that Development Plans can play in identifying areas that are suitable for high densities and sets out appropriate Guidelines in relation to qualitative and quantitative criteria. The Guidelines have been reviewed recently and the Department of the Environment, Heritage and Local Government (DoEHLG) have published a new document under the title ***Sustainable Residential Development in Urban Areas - Consultation draft guidelines for planning authorities***. Once adopted these new guidelines will replace the existing guidelines. The draft guidelines set out key planning principles that should be reflected in Development Plans and Local Area Plans and these are equally applicable to Action Area Plans. Much of the substantive policy content of the Residential Guidelines is carried forward into the current draft. An accompanying document entitled ***Urban Design Manual- A best practice guide*** was also published. This document illustrates how policy principles can be translated into practice.

Quality Housing for Sustainable Communities (2007)

This DoEHLG publication sets out best practice guidelines and contains chapters on Urban Design Objectives, Scheme Layout and design as well as Dwelling Design.

Sustainable Urban Housing Standards for Apartments (2007)

This DoEHLG document sets out appropriate standards for apartments in some detail and includes minimum apartment sizes and recommended mixes for one, two and more bedroom units.

Retail Planning Guidelines for Planning Authorities (2005)

The application of these Guidelines has been considered in the Navan Development Plan and the Planning Authority have prepared a Meath County Retail Strategy which has a direct bearing on the retail components that could be considered suitable for AAP 2.

Childcare Facilities – Guidelines for Planning Authorities (2001)

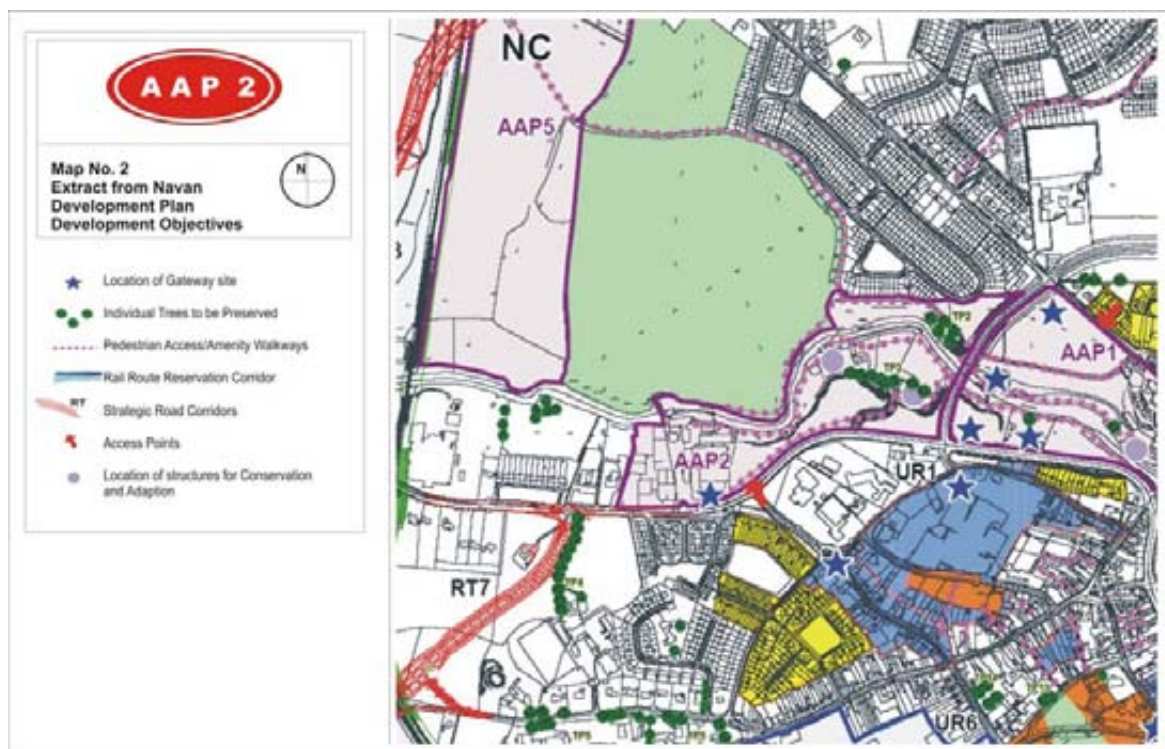
The Meath County Council Childcare Plan 2007-2010 develops the application of these guidelines to County Meath and again, they have a direct bearing on the AAP.

The Navan Development Plan 2003-2009 thoroughly examines the Regional and County context for Navan and the AAPs will form a sub-set of documents to the Plan.

4.0 THE NAVAN DEVELOPMENT PLAN (2003 - 2009)

4.1 The AAPs

It is an objective of the Navan Development Plan, as set out in Section 3.4.3 *Local Area Plans and Action Area Plans* that AAPs be prepared for six areas within the Development Plan envelope. One of these areas, AAP 2, lies to the north of the Town Centre and is shown outlined in purple on Map No.1 on page 5 and coloured pink on Map No.2 below. It adjoins AAP1 which has similar landscape characteristics.



4.2 The Navan Development Plan 2003-2009

The AAP area and its features are referred to quite extensively in the Development Plan. The more general references are outlined below.

It is part of the Strategic Vision to *“develop Navan on its unique setting at the confluence of two Rivers, in order to create a unique and distinctive place in which to live, works and recreate”*. (Section 1.3)

The Plan states that *“riverside locations in Navan are currently an under utilised resource but have excellent development potential due both to their proximity to the Town Centre and also by virtue of their natural visual amenities”*. (Section 1.6.5)

Development on the north and south banks of the River Blackwater is seen as creating the opportunity to redress the *“severance effects which the Rivers in conjunction with the Inner Relief Road have on the town”*. The Plan also states that *“the area is capable of accommodating high quality, high density residential development, due to its close proximity to the town”*. (Section 1.6.5)

The riverside areas are envisaged as *the “green lungs of Navan”*. (Section 1.6.10)

The Plan also discusses the Blackwater Riverfront in Section 2.7.11.1 and foresees development of residential office uses as well as restaurant, public house, cultural or community uses on both banks of the river. It envisages the *“introduction of new build adjoining the Inner Relief Road Bridge”*. It is also envisaged *“that redevelopment should provide high levels of open space to maintain views to and across the river”*.

The AAP area is also referred to having a function to *“ensure that for any redevelopment proposal associated with the Blackwater Valley, that there are adequate provisions for public access to the riverside in the front of pedestrian walkways and cycleways and that the AAP take due cognisance of the Riverside Action Area Plan 1997 and the Navan Integrated Plan 1998”*. (Section 3.4.3)

4.2.2 Policies and Objectives

The Development Plan also includes policies and an objective for the Natural Heritage in terms of the Rivers and Riverbanks as well as other objectives, which directly affect the AAP area.

It includes as policies;

- *To promote the usage of the riverbanks as leisure areas in order to enhance the potential of the rivers as actively used amenity areas;*

- *To protect the essential character and setting of river corridors through the control of location, layout and design of such development, in order to prevent any adverse effects on the character and amenities of the river corridors;*
- *To protect views to and from the Rivers Boyne and Blackwater deemed to be of special amenity value from obstruction and/or inappropriate intrusion by new buildings, structures, plants and equipment signs and other devices, or inappropriate changes of use;*
- *To encourage the provision of both pedestrian and cycle access to the riverbanks and the reservation of lands free of development to facilitate such access;*
- *To ensure the conservation and protection of the existing biodiversity of the river and its immediate environs;*
- *To develop an integrated green structure for the town, linking open spaces along the river banks of the Boyne and Blackwater with the town centre and its environs and historical features (Section 3.3.6 page 150).*

And as objectives:

- *To support and provision of additional pedestrian and cycle links across the river. (Section 2.5.2) This is further elaborated as being to ensure full accessibility, integration and usage of open space (Section 3.3.6).*
- *To develop a system of linear parks and waterfront amenity areas with walkways and cycleways, subject to the availability of resources, along the banks of the Boyne and Blackwater rivers*

The Development Plan also discusses the proposed Candidate Special Area of Conservation along the Boyne and Blackwater rivers and sets out two objectives as follows

- *To protect the area illustrated as the Candidate Special Area of Conservation of the River Boyne and Blackwater on the Archaeological & Natural Heritage Map including Views and Prospects from development which would adversely affect their ecological properties or value as scientifically valuable sites.*
- *To require any planning application that proposes development within the area designated as a Candidate SAC to be accompanied by an ecological impact assessment (Section 2.5.5).*

Other more general objectives abstracted from the Development Plan include:

- The provision of an urban design framework of real quality;
- The provision for mixed use as part of the town centre extension area to include commercial, employment, educational leisure and residential uses;
- The linking of the area to the existing town centre and to other parts of the town.

4.2.3 Gateway Sites

Gateway sites are listed in Section 2.7.11.3 and the following site located within the AAP area is included

Site No.8

The location is described as the **Balmoral Industrial Estate, Navan Inner Relief Road**.

The zoning is described as being *"Mixed Residential and Business Use"*. Acceptable Use is set out as *"The site is sufficient large to allow a good mix of residential and commercial (non-retail) uses applicable to its edge of town centre location. Within the curtilage of the site there is an existing stone building which could be incorporated into a conversion and adaptation scheme. An appropriate use at this location would be a restaurant, which could develop with dual frontage thus maximising the amenity value of the river"*.

The *Acceptable Height* is described as *"The topography of the subject site presents an opportunity to create a dramatic development particularly desirable for gateway developments"*.

4.2.4 Buildings for Conservation and Adaptation

Buildings for Conservation and Adaptation are set out in Section 2.7.11.4 and the following two buildings are located within the AAP area

Site No. 6

The location is described as **Blackwater House, off N3 Inner Relief Road** and an architectural description is given.

The zoning is *"To provide for visitor and tourist facilities"*.

Acceptable use is set out as follows; *"Possible appropriate uses for this site would include a small hotel, hostel or other visitor related facility such as a café, restaurant, exhibition and cultural events etc"*.

Site No.7

The location is described as **Spicer's Mill, off N3 Inner Relief Road** and an architectural description is given. The zoning is *"To provide for visitor and tourist facilities"*. Acceptable Use is set out as follows *The refurbishment of the mill and its adaptation into a modern use setting would include a third level educational facility or ancillary function, civic building for cultural or other purpose, select residential and tourism related complex, hotel, a leisure centre, a conference centre or a specific proposal such as a National/Regional Furniture Institute. The Planning Authority would be quite flexible in terms of accommodating an appropriate use that would facilitate the retention and survival of this impressive structure"*.

Both of these buildings are considered in the Sections of the AAP dealing with Land Use and Conservation.

4.3 Land Use Zoning

Four different zonings are included in the Navan Development Plan 2003-2009 for this area and these are illustrated in Map No. 3.

The first zone C1 has as an objective *"To provide for and facilitate mixed residential and business uses in existing mixed use central business areas."*

This particular zoning applies to the existing Balmoral industrial /employment estate. The zoning provides for a wide range of uses including residential, office and local retail.

At least 30% of the land area must be developed for commercial purposes.

A substantial area of land is zoned D1 *"to provide for visitor and tourist facilities and associated uses"*. Although quite specific in it's wording, it does allow for a wide range of uses and leaves offices less than 100 m² in area as "acceptable" and residential use "open for consideration".

A central area is zoned F1 *"To provide for and improve open spaces for active and passive recreational facilities"* and the proposed pedestrian bridge connects across it to the New Town Park. There is also a requirement for car parking for park users in this location.

Finally the Spicer's Mill Complex is zoned G1 *"To provide for and protect existing community, recreational and educational facilities"*

4.4 Specific Objectives set out on Maps No's 2 & 3 of the Navan Development Plan

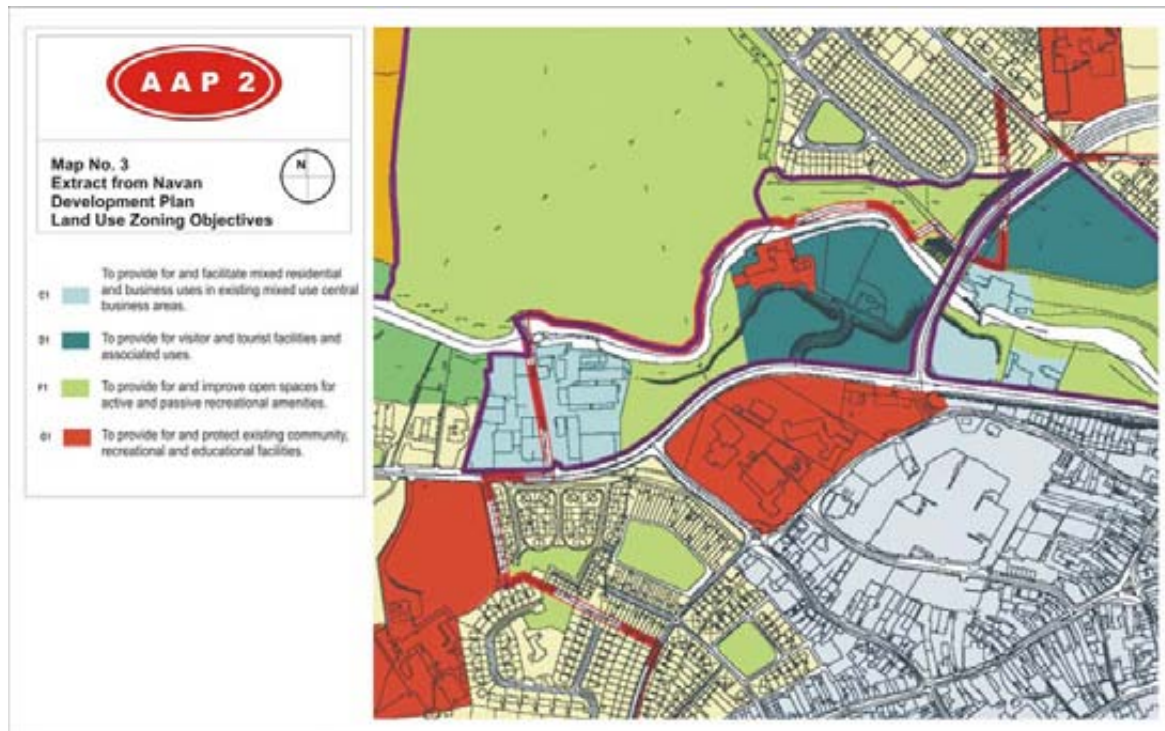
Map No.2 in this document is an abstract from Map No.2 in the Navan Development Plan that illustrates specific Development Objectives. These include the identification of a suitable location for a gateway site at the Balmoral Estate and the preservation of trees in the vicinity of the Spicer's Mill, Blackwater House and an area north of the river beside the Bridge.

The Mill and Blackwater House are identified as structures to be conserved and adapted. These two buildings are on the Record of Protected Structures as is the weir to the rear of the Balmoral complex. They also feature as gateway sites within the Blackwater Riverside Area.

The riverside pedestrian routes are also shown, as is a route from the conserved structures to the gateway site.

A specific access point is shown to the area from the N3.

Map No. 3 of the Navan Development Plan delineates the Boyne and Blackwater cSAC and also identifies the views and prospects to be preserved. The views are illustrated on Maps No's 6 and 7 of this document and the cSAC is also shown on Map No. 7.



4.5 Contents of AAPs

The Navan Development Plan also sets out the contents required to be included in AAPs in the Navan area in Section 3.4.3 Page 162 and 163 as follows:

- *Proposals in relation to the overall design of the proposed development including maximum heights, external finishes of structures and the general appearance and design, including that of the public realm;*
- *The type and extent of any proposed development indicating how these uses integrate with surrounding development and land uses;*
- *Proposals in relation to transportation including public transportation and non-motorised modes, vehicular roads layouts and access arrangements, loading/unloading provision, the provision of parking spaces and traffic management;*
- *Proposals in relation to the provision of services in the area including the provision of waste and sewerage facilities and water, electricity, and telecommunications services, oil and gas pipelines including storage facilities for oil and gas;*
- *Proposals relating to the provision of amenities, facilities and services for the community, including crèches and other childcare facilities, community and resource centres in relation to residential development;*
- *The facilitation of public access to the proposed amenity areas located within the Area Plan boundaries and beyond;*
- *Provision for sport and recreational infrastructure commensurate with the needs of the development as an integral element of their proposals.*



All of these are covered in the AAP although not in the order set out above.

5.0 DESCRIPTION OF THE AREA

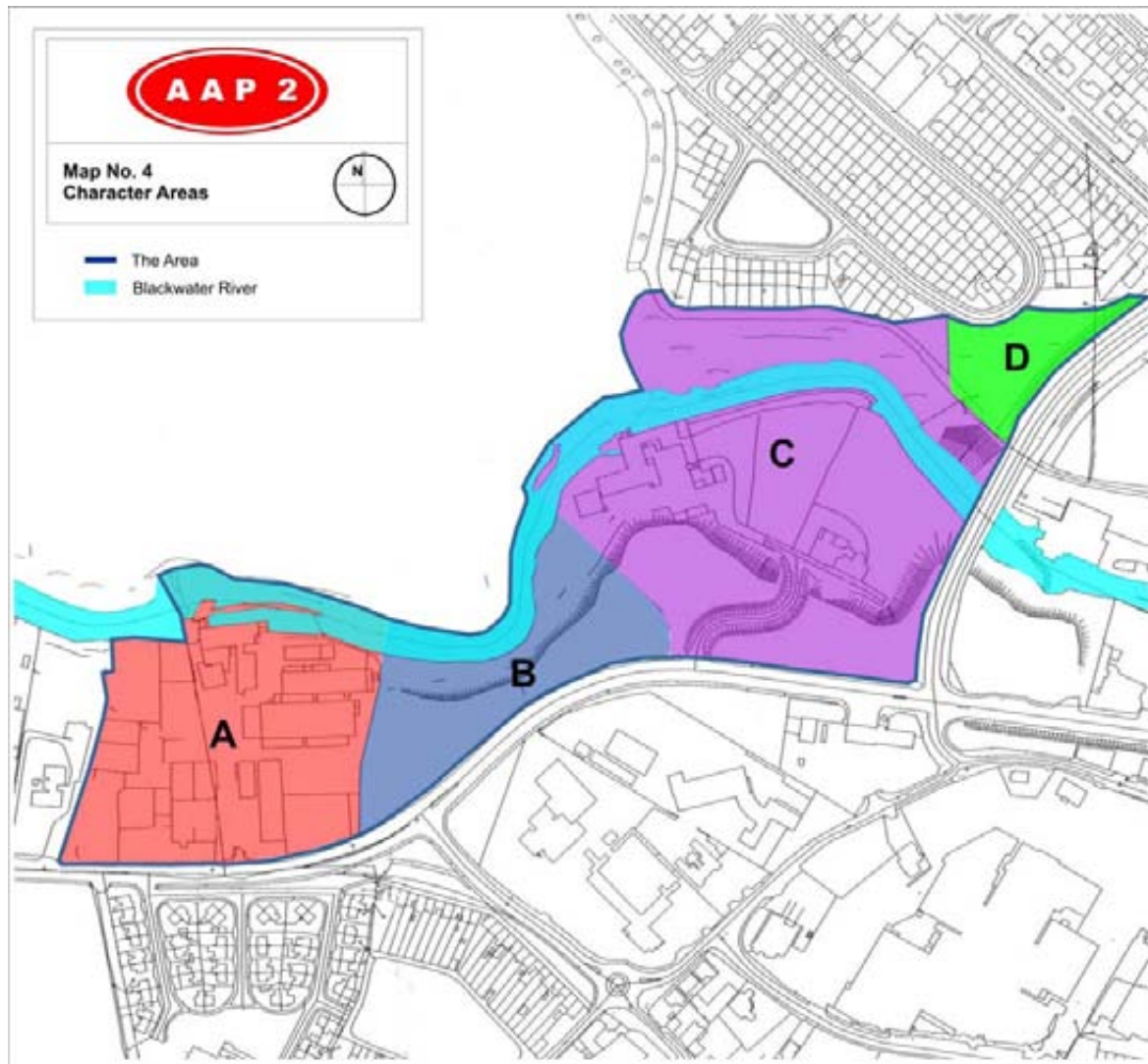
5.1 The Area

The area encompasses some 11.87 hectares and is one of Navan's most important environments given its riverside location, landscape characteristics protected views, cSAC location and the presence of significant protected structures.

It is also important in that it is situated in proximity to the expanding Town Centre which lies to the south and is located directly between it and the proposed Navan Town Park to the north.

It is bounded on the west by the Teagasc (An Foras Taluntais) premises, on the south by the N3 Inner Relief Road, on the east by the Phase 2A Inner Relief Road and the new bridge. To the north lies the aforementioned proposed New Town Park as well the Silverlawns housing area, which consists of two-storey housing of a suburban typology.

The area itself can be divided into four character areas by reason of their use and landscape and these are illustrated in Map No. 4.



Area A consists of the Balmoral Estate which is in its current state is an employment zone containing car showrooms, offices, retail warehouse units and workshops. It is mainly two storeys in height in terms of scale and although it would not meet the visual or movement standards of a modern employment estate, it contains a number of units, which are in good structural condition and serve their purpose adequately.





Balmoral Estate

Area B is a largely open area having no distinct use, which contains a small escarpment which slopes down to the River Blackwater. It has no visual landscape features of note in terms of significant tree groups.

Area C is made up of Spicer's Mill, Blackwater House and their curtilage as well as section of the lands to the north across the river which shares its landscape characteristics of significant woodland vegetation.



Spicer's Mill



Blackwater House

Area D is an area of amenity open space associated with the Silverlawns housing estate and consists of an open, maintained grassed area. There is a pedestrian route, which has developed spontaneously which involves a climb over a fence. It is a perfect example of a desire line and leads from the housing area towards the town centre.

5.2 The Landscape and Natural Heritage

The landscape character of the area is determined primarily by geological and hydrological influences. These have shaped the topography and influenced the types of vegetation prevalent on the site. The area has also been greatly influenced by human impact, arising from historic and contemporary land uses. Future land uses will further shape the visual character of the landscape.

The site's landscape character has also been largely determined by its location along the river Blackwater, and by the industries that have developed alongside this resource. There are also remnants of agricultural activity in the form of hedgerow boundaries. The severance resulting from the construction of the N3 and more recently the bridge to the east of the site have contributed to the site's currently isolated character. The future of the landscape will be influenced by the development of a major town park to the north of the site and by the proposals for Civic Offices (should the Offices be located here) and the proposed development of the Balmoral Estate into residential, commercial and retail use.

The site has been divided into four character areas, illustrated in map no. 4. In this section, these areas will be described in terms of landscape and natural heritage.

Area A

Area A contains large expanses of hard surfaces between the existing buildings. There are a number of small trees scattered within this part of the site, but none of any great significance. The buildings have little visual relationship with the river. Public access to the river in this area is limited, resulting in the under utilisation of an important landscape resource.

Area B

This narrow part of the site slopes gradually down from the N3 to the Blackwater riverbank. A steeper ridge runs roughly parallel with the river resulting in a visually interesting topography which is the primary determinant in the landscape character of this part of the site. While close to the town centre, the site is not easily assessable either visually or physically due to the nature of the topography and the current road infrastructure bounding the site. There is a glimpsed view of this part of the site from the N3 where there is a gap in the roadside vegetation. Most users of the N3 would, however, not be aware of the proximity of the river in this location. The visual amenity of the site is therefore under utilised.

This section of the AAP area is particularly significant, as it will form the only direct link between the town centre to the south and the proposed public park to the north. A landmark pedestrian bridge is proposed to cross the river at this point, connecting the park to the town centre. The outline bridge design proposes to span from the higher parts of Area B to the equivalent elevation on the northern bank. The bridge design aims to minimise impact on the sensitive riverine environment, maximise the drama of the river crossing, and open up attractive valley views. This design approach will also allow users to maintain a relatively level pedestrian or cycle journey, as opposed to a descent into the valley and followed by an ascent on the northern side of the river, which would present accessibility problems.

It is preferable that the landscape character in this area, in terms of topography, is retained as far as possible. However major alterations to topography are unavoidable because of the narrowness of the riverside lands at one section and the sharp incline at this narrow section. A strong and deliberate landscape design approach is imperative. Elements of the landscape may require formalising in order to create a strong link between the urban form and the public park. Any such design work should take into account the essential landscape character of this area and the impacts of any change on the river and grassland habitats.

It should be noted that this section of the AAP area contains a portion of the River Boyne and Blackwater cSAC and is also prone to flooding in the lower parts. This may limit the form of development possible in this location.

The currently unmaintained nature of the site, while undoubtedly contributing to its visual charm, restricts easy access to the riverside amenity. However, some people do make their way to the river's edge, despite the effort required.

Area C

The landscape of Area C has been determined largely by historical land uses; milling, agriculture and the development of road infrastructure. This area is also the least visually accessible from the N3. The roadside vegetation screens potential views of the area.

There are also a number of individual trees that are protected in the Development Plan, along with remnant hedgerows, open grassland and areas of regenerating woodland.

Topographically the area is made up of gently sloping terraces that fall towards the river. The slope on the northern side of the river is more pronounced with particularly dense tree cover. Historical landscape features in this part of the site include the millrace, weir and an old track in the northern section which was formally the Kells Road. The isolation of area from the town, both visually and physically facilitates dumping and anti-social behaviour. The sensitive and appropriate development of this area would provide a distinctive and attractive new extension to the town centre.

It should be noted that the river edge in this location forms part of a cSAC and this may prohibit certain types of development. Many of the trees in this location may warrant retention, providing that a detailed arboricultural assessment confirms their potential for that retention within new development.

Area D

Area D forms part of the open space associated with a residential development. The space currently consists of mown grass of little visual or ecological merit. The space has poor linkages with the surrounding area and provides little in terms of amenity.

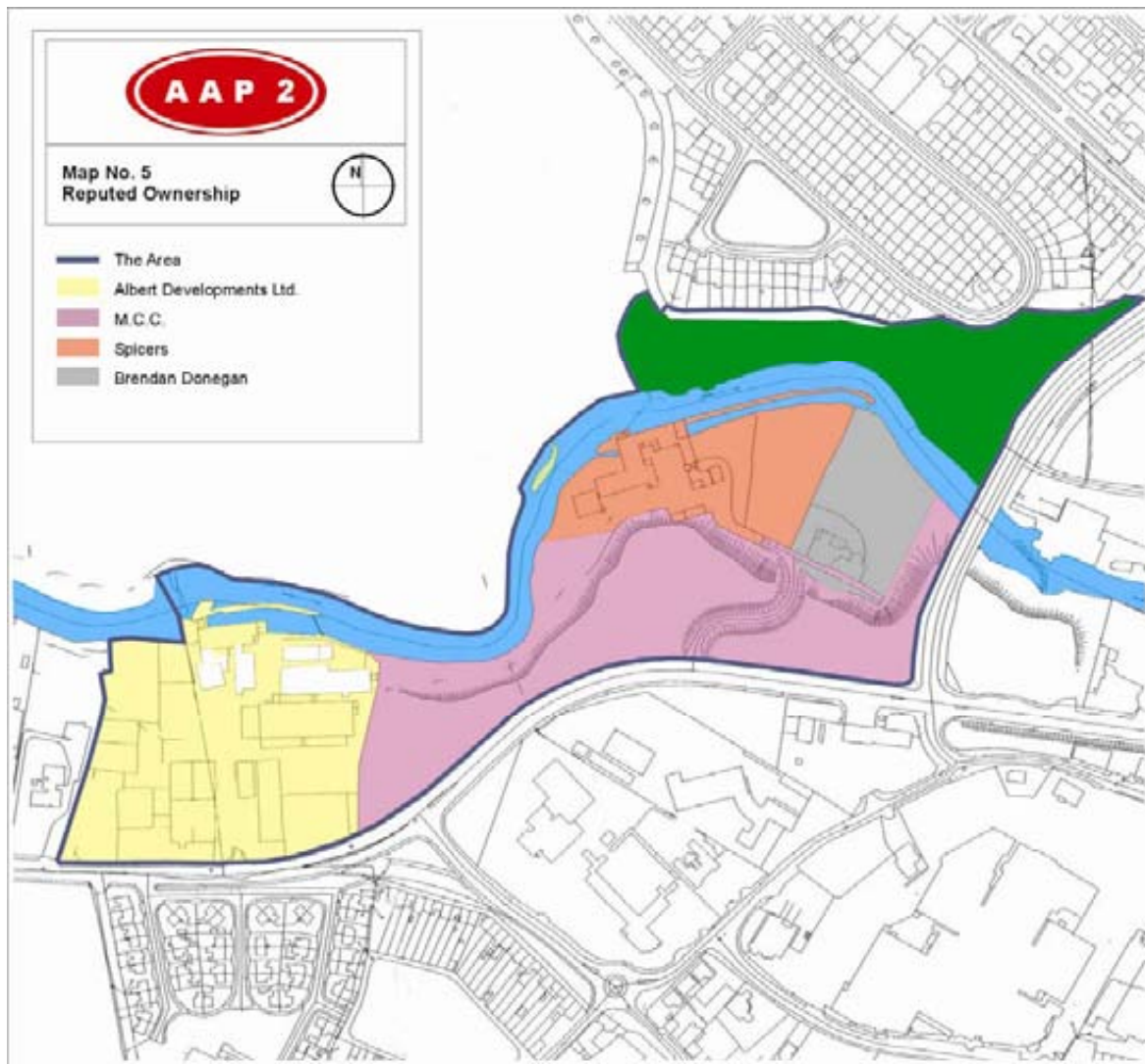
5.3 Ownership

The land is in the ownership of a number of individuals or organisations. The main reputed interests are shown on Map No. 5. The buildings shown uncoloured are under the control of various interests.

The Balmoral Estate interests have demonstrated an active interest in redeveloping their lands and wish to promote a mixed development of residential, offices and retail.

The Spicer's Mill owners and Blackwater House owners are similarly interested in developing their land. Meath Co Council also wish to develop their land to accommodate the proposed Civic Offices.

The remaining lands to the North are zoned for active and passive amenity and will remain so.

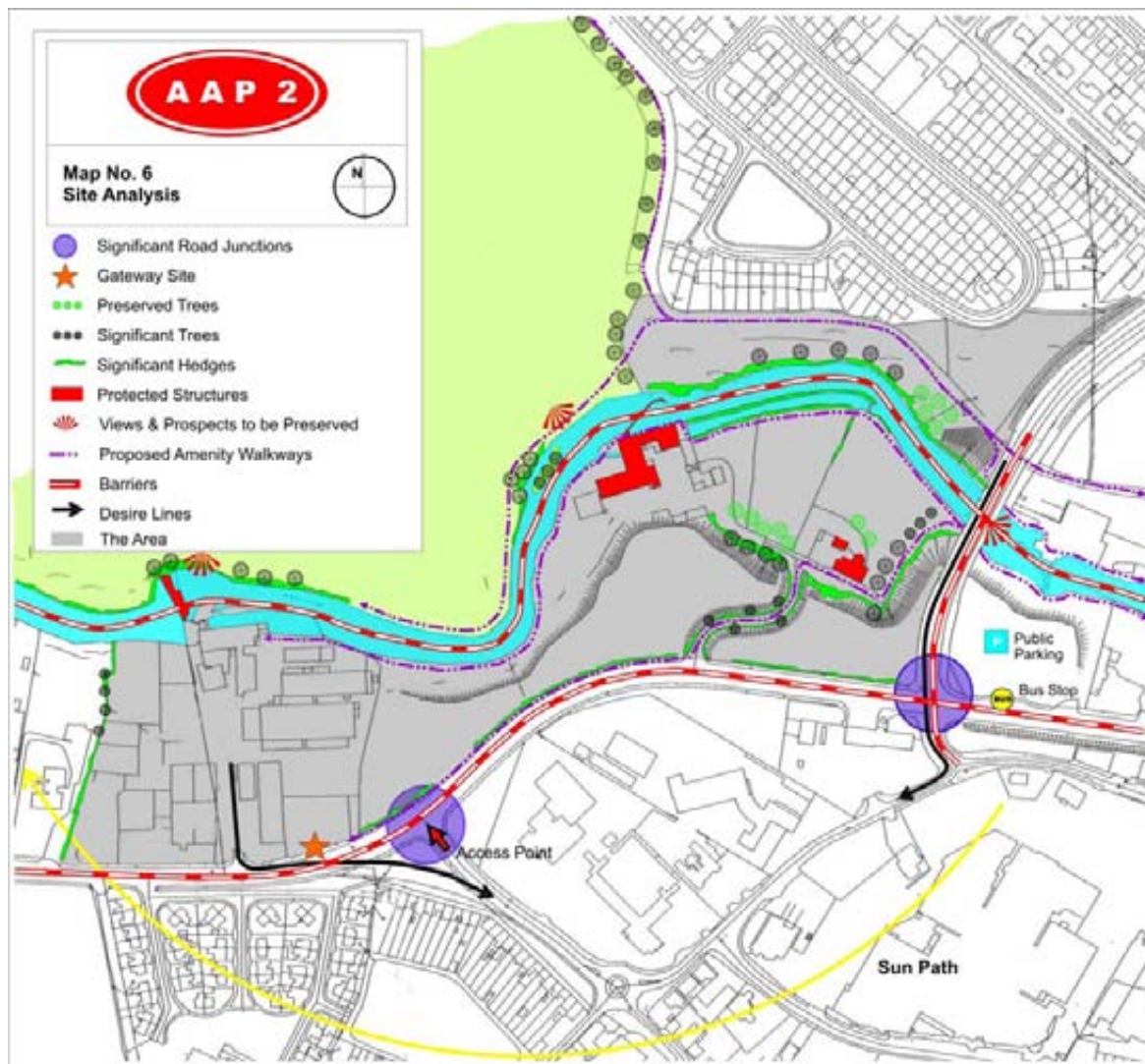


6.0 URBAN ANALYSIS

6.1 Introduction

The Navan Development Plan identifies some of the key issues from an analysis point of view and determines a number of specific objectives from such an analysis. These have already been referred to and include the identification of trees to be preserved, the listing of buildings in the Record of Protected Structures, the identification of the River Blackwater as a cSAC area, land use zoning and the requirement for public access to the river for both pedestrians and cyclists.

The Riverside Action Plan 1997 and the Navan Integrated Area Plan 1998, again already referred to, also contain analytical elements which apply to the area and the proposals in relation to the Town Park also have a bearing.



Aside from the above, there are other issues to be addressed in order to formulate a logical and sustainable plan. These include the identification of barriers, movement desire lines, linkages, areas of good orientation, significant vegetation (aside from protected trees), views, public transport stops, pedestrian and cycle provision. Some of these lie outside the area, however as they directly affect the area, they require consideration. Map No. 6 shows these in graphic form.

6.2 Barriers

The significant barriers in the area are the N3 and the Phase 2A Inner Relief Road. Both of these carry significant traffic volumes and aside from the barrier caused by the traffic itself, the roads are wide and form visual barriers. The land use and appearance to either side of the N3 are markedly different and again this reinforces the barrier effect.

The River Blackwater forms a physical barrier though the area however significant sections of the embankments to both sides of the river have similar landscape characteristics and the perception is that of a unified space.

The proposal for a new bridge linking the Town Park to the southern side of the river, together with the developments of riverside walks, will further unify the area in the future and diminish the physical barrier.

Overcoming the barriers created by the roads is a key consideration in this Action Plan.



Section of the N3

6.3 Movement Desire Lines

Current movement lines are restricted given the limited nature of land use and the impermeability of much of the area. The main movement is that between the Balmoral Estate and the Town Centre, and Silverlawns and other residential development to the North and the Town Centre. The Phase 2A Inner Relief Road also includes cycle lanes on both sides. The development of the New Town Park and the opening up of the river walkways will see a marked increase in movement through the area. A significant line of movement can be anticipated between the new park and the substantial residential area to the north and the Town Centre with its retail and administrative core.

Lateral movement can be anticipated along the riversides although it is likely to be limited to the west where the walk terminates.



The Phase 2A Inner Relief Road



Desire Line from Silverlawns to the Bridge

6.4 Linkages

There are no linkages of substance in the area at the moment however the new bridge and the riverside walks will create strong links to the north and east of the area. A strong link to the south to the Town Centre will be a critical requirement and a safe signalled crossing at the N3 on the main desire line is essential.



View towards expanding Town Centre

6.5 Orientation

The southern edge of the site along the N3 has good orientation in terms of sunlight. The section along the river faces north towards descending slopes.

It will be important to maintain as much of the existing level of sunlight along the southern bank of the river as possible in order to make it an attractive walking area.

6.6 Views

There are some notable views into the area, two of which are identified in the Development Plan as views and prospects to be preserved. These include the view (VP 15) towards Spicer's Mill from the northern bank of the river, which is outstanding. The scale and substance of the mill with its stone walls and regular fenestration are set against a lush and mature landscape providing a contrast of the man-made built heritage against a natural setting which enhances both elements to create a composition of rare visual delight.



View to Spicer's Mill

It perhaps offers clues to how the redevelopment of the Balmoral site and other development sites on the southern bank of the river might be handled. The other view highlighted is a more intimate one of the protected weir at the rear of the Balmoral complex (VP 16), as seen from the northern bank of the river.



View of Weir

Another potentially outstanding view is that from the bridge. It is however somewhat restricted because of the design of the protective railings to the side which feature wire mesh and a top rail set at average eye height. It is also compromised by the poor condition of some of the trees in the foreground, a considered approach to the landscaping of this area would create one of Navan's best views and compliment that available from the bridge to the east.



Visual Barrier of Bridge Balustrade



Trees either Dead or in Poor Condition as seen from the Bridge

Within the site itself there are more intimate views available of the Mill and the River. The views towards the new bridge have an element of drama and the bridge itself is of an attractive visual feature although graffiti and evidence of anti-social behaviour in the form of discarded rubbish and drinks cans detract from its positive visual impact.

An opportunity now exists to build a new pedestrian bridge to the Park which could be an ornament to the built environment of the town. Bridges can have iconic status, typical examples being the new M1 Bridge over the Boyne near Drogheda or the Sean O'Casey Bridge in Dublin and it is vital that the design of the new bridge is exceptional.



View of Blackwater Bridge



Sean O'Casey Bridge

6.7 Significant Vegetation

The areas of significant vegetation are indicated on the Map No. 7 Landscape Analysis and can be categorised as follows:

6.7.1 Herbaceous Vegetation

The site contains several areas of open unmanaged grassland. While most of this grassland may be of limited ecological value, there is evidence of the development of a diverse species mix in some areas. Further work should be carried out as part of any proposal for development to assess the species mix currently on site. Appropriate maintenance regimes should be undertaken in order to increase the biodiversity of grassland areas.

6.7.2 Riverside and Aquatic Vegetation

Parts of the site fall within a cSAC, a designation which protects the riverside and aquatic habitats. The riverside vegetation is an essential part of the character of the site and where possible, the natural riverbank should be retained. The design of any formal paths leading to or along the river will need to take into account the potential impact on riverside vegetation.

Aquatic vegetation which may be sensitive to run-off should be suitably protected to ensure there are no adverse impacts on river ecology as a result of development in the area. An ecological assessment will be required as part of any planning application for development that might have the potential to impact on the cSAC area.

6.7.3 Trees

There a number of individual trees noted as worthy of protection in the Navan Development Plan. There are no "stands of trees" identified as protected within the AAP boundary. However, tree vegetation forms an important part of the character of the site and where possible, as much existing vegetation as possible should be retained. This retention should be balanced with the potential benefits of selective tree felling in order to open up attractive views.

Heavily wooded banks on the northern part of the site are a significant contributor to the landscape character of the river valley.

A programme of new native tree planting would be an essential part of any proposals for the area.



7.0 NATURE AND EXTENT OF DEVELOPMENT

7.1 The Vision

The Development Plan is fairly specific in its vision for the area in terms of its land use. An AAP cannot change the zoning but it can articulate an argument in support of varying the existing Development Plan.

A number of development proposals have been or are in the course of being prepared, notably that for the new Civic Offices and the redevelopment of the Balmoral Estate.

The area does have very particular characteristics in terms of its topography, its landscape and its built heritage. The challenge will be to conserve these critical elements and enhance them and the area itself through new development. The redevelopment of the Balmoral Estate by a modern complex could be anticipated to greatly improve the visual amenity of this particular area, which is currently largely dominated by utilitarian buildings and surface car parking. Any development of the Civic Offices offers an opportunity to develop a new architectural ensemble of outstanding design merit, which will enable Navan to state its intent on the quality it expects in its new architecture. This in turn will reflect a general policy of excellence in the way Navan wishes to be perceived as a town.

The design of the mill building and the lush vegetation suggest a design approach, which would see individual buildings of substantial scale across the river and signal the edge of the town centre when viewed from the North.

The proximity to the area to the Town Centre and the New Town Park would also suggest that residential development should be of a high quality and at an appropriate density to be reflective of what is happening in other developing areas further down river.

The importance of the river and its candidate stature as an SAC will require a sensitive interrelationship between the newly built environment, the public walkway and the natural heritage of the area.

The future Public Park will directly impact on the area in terms of movement and enhanced amenity and this reinforces the requirement for architecture of outstanding quality that responds to this unique setting.

7.2 Density /Plot Ratio

The *Sustainable Residential Development in Urban Areas*¹ published by the DoEHLG recommends that in order to maximise inner town and city population growth, that there should, in principle, be no upper limit on the number of dwellings that may be provided within any town or city centre site, subject to the following safeguards

- Compliance with the policies and standards of public and private open space adopted by Development Plans.
- Avoidance of undue adverse impact on the amenities of existing or future adjoining neighbours.
- Good internal space standards of development .
- Conformity with any vision of the urban form of the town or city as expressed in Development Plans, particularly in relation to height or massing;
- Recognition of the desirability of preserving listed or protected buildings and their settings and of preserving or enhancing the character or appearance of a Conservation Area;
- Compliance with plot ratio and site coverage standards adopted in Development Plans.

7.3 Nature and Extent of Development Objectives

The Planning Authority will ensure that:

- | | |
|------|---|
| NE01 | This area acts as an active link between the town centre and the New Town Park; |
| NE02 | The essential topography, landscape and amenity features are enhanced by new development; |
| NE03 | New buildings are of excellent architectural quality; |
| NE04 | The amenity walks and open space are developed in a way that links them to the New Town Park but also protects the essential ecological characteristics of the riverine environment; |
| NE05 | Development complies with the " <i>Sustainable Residential Development in Urban Areas- Consultation draft guidelines for planning authorities</i> " document published by the DoEHLG. |

¹ Consultation Draft

8.0 LAND USE

8.1 Residential

There are no significant amenity issues in relating to neighbouring residential development given the distance of the AAP area from nearby housing estates as well the barriers in the forms of the N3 road and the river. There is therefore relative freedom to respond in a design sense to the outstanding character of the area.

A range of unit sizes from 1 bedroom to 3 bedrooms upwards should be provided. All residential developments will be required to meet the requirements of the Planning Authority's Housing Strategy. Any social housing element should not be readily distinguishable in appearance or design quality from private units. Close co-operation and planning will be required between the Planning Authority and private sector to achieve this provision.

Private open space in accordance with qualitative standards included in the Development Plan for residential development will be required in the form of private balconies to each apartment and communal space at ground level. The communal space should include a small play area for children.

Given the high amenity value of the area, the provision of underground or semi-basement level parking will be required provided it can be accommodated above the river flood level.



Living beside the river, (Navan)

8.2 Employment / Business Use

The area is likely to be attractive for employment / business use given the zoning, the proximity to the N3 roadway and the high amenity value. There is an emergence of employment uses occurring to the south of the area beside the town centre and further similar use would consolidate this and contribute

to breaking down the barrier posed by the N3. The Civic Offices should prove a pole of attraction in creating a critical mass of office use in this location.

The area in private ownership most likely to develop in the shorter term is the Balmoral Estate given its zoning and the expressed interest of the owners to develop the area. Its location close to the N3 and its tradition of employment make it a suitable location for office or similar development.



Fingal County Hall, Dublin (Bucholz / McEvoy Architects Ltd.)



Offaly Civic Offices, Tullamore (ABK Architects)

8.3 Retail

The area will cater for local retail only as the redevelopment of the area will undoubtedly give rise to localised demands from both residential and business use. Given the anticipated large working population arising from the business and employment uses there is likely to be an emphasis on food offerings, convenience stores and lifestyle products.

It would be highly desirable that retail development is accommodated as part of an overall mixed development and is not designed as a stand alone development surrounded by car parking.



Office/Retail Development Mayor Square, Dublin

8.4 Amenity Open Space

Amenity and open space is discussed in more detail in Chapter 11. Public open space is one of the key elements in defining the quality of an environment. Part of the area south of the River is currently designated for open space in association with the proposed Town Park. The value of this open space could be questioned. Essentially what is required is a signalling of the presence of the Town Park on the N3 frontage. This could be achieved with a more formal approach to the pedestrian bridge entrance planned at this location and need not rely on fairly extensive green open space. This would free up more land for development in particular for the proposed Civic Offices. It is recommended therefore that the lands, be rezoned as C1 lands in a variation to the Development Plan with a new objective to signal the entrance to the Town Park.

The area will require the public walkways along the routes set out in the Development Plan including that along the Blackwater and these should be retained and feature as significant amenities. Smaller spaces will also be required to provide for public amenity which will help give a sense of identity to individual areas.

There is a particular challenge in relation to the N3 which acts as a strong barrier. However the provision of the M3 motorway will provide an opportunity to reduce the impact of this road by improving the environment for the pedestrian and cyclist through providing for extensive landscaping, which would form a boulevard with the objective of linking the Town Centre to the subject plan area and the park beyond.



Boulevard Planting, Griffith Avenue, Dublin

8.5 Proposed Rezoning

The zoning of the Spicer's Mills buildings as *G1 to provide for and protect existing community, recreational and educational facilities* is very particular. It also implies direct or indirect funding by the State or the local authority in any restoration and/or redevelopment. The building does not lend itself to ready conversion to many uses because of its floor to ceiling height, the depth of the plan form and the restricted amount of natural light available. The provisions of the Building Regulations, in particular Part B (which deals with fire escape) may also set constraints on the nature of its use. Typically buildings of this nature have been converted to uses that require small cellular spaces such as apartments or hotels or alternatively have been used for major or minor cultural spaces, however in all cases substantial interventions are required to the interior of such buildings if a new economic use is to be found in order to ensure their conservation into the future.

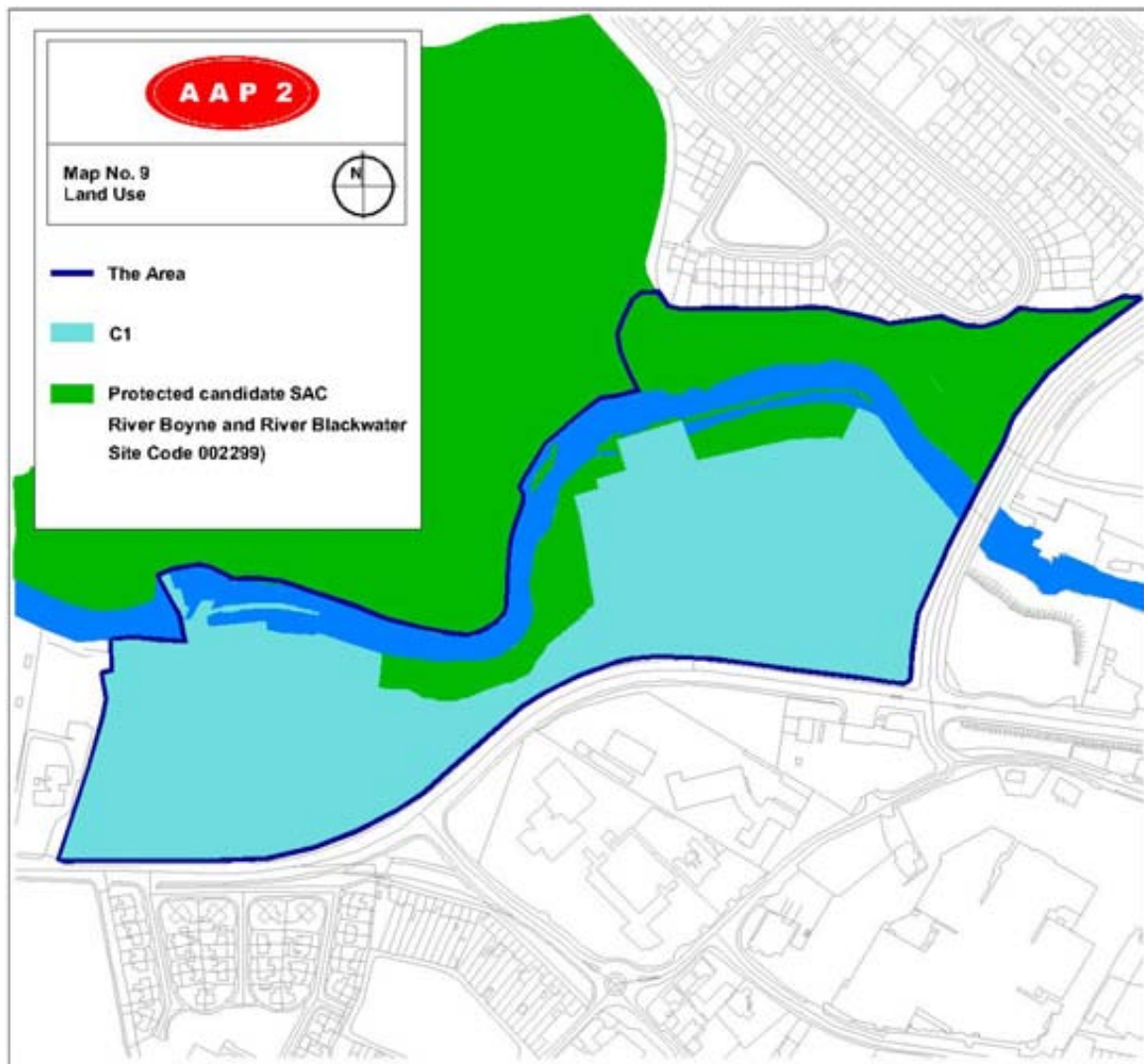
The existing zoning may be regarded as somewhat restrictive although the Development Plan does indicate that the Authority would be flexible in terms of accommodating an appropriate use that would facilitate the retention and survival of the structure. It specifically mentions a select residential, tourism related complex or hotel as possible uses although the use zoning matrix regards these uses as not normally acceptable except in exceptional circumstances. This is undoubtedly an exceptional circumstance. If the overriding consideration is the conservation of this building and if no public funding or limited funding is available, consideration should be given to uses that would ensure the future of this building. It would not be uncommon in many plans to permit any use that forwards the preservation objective in relation to an important building. It is recommended therefore that the zoning for this area be changed by means of a variation to the Development Plan to ***C1 To provide for and facilitate mixed residential and business uses in existing mixed use central areas.*** This will allow high value uses to be permitted and so provide a better economic basis for ensuring the preservation of this important building complex. A statement that consideration would be given to any use that would ensure the preservation of the building should also be included as part of the Variation.

The zoning of the lands to the south-east of the AAP area as D1 ***"To provide for visitor and tourist facilities and associated uses"*** must also be questioned. It is unlikely to provide an economic basis for the preservation of Blackwater House and is somewhat restrictive in terms of the uses that would be suitable for a scarce land resource close to the town centre. It is recommended therefore that the lands here be similarly rezoned to C1 as part of a Variation to the Development Plan. The lands west of this area, currently zoned F1 ***"To provide for and improve open spaces for active and passive recreational amenities"*** should also change to C1 as set out in paragraph 8.5 below.

The Development Plan does not indicate a requirement for community facilities such as schools, churches or halls in this particular area, this is undoubtedly due to its location on the edge of the town centre where many such facilities are readily available. There will be a requirement for crèche facilities in line with the Development Plan Policy in relation to pre-school care provision.

Map No. 8 shows the desirable mixed use set within a framework of movement spaces and Map No.9 shows the proposed rezoning for the area. The proposed rezoning of the majority of the area as C1 will result in the creation of a vibrant sustainable district with more appropriate uses to an edge of town centre location. It will provide a better economic basis for the preservation of the protected structures and diminish the barrier effect of the N3 by providing attractive uses on this side of the road. It is anticipated that residential uses will locate to the north of the area to take advantage of views to the river and park beyond and that the commercial uses will locate to the south to consolidate the existing town centre.





8.6 Land Use Objectives

The Planning Authority will:

- LU01 Seek to rezone land use as C1 *'To provide for and facilitate mixed residential and business uses in existing mixed use central business areas'* for the area south of the River Blackwater;
- LU02 Ensure the creation of a mixed use development providing for business and residential uses as the primary uses together with appropriate supporting local retail and other uses;
- LU03 Provide for the siting of the proposed new Civic Offices;
- LU04 Protect the amenity of and provide access to the Blackwater River;
- LU05 Seek the provision of social/affordable housing in accordance with the Planning Authority's Housing Strategy.
- LU06 Not permit development in the cSAC area other than compatible amenity development.

9.0 MOVEMENT

9.1 Movement Strategy

The underlying strategy aims to ensure that:

- The development of the area is consistent with the transportation strategy as set out in the Development Plan;
- Public transport accessibility is maximised;
- Pedestrian and cycle movement is encouraged instead of vehicular traffic where practical;
- Streets are designed to encourage pedestrian activity to make going outside, a safe and pleasant experience;
- All vehicular roads are designed with safety and traffic calming in mind;
- Vehicular access is confined to the one access point shown for the AAP area in the Development Plan.

9.2 Public Transport

The area currently relies on bus transport and will continue to do so. It is outside the normal maximum walking distance of 1 kilometre from any of the proposed locations for the transport interchange south of the town centre. The Development Plan envisages the development of bus infrastructure as the town and its population expands. Two of the proposed indicative lines will serve the AAP area.

There is an existing bus stop on the N3 to the eastern part of the area. However part of the area to the west lies outside the catchment area of that bus stop. It is therefore proposed that an additional bus stop be located at the Balmoral Industrial Estate where it could readily serve the new working and residential population in that location.

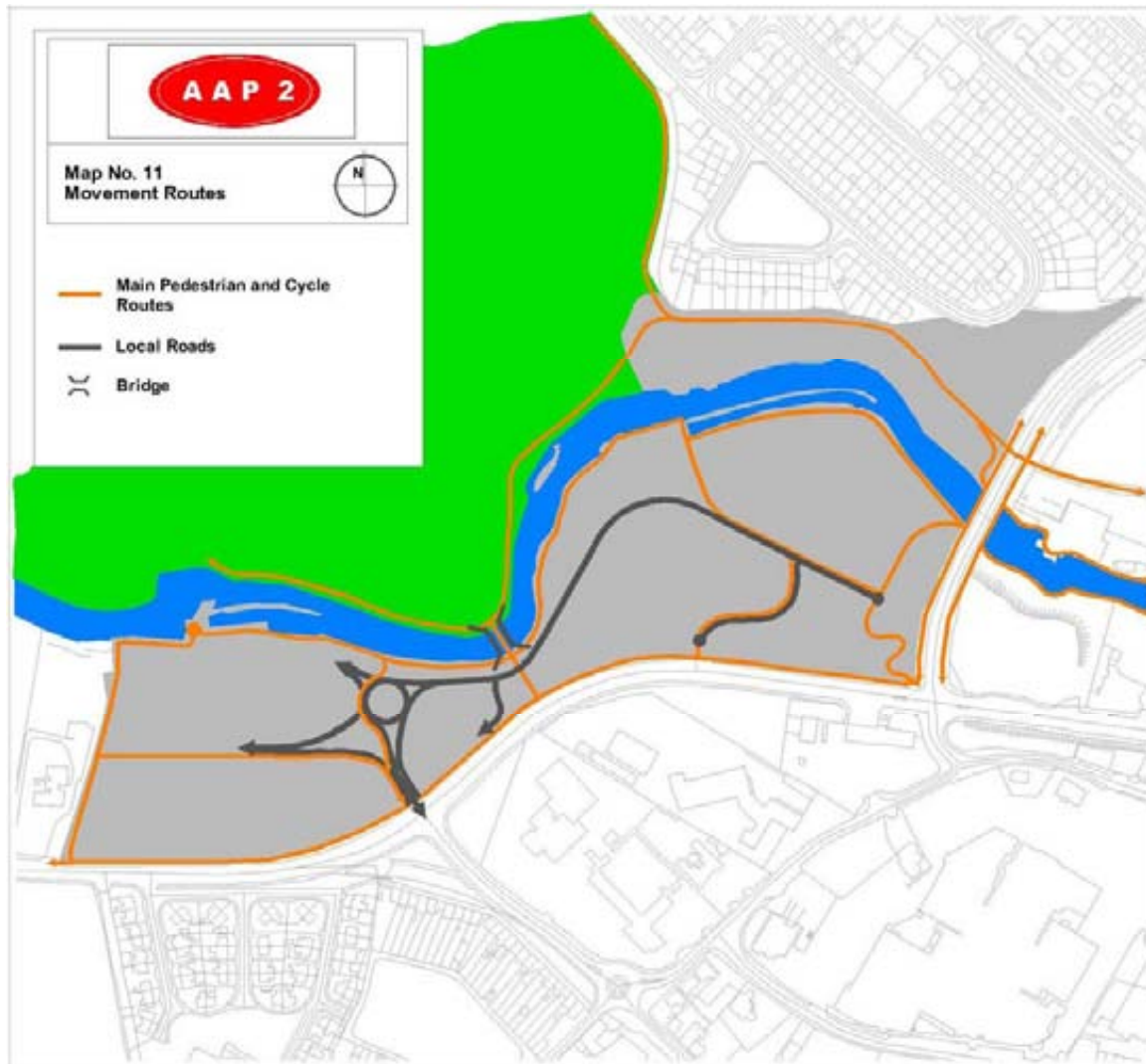
Map No. 10 shows the relevant catchment area as well as the proposed location for the new bus stop.



9.3 Pedestrian and Cycle Movements

The movement by pedestrians and cycles should be easy, direct, attractive and as safe as possible. Separate defined pathways for each will be required and where they occur in parallel with routes containing vehicular traffic, a key element will be the provision of control crossings at major traffic junctions such control crossings shall be direct at grade and signalised.

Map No. 11 shows the main desired lines for pedestrians and cyclists. It is anticipated that these will lead to the town centre, the New Town Park and the residential areas lying to the north. New developments within the AAP area will in themselves become destinations. This will be especially so if the new civic offices are located here. It will be important that the natural desire lines are exploited for pedestrian and cycle movement in order to reduce dependency on motor vehicles.



9.4 Vehicular Traffic

The relatively small size of the AAP Area, the barrier posed by the River Blackwater and the desirability of maintaining a maximum “no-frontage” perimeter to the N3 requires restriction on vehicular access into the area. At present there are two entrances off the N3, one at the Balmoral Estate and one leading to Spicer’s Mill and Blackwater House. The Roads Engineering section of the Council, have indicated that these two access roads should be closed and replaced by the single new junction and access road as set out in the Development Plan. This is a major objective to be secured in order to facilitate the development of the AAP lands. It is anticipated that this junction will be fully signalled and be linked in the coordinated manner to the other major junctions along the section of the N3 roadway within the greater Navan area. This junction will also be required to cater for pedestrian and cycle ways and it is important that it is well designed in an aesthetically attractive manner and meet engineering criteria in order to prevent it becoming a hostile environment for pedestrian and cyclists.

A local road running parallel to the N3 is proposed within the AAP area to service the development at the western Balmoral side of the area and the eastern side that will possibly accommodate the new Civic Offices. This road of its nature will not be a throughway, as opportunities do not exist to link it to other routes. A small internal roundabout may be required in order to distribute traffic to both the Balmoral Estate area and the proposed Civic Offices and/or other development that may take place.

9.5 Car Parking

The Navan Development Plan sets out clearly the appropriate standards applicable to the various use categories and these will be followed for the uses within the AAP. A public car park to service the needs of those using the proposed Town Park is proposed. It could be provided at underground or undercroft level at the proposed Civic Offices and could be a shared car park with use being made of the car park by the public at week-ends and the evening when the demand for using the new Town Park would be highest.

9.6 Bicycle Parking Standards

Bicycle parking will be required at the public transportation stops and at retail areas as well as the major office developments. The parking should preferably be sheltered.

9.7 Movement Objectives

The Planning Authority will:

- MO1 Seek the creation of an efficient, functional and safe system for vehicles, cyclists and pedestrians;
- MO2 Encourage the development of the area in a manner consistent with the mobility and transport objectives in the Development Plan and in particular secure the provision of a new junction in the location set out in the Plan to service all development and ensure the closure of the existing two junctions;
- MO3 Encourage a modal shift towards public transport, cycling and walking, and away from private motor vehicles;
- MO4 Provide for an additional bus stop at the Western end of the area from the N3;
- MO5 Require the provision of the new car park to service the New Town Park;
- MO6 Require the provision of underground or semi-basement parking for the high density residential development as well as the commercial developments;
- MO7 Require the provision of good public lighting standards on all routes through the area in order to create safe and secure conditions;
- MO8 Require the new movement routes to be aesthetically attractive whilst meeting engineering criteria.

10.0 URBAN DESIGN

This chapter deals with the overall three-dimensional design at a strategic level. It also considers issues of hierarchy of movement, block structure, massing, height and building design. It also considers elements of landscaping, public space as well as street furniture.

10.1 Key Structuring Principles

As previously stated, AAP 2 has a strong contextual sense deriving from its shape, its topography, the road barrier, the protected structures and the eco system associated with the River Blackwater. The basic structuring framework can be set up taking these factors into account. together with the requirements for a local distributor road, the proposed location of the pedestrian bridge to the park and the location of public transport bus stops

Map No. 12 shows an amalgam of these various elements that set up this broad structure. Building blocks are shown in an **indicative** manner.



10.2 Built Morphology

The location of the area in proximity to the existing town centre and the proposed new park suggests urban development of some scale. It would be reflective of development already happening in very similar locations in Navan.

10.3 Scale

The site has the capacity to accommodate buildings of a large scale relative to the general scale of the town. The height of buildings to the south are generally 3 to 4 storeys and floor plates are reasonably large given the commercial uses. The land falls away from the N3 as part of the river valley so that the area could successfully accommodate buildings of up to 5 and even 6 storeys at the riverfront.

An **indicative** height strategy is set out on Map No. 13. As can be seen the predominant height in the vicinity of the N3 is 4/5 storeys plus possible set-back. Sites closer to the river and to the Mill Buildings are shown as having a height of 5/ 6 storeys.

The Development Plan Objectives Map articulates the requirement for a Gateway building near the Balmoral Industrial Estate. This could be achieved by increasing the height in this one particular location. It is suggested that a suitable increase of 2 to 3 storeys would achieve this objective. A new landmark is proposed at the site for the proposed new civic offices and any height limitation could be considered inappropriate here given the importance of the building. It should be noted that the landmark designation only applies to the proposed Civic Offices. It would not apply to any other building in this location.



10.4 Architectural Design

It is vital that the architectural design of the new developments in this area is of the highest quality. The outstanding natural amenities demand such a response. The protected Spicer's Mill building is an outstanding piece of industrial architecture and it too determines a context within which developed architectural skills will be needed to create an appropriate architecture.

10.4.1 Articulation

All buildings should incorporate appropriate architectural articulation. Entrances, corners, ground floors should be clearly expressed and the designers should seek the creation of an interesting roofscape. Corners should be designed to reflect their importance in shaping the public realm.

10.4.2 Disabled Access

It is a fundamental objective that people with disabilities should have complete freedom to enjoy and access all buildings, riversides walks and pavements as well as public open spaces.

10.4.3 Energy Efficiency

All new developments should seek to achieve the highest level of energy efficiency in their layout, orientation and material construction. Established principles of Green Building design which seeks to reduce energy loss, noise and air pollution should be followed. In particular the guidelines and publications produced by Sustainable Energy Ireland (SEI) should be followed.

The EU Energy Performance of Buildings Directive (2002/91/EC) known as the EPBD has recently been implemented in Ireland. Part of the compliance with the directive requires the certifying of all buildings in terms of their energy rating, the objective being to reduce CO² emissions. All buildings will therefore be required to have a Building Energy Rating Certificate (BER). All dwellings for which planning permission is sought on or after the 1st January 2007 will require BER before being offered for sale or rent. This requirement will be extended to all new non-residential buildings in July 2008.

In order to achieve an appropriate rating for buildings passive design strategies in terms of passive solar design and good envelope design must be adopted. This will involve good orientation with dual or sun-facing aspect together with high levels of insulation, an airtight membrane, high performance glazing and controlled ventilation together with heat recovery. Energy systems should be specified and selected on the basis of life cycle analysis.

Rainwater harvesting, water conservation fittings to sanitary and other appliances, maximum use of natural ventilation and efficient long life lighting luminaries can all contribute to creating a more sustainable environment.

10.4.4 Dual Aspect

The majority of apartments should be designed with dual aspect in order to achieve good orientation and good natural daylighting conditions. Any single aspect units must have a southerly, south westerly or westerly aspect.

10.4.5 Elevational Treatment

Particular to the public perception of the excellence of the architecture will be the treatment in quality of the elevations to all the buildings. Buildings should be clearly of their time and place and be reflective of their function. Historicist styles will not be acceptable.

10.4.6 Materials

Good quality materials, having good maintenance characteristics should be used throughout. The use of natural stone as a finish, particularly at ground floor level would assist in achieving visual unity between different buildings and relate to Spicer's mill in particular. Coloured render might also be used to assist in relating the new development to the colour palette in the town centre. The Civic Offices should they be located here would be the pre-eminent building as befits a civic building of importance and its material finishes should be of the very highest quality.

10.4.7 Safety

All streets and public spaces should be overlooked by windows and/or balconies and access points to buildings maximised to achieve passive policing. Designers are referred to *Secured by Design* which sets out the considerations involved in achieving a secure environment.

10.4.8 Standards in Apartment Design

All new apartments must comply with the standards set out in the document Sustainable Urban Housing Design Standards for Apartments published by the DoEHLG. (2007)

10.4.9 Setbacks

The setback of buildings from the street is key to determining the character of the street. Shallow setbacks should form the greater part of the setbacks in order to achieve an urban feel appropriate to an edge of town centre development.

10.5 Open Areas

Critical to the success of the development of the area as a whole will be the creation of spaces between buildings be they public, semi private or private. Their function should be clearly determined and they should contribute to the environmental and aesthetic qualities of the development. High standards will be required in the ground finishes, street furniture, landscaping and signs. High quality public lighting will be essential to the presentation of the area in the evening as well as creating a sense of security that in turn will encourage greater use thus creating a self-policing environment. The lighting standards should be appropriately scaled in relation to the size and importance of the space that they light.

Private open space should be designed to provide for privacy and be as well orientated as much as possible to take advantage of sunlight. The spaces should also be sheltered from wind and rain. The principles set out in the ***Sustainable Residential Development in Urban Areas- Consultation draft guidelines for planning authorities*** should be followed. Apartments will require private balcony spaces and in no case should these be less than 1.5 metres deep and should be accessed from the living rooms in accordance with the Sustainable Housing Standards for Apartments (2007). Architects will need to be conscious of the demands placed on space by the requirements of separation of waste and this issue must be considered at an early stage in the design process.

10.6 Screening Car Parking

It will be essential that most of the car parking serving the residential and business uses be accommodated at an underground or semi-underground space for aesthetic reasons. As previously mentioned there is a requirement for public parking to service the New Navan Town Park. Large areas of parking can act as a visual blight and it is essential that the public car park also be provided underground or at undercroft semi-basement level. If this is not feasible it should be well screened by landscaping and the topography of the area offers an opportunity to lower the car park when viewed from the Town Centre.

10.7 Building Conservation

10.7.1 Blackwater House

Blackwater House is included as Register Reference No. NT025/104 in Appendix 1 *Record of Protected Structures* in the Navan Development Plan 2003. It is described as being a detached seven bay, two-storey House dating from circa 1782 with a round-headed Gibbsian limestone doorcase. A single storey extension to the rear dating from circa 1885 is noted. The House is also included as Register No. 14006027 in the National Inventory of Architectural Heritage. The Inventory and the Schedule rate the House as being of regional importance.

A fuller description of the House is included in the Inventory than that in the Development Plan and it describes it as having a double pitched and hipped roof with aluminium ogee gutters, 'Tegral' slates, nap rendered chimneys, coursed rubble limestone to the front façade. Side and rear elevations are described as cement nap rendered with rendered quoins. The round-headed Gibbsian limestone doorcase has a curved architrave and archivolt and is boarded up with a sandbrite over. All window opes are either blocked up or altered in size. There are deep reveals to some windows and cills are of limestone or concrete. The enclosed yard at the side contains the remains of outbuildings, yard wall with outline archway and flat roof garage and guard gate. The Inventory gives the date of the House as being from 1780 to 1800.

Aside from the above description, it is apparent that the House was built in a number of stages. The original building appears to have been L-shaped and

includes the stone doorway referred to above. The first extension saw an elongation westwards of the front elevation and this appears to date from the early part of the 19th Century. Further additions were made to the rear of the building in both two-storey and single storey form and these appear to date from the latter part of the 19th Century. There is also a recent two-storey extension. Some of the cills to the extensions are made of brick and are rendered to create an appropriate profile.

The condition of the House is now very poor and a section recently suffered fire damage. This part of the House can now be regarded as derelict. The House is open to the elements and the walls are becoming saturated. One of the flank walls is bowed. If the House is not secured immediately, the structural condition will deteriorate rapidly. Effectively all that is now left of the original House is the stone surround to the door and the external stone walls which as stated above are heavily adulterated.

It is also listed as site No. 6 as a new Gateway Site in the Development Plan. Under this heading, it is described as being currently derelict with door and window openings boarded up. It is also stated that externally it is structurally sound

The use objective for the building in the Development Plan is noted however, as previously stated in Chapter 8 any suitable use that secured the restoration of the house should be considered given the exceptional circumstances of the building's poor condition. The structure will remain on the Record of Protected Structures and will also remain as a preservation objective in the proposed Variation.

10.7.2 Spicer's Blackwater Mills

This building is included as Register Reference No. NT025/106 in the Record of Protected Structures. It is described as a detached eleven bay, six-storey Water Mill built in 1783. The remains of a cast iron water wheel together with five bay, five-storey and six bay six-storey extensions to the south with ridge high fire-walls are noted. Various mid 20th Century single storey extensions are also referred to.

The National Inventory of Architectural Heritage lists the building as Register No. 14006030. It too has a description and aside from that included in the Development Plan states that the roof is double pitched with natural slates, with double span roof to the extensions. It states that there are mono-pitched and double-pitched corrugated iron roofs to extensions. The walls are described as being of coursed rubble and there is an inscribed round stone plaque "Connolly Clarke Fay 1783" to the southern most extension. It states that that there are no cills to the windows and that there are brick dressings to segmental-headed window openings and the remains of sash windows and timber grills. A tongue-and-grooved timber door, oval metal plaque above the door open depicting a ploughman and plough, together with tongued and grooved shutters are also noted.

Aside from the above, an examination of the Ordnance Survey Map of 1837 records the Mill as being a former Distillery and Flour Mill and as being in ruins. The map shows a series of walls that can be interpreted as structures constructed on four sides around a central courtyard and later maps show vestiges of this Plan arrangement. Subsequently the southern range of buildings and part of the western buildings were demolished. The eastern buildings were partially demolished and there is evidence of a reduction in height of the remaining eastern segments. The remaining structures were re-roofed and repaired to some degree probably in the mid 19th Century and the buildings were described as a Corn Mill until recently. They are now used partially for storage purposes.

These remaining structures were not constructed at the same time as there are differences in detail, window positions and levels between sections of the building complex and the junction line is visible. One of the sections features relieving stone segmental arches over the window openings as opposed to the brick relieving arches found elsewhere. One of the flank walls is constructed of brick and marks the point where parts of the original buildings were demolished. Most of the window frames have rotted, although a number remain and they were formerly up-and-down sash windows.

The building can be described as being in poor condition and sections of it are ruinous. Some slates have slipped or have been blown away, the surface mortar in the stonework is leaching and is soft and much of the timber elements are rotten. Some of the stones in the segmental relieving arches are slipping.

There are a number of buildings of mid 20th Century date with galvanised iron or asbestos sheeting external skins and these are of no architectural or other value.

The scale and architectural character of the Mill as well as its history and age make it worthy of its inclusion in the Record of Protected Structures and it is given a regional importance rating, however its condition is such that very substantial investment is required if the Complex is to survive.

As previously stated in the land use chapter it is appropriate that a totally open mind is kept on the potential use of this structure as any use that would facilitate its conservation whilst making it available for public access should be considered. The structure will remain on the Record of Protected Structures and will also remain as a preservation objective in the proposed Variation

10.7.3 Millbrook Weir

Millbrook Weir is included as Register Reference No. NT025/105 in the Record of Protected Structures. It is also included on the National Inventory of Architectural Heritage as Register No. 14005038. The Development Plan gives the date of the Weir as circa 1790 and the National Inventory has 1770 to 1800. It is described in both documents as 'the Weir formerly associated with the Mill'. Both the view and weir will maintain their current status in the proposed Variation.

The key consideration is that the public have access to view the Weir. The Development Plan shows a view and prospect to be preserved across the River from the Weir (VP16).

10.7.4 Millbrook House Complex

The Millbrook House Complex which is situated to the rear of the Balmoral Industrial Estate contains a number of buildings dating from various periods. It is not included in the National Inventory of Archaeological Heritage nor is it included in the Record of Protected Structures. This is unsurprising given its current physical make-up which is a mixture of whole structures, parts of structures alterations and repairs that date from different periods (including some quite recent modifications).

The complex of buildings has a long history of industrial use and has included paper and frieze manufacturing as well as wool manufacturing. The buildings are currently used mainly for workshop use but also include a hydro -electric generating station.

A building is recorded here in 1802 and it may be that there are some building remnants that might be worth investigation and recording before any demolition or redevelopment of the site takes place. It is also noted that it was considered by Cyril Ellison in his book "The Waters of the Boyne and Blackwater" that the Mill may be located on the site of a mill that belonged to the Abbey of Navan and which was referred to as 'having being wasted last year (1540) by rebellion by O' Neill and Others'. It would therefore be appropriate that the recommendations contained in the Section on Archaeology be particularly applied in any development of these lands.

10.8 Archaeology

Mr Billy Quinn on behalf of Ferguson McAlveen carried out an Archaeological Impact Assessment of the proposed Town Park that will be situated mainly to the north across the Blackwater River but which contains a section within the AAP area. The report refers in general to the wider area of Abbeylands and its recommendations are applicable to the AAP area.

These recommendations essentially require that an Archaeologist licensed by the Department of the Environment, Heritage and Local Government carry out archaeological monitoring of all groundworks associated with new building works. The site is seen as having archaeological potential due to its proximity to the River, its association with the Augustinian Priory of St Mary and the discovery of a horde of silver coins in the vicinity.

10.9 Urban Design Objectives

The Planning Authority will:

- UD01 Require a high standard of architectural design in all buildings together with high standards in the design of ground finishes, street furniture, landscaping and signs;
- UD02 Encourage designers to recognise the importance of the treatment of spaces between buildings to ensure that their function is clearly determined and that they contribute to the environmental and aesthetic qualities of the development;
- UD03 Ensure that movement spaces are linked together in an interesting manner to exploit the outstanding amenity value of the area and to create a varied visual experience;
- UD04 Require the design of movement spaces to be self- policing by ensuring that they are overlooked and well lit at night time;
- UD05 Require designers to articulate clearly public, semi-public and private space and avoid the creation of spaces of an indeterminate function where responsibility for maintenance may not be clear;
- UD06 Require the use of external materials of good quality including stone and in the case of the possible Civic Offices require the very highest quality materials as befits a building of such importance to the town;
- UD07 Require elevational treatment of the highest aesthetic quality;
- UD08 Seek the development of a landmark building in the location shown in the Development Plan and the development of the protected structures as gateway elements;
- UD09 Require the specification of materials that are sustainable;
- UD010 Require the application of Waste Management Plans in construction work;
- UD011 Require the adoption of best practise in conserving water in both the redevelopment of the area during its construction phase and subsequently;
- UD012 Require designers to ensure that the public car park is provided at basement or undercroft, semi-basement level or is landscaped in a manner which does not detract from the outstanding visual amenity of the area.

11.0 DEVELOPMENT OF AMENITIES

11.1 Gateway to the Public Park

Part of the area forms the gateway to the major town park proposed for the area north of the Blackwater. The park features are laid out along a substantial spine path that will link the residential areas to the north through the park via the gateway to the town centre. This link has been designed to act as a new cycle/walkway to and from the town, and it is imperative that the area south of the river forms a strong part of this connection. The accessibility, visual impact and use of the entrance are critical in determining the success of the park and it is important that the design of the entrance from the N3 is eye catching and is read as a continuation of the network of pedestrian, cycle and vehicular movement within the town. To this effect, a dramatic landscape treatment or built entrance may be appropriate. Eventually, the proposed development of the N3 in to a boulevard style route will strengthen the amenity of these connections.

A car park for the park users will be located within the AAP area and a pedestrian/cycle bridge will form the link across the river. The exact location of this bridge is not yet confirmed. As a significant landscape feature, it should form a logical connection with any new landscape or built structures within the AAP area.

It is preferable that the landscape character in this area, in terms of topography, is retained. If any major alterations to topography are unavoidable, a strong and deliberate landscape design approach is imperative. Elements of the landscape may require formalising in order to create a strong link between the urban form and the public park. Any such design work should take into account the essential landscape character of this area and the impacts of any change on the river and grassland habitats.

This part of the site would be prominently visible from the southern parts of the public park. It is important therefore that any proposed landscape / architectural design elements are clearly identifiable as the access link to the town centre.

11.2 Civic Spaces

Two Civic spaces are proposed to the East and West ends of the area in order to provide a sense of urban identity to both locations. The first to the West is designed to act as an amenity space to the commercial / residential development together with the local service retail. The second is located at Spicer's Mill and is designed to exploit the scale and plan form of the mill to create a space of unique character. Both spaces are envisaged as having a hard landscaped character responding to their surrounding built environment.

11.3 Internal Connections between Open Spaces

A fine movement network is proposed that would connect the amenity open spaces to each other as well as being part of the general movement strategy. The principal route is that between the park and the town centre. A number of

other routes run in an east-west direction, the first being along the N3 which can be anticipated to become a more frequented route by pedestrians especially if landscaped as a boulevard in conjunction with the park entrance. The second route is one, acting as an internal distributor that directly links the two urban spaces and passes under the proposed bridge. The third is a low - key riverside walk. It is imperative that the linkages between open spaces be clearly legible to allow for the entire area to appear cohesive in layout to pedestrians, cyclists and car users. It is also highly desirable that the routes should focus on the southern entrance to the bridge however it is recognized that steps would need to be introduced in order to connect the differing levels of the routes above and below the existing escarpment.

Linkages should be substantial in scale and accessible to all in order to encourage use. Narrow or isolated paths that could become off-putting when walking alone should be avoided. The riverside walkway could however contain parts which would feel "off the beaten track", but in general, the approach should be to follow best practice in terms of design of perceptively safe urban open spaces and pathways.

11.4 Riverside Accessibility

The riverside setting provides opportunities for the development of attractive landscapes with distinct character. The relationship between any built form and the river is key. There are particular opportunities for the creation of visually interesting spaces in the vicinity of the weirs. Any new built development or designed landscape should interface with the river in a deliberate and considered manner, while acknowledging the importance of the riverine ecology.

New buildings which front onto the river will be visible from the public park to the north and should therefore be of high architectural quality. The overlooking of the new park by buildings in this location would provide passive surveillance, and therefore increase the perceived safety and use of the open space. It would also serve to integrate the park into the urban form of the town. Public access to the river should be developed, while ensuring the integrity of the riverside habitats. The river is already used for fishing at various locations within the AAP area, and it may be appropriate to formalise this activity in some locations in the form of fishing stands and access paths.

11.5 Frontage onto the N3

The parts of the development fronting onto the N3 and the landscaping should be designed with the aim of acting as an inviting interface to encourage use of the area and the public park further north.

11.6 Old Kells Road

It is proposed to reuse the old trackway in the northern part of the area as part of a refurbished network of riverside pathways. This pathway to the north of the river has the potential for opening up very attractive views of the river valley and of Spicer's Mill. The pathway runs along the upper parts of the valley, and it would be appropriate to explore the possibility of creating spurs from this pathway to provide some formal access to the northern riverbank.

11.7 Weirs

The two weirs along the river are in need of some maintenance. They should be incorporated as feature destinations in the network of amenities along the river.

11.8 Provision of Active Recreation Amenities

There is unlikely to be a demand for active sports or extensive playground facilities in the area given the proposals for such facilities in the new park however a small localised children's play area for the toddler age group should be provided in each and any residential development.

11.9 Amenity Objectives

The Planning Authority will:

- | | |
|------|---|
| AMO1 | Require a visually strong statement signalling the entrance to the new Public Town Park; |
| AMO2 | Ensure that the link between the Town Park and the Town Centre is expressed clearly as it traverses the AAP area; |
| AMO3 | Require the provision of two public spaces of high environmental quality to the eastern and the western ends of the AAP area; |
| AMO4 | Provide for a network of movement spaces linking the amenity spaces within the area; |
| AMO5 | Provide for access to the rivers edge in a manner that preserves its ecological character and it's status as a cSAC area; |
| AMO6 | Ensure that the two weirs are featured and accessible to the public view; |
| AMO7 | Provide for local play spaces for small children in any apartment complexes. |

12.0 SERVICES AND PHASING

12.1 Local Services

The AAP area is relatively well served with respect to services in the immediate area. There is an existing foul pipe that crosses the area with capacity to cater for the development of the AAP area. This pipe flows towards the town centre. It may be necessary to divert this sewer towards the Kells Road and whilst it is desirable to maintain a gravity flow, the topography of the area may demand a pumped system.

All the storm water runoff from the area can be directed to the Blackwater River. Attenuation at a rate to be decided by the Local Authority, will be required. Attenuation could be achieved by use of ponds or by selected reservoirs throughout the area. Such attenuation should also assist in sediment retention and thereby assist pollution control. The use of storage within the storm pipe network could also be considered.

As the area falls towards the river there should be no difficulties in providing a gravity system to the river. The design of the storm attenuation system will include sustainable SUDS details where feasible.

There are however issues in relation to the current capacity of services in Navan to service substantial new development in the Town and the newly zoned development areas. Development will have to be phased in line with the provision of new and expanded services.

12.2 Waste Water Collection and Treatment

The wastewater treatment capacity in the town is good following the implementation of the Navan Sewerage Augmentation Scheme and the construction of a new waste water treatment plant at Ferganstown on the south side of the Boyne River. The plant is capable of catering for a population equivalent of 40,000 persons and can be extended in modular format to cater for a population of 60,000 and beyond. The main drainage constraint is exercised by the pipe network leading to the treatment plant which is designed to serve a population limit of 60,000. It is reasonable to assume that the AAP 2 area will therefore be capable of being drained in the likely build out period of approximately ten years but may have to be phased in line with the delivery of services as indicated above.

12.3 Water Supply

The water supply to the area will be obtained by connection to the existing main in the far side of the Kells Road. However a ring system will be required through the area.

The existing treatment works and storage capacity is insufficient to provide for the Town's future needs. Meath County Council has recently completed a second treatment plant at Kilcarn as an interim measure pending the completion of an abstraction and treatment plant at Dowdstown. The Council is also aiming to reduce unaccounted water through the Navan and Mid Meath Conservation project.

The implication for AAP 2 is that (taken together with other development areas), water supply and storage capacity is inadequate to service the entire zoned development areas all at once. It is not proposed to phase development in the AAP 2 Area given its relatively small size and proximity to the town centre, however service availability will determine the pace of development.

12.4 Other Utilities

Other utility services such as telecommunications, electricity and gas will require action on the part of the utility providers however there would appear to be no insurmountable difficulties in providing these services.

Appendix 1

Environmental Report

Significant Effects on the Environment

The Area Action Plan (AAP) either includes in part or borders the river Blackwater which is a cSAC area and it is appropriate that the Plan is assessed with regard to the likely significant effects on the environment arising from the implementation of the Plan. The objective is to assess the impact arising from a whole Plan, rather than a particular project. Consequently, this report takes a more strategic approach than an Environmental Impact Assessment of a particular project.

Methodology

The methodology devised to carry out the assessment involves scoping, baseline studies, an environmental assessment of the policies of the AAP, consideration of alternatives and the formulation of mitigation and monitoring measures.

Scoping

Scoping is a process which helps determine the direction and focus of the assessment. The AAP was assessed for compatibility with relevant plans and guidance documents at national, regional and local level, all of which are described in the introductory Chapter. The Plan was found to be consistent with all of these documents.

Baseline Studies

A number of baseline studies were carried out to inform the report. These included an ecological report, a landscape and archaeological report.

The Ecological Report found that the area supports typical habitats and species found in fields but does not have special features in its flora and fauna. The presence of otters on the riverbank is significant. It recommended that trees on the site be retained and that access to the embankment on the River be limited in order to avoid altering the habitat.

The landscape report emphasised the importance of the riverside and ensuring that impacts be minimised as well as the primacy of the new town park entrance off the N3 road.

The Archaeological Study determined that development of the area could impact on the sub-surface archaeological features or materials and recommended the monitoring of all groundworks associated with new building works by a licensed archaeologist as a mitigation measure.

The Local Authority was consulted in order to determine their opinion on the issues which the Assessment should cover.

Topics

The topics to be discussed are abstracted from the EIS Regulations and include the following:

Human Beings, Flora and Fauna, Soil and Water, Air and Climate, Landscape and Visual Appraisal, Material Assets, Cultural Heritage and finally, Interaction of the Foregoing.

Assessment

The policies set out in the Plan are assessed in matrix form against sustainable development criteria (which are derived from the topics) in terms of the significance of their effect on the environment and are categorised as follows:-

- a) Have no significant effect
- b) Have a beneficial effect or likely beneficial effect
- c) Uncertainty with regard to effect
- d) Deterioration in environmental quality

Sustainable Development Criteria

The following sustainability criteria were adopted.

Population

- P1 Promote the creation of a safe, healthy and high quality environment in which to live and work;
- P2 Promote local employment opportunities;
- P3 Strengthen the local economy and social infrastructure;
- P4 Promote a balanced community;
- P5 Meet local housing needs;
- P6 Promote community cohesion.

Bio-diversity / Flora and Fauna

- B1 Safeguard areas of nature conservation importance while increasing potential for wildlife / flora and fauna where appropriate.

Soil

- S1 Protect soil quality.

Water

- W1 Ensure adequate good quality water supply;
- W2 Maintain / improve water quality of existing water courses or bodies.

Air / Climate / Noise

- C1 Maintain / promote improvement of air quality.
- C2 Promote minimisation of green-house gas emissions to the atmosphere;
- C3 Reduce trip generation, trip length and the need for motorised transport;
- C4 Promote public transport and attraction of walking / cycling;
- C5 Promote sustainable energy use / generation;
- C6 Minimise noise pollution.

Cultural Heritage / Material Assets

- H1 Safeguard items or areas of environmental quality;
- H2 Create a townscape of high visual quality;
- H3 *Ensure adequate provision for open space and improved access to open space areas.*

(see Matrix)

Alternatives

The main alternative is the "do-nothing scenario" where an AAP is not prepared. If such an event were to take place, the area would maintain its current physical characteristics and development is likely to occur in a piece-meal fashion in a less co-ordinated manner. It is unlikely in such a scenario that sustainable objectives relating to movement, protection of existing amenities of quality and the creation of a high quality visual environment can be achieved.

Mitigation Measures

The impact assessment highlighted the importance of preserving the immediate riverbank from development and of locating the open space provision along the riverside as mitigation of the impact of development on:

- i. the Blackwater cSAC and
- ii. the existing trees and landscape character.

The AAP was adjusted accordingly.

Monitoring

It is proposed to prepare a bi-annual report on the implementation of the AAP to determine its performance in regard to the sustainability criteria.

Overall Findings from the Assessment

It is clear from the assessment of the policies in the AAP that it has a strong sustainable thrust and focus. Almost all policies were found to be either compatible or not in conflict with sustainability criteria devised for the assessment exercise. No substantial conflicting objectives or policies were evident. Mitigation measures can be taken to reduce negative impacts.

AAP 2 NAVAN

AAP 2 NAVAN		Sustainability Criteria																		
		P1	P2	P3	P4	P5	P6	B1	S1	W1	W2	C1	C2	C3	C4	C5	C6	H1	H2	H3
Object ive No.	Chapter 7.0 Nature and Extent of Development																			
NE01	This area acts as an active link between the town centre and the New Town Park;	√	√	√	0	√	√	?	?	0	0	0	0	√	√	0	0	√	√	√
NE02	The essential topography, landscape and amenity features are enhanced by new development;	0	0	0	0		0	?	?	0	0	√	√	0	0	0	0	√	√	0
NE03	New buildings are of excellent architectural quality and respond in scale to that of the Mill Building along the river;	√	0	0	0	√	0	?	?	0	0	0	0	0	0	0	0	√	√	0
NE04	The buildings listed in the Record of Protected Structures are conserved;	0	0	0	0		0	?	?	0	0	0	0	0	0	0	0	√	√	0
NE05	The amenity walks and open space are developed in a way that links them to the New Town Park but also protects the essential ecological characteristics of the riverine environment.	√	0	0	0	√	√	?	?	0	0	√	√	√	√	0	0	0	0	√
NE06	Development complies with the Sustainable <i>Residential Development Guidelines</i>	√	0	√	√	√	√	?	?	0	?	0	0	X	√	0	0	0	√	√
Object ive No.	Chapter 8.0 Land Use																			
LU001	Seek to rezone land use as C1 for the lands not directly part of the cSAC area ;	√	√	√	0	√	√	?	?	0	0	?	0	0	0	0	0	√	√	0
LU002	Ensure the creation of a mixed use development providing for business and residential uses as the primary uses together with appropriate supporting local retail and other uses;	√	√	√	√	√	√	?	?	0	0	0	√	√	√	0	0	0	√	0
LU003	Provide for the siting of the proposed new Civic Offices should a site within the area be chosen;	√	√	√	0	√	0	?	?	0	0	0	0	0	0	0	0	0	0	0
LU004	Protect the amenity and provide access to the Blackwater river;	√	0	0	0	√	0	√	?	0	0	√	√	0	√	0	0	√	0	√
LU005	Seek the provision of social/affordable housing in accordance with the Planning Authority's Housing Strategy.	√	0	0	√	√	√	?	?	0	0	0	0	0	0	0	0	0	√	0
LU006	No development within a SAC area	√	0	0	0	0	0	√	√	0	√	√	√	0	√	√	0	√	0	√
Object ive No.	Chapter 9.0 Movement																			
MO01	Seek the creation of an efficient, functional and safe system for vehicles, cyclists and pedestrians;	√	√	0	0	√	√	?	?	0	0	0	0	√	√	0	0	0	0	√
MO02	Ensure the development of the area in a manner consistent with the mobility and transport objectives in the Development Plan and in particular secure the provision of a new junction in the location set out in the Plan to service all development and ensure the closure of the existing two junctions;	√	√	0	0	√	√	?	?	0	0	√	0	√	√	0	0	0	0	√
MO03	Encourage a modal shift for towards public transport, cycling and walking away from private motor vehicles;	√	√	0	0	0	√	?	?	0	0	√	√	√	√	0	0	0	0	0
MO04	Provide for an additional bus stop at the Western end of the area from the N3;	√	√	0	0	0	√	?	?	0	0	√	√	√	√	0	0	0	0	0
MO05	Require the provision of the new car park to service the New Town Park;	√	√	0	0	0	√	?	?	0	0	0	X	X	X	0	0	0	?	0

		Sustainability Criteria																		
		P1	P2	P3	P4	P5	P6	B1	S1	W1	W2	C1	C2	C3	C4	C5	C6	H1	H2	H3
MO06	Require the provision of underground or semi-basement parking for the high density residential development as well as the commercial developments;	√	0	0	0	0	0	?	?	0	0	0	X	X	X	0	0	0	0	0
MO07	Require the provision of good public lighting to create safe and secure conditions;	√	0	0	0	0	√	?	?	0	0	0	0	√	√	0	0	0	√	√
MO08	Require the new movement routes to be aesthetically attractive whilst meeting engineering criteria.	√	0	0	0	0	√	?	?	0	0	0	0	√	√	0	0	0	√	√
Objective No.	Chapter 10.0 Urban Design																			
UDO01	Require a high standard of architectural design in all buildings together with high standards in the design of ground finishes, street furniture, landscaping and signs;	√	0	0	0	√	0	0	?	0	0	?	√	0	0	0	0	0	√	0
UDO02	Encourage designers to recognise the importance of the treatment of spaces between buildings to ensure that their function is clearly determined and that they contribute to the environmental and aesthetic qualities of the development	√	0	0	√	0	√	0	?	0	0	√	√	√	√	0	0	√	√	√
UDO03	Ensure that movement spaces are linked together in an interesting manner to exploit the outstanding amenity value of the area and to create a varied visual experience;	√	0	0	√	0	√	X	?	0	0	0	0	√	√	0	0	0	√	√
UDO04	Require the design of movement spaces to be self policing by ensuring that they are overlooked and well lit at night time;	√	0	0	√	0	√	0	?	0	0	√	0	0	0	0	0	0	√	√
UDO05	Require designers to articulate clearly public, semi-public and private space and avoid the creation of spaces of an indeterminate function where responsibility for maintenance may not be clear;	√	0	0	0	0	0	0	?	0	0	0	0	0	0	0	0	0	√	0
UDO06	Require building heights conform to the heights as set out in Map No. 13;	√	0	0	0	0	0	0	?	0	0	0	0	0	0	0	0	√	√	0
UDO07	Require the use of external materials of good quality including stone and in the case of the possible Civic Offices require the very highest quality materials as befits a building of such importance to the town;	√	0	0	0	0	0	0	?	0	0	0	0	0	0	0	0	0	√	0
UDO08	Require elevational treatment of the highest aesthetic quality;	√	0	0	0	0	0	0	?	0	0	0	0	0	0	0	0	√	√	√
UDO09	Seek the development of a landmark building in the location shown in the Development Plan and the development of the protected structures as gateway elements;	√	0	0	0	0	0	0	?	0	0	√	√	0	0	√	0	√	√	0
UDO10	Require the specification of materials that are sustainable;	√	0	0	0	0	0	0	?	0	0	√	0	0	0	0	0	0	0	0
UDO11	Require the application of a Waste Management Plan in construction work;	√	0	0	0	0	0	0	?	√	√	0	0	0	0	0	0	0	0	√
UDO12	Require the adoption of best practise in conserving water in both the redevelopment of the area during its construction phase and subsequently;	√	0	0	0	0	0	0	?	0	0	√	X	X	√	0	0	0	0	√
UDO13	Require designers to ensure that the public car park is provided at basement or undercroft, semi-basement level or is landscaped in a manner which does not detract from the outstanding visual amenity of the area.	?	0	√	0	0	0	0	0	0	0	0	X	X	X	X	X	0	0	√

Object ive No.	Chapter 11.0 Development of Amenities	Sustainability Criteria																		
		P1	P2	P3	P4	P5	P6	B1	S1	W1	W2	C1	C2	C3	C4	C5	C6	H1	H2	H3
AM01	Require a visually strong statement signalling the entrance to the new Public Town Park;	√	0	√	√	0	0	0	?	0	0	0	0	√	√	0	0	0	√	√
AM02	Ensure that the link between the Town Park and the Town Centre is expressed clearly as it traverses the AAP area;	√	0	√	√	0	0	0	?	0	0	0	0	√	√	0	0	0	√	√
AM03	Require the provision of two public spaces of high environmental quality to the eastern and the western ends of the AAP area;	√	0	√	√	0	0	0	?	0	0	√	0	0	0	0	0	√	√	√
AM04	Provide for a network of movement spaces linking the amenity spaces within the area;	√	0	√	√	0	0	0	?	0	0	√	0	√	√	0	0	0	√	√
AM05	Provide for access to the rivers edge in a manner that preserves its ecological character and it's status as a cSAC area;	√	0	√	√	0	0	√	?	0	0	√	0	√	√	0	0	√	√	√
AM06	Ensure that the two weirs are featured and accessible to the public view;	√	0	√	√	0	0	0	?	0	0	0	0	0	√	0	0	√	√	√
AM07	Provide for local play spaces for small children in any apartment complexes.	√	0	√	√	0	0	0	?	0	0	0	0	√	0	0	0	0	√	0

Key

0 No Significant Effect

√ Beneficial Effect / Likely Beneficial Effect

? Uncertainty with regard to effect

x Some deterioration in environmental quality