



comhairle bhaile na huaimhe  
navan town council



comhairle chontae na mí  
meath county council

NAVAN TOWN COUNCIL & MEATH COUNTY COUNCIL

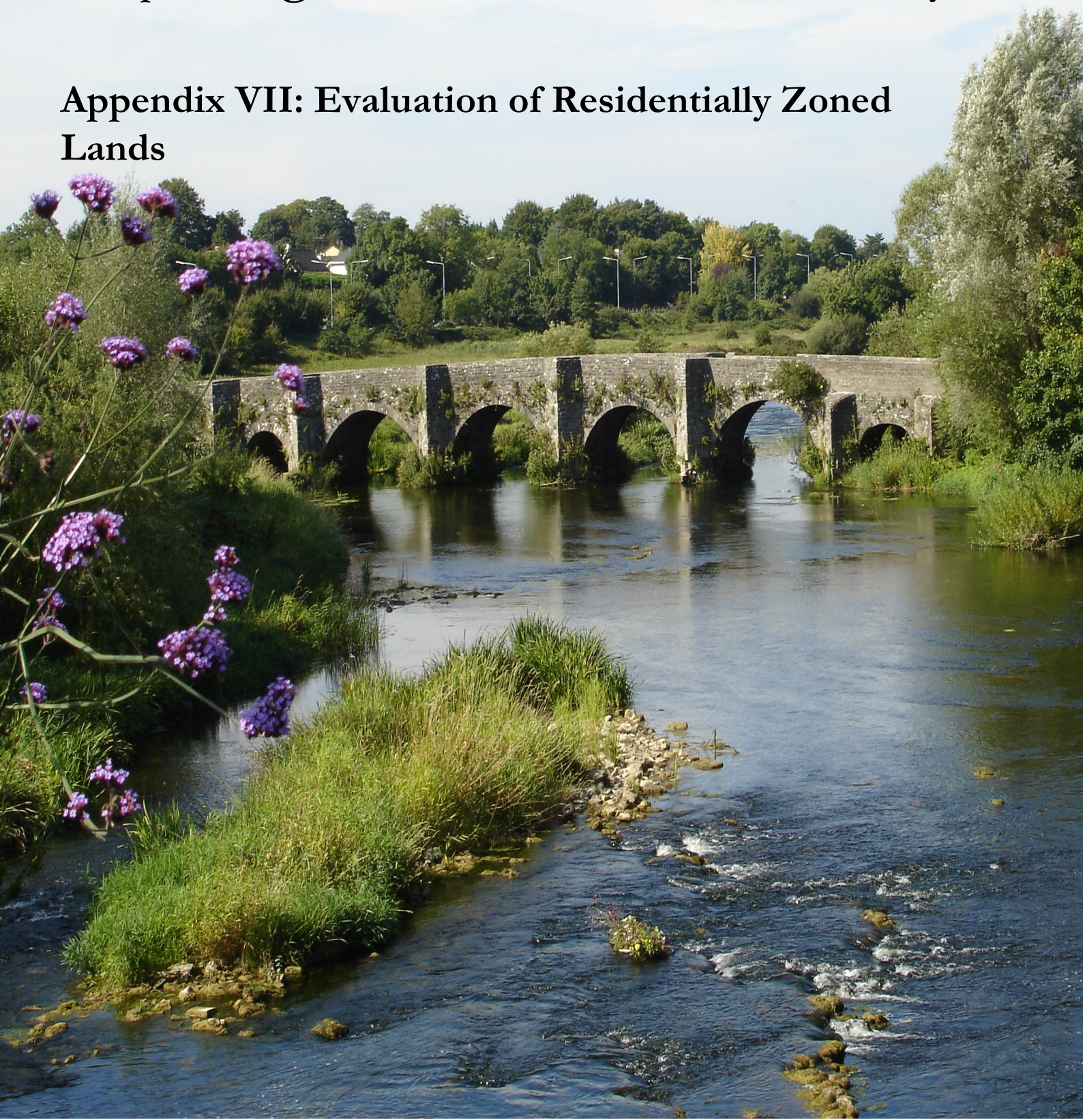
NAVAN DEVELOPMENT PLAN

NOVEMBER 2009

2009-2015

Incorporating Variation No. 1 made on 19th May 2014

## Appendix VII: Evaluation of Residentially Zoned Lands







### Residential Land Evaluation

The residential sites subject to evaluation are detailed in Table 1 below and their location is shown on the map “Residential Sites for Evaluation” included with this Appendix. The focus of the evaluation was on large land parcels. Areas of land of 1 hectare or less were not therefore considered as part of the evaluation.

Site Name	Zoning	Land Area
Site A Tara Mines	A2	20.21
Site B Clonmagadden	A2	9.4
Site B Clonmagadden	C1	1.5
Site C Simonstown	A2	1.07
Site D Clonmagadden SDZ	A2	38.1
Site E Blackcastle	A2	7.4
Site F Boyne Road	A1	2.2
Site G Farganstown	A2	35.7
Site H St. Martha's	A2	9.5
Site I Johnstown	A1	2.4
Site J Swan Lane	A1	1.5
Site K Academy Street	A2	19.11
Site L Trim Road North	C1	17.68
Site M Trim Road South	A2	30.94
Site N Beechmount	C1	1.6
Site O Trim/Commons Rd	A2	30.71
Site P Commons Lane	A2	4.1
Site Q Mullaghboy	A1	2.3
Site R St. Pat's N51	A1	3.5
Site S Beside rugby club	A1	2.03
<b>Total</b>		<b>240.95</b>

### Evaluation Criteria

The following factors were used to determine the suitability of specific lands for residential development which are considered to constitute the proper planning and sustainable development of Navan:

- Proximity to the Town Centre in order to maximise the utility of existing and proposed future infrastructure including public transport options;
- Environmental Constraints (i.e. impact of biodiversity, proximity to Natura 2000 site and outcome of SEA / AA );
- Sustainable Transport. To maximise public transport investment, it is important that land use planning underpins its efficiency by sustainable transport patterns. This includes higher densities within 500 metres walking distance of a bus stop. Proximity to R147 public transport corridor and is considered of priority;
- Whether new distributor roads were required to serve the lands;
- Whether the lands would contribute to creating sustainable communities;
- Whether the site represented an infill opportunity and thus would contribute to consolidating the town.

The criteria of sustainable transport and sustainable communities were subdivided into a number of sub-criteria. Sustainable transport was measured against:

- The potential for permeability;
- Whether the site was served or had the potential to be served by public bus;
- Whether the site was served or had the potential to be served by the cycle network in the town.

Sustainable communities consisted of the following sub-criteria:

- Whether the lands comprised of a mix of zonings such as would facilitate the provision of services and employment opportunities in proximity to residential areas;
- Distance to the nearest primary school
- Distance to the nearest secondary school(s);
- Proximity to employment areas;
- Proximity to sports/community clubs.

The 'Social Infrastructure' Map illustrates the location of educational facilities, sports facilities and the town centre.

### Measurement of Criteria

Each of the 19 land parcels identified was ranked against these criteria. The distance from each site to the town centre and educational facilities was calculated using Google Maps<sup>1</sup> (see example at the end of this Appendix). Sites scored a point for each 500m distance between the site and the facility in question. Distance was measured from the road edge adjoining a site. However, in cases where the site in question was large in scale, an additional distance to the centre of the site from the adjoining road was added. The educational facilities examined were primary and secondary schools. In each case, the distance used was that to the nearest school.

For the remaining criteria, each criterion was marked from 1 – 5 marks with the lower scores demonstrating suitability for development e.g. those sites which do not require new roads infrastructure scoring 1 – 2 marks with those sites dependent on new roads infrastructure scoring 4 – 5 marks. Sustainable transport and sustainable communities were combined into one score by the following method:

For sustainable transport, the combined score was arrived at as follows:

- If the total score from criteria between 0 and 6 then it was recoded as 1;
- If the total score from criteria between 7 and 8 then it was recoded as 2
- If the total score from criteria between 9 and 10 then it was recoded as 3
- If the total score equal or exceeding 11 then it was recoded as 5

For sustainable communities, the combined score was arrived at as follows:

- If the total score was 7 to 9, then it was recoded as 1;
- If the total score was 10 to 12, it was recoded as 2;
- If the total score was 13 to 15, it was recoded as 3;
- If the total score exceeded 16, it was recoded as 5.

Table 2 details the overall evaluation scores. Table 3 details the scoring for sustainable communities while Table 4 refers to sustainable transport.

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<sup>1</sup> Note that the distances to educational facilities from Site H were calculated using GIS programming as the access would be available through internal site roads not yet constructed.

Table 2: Evaluation of Land Parcels

Site Name	Site A	Site B	Site C	Site D	Site E	Site F	Site G	Site H	Site I	Site J	Site K	Site L	Site M	Site N	Site O	Site P	Site Q	Site R	Site S
Proximity to Town Centre	5	6	5	5	4	4	6	5	8	6	2	3	5	3	5	5	4	3	5
Environmental Constraints	5	5	1	3	1	1	3	1	1	1	1	3	3	1	3	1	1	1	1
Sustainable Transport	1	1	5	1	1	5	1	1	3	5	1	1	3	1	1	3	3	3	5
New Distributor Roads Required	5	1	1	5	1	1	5	1	1	1	1	3	4	1	5	1	1	1	1
Infill Opportunity	5	3	4	5	1	1	4	5	3	3	1	2	4	1	4	5	1	2	1
Sustainable Community	5	3	5	5	5	5	3	1	2	3	2	1	3	1	3	5	2	1	3
Total	26	19	21	24	13	17	22	14	18	19	8	13	22	8	21	20	12	11	16
Rank	19	11	14	18	5	9	16	7	10	11	1	5	16	1	14	13	4	3	8

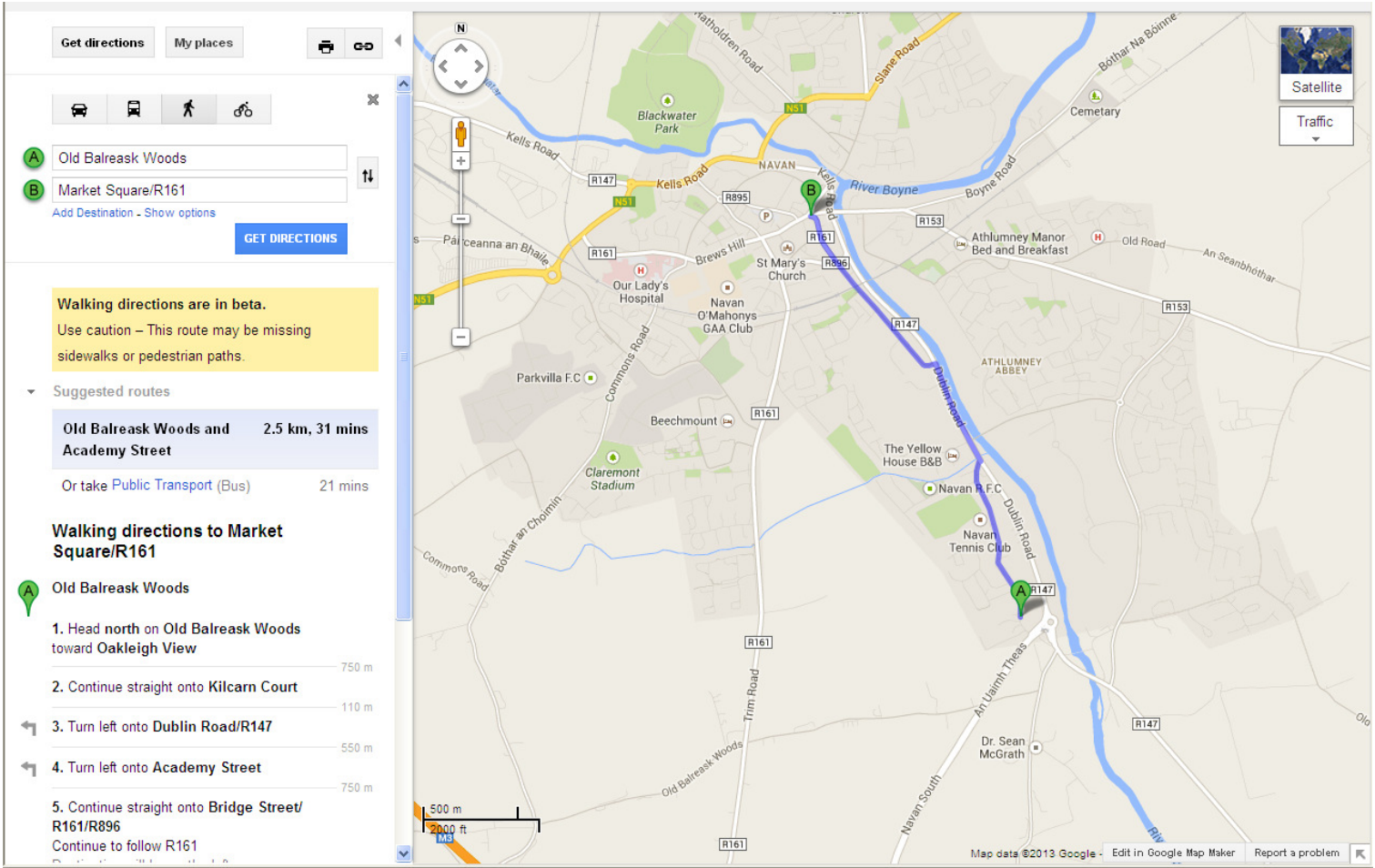
**Table 3: Sustainable Communities Evaluation**

Site Name	Site A	Site B	Site C	Site D	Site E	Site F	Site G	Site H	Site I	Site J	Site K	Site L	Site M	Site N	Site O	Site P	Site Q	Site R	Site S
Mix of Zoning	3	1	3	1	3	3	1	1	3	3	3	2	3	2	1	3	3	3	3
Distance to Primary School	3	2	3	3	3	4	4	1	2	2	3	1	3	2	3	3	2	2	1
Distance to Secondary School	7	7	7	7	6	4	4	1	2	5	3	2	3	2	3	4	2	1	5
Employment	2	3	3	3	2	3	3	2	2	3	1	1	3	1	3	3	1	1	3
Community / Sports Clubs	1	1	2	2	2	3	3	2	2	2	2	1	3	1	3	3	2	2	2
Total	16	14	18	16	16	17	15	7	11	15	12	7	15	8	13	16	10	9	14
Score	5	3	5	5	5	5	3	1	2	3	2	1	3	1	3	5	2	1	3

**Table 4: Sustainable Transport Evaluation**

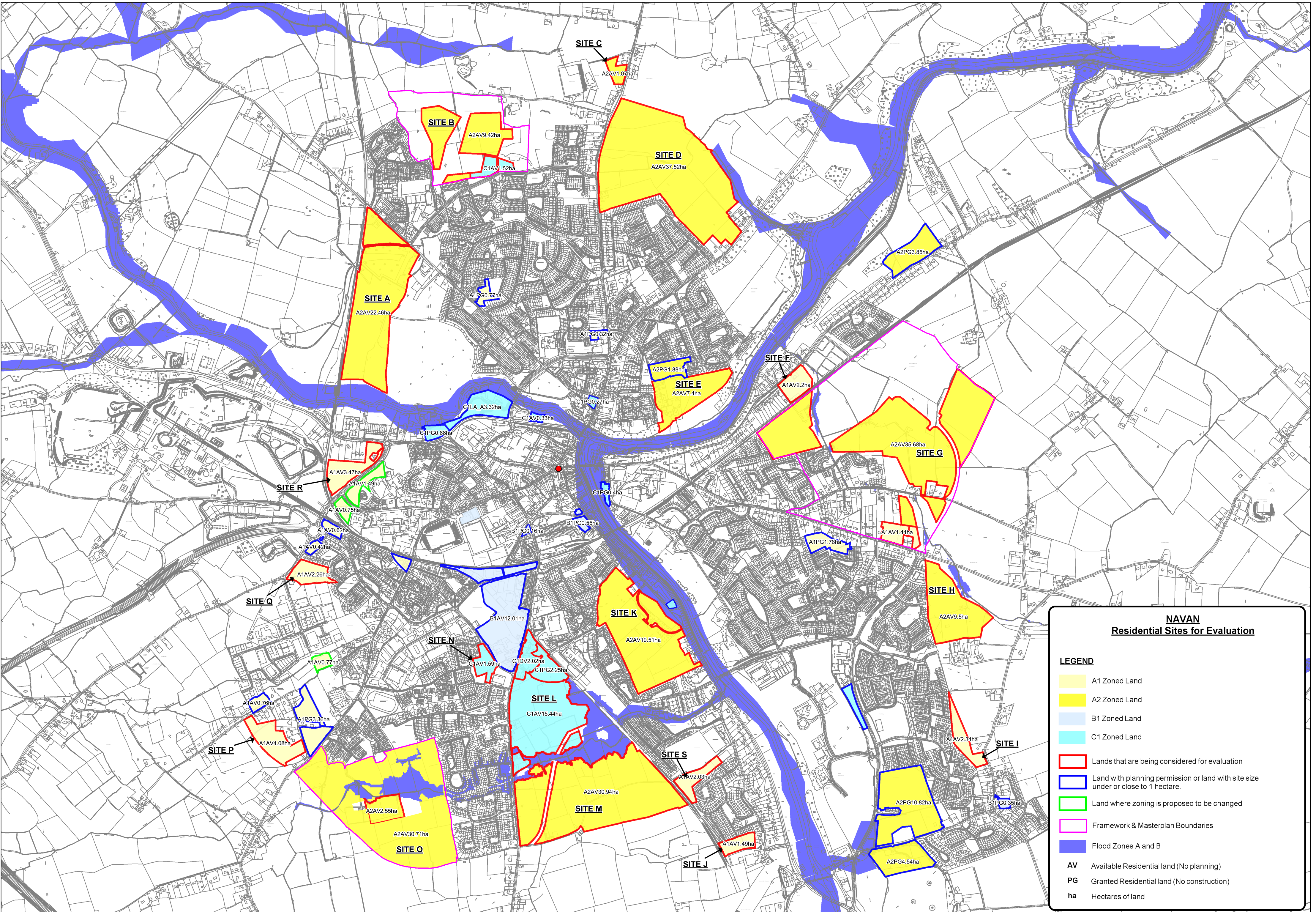
Site Name	Site A	Site B	Site C	Site D	Site E	Site F	Site G	Site H	Site I	Site J	Site K	Site L	Site M	Site N	Site O	Site P	Site Q	Site R	Site S
Potential for Permeability	1	1	5	1	1	5	1	1	4	5	3	2	4	2	1	4	5	5	5
Served or potential to be served by Public Bus	2	3	4	3	3	5	4	3	5	4	2	2	5	2	4	4	4	3	4
Served by or potential to be served by Cycle Network	1	1	3	1	2	3	1	1	1	3	1	1	1	1	1	1	1	1	3
Total	4	5	12	5	6	13	6	5	10	12	6	5	10	5	6	9	10	9	12
Rank	1	1	5	1	1	5	1	1	3	5	1	1	3	1	1	3	3	3	5

Distance from Site J to the Town Centre















NAVAN  
SOCIAL INFRASTRUCTURE MAP

- Legend**
- ✚ Market Square (Navan Town Centre)
  - Secondary Schools
  - Primary Schools
  - Sports Facilities
  - Proposed Local Distributor Roads

