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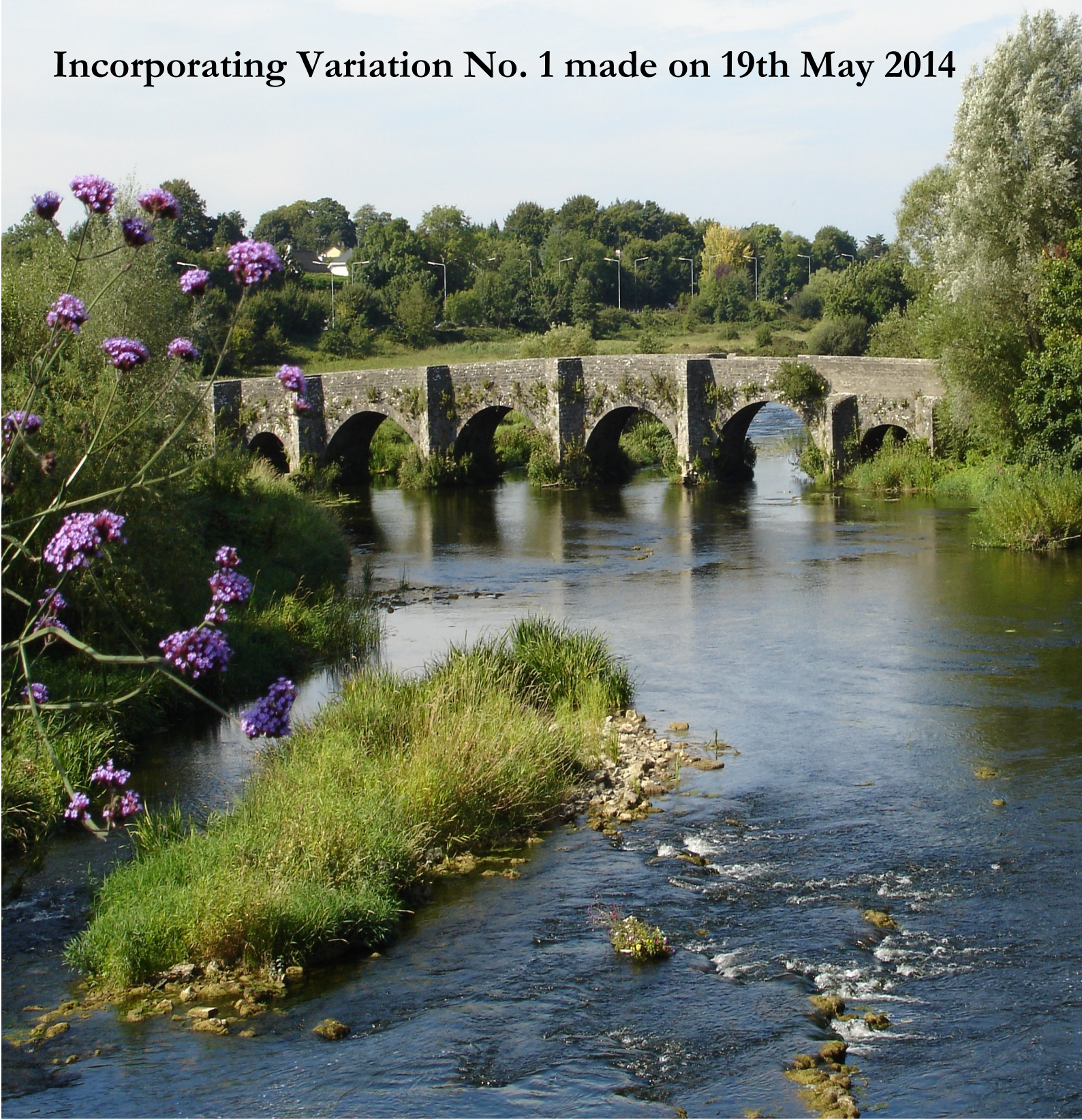
NAVAN TOWN COUNCIL & MEATH COUNTY COUNCIL

NAVAN DEVELOPMENT PLAN

NOVEMBER 2009

2009-2015

Incorporating Variation No. 1 made on 19th May 2014



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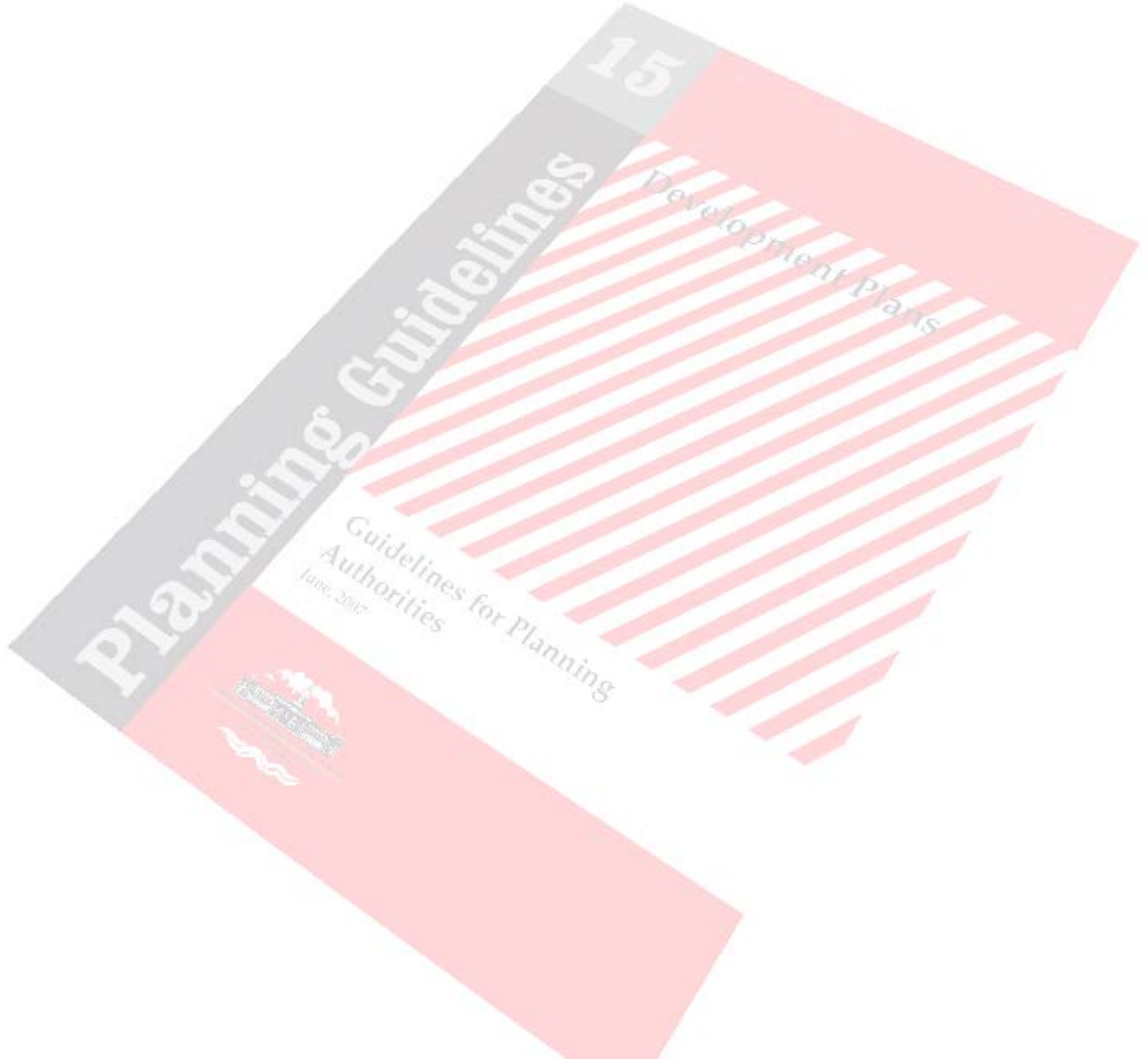
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CHAPTER 1: POLICY CONTEXT



SECTIONS IN THIS CHAPTER

- 1.0 Introduction
- 1.1 Plan Context & Structure
- 1.2 Navan Town Boundary Alteration Order 2009
- 1.3 Planning & Development Act 2000
- 1.4 Navan Development Plan 2009-2015
- 1.5 Policy Context
- 1.6 Strategic Environmental Assessment
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- 1.8 Sustainable Development
- 1.9 Pre-Draft Consultation

1.0 Introduction

Under the Planning and Development Acts 2000-2014 each Planning Authority is obliged to make a Development Plan every six years. The Navan Development Plan was adopted by Meath County Council and Navan Town Council on the 2nd and 3rd of November, 2009 respectively. Development Plans comprise of a written statement and attendant maps that provide a graphic representation of the objectives contained in the Plan. All Development Plans must have regard to national, regional and ministerial policy. The aim of this Plan is to establish a framework for the planned, co-ordinated and sustainable development of Navan and for the conservation and enhancement of its natural and built environment over the Plan period and beyond. This chapter outlines the statutory and policy context for the preparation of the Navan Development Plan 2009-2015.

This Development Plan has been prepared in accordance with the requirements of the Planning and Development Acts 2000-2014. Section 10 (2) of the Planning and Development Acts 2000-2014 outlines the objectives which a Development Plan shall include:

- the zoning of land for the use solely or primarily of particular areas for particular purposes (whether residential, commercial, industrial, agricultural, recreational, as open space or otherwise, or a mixture of those uses), where and to such extent as the proper planning and sustainable development of the area, in the opinion of the planning authority, requires the uses to be indicated;
- the provision or facilitation of the provision of infrastructure including—
 - (i) transport, energy and communication facilities,
 - (ii) water supplies and waste water services (regard having been had to the water services strategic plan for the area made in accordance with the Water Services Act 2007),
 - (iii) waste recovery and disposal facilities (regard having been had to the waste management plan for the area made in accordance with the Waste Management Act 1996), and
 - (iv) any ancillary facilities or services;
- the conservation and protection of the environment including, in particular, the archaeological and natural heritage and the conservation and protection of European sites and any other sites which may be prescribed for the purposes of this paragraph;
- the integration of the planning and sustainable development of the area with the social, community and cultural requirements of the area and its population;
- the preservation of the character of the landscape where, and to the extent that, in the opinion of the planning authority, the proper planning and sustainable development of the area requires it, including the preservation of views and prospects and the amenities of places and features of natural beauty or interest;
- the protection of structures, or parts of structures, which are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest;
- the preservation of the character of architectural conservation areas;
- the development and renewal of areas in need of regeneration;
- the provision of accommodation for travellers, and the use of particular areas for that purpose;
- the preservation, improvement and extension of amenities and recreational amenities;

- the control, having regard to the provisions of the Major Accidents Directive and any regulations, under any enactment, giving effect to that Directive, of—
 - (i) siting of new establishments,
 - (ii) modification of existing establishments, and
 - (iii) development in the vicinity of such establishments, for the purposes of reducing the risk, or limiting the consequences, of a major accident;
- the provision, or facilitation of the provision, of services for the community including, in particular, schools, crèches and other education and childcare facilities;
- the protection of the linguistic and cultural heritage of the Gaeltacht including the promotion of Irish as the community language, where there is a Gaeltacht area in the area of the Development Plan;
- the encouragement, pursuant to Article 10 of the Habitats Directive, of the management of features of the landscape, such as traditional field boundaries, important for the ecological coherence of the Natura 2000 network and essential for the migration, dispersal and genetic exchange of wild species;
- the promotion of compliance with environmental standards and objectives established:
 - (i) for bodies of surface water, by the European Communities (Surface Waters) Regulations 2009;
 - (ii) for groundwater, by the European Communities (Groundwater) Regulations 2010;Which standards and objectives are included in river basin management plans (within the meaning of Regulation 13 of the European Communities (Water Policy) Regulations 2003);
- the promotion of sustainable settlement and transportation strategies in urban and rural areas including the promotion of measures to:
 - (i) reduce energy demand in response to the likelihood of increases in energy and other costs due to long-term decline in non-renewable resources,
 - (ii) reduce anthropogenic greenhouse gas emissions, and
 - (iii) address the necessity of adaptation to climate change; in particular, having regard to location, layout and design of new development;
- the preservation of public rights of way which give access to seashore, mountain, lakeshore, riverbank or other place of natural beauty or recreational utility, which public rights of way shall be identified both by marking them on at least one of the maps forming part of the development plan and by indicating their location on a list appended to the development plan; and
- landscape, in accordance with relevant policies or objectives for the time being of the Government or any Minister of the Government relating to providing a framework for identification, assessment, protection, management and planning of landscapes and developed having regard to the European Landscape Convention done at Florence on 20 October 2000.

1.1 Plan Context & Structure

The Navan Development Plan 2009-2015 sets out the intention of the two Planning Authorities - Navan Town Council and Meath County Council, as to the future growth and sustainable development of Navan and its immediate environs. The principal aim of the Planning Authorities is to ensure that future development in Navan takes place in a planned, co-ordinated and sustainable manner over the coming years. The principle of sustainable development is therefore central to the preparation of this Plan, whereby an appropriate balance can be forged

between future development and conservation. The Development Plan takes the form of a written statement and a series of accompanying maps for the Navan Plan area.

The Plan consists of 10 individual chapters and a series of appendices. Chapters 3-7 collectively form the Development Strategy which is being pursued in this Development Plan. Chapter 2A details the core strategy of the Development Plan. Each of the subsequent chapters deal with individual land use planning topics and include a written statement in which strategic themes and clear policy objectives for each planning topic are provided. Chapter 8 provides detailed development management guidelines and standards. Chapter 9 focuses on the implementation and monitoring of the Development Plan. The guidelines and standards prescribed in Chapter 8 give general guidance to applicants on the criteria which will be used by the Planning Authorities to assess planning applications and give particular guidance on the criteria that will be applied in assessing different categories of development proposals. These are supplemented throughout the Plan by Development Assessment Criteria which follow certain policy objectives. A Record of Protected Structures (RPS) is included as an appendix to the Plan.

1.2 Navan Town Boundary Alteration Order 2009

On receipt of an application from Navan Town Council, the Minister for the Environment, Heritage and Local Government signed an Order to extend the boundary of Navan Town on the 9th April 2009. This order came into effect on the 1st May 2009 and resulted in the administrative area of Navan Town Council being significantly extended to reflect the fact that Navan, as one of Ireland's fastest growing towns, had developed significantly beyond the confines of its legal administrative boundary. The Order has affected the planning process in that now the majority of lands within the Navan Development Plan Boundary are administered by Navan Town Council with planning applications consequentially being made to and decided upon by that Planning Authority. Additionally, certain Protected Structures on the Meath County Council record of protected structures are now deemed to be on the Navan Town Council record of protected structures. Certain parts of the area to which this Development Plan relates however remain under the administrative authority of Meath County Council. These areas are delineated on the maps accompanying this Development Plan.

1.3 Planning and Development Acts 2000-2014

The Acts provide for the preparation of Development Plans. The Development Plan has statutory status and requires formal adoption by the elected members of the respective Councils after a series of public consultations. A Development Plan normally has a lifespan of 6 years, therefore when the Navan Development Plan was adopted in 2009 it was anticipated that it would be in force until 2015. However, the duration of this Development Plan is affected by the provisions of the Electoral, Local Government and Planning and Development Act 2014 and the proposals for local government reform contained in 'Putting People First' (Department of Environment, Community and Local Government, 2013). 'Putting People First' proposes that town councils, such as Navan, will be abolished. The Electoral, Local Government and Planning and Development Act 2014 states a planning authority for a town council that is to be abolished can decide not to commence a review of a Development Plan (which usually beings 4 years after the Plan is adopted). In such cases, the existing Development Plan continues to have effect. As a result, the Navan Development Plan could remain in effect beyond 2015.

1.4 Navan Development Plan 2009-2015

The Development Plan is a statutory document, consistent with the objectives of Navan Town Council and Meath County Council, containing guidelines as to how the town and its environs should develop over the Plan period. The written statement contains analysis of statistics, projections and policy objectives. The Plan provides a framework for sustainability, by preserving the quality of the cultural heritage and material assets of Navan, and by protecting the integrity of the built and natural environment from damage caused by insensitive development proposals. The Development Plan maps give a graphic representation of the proposals included in the Plan, indicating land-use, conservation designations and other development management standards together with various specific objectives. They do not purport to be accurate survey

maps, and should any conflict arise between the maps and the statement, the statement shall prevail.

1.5 Policy Context

There are a number of national policies, strategic guidelines and county wide strategies which have informed the preparation of this Development Plan. The Navan Development Plan 2009-2015 is consistent with the provisions of the following documents.

1.5.1 National Spatial Strategy 2002-2020

The National Spatial Strategy (NSS) for Ireland is a long term national planning framework designed to achieve a better balance of social, economic and physical development as well as balanced population growth between the regions. The NSS provides guidance for future development throughout the country by identifying a hierarchy of settlements to accommodate future growth, with the driving objective of achieving balanced regional development. The strategy seeks to renew, consolidate and develop existing urban centres, keeping them as physically compact and transport friendly as possible and minimising urban sprawl whilst achieving a high quality of design in new development. The aim is to utilise urban land sensitively and efficiently, reduce dereliction and encourage refurbishment, with emphasis placed on quality of life through balanced regional development. Navan is one of the smaller towns identified to cater for local growth and is also regarded in the NSS as a town with an Urban Strengthening Opportunity.

1.5.2 Regional Planning Guidelines for the Greater Dublin Area 2010-2022

The Regional Planning Guidelines outline how the national spatial structure relates to each of the regions. Navan is located within the area of the Regional Planning Guidelines for the Greater Dublin Area. The Guidelines divide the overall strategy area into a Metropolitan and Hinterland area, with Navan situated in the Hinterland Area. The strategy for the Hinterland area is to channel development into a number of self sustaining growth towns, which would be separated by green belts and in the long term would reduce the numbers commuting to Dublin. Within this area, the Guidelines state that large towns should absorb most of the new population growth and will continue to act as major service centres for adjoining towns and the surrounding rural area.

Navan is also identified as a Large Growth Town I and a Primary Economic Growth Centre in the Regional Planning Guidelines for the Greater Dublin Area. Large Growth Towns are to accommodate significant new investment in transport, in economic and commercial activity and in housing. The Large Growth Towns I in Meath (Drogheda and Navan) are noted as being economically active towns supporting the surrounding area and located on multi modal corridors. It is envisaged that large Growth Town I should plan for growth up to 50,000 persons.

The Guidelines state that Primary Economic Growth Towns should be promoted as anchors for regional enterprise. The Navan Economic Area is identified in this regard. These centres are also important in delivering balanced regional development by serving their urban and rural hinterland areas and should be prioritised for economic development and investment to redress the imbalance of residential development and jobs and emergence of dormitory areas. Kells (Secondary Economic Growth Town) and Trim are also included as part of the Navan Economic Area and these smaller towns will rely on Navan for elements of employment, retail and social services.

In terms of retail, Navan is designated as a Level 2 Centre. It is considered desirable to enhance the retail offer of the town, particularly in respect of comparison retail development and in terms of attracting additional multiple retailers to Navan.

In terms of spatial growth patterns, the Guidelines emphasise the importance of consolidation in the future growth of towns, the application of a sequential approach to urban development and the creation of sustainable towns.

Phase II of the Navan-Dublin rail line is included in the Guidelines as a strategic transport investment project which would assist in the delivery of the settlement and economic strategy. The Upgrade and expansion of abstraction of Navan Water Treatment Plant to increase supply is considered an investment priority in the area of water supply.

1.5.3 Meath County Development Plan 2013-2019

The Meath County Development Plan provides the overall statutory framework for the development of County Meath and details the spatial development strategy for the county which is organised around a hierarchical structure of urban settlements and the rural area. Navan, in addition to the Drogheda Environs, is designated as a Large Growth Town I, consistent with the Regional Planning Guidelines for the Greater Dublin Area. These towns occupy the top tier in the hierarchy. Development is to be primarily directed towards these Large Growth Towns (objective SS OBJ 1 refers). These centres are also to accommodate significant new investment in transport, economic and commercial activity and in housing. Large Growth Towns I will become, in the longer term, self sustaining and must grow in a manner which supports this goal without threatening the role of other settlements and regions. In particular, development should allow for the integration of land use and transport and the holistic and balanced expansion of the towns. Objective SS OBJ 7 emphasises the need for these towns to be self-sufficient in terms of commercial and retail activity and social and community facilities whilst

Objective SS OBJ 8 encapsulates the approach to Large Growth Towns I and seeks:

“To develop Navan and the Drogheda Environs as the primary development centres in Meath and to ensure that the settlements grow in a manner that is balanced, self sufficient and supports a compact urban form and the integration of land use and transport.”

Section 4.1.1 of the Meath County Development Plan 2013-2019 identifies the high level economic objectives for the Navan Core Economic Area. The high level development objectives for Navan are stated as

- the significant residential population will have access to opportunities for employment within easy distance from their homes, thereby reducing levels of commuting in the area as a whole;
- the significant intensification of employment opportunities in Navan to serve the large resident population is a strategic objective of the Development Plan;
- need to identify further strategic land banks for employment creation mindful of the different requirements of people and product intensive industries, both of which should be promoted in Navan;
- continue to develop Navan as a Level II Town Centre and primary retail location within the county. This will require the development of an expanded retail core and continue to stem the comparison retail leakage from the wider region;
- a study has identified a site in Navan for the development of a Regional Hospital. The RPG's further indicate that a HSE study found Navan to be the most suitable location for a new Regional Hospital;
- Recognise the significance of the Navan Rail Line and Regional Hospital as catalysts for significant employment opportunities in the wider area;
- Continue to enhance the physical fabric of the town, building on the notable success of recent years (Kennedy Place, Market Square, Watergate Street) and the targeted softening of the urban landscape;
- Navan to become a national exemplar of SMARTER Travel working in close co-operation with the National Transport Authority and Department of Transport;
- Navan has the potential to become a national cycling hub town on the National Cycling Network and a significant hub in the Boyne Valley for cycling and walking, and;

Navan Development Plan 2009-2015 incorporating Variation No. 1

- The Boyne and Blackwater candidate Special Area of Conservation is acknowledged as a background influence to economic development within the Navan Core Economic Area.

The Core Strategy of the Meath County Development Plan 2013-2019 includes the population projection for the county. Table 2.4 of the Development Plan illustrates the household allocations for the various urban centres and the rural area in Meath. An extract of it relating to Navan is shown below.

	Household Allocation 2013-2019	Av. Net Density Applicable unit/ha	Quantity of Residential Zoned Land Required*	Available Land Zoned for Residential Use (Ha)	Available Land Zoned for Mixed Use incl. Residential (Ha)**	Total Available Zoned Land (Ha)	Deficit/ Excess (ha)
Large Growth Town I							
Navan*	3,984	45	88.5	240.5	13.9	254.4	165.9

*As per the Guidance Note on Core Strategies (DoEHLG 2010) the SDZ at Clonmagadden has not been included in the figure for residential zoned land in Navan.

**Note that the figure entered represents 30% of the total available mixed use land zoning, reflecting that residential uses would be subsidiary use in these zoning categories that relate to town and village centre sites and edge of centre sites.

Not surprisingly, Navan is allocated 3,984 no. households (31%) over the life of the plan which includes 50% headroom out of the 12,942 no. households allocated to County Meath over the period of the County Development Plan 2013 - 2019. The table also illustrates the extent of existing residential zoned land in comparison to the required amount that would be generated by the household allocation. Navan, with an allocation of 3,984 units, requires approximately 88.5 hectares of residential zoned land. The Navan Development Plan, as adopted in 2009, contained approximately 254 hectares, giving a surplus of 165.9 hectares. At the time of preparation of the County Development Plan, there were extant permissions for 786 units in Navan. As discussed in the core strategy, this has been updated to 1,034 units.

The County Development Plan advises that the Navan Development Plan will need to be reviewed to reflect the household projections. According to objective CS OBJ 4, it is an objective of the Plan:

“To ensure that the Navan, Trim and Kells Development Plans are consistent with the settlement hierarchy and population projections set out in this Development Plan. These Development Plans will be varied, if necessary, to ensure that they are consistent, within one year of the adoption of the Meath County Development Plan 2013-2019.”

Consequently Variation No. 1 to the Navan Development Plan was prepared in 2013.

The Meath County Development Plan states that the release and development of residential lands shall take account of the following criteria:

- the sequential approach to development;
- the efficient use of land by consolidating existing settlements and promoting a compact urban form;
- the provision of necessary physical infrastructure, primarily the availability of capacity in water and wastewater infrastructure;
- spare capacity in existing (and anticipated) social infrastructure, primarily national and second level educational facilities;
- a more sustainable economic base whereby a greater percentage of the population are employed locally;
- The location and scale of existing permissions in the particular town or village;
- Flood risk assessment and the Flood Risk Management Guidelines;
- Potential environmental impacts including those relating to the Habitats Directive, strategic environmental assessment and environmental impact assessment.

1.5.4 County Meath Housing Strategy

A Housing Strategy was prepared for County Meath as part of the preparation of the Meath County Development Plan 2013-2019. This Strategy is also applicable to Navan. It sets out a framework for the supply of land to meet the housing needs arising in the county. It outlines that the anticipated social and affordable housing need for County Meath between 2012 and 2022 is 4,064 units. The annual housing shortfall, as a percentage of total households, will vary between 17.41% (2012) and 15.37% (2019). Accordingly, it is a policy of the Meath County Development Plan to require a 16% quota of social/affordable housing to be provided from each housing development within the County, on lands zoned for residential use or for mixture of residential and other uses.

1.5.5 North East Regional Waste Management Plan

County Meath is the lead authority in the North East Waste Management Region, which includes Counties Meath, Louth, Cavan and Monaghan. The original Waste Management Plan (WMP) for the North East Region was adopted in 2001. The replacement WMP for the North East Region was made on 16th May 2006 and covers the period 2005–2010. The replacement WMP outlines the region's objectives which include the core activity of prioritising waste prevention and minimisation and the delivery of an effective system meeting the polluter pays principle that meets high standards of environmental performance and all legislative obligations. The effective management of waste is a key component of sustainable development.

1.5.6 Meath County Tourism Strategy

Meath County Council in association with Meath Tourism commissioned the preparation of the county tourism strategy entitled 'Ireland's Heritage Capital, Marketing Tourism in Meath, 2005-2010' to ensure that County Meath shared in Ireland's future tourism success with the aim of becoming one of the top ten tourism counties in Ireland. The Mission statement of Meath Tourism states 'County Meath will be recognised as a world class region to visit, through the continuous development and promotion of a high quality, sustainable, accessible and distinctive tourism and leisure product'. This Strategy aims to build on the branding of Meath as 'Ireland's Heritage Capital'. This strategy identifies a number of gaps in the tourism product in the county which include the need to provide family entertainment venues and weather independent facilities; interpretative facilities; transport links between other heritage attractions i.e. Tara &

Newgrange; tourism signage; improvement and maintenance of public playgrounds; and to improve upon the shopping and cultural experience in towns.

1.5.7 Retail Strategy for the Greater Dublin Area 2008 - 2016

Within the Greater Dublin Area Retail Hierarchy, Navan forms part of the Hinterland Area and is a Level 2: County Town Centre. The Strategy states “The scale of retail offered in the county town of Navan has improved, but until the traffic congestion within the town is resolved by the completion of the M3 motorway, improving the attractiveness of the town as a destination will be a considerable challenge. Further retail and town centre improvements alongside reductions in through traffic are necessary to allow Navan serve its natural hinterland. In addition these improvements will provide high quality retail within easy reach of the surrounding rural areas and small towns in conjunction with meeting the needs of a rapidly growing population.” It is anticipated that such measures will assist in redressing the high levels of expenditure leakage (i.e. 40%) outwards from the County.

Following on from this policy the actions associated with it regarding Navan include:

- To accord with its role as a major centre within the GDA hierarchy, to continue to support and develop the County Town of Navan as a predominantly comparison shopping based centre with a range of quality convenience forming an important element in the overall role and attraction of the town. This continuing development of Navan as a key destination will require flexibility in bringing forward key sites within the town core area. It will also necessitate encouragement of the provision of high quality retail units to provide for the needs of modern retailers and to facilitate the provision of a good mix of offer to the local and surrounding population.
- The promotion of policies to take advantage of the potential of Navan town centre for greater intensification of development within the existing fabric and on opportunity sites and through the redevelopment of the central car parking areas. This will ensure that retail and other town centre uses are retained within the town centre rather than dissipated to more peripheral areas, thus avoiding the possibility of displacement of the prime shopping focus from the existing core retail area.

1.5.8 Le Cheile An Integrated Strategy for Meath to 2012

Le Cheile is the 10 year social, economic and cultural strategy for County Meath prepared by the Planning Authority and the County Development Board (CDB). The purpose of such a Strategy is to “facilitate the articulation of a vision for the development of the county” and to “provide the focus for co-operation and co-ordination which in turn will enhance the capacity for maximising the effectiveness of spending programmes.” The spatial framework, outlined in Le Cheile is consistent with the Settlement Strategy, as outlined in the County Development Plan. This Development Plan must dovetail with the guidance provided in the County Development Plan. The key objectives of the County Development Board Strategy which are applicable county wide include:

- co-ordinated provision of economic and social/cultural infrastructure to enable the identified primary development corridors to become the primary growth areas for the County;
- enhance the productivity and competitiveness of the productive sectors;
- promote Meath as an attractive location for inward investment in high valued manufacturing sectors and in internationally traded sectors;
- sustain and increase total employment in the productive sectors, and;
- promote diversification of the rural economy.

1.5.9 Integrated Development Framework Plan

The Navan Integrated Development Framework Plan was prepared in December 2002 (and updated in 2009) and has a time frame up to 2016 which covers the current Navan

Development Plan. The overall Masterplan for Navan seeks to make the town a more accessible and attractive town that could accommodate an ultimate population horizon of 60,000 persons. Central to the overall strategy is the objective of making Navan a self sustaining community in both economic and environmental terms and to provide a quality urban environment for its citizens.

The Masterplan shows the overall consolidation of development largely within the existing zoned lands. The more intensive redevelopment is focused around the proposed new central rail station. The absence of a timeframe in which the delivery of a direct rail link to Dublin can be expected has direct implications in permitting continued development of existing zoned lands without compromising or diminishing the development options which the rail link would facilitate.

In the event of the reinstatement of the rail line to Dublin, the existing Drogheda rail line could be shared with a new bus, cycle and pedestrian corridor connecting the residential areas to the east of the town with the enlarged town centre. The residential development is largely accommodated within the existing zoned lands, with the long term expansion of the town in a southerly direction, dependent on the delivery of the rail infrastructure.

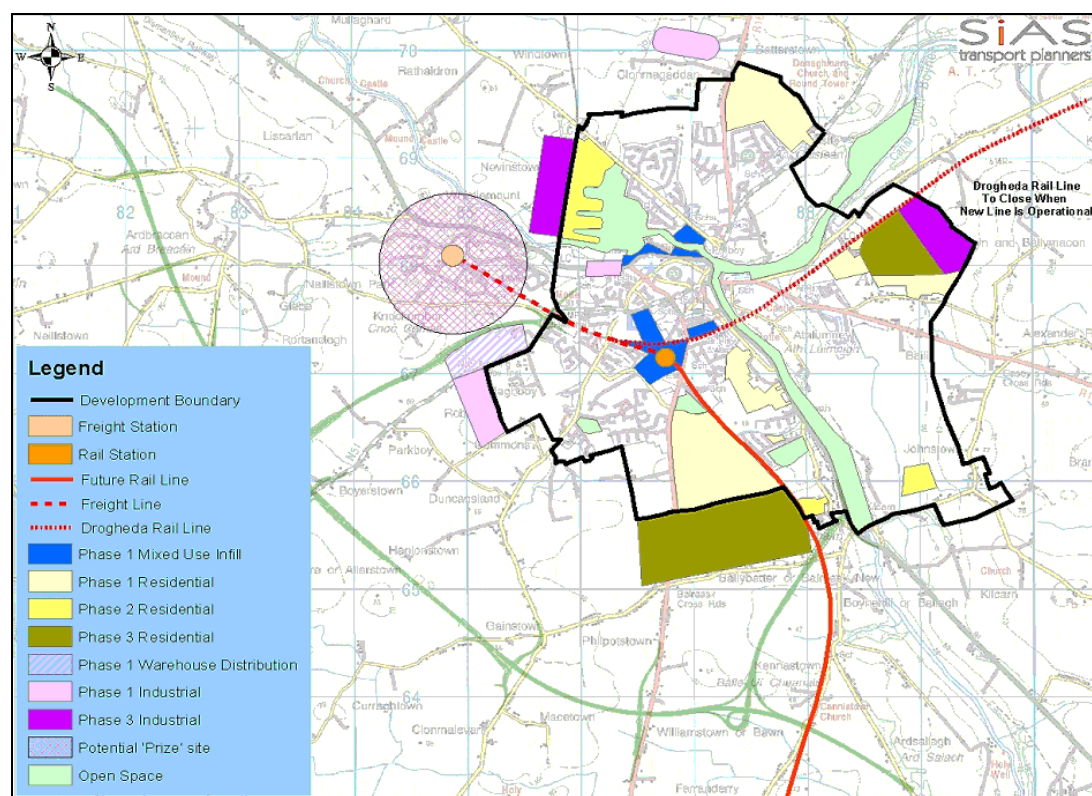


Figure 1: Master Plan from Navan Integrated Development Framework Plan

1.6 Strategic Environmental Assessment

Strategic Environmental Assessment (SEA) is carried out in response to the requirements of the European Communities, Council Directive of 2001 on the Assessment of the Effects of Certain Plans and Programmes on the Environment, Directive 2001/42/EC, which came into effect on 21st July, 2004. The enabling statutory instruments (S.I's) which transposes this Directive into Irish law are the European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004 (S.I 435 of 2004), and, the Planning and Development (Strategic Environmental Assessment) Regulations 2004 (S.I. 436 of 2004).

SEA outlines the environmental effects of implementing a Development Plan prior to its adoption; therefore SEA is carried out in respect of decisions yet to be made. Development

Plans are required to undergo a Strategic Environmental Assessment if they meet the set criteria included in Article 13A of the Planning and Development Regulations 2001 as inserted by Article 7 of the Planning and Development (Strategic Environmental Assessment) Regulations 2004, S.I. 436 of 2004.

As per the Regional Planning Guidelines 2004-2016 Navan is designated a Large Growth Town. The current population of Navan and Environs as per Census 2006 is 24,851 persons. Article 13B of the Planning and Development Regulations applies to Development Plans for any area where the population is more than 10,000 persons and outlines the requirements in respect of environmental assessment. In these circumstances the Planning Authority shall carry out an environmental assessment as part of the review of the existing Development Plan and preparation of a new Development Plan. Given Navan's current population a Strategic Environmental Assessment was required to inform the preparation of the Navan Development Plan 2009-2015.

The main output of the Strategic Environmental Assessment process was the preparation of an Environmental Report which is published as a separate document to this Development Plan. The purpose of the Environmental Report is to provide a clear understanding of the likely environmental consequences of decisions regarding the future growth of Navan. The Environmental Report is composed of a number of sections. A description of these and the key findings from each section is provided in Table 1.

The preparation of the Environmental Report took place in tandem with the preparation of the draft Navan Development Plan. This allowed for issues raised in the SEA process to be addressed in the draft Plan at an early stage. There was ongoing discussion between the Development Plan and SEA teams, with information on, e.g. the preferred development scenario from the SEA perspective, feeding into the selection of the development scenario for the Plan. It also allowed for the incorporation of mitigation measures identified in the Environmental Report into the draft Development Plan (discussed further below).

The draft Navan Development Plan and Environmental Report were both placed on display from 16th February 2009 to 27th April 2009. During this time submissions were invited from the public and from statutory authorities. A number of submissions were received which referred to environmental issues and the environmental report. These included suggestions on additional policies and objectives which could be incorporated into the Development Plan, modifications to some existing policies and objectives and general issues which could be examined. A number of amendments were proposed to the draft Plan on foot of these submissions. The comments made on the Environmental Report were also taken into account with revisions made to the report as appropriate.

Table 1: Key findings in Environmental Report

Section	Description	Key Findings
Non Technical Summary	This section provides an overall summary of the environmental report using non scientific language.	n/a
Strategic Environmental Context	This section provides the background context to the SEA process including a description of the Development Plan, legislative requirements for the SEA and other relevant plans and policy documents.	SEA legislation has specific requirements on topics to be addressed in the Environmental Report. These were fully considered in the preparation of the Report. The Navan Development Plan and Environmental Report are situated within a hierarchy of plans, including national plans and guidelines, regional

		planning guidelines and the Meath County Development Plan.
Methodology	This section outlines the methodology used in the preparation of the Environmental Report.	n/a
Baseline Environment	This section describes the current state of the environment with the aim of identifying specific desirable environmental objectives.	Information was gathered and trends examined in the areas of population statistics, land use and housing completions. These noted the significant proportion of the population in the 25-34 age bracket and pattern of lengthy commuting. The physical environment of the Plan area was also studied with key findings in the areas of topography and landscape, water resources, municipal facilities and soils noted. Areas subject to location based protection were identified. These include the River Boyne and River Blackwater cSAC and the Navan Town Architectural Conservation Area. Items subject to point protection (e.g. trees, species, structures) were also listed.
Consideration of Alternatives	This section outlines the process whereby a number of alternative development scenarios were evaluated for their likely significant effects on the environment.	Four scenarios were assessed: compact town; high density development; sprawl development and do-nothing. The outcome was that the 'compact town' scenario was most suitable from an environmental perspective.
Plan Impacts on Protected Places	This section investigates the scale of any of impacts that the Navan DP will have on protected places which include European Sites, Protected Structures, Monuments and Places and Architectural Conservation Areas.	No significant impacts were identified on any protected places.
Plan Impacts on Environmental Assets	This section investigates the scale of any impacts that the Navan Development Plan will have on Navan's Environmental Assets.	Impacts were assessed using 11 categories: biodiversity, flora and fauna; population and human health; soil; water; municipal facilities; private small and medium treatment plants; urban run off; air and climatic factors; material assets; heritage; landscape. No significant positive or negative impacts were identified.
Strategic Environmental Objectives	Within this chapter, a series of higher order strategic environmental objectives are outlined.	A total of 22 objectives are identified. These are distributed between 8 categories: water; cultural heritage; landscape; biodiversity; soil; population and human health; air and climate; and material assets.
Plan and Sustainable Objectives Comparison	This involved a comparison of strategic environmental objectives (DEO) with the development objectives in order to establish	Each Development Plan objective was rated according to whether: it would be likely to improve the status of the SEO objectives; mitigation may be necessary

	where conflicts arise and where mitigation measures are required.	to conform to the SEO; it had uncertain interaction with status of SEO, it had neutral interaction with status of SEO or whether there would be no likely interaction with status of SEO. The most frequently used rating was 'improve the status of the SEO' objectives.
Monitoring Measures	This section outlines measures which can be used to monitor environmental impacts and identify at an early stage any unforeseen adverse effects due to the implementation of the plan enabling rapid remedial action.	Monitoring measures are listed across 7 categories: water; cultural heritage; landscape; biodiversity; soils; population and human health; air and climate. It is anticipated that the monitoring results would be presented to the Council in the context of the 2 year plan progress report.
Impact Reduction and Mitigation Measures	This section identifies measures which either reduce the severity of the damage to the environment or which would mitigate the residual impacts on the environment where conflicts are present between environmental and development plan objectives.	As with the monitoring measures, the mitigation measures are categorised across 7 topics: water; cultural heritage; landscape; biodiversity; soils; population and human health; air and climate. These measures were incorporated into the various policies and objectives of the Development Plan.

As mentioned in Table 1, the SEA report assessed four different development scenarios for Navan: do-nothing, sprawl, high density and compact town. The SEA report considered that the compact town approach was the most appropriate development scenario for Navan partly due to the considerable environmental advantages it offered over the other scenarios, as it represented the most balanced and sustainable means of accommodating the future growth of the town. The compact town scenario would create a town that is walkable and accessible. It would favour the re-use of under utilised and brownfield sites over greenfield development and facilitate service and infrastructure provision in an economically efficient and community friendly manner. The emphasis in the draft Plan is on the consolidation of Navan town with limited additional zonings proposed compared to the existing Development Plan (the 2003-2009 Plan). The chosen development scenario is reflected in the settlement strategy objectives of the draft Plan which specifically include the promotion of a compact urban form (Settlement Strategy OBJ4) and also include related objectives which aim to promote the consolidation of the town centre as the principal shopping area (Settlement Strategy OBJ7); the re-use of urban brownfield land and derelict and vacant buildings (Settlement Strategy OBJ10); the integration of employment locations with other lands use and the transport network (ECON DEV POL8); the use of walking and cycling and reducing reliance on the private car (Settlement Strategy OBJ11) and the neighbourhood strategy (neighbourhood centre policies 1, 2 and 3).

In addition to influencing the overall development strategy for Navan, the Environmental Report also identified mitigation measures which would assist in achieving the strategic environmental objectives identified in the report. The issues raised in the mitigation measures were taken into account in the formulation of general text in the Development Plan as it related to the topic. For example, the measures relating to cultural heritage, landscape and biodiversity objectives (objectives C1, L1, B1, B2, B3) are comprehensively addressed in Chapter 5 of the Plan and elsewhere where necessary (e.g. policy and objectives SOC POL 23, SOC OBJ 7 and SOC OBJ 8 which include clarifying text to state that particular works cannot have negative impacts on the Natura 2000 site within the Plan area). It was possible to implement some mitigation measures through discrete policies or objectives, such as objective P2 which related to minimising noise and vibration and was addressed through policy ECON DEV POL6 (incorporation of buffer zones around industrial sites) and Section 8.4 which deals with standards for development and includes noise limits. Other, more wide ranging mitigation measures were referenced as necessary

in a number of chapters. For example, Strategic Environmental Objective A4 relates to the need to reduce travel. In the Development Plan, this was mitigated through strategic settlement objectives OBJ4, OBJ7 and OBJ10 (which related to promoting a more compact urban form, consolidation of the town centre and re-use of brownfield sites and derelict buildings) and specific objectives addressing neighbourhood centres (Neighbourhood Centre POL1-3), location of commercial development (ECON DEV POL8 and RET DEV OBJ7), heritage (HER POL3) and infrastructure (INF POL9).

1.6.1 Strategic Environmental Assessment for Variation No. 1 to the Navan Development Plan

The Planning Authorities determined, using the screening criteria set out in Schedule 2A Planning & Development Regulations 2001 – 2013, the DoEHLG SEA Guidelines and Annex 2 of Directive 2001/42/EC, that a Strategic Environmental Assessment was required for the proposed draft variation No. 1 to the Navan Development Plan. The output report produced from the SEA process, which included a formal scoping exercise in conjunction with the designated Environmental Authorities and adjoining Local Authorities, is available separately to the Variation.

1.7 Appropriate Assessment

Article 6(3) of Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora, commonly known as the Habitats Directive, compels competent authorities to undertake an appropriate assessment of any plan or project not directly connected with or necessary to the management of a Natura 2000 site but likely to have a significant effect thereon, either individually or in combination with other plans or projects. The assessment examines the implications of proceeding with the plan or project in view of the site's conservation objectives.

The area to which the Navan Development Plan 2009-2015 shall be applicable includes parts of the River Blackwater and River Boyne candidate Special Area of Conservation, a designated Natura 2000 site. The Navan Development Plan 2009-2015 has been screened to ascertain if the Plan should be subject to an appropriate assessment as outlined in the Habitats Directive. The screening has had regard to the European Commission's guidance document entitled "Assessment of plans and projects significantly affecting Natura 2000 sites, methodological guidance on the provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC". In line with the suggested assessment methodology put forward by the Commission, a screening matrix and a finding of no significant effects matrix have been completed. The screening process has found that the Navan Development Plan 2009-2015 does not require an appropriate assessment as the implementation of the Plan would not be likely to have significant effects on the River Blackwater and River Boyne candidate special area of conservation, a Natura 2000 site.

1.7.1 Appropriate Assessment for Variation No. 1 to the Navan Development Plan

An Appropriate Assessment Screening was undertaken of the proposed draft variation to the Navan Development Plan 2009-2015, in accordance with the requirements of Article 6(3) of the EU Habitats Directive (92/43/EEC). It was determined that the Natura 2000 sites within the Plan boundary have the potential to be adversely affected by the implementation of the proposed variation and that a Stage II Appropriate Assessment was required. The output report produced from the AA process is available separately to the Variation.

1.8 Sustainable Development

Sustainable development is 'development that meets the needs of the present without compromising the ability of future generations to meet their needs' (Brundtland Report 1987). At the Earth Summit in Rio de Janeiro in 1992, Ireland endorsed Agenda 21, a major blueprint for how the nations of the world can work towards a sustainable future. The National Sustainable Development Strategy was published in 1997 and is currently under review. The overall aim of the strategy is 'to ensure that economy and society in Ireland can develop to their full potential within a well protected environment, without compromising the quality of that environment, and

with responsibility towards present and future generations and the wider international community'. This process cannot be completed by the Strategy document itself, but requires a continuing adaptation and review of policies, actions and lifestyles. The Strategy highlights, among other things, the unsustainable development of 'Urban Generated one-off houses' and recommends a move towards increasing densities in towns as a way to counter this. The Strategy pays particular attention to the development of rundown or derelict buildings or sites for this purpose. Agenda 21 calls upon Local Authorities worldwide to draw-up 'Local Agenda 21(LA 21)' Plans to promote sustainability at local level. They are intended to translate sustainable development principals and objectives into practical local action.

Sustainability is a key component to ensuring a high quality of life for the present and future generations of Navan. Land-use policies and land use management are the tools the Planning Authority can use to ensure sustainable developments are achieved. In order to achieve this, a balance must be struck between development and conservation. The Navan Development Plan, as the Planning Authorities' principal policy statement on land-use, will provide the land-use basis for 'Local Agenda 21'. To facilitate this, the following objectives have been identified:

- minimise the consumption of natural, non-renewable resources, including land;
- preserve the quality of the landscape, open space, architectural and cultural heritage, material assets and natural resources;
- protect the integrity of the built environment from damage caused by insensitive development proposals, and;
- promote the involvement of the local community in decision-making on environmental sustainability issues.

1.9 Pre-Draft Consultation

The review of the Navan Development Plan 2003-2009 commenced with the publication of an advertisement in the *Irish Independent* dated 27th November, 2007, and the *Meath Chronicle* dated 1st December, 2007. In accordance with Section 11 of the Planning and Development Act 2000, the Planning Authority prepared a pre-draft consultation document 'Preparation of a new Navan Development Plan 2009-2015 – Strategic Issues' which was placed on public display from the 3rd December, 2007, – 8th February, 2008. In addition, letters to Prescribed Bodies and service providers were issued as part of the consultation process.

Preliminary consultations also took place with the main service providers (i.e. providers of energy, telecommunications, transport, education, etc.) to discuss objectives and policies which are likely to have a significant bearing on Development Plan policy. 34 submissions were received at pre-draft stage. The principle issues raised at pre-draft stage in the submissions included land use zoning, employment and economic development, infrastructure, architectural & natural heritage and community infrastructure. Of the 34 submissions received, 13 consisted of proposals seeking the zoning or rezoning of lands for residential purposes.

Navan Town Council and Meath County Council also placed public notices in the Meath Chronicle and the Meath Post newspapers in June 2008 making known its intention to hold three public meetings in June 2008 to aid the preparation of the Navan Development Plan 2009-2015. The public consultations were held at Simonstown GAA Club, Navan O' Mahoney's GAA Club and Navan Rugby Club from 7 pm to 9 pm on the 16th, 18th and 19th of June 2008 respectively. Display boards were erected at each of the three venues which outlined some of the planning issues facing the town. These boards were complimented by a strategic issues booklet (as illustrated below) which was available to the public free of charge at the meetings. Comment forms were also provided to those who attended.



Booklet which was distributed during the public consultation meetings

The submissions and comments received during the pre-draft consultation phase were summarised and addressed in the Pre-Draft Manager's Report which was presented to the elected members of Navan Town Council and Meath County Council on July 16th 2008.

The Draft Development Plan was placed on public display from the 16th February 2009 – 27th April 2009. In addition, letters to Prescribed Bodies and service providers were issued as part of the consultation process. A Managers Report was prepared outlining the Managers' response and recommendation to the 69 submissions received. The Managers Report was presented to Meath County Council and Navan Town Council on the 25th May 2009. Having considered the Draft Development Plan and the Managers Report, Meath County Council and Navan Town Council resolved to amend the Draft Development Plan on the 24th and 29th July respectively. The proposed amendments were placed on public display from the 17th August to the 15th September 2009 and referred to prescribed bodies, 13 submissions were received. A Managers Report on submissions received as a result of the display of the amendment was presented to both councils on the 5th and 6th October and members were given a further six weeks to consider same. After consideration the members resolved to make the Plan as other than as recommended in the Managers report subject to modifications considered appropriate, (and the variation or modification the members of the authority so decide upon shall be the original variation or modification proposed by them, subject to such amendment of it as they consider appropriate). The formal making of the Development Plan was done by resolution of the Councils on the 2nd and 3rd November 2009.

CHAPTER 2: NAVAN IN CONTEXT



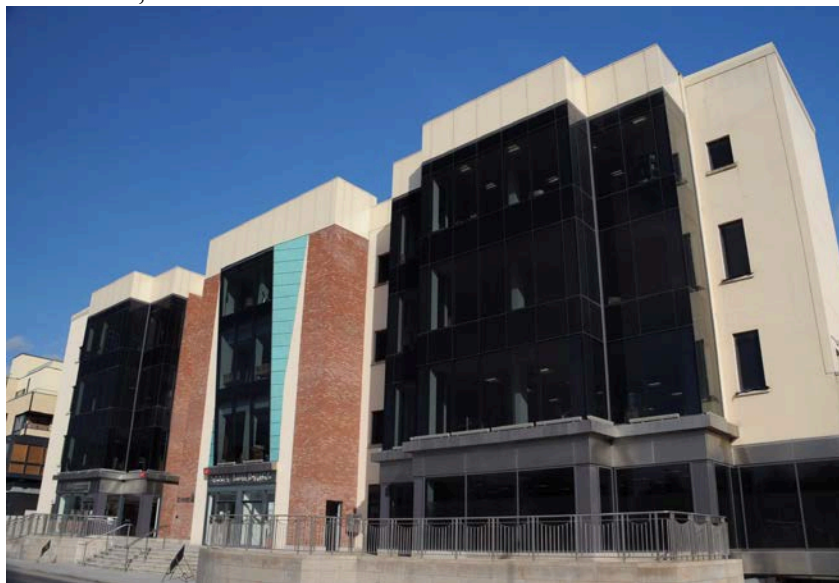
SECTIONS IN THIS CHAPTER

- 2.0 Location & Physical Context
- 2.1 Historical Context
- 2.2 Present Day Context
- 2.3 Urban Form
- 2.4 Population Context
- 2.5 Household Formation
- 2.6 Employment Context
- 2.7 Tourism Context
- 2.8 Social and Community Context
- 2.9 Heritage Context
- 2.10 Piped Infrastructure
- 2.11 Movement
- 2A1 Core Strategy
- 2A2 Strategic Planning Approach
- 2A3 Future Population Growth
- 2A4 Transport
- 2A5 Retail Development

2.0 Location & Physical Context

Navan is located approximately 45km north west of Dublin City Centre. It is the largest urban centre in County Meath. It is served by the M3 ~~N3~~ and N51 national roads. Several regional roads serve Navan including the R147 (previously the N3 Dublin-Cavan Road), R153 (Navan-Balrath); R161 (Navan – Kinnegad) and R162 (Navan-Monaghan). Another notable physical characteristic of the town is the presence of the River Boyne and River Blackwater, which flow directly through the town. The vestiges of Navan's history are clearly evident on the landscape with monuments such as Kilcarn Bridge, Athlumney Castle and parts of the Town Walls all clearly visible, which provides a sublime context for a modern expanding town. The quality and abundance of natural heritage including the Boyne and Blackwater also provides high amenity value serving as a marvellous setting for the town.

Navan is a main service centre, providing for the town's population and a large hinterland. There are a number of key land-use activities in Navan including the Courts Service which facilitates hearings of the District and Circuit Courts. The Health Service Executive oversees the operation of Navan Hospital which is a major employer and service provider for the town. Navan is also home to a range of criminal justice bodies, including the Probation Service at Athlumney House, which was officially opened on 31st October 2008 by the Minister for Justice, Dermot Ahern T.D. The Garda Civilian Human Resources Directorate, the Coroner's Service Implementation Team, Revenue Commissioners and the Property Services Regulatory Authority are also based in the town. Tara Mines, the largest zinc mine in Europe, is located just off the Kells Road on the north western fringe of the town. In addition, other significant land uses include educational, recreational, commercial and residential uses.



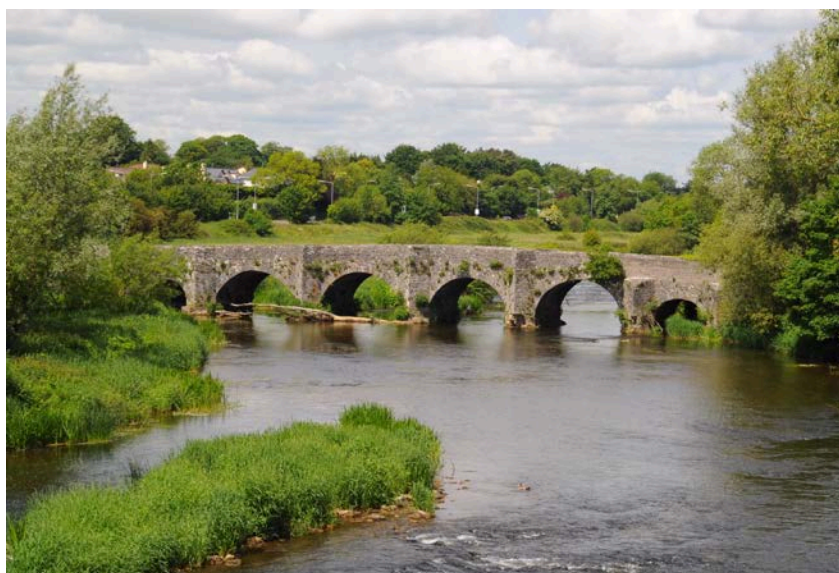
Offices of the Revenue Commissioners, Meath County Council and the Property Services Regulatory Authority

2.1 Historical Context

A small group of prehistoric objects suggests that the area where Navan stands was frequented during the Neolithic and Bronze Age period perhaps because of its suitability as a fording point. Other evidence suggests that the area was a settlement place for the Vikings. In the later middle ages the town was on the frontier of the Pale and so great was the risk of attack that the town had to be walled. As time progressed the town steadily developed to overtake Trim as the County Town.

Though much of the medieval architectural heritage did not survive the passage of time, there are a number of structures still evident in the town; the most notable include the following:

- Kilcarn Bridge, a bridge of eleven arches to which the main channel of the Boyne is confined to four large arches in the centre.
- Athlumney Castle, a three storey, four bay house attached to a tower house (1703). One of the more visible monuments today, it demonstrates the extensive and picturesque ruins of a spacious mansion in the style of domestic architecture which would have been prevalent in the 17th Century, combined with elements of fortification
- Navan Town, a walled area of 13 acres probably dating from the 15th century.



Kilcarn Bridge

2.2 Present Day Context

Today, many building influences from the 18th and 19th centuries, mostly Georgian in style are evident. Navan has a significant number of protected structures and archaeological sites. A portion of Navan town centre is also an identified Architectural Conservation Area (ACA), which is a statutory designation afforded to a place, area, group of structures or townscape, which is of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest. The narrow winding streets, consistent with its medieval origins, contribute to the notable character of the town as it is today. In the late 20th and early 21st century the development pattern has been mixed with substantial residential development in the environs of the town ensuring healthy population growth. This residential development has been complimented by significant commercial development in particular in the development of new neighbourhood centres and retail parks. A sizeable quantum of industrial land has also been developed at Mullaghboy Industrial Estate to the west of the town.

The challenge for Navan in the future is to achieve a balanced approach towards development, encouraging appropriate and sensitive new development in accordance with regional guidance which respects the town's architectural and natural heritage while at the same time creating a dynamic and successful town. The designation of part of Navan town centre as an identified Architectural Conservation Area (ACA) will help the Planning Authorities meet this challenge. The heritage value of the town and environs is an important element in the further enhancement of the tourism product in Navan and is also of high recreational, cultural, social and environmental importance. High quality architecture and urban design is a key component for successful new development in Navan. Therefore it is the intention of the Planning Authorities that all new development will compliment and respect the character of the town and its surrounding area.

2.3 Urban Form

Navan enjoys a relatively compact urban structure though it has expanded to a considerable degree in line with the major population growth experienced over the time span of the last Development Plan. The town straddles both sides of the River Boyne and River Blackwater, with development generally well balanced on all sides. In recent years the south eastern portion of the town, particularly around Athlumney/Johnstown, has experienced the most notable amount of new development. The scale of the built environment is generally low, predominantly single and two storey structures, though certain landmark buildings such as Navan Credit Union and the Academy Square apartments have raised the height profile in certain areas. More recent developments in the town such as the Solstice Arts Centre have resulted in the introduction of modern architectural urban elements into the built landscape, which complements the established charm and character of the town. Other notable new structures constructed in recent years include developments in the IDA Business Park, Navan Leisure Centre, extensions to Navan Shopping Centre, the redeveloped Dunnes Stores at Kennedy Place, office developments on Abbey Road and the major retail parks on the Kells and Athboy roads.

2.4 Population Context

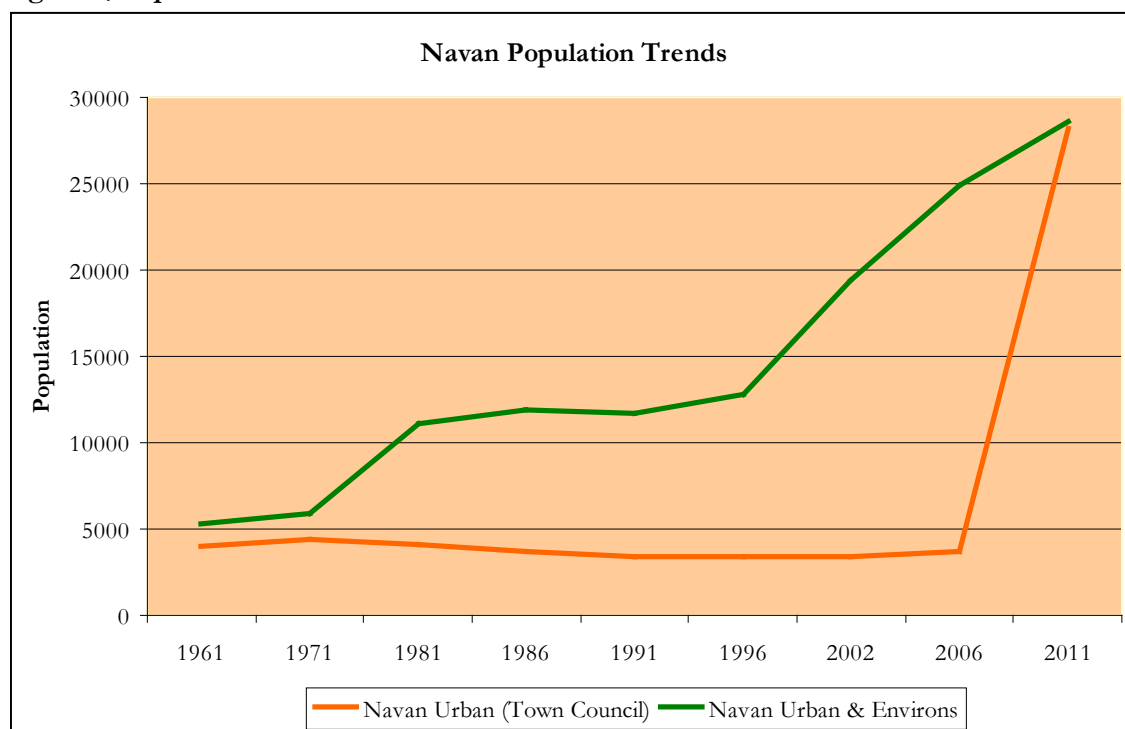
The standard source for population statistics is the census information published every 5 years by the Central Statistics Office (CSO). Navan maintained steady growth at each census from 1961 to 1996 with a particular spurt of population growth evident in the 1970's. However it was the period from 1996 to 2011 that saw unprecedented growth which was amongst the highest experienced by any urban centre in the country. The population of the Navan Environs increased by more than 125% from 9,363 persons in 1996 to 21,141 persons by 2006. It is interesting to note that the population of the legally defined Navan Town increased by a much smaller proportion during this same period from 3,447 persons to 3,710 persons, an increase of 7.6%. The change in the boundary of Navan Town Council in 2009 prevents direct comparisons between the Navan Town and Navan Environs population of 2011 with earlier years. Overall the Navan Town and Environs population increased by a phenomenal 205% between 1996 and 2011.

Table 1; Population Trends in Navan from 1961 – 2011

CSO, Census of Population Statistics 1961 – 2006, for Navan, Co. Meath				
Year	Navan Urban Population (i.e. Town Council)	% Increase or Decrease	Overall Navan Population (incl. Environs)	% Increase or Decrease
1961	3998	N/A	5255	N/A
1971	4367	+9.2%	5907	+12.4%
1981	4124	-5.6%	11136	+88.5%
1986	3660	-11.3%	11929	+7.1%
1991	3415	-6.7%	11706	-1.9%
1996	3447	+0.9%	12810	+ 9.4%
2002	3406	-1.2%	19417	+51.6%
2006	3710	+8.9%	24851	+28%
2011	28,158	659%	28,559	+14.9%
Town Council Growth 1961-2006 = -7.2%			Overall Town Growth 1961-2011 = 443%	

(Source: Central Statistics Office)

Figure 2; Population Trends in Navan from 1961 – 2011



2.5 Household Formation

Census 2011 found that the national average household size was 2.7 persons. The Census states that County Meath has 62,201 private households, with an average size of 2.97 persons, slightly above the state average.

The Regional Planning Guidelines for the Greater Dublin Area has predicted that household size in Meath will fall to 2.62 in 2016 and 2.35 in 2022. The overall population target for the county is 195,898 in 2016 and 210,260 in 2022. These figures have been applied to the Meath County Development Plan 2013-2019 in determining housing demand and distributing population growth. As stated in Section 1.5.3, Navan has been given a household allocation of 3,984 units over the period 2013-2019. This requires approximately 88.5 hectares of residential zoned land. The Navan Development Plan, as adopted in 2009, contained approximately 254 hectares, giving a surplus of 165.9 hectares. Measures have been included as part of Variation No. 1 to the Navan Development Plan to resolve this excess.

2.6 Employment Context

Over the period of the Navan Development Plan 2003-2009, a considerable number of jobs were created in Navan. After Meath County Council and Tara Mines, one of largest employment hubs in the town is the 100 acre IDA Business Park in Athlumney, on the eastern edge of Navan, accommodating 6 companies, with approximately 660 persons employed there as of February 2008, if one includes the office building adjoining the IDA Business Park accessed from off the Forfás Road.

A substantial office building was constructed in the IDA Business Park in 2009. In 2013, this building was purchased by Meath County Council as a new corporate headquarters. However it should be noted that the park still has great potential to be further developed for employment creating purposes as disregarding lands that are already developed or to which planning permission has been granted but not yet constructed, over half of the land at the Business Park is available for development.

Mullaghboy Industrial Estate and Beechmount Home Park to the west of the town also continue to develop with a high uptake of units. The 2011 Census recorded 14,360 persons in Navan in the labour force. The rate of unemployment was 23% compared to a national average of 19%. The 2011 Census recorded that the largest employment sector in Navan was commercial and trade, followed by professional services. Manufacturing, and transport and communications were the next largest sectors. Large numbers of people were also employed in public administration.

It is recognised by the Planning Authorities that many people depend for their livelihood on industries which are susceptible to the negative effects of any down turn in the global or domestic economy. It is for this reason the Development Plan promotes enterprising land uses which could create employment. It is considered that major public investment programmes such as the development of a broadband municipal area network under the National Development Plan in five Meath towns including Navan, will make Navan a more attractive location in which to do business in the future.



Athlumney House, Navan,

2.7 Tourism Context

The location of Navan set in the Boyne Valley, an area of outstanding natural beauty and at the confluence of the River Boyne & Blackwater, favours well for tourism. The tourism sector in Navan has improved over recent years. The town offers a number of attractions and facilities from shops, cinema, pubs, hotels and restaurants to golf courses, horse racing, and the Rivers Boyne and Blackwater. It is located in close proximity to the renowned historical site of 'The Hill of Tara' and to Slane which plays hosts to the world famous rock venue, Slane Castle. It is also strategically located in the centre of the other major tourist attractions in the County such as Newgrange, Knowth and Dowth, Trim Castle, Bective Abbey, Kells and Slieve na Calliagh. Nonetheless Navan lacks a clear and strong image as a tourist destination.



Navan Racecourse

2.8 Social and Community Context

2.8.1 Education

The Meath County Development Board stress the importance of education and training to society in “Le Chéile – An Integrated Strategy for Meath to 2012” where they state “Meath’s future success depends on all elements of the educational system from pre-school through to Primary and Second Level to Third Level and continuing education. The up skilling of the County’s workforce will be vital to economic success.” Meath County Council and Navan Town Council fully concur with this sentiment.

However it should be noted that the physical delivery of educational facilities falls outside the remit of the Planning Authorities. This is the responsibility of central government and the Department of Education and Science in particular. Notwithstanding this, the Planning Authorities will endeavour to facilitate the provision and enhancement of educational facilities in Navan, acting in accordance with *‘The Provision of Schools and the Planning System’* a Code of Practice for Planning Authorities, the Department of Education and Science, and the Department of the Environment, Heritage and Local Government, published in July 2008.

Primary Schools



Scoil Mhuire, Abbey Road

There are 13 no. primary schools in Navan as listed in Table 2 below.

Table 2, Navan Primary Schools

Primary Schools	Address
St. Oliver's Primary School	Blackcastle, Navan, Co. Meath
St. Paul's Primary School	Rathaldron Road, Navan, Co. Meath
St. Anne's Primary School	Church Hill, Navan, Co. Meath
St. Joseph's Primary School	Railway Street, Navan, Co. Meath
Scoil Mhuire Primary School	Abbey Road, Navan, Co. Meath
Scoil Eanna Primary School	Trim Road, Navan, Co. Meath
Flowerfield Primary School	Trim Road, Navan, Co. Meath
St. Ultan's Special School	Flowerhill, Navan, Co. Meath
St. Stephen's Primary School	Athlumney, Navan, Co. Meath
Educate Together Primary School	Old Dan Shaw Centre, Commons Road, Navan, Co. Meath
St. Mary's Special School	Johnstown, Navan, Co. Meath
Scoil Naomh Eoin	Clonmagadden, Navan, Co. Meath
Ard Rí Community National School	c/o Navan Rugby Club, Navan

The majority of the above primary schools are operating beyond capacity, with limited opportunity to expand. Two of the schools (Educate Together Primary School and Ard Rí Community National School) are in temporary accommodation having only been established in recent years. Planning permission was granted to Educate Together in 2013 for the construction of a 16 classroom two storey school building. Until September 2013, St. Stephen's National School was in temporary accommodation. However, following extensive collaborative work between the Department of Education and Science, Meath County Council and Navan Town Council, lands were purchased by Compulsory Purchase Order for an educational campus to comprise of a primary school, special school and post primary school. Permission was granted for a new primary school and phase I of the post primary school in 2012 and construction commenced in early 2013. The new primary school was opened in September 2013. Scoil Naomh Eoin initially opened in temporary accommodation. However, permanent premises for the school were constructed and officially opened in February 2012.

A more detailed analysis of primary education provision and future needs is provided in Chapter 8.

Table 3; Navan Post Primary Schools

Post Primary Schools	Address
Beaufort College	Trim Road, Navan, Co. Meath
St. Patrick's Classical School	Moatlands, Navan, Co. Meath
St. Michael's Loreto Convent	Athlumney, Navan, Co. Meath
St. Joseph's Secondary School	Railway Street, Navan, Co. Meath
Coláiste Na Mí	Johnstown, Navan

Permission has been granted for Phase 1 of a new secondary school in Athlumney, Coláiste Na Mí, on the same site as St. Stephen's National School. This school opened in September 2013. A further site for a secondary school has been identified in Clonmagadden. A more detailed analysis of post primary education provision is provided in Chapter 8.

2.8.2 Health Care



Bailis Resource Centre, Navan

Acute hospital services for Navan are currently provided at Our Lady's Hospital, Navan. Patients are also referred to specialist services in the various Dublin hospitals. Services at Our Lady's Hospital located on the Athboy Road include Medicine, Surgery, Obstetrics and Gynaecology, Paediatrics and Anaesthesia. There is also a number ancillary medical and care services operating in the town, including dentists, physiotherapists, chiropractors and private medical practices.

Having regard to the existing and projected future population and having regard to the limited health services currently available in Navan, there is a growing need for new and expanded health care facilities, particularly primary health care services in Navan. The Planning Authorities acknowledge that the HSE is progressing plans for a major new regional hospital in the North East for which Navan is the recommended location. The Planning Authorities will co-operate with the HSE and other agencies in facilitating the provision of this and other health care services, and to this end, a number of specific objectives will be included in this Development Plan with regard to new and expanded health care facilities.

2.8.3 Recreational, Sport and Leisure Facilities and Open Space



Navan Race Course and Golf Course

Access to recreational facilities is essential to maintain a healthy lifestyle and enjoy a good quality of life. Navan is very well provided for in terms of outdoor recreational facilities. However increased investment will be required over time with regard to indoor recreational facilities given the growing population. At the time of writing the town had golf as well as pitch and putt facilities, modern GAA facilities, football and tennis grounds as well as a swimming pool, gyms and an indoor Karting centre. Navan also has a designated walking route and children's playground.

One should not overlook the important role that public and private open space in residential areas plays in people's everyday lives. Private open space usually provides a safe, enclosed area for the resident's personal enjoyment and relaxation, but it can also act as recreational and living space for children and pets respectively. Navan is not particularly well provided for in terms of public open space at present, but plans for a major new multi-million euro town park should assist in addressing this situation. Phase I of this park has been completed and was officially opened in 2013. During the last Development Plan period, a major upgrade was carried out at Kennedy Place and this site has great potential to be used for as a civic space for public events and performances.

2.8.4 Library and Arts Facilities



Navan Arts Centre and Library

It is recognised by the Planning Authorities that the library service plays a vital role in underpinning many cultural and educational activities in Navan. The Navan branch library located on Railway Street offers a wide range of services to the public of both an educational, cultural and entertaining nature. The library can be accessed by community groups and members of the public free of charge. Facilities and services include an exhibition and display area, a study area, a kid's zone, audio/visual facilities, internet access and local history room. The Meath library service recognises the importance of accessibility for all and so a range of books is available in large print and audio format.

The arts sector has experienced significant activity over the past 5 years, with capital investment and investment in programming and events. The most notable achievement has been development of the state of the art architecturally designed 'Solstice' Arts Centre on Railway St. The opening of a new arts centre for Meath in April 2006 is a clear expression of the local authorities belief in the importance of a living, expressive and diverse culture that enriches the lives of the people of Meath. Solstice is the first major cultural centre provided in the county and is already being recognised as the finest centre outside of Dublin. It maintains a diverse range of high quality programmes of particular local interest delivered to international standards. This centre has been developed at a cost of €13.5m which has been funded by a grant of €2.9m from the Department of Arts Sport and Tourism, some local contributions and the significant balance from Meath County Council and Navan Town Council.

2.8.5 Childcare Facilities

The Planning Authorities acknowledge the important role that childcare facilities play in enabling people to participate fully in society and their important contribution towards tackling social disadvantage. The availability of childcare facilities can enable people to access employment, education and social networks. The Department of the Environment, Heritage and Local Government published Childcare Facilities, Guidelines for Planning Authorities in June 2001. The Planning Authority is obliged to have regard to these guidelines in the performance of its functions including the development management process.

According to the Meath County Childcare Committee's policy document 'Embracing the evolving role of Childcare, Meath County Childcare Committee Strategic Plan 2007-2010' there are currently 1,406 childcare places in Navan (Navan Urban and Navan Rural) which means that only 41% (3,415) of the projected 0-14 child population (2006) in this locality have access to childcare places. There are substantially more sessional places than full day care places in both

areas. Therefore, funding for full day care places is to be prioritised under the National Childcare Investment Programme. The provision of baby places is also a priority for Navan town as 610 births were recorded in 2003, with this figure increasing annually. School age childcare accounts for only 5% of the childcare provision in Navan indicating that such facilities are a priority for funding. In Navan, there is a total of 59 childminders catering for 112 children in the area. This is the highest number of childminders within the county. It will be important to continue to support these childminders.

2.8.6 Fire Service

Meath County Council is the Fire Authority for the administrative area of County Meath, including the Navan Town Council area. The central fire station is based at Abbey Road, Navan. There are six other fire stations located throughout the county at Ashbourne, Dunshaughlin, Kells, Nobber, Oldcastle and Trim. During 2004, Meath County Council and Dublin City Council entered into an agreement whereby the Computer Aided Mobilization Project (CAMP) service will provide arrangements for the mobilization of Meath fire brigades. Deployment of fire appliances is therefore on a regional basis. The Fire Service is an important life saving emergency service provided by Meath County Council. The Fire Service also has a responsibility in relation to fire safety standards in the design of new and improved buildings, changes of use and also in relation to the fire safety aspects of the daily use of buildings which are accessed by the public. Under the Building Regulations, separate applications are sent to the Fire Authority to obtain a Fire Safety Certificate and this is obtained prior to construction. The role and functions of the Fire Authority are intertwined with other core services of Meath County Council such as planning, housing, water services and roads;

- planning decisions can have a major effect on the risk level in a particular area;
- good housing maintenance practices can impact significantly on the level of chimney fires;
- the fire service's water supply requirements need to be taken into account in designing water supply systems, and;
- the quality of roads and traffic management systems can affect fire brigade incident response times.

It is important, therefore, for the benefit of the community, that there are effective working relationships and co-operation between the Fire Authority and the other Local Authority services on a continuous basis. For more information on Navan's Fire Service see www.navanfirebrigade.ie.



Navan Fire Station's Class B fire tender

2.9 Heritage Context

There were 187 structures considered to be of architectural, artistic and historic interest, protected in the Navan Development Plan 2003 - 2009. All Planning Authorities in accordance with Part II, Section 10 (f) of the Planning & Development Acts 2000-2014 are required to include in a Development Plan objectives for the protection of structures, or parts of structures, which are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest. These buildings and structures are compiled on a register known as the Record of Protected Structures (RPS). The review of the Navan Development Plan will update the Navan Development Plan RPS having regard to:

- The DoEHLG National Inventory of Architectural Heritage for County Meath (NIAH) which surveyed County Meath and has recommended that all structures deemed of regional, national and international importance should be included as Protected Structures in the RPS.
- Architectural Heritage Protection – Guidelines for Planning Authorities.

The 2003-2009 Navan Development Plan identified;

- 187 Protected Structures
- 1 architectural conservation area
- 19 preserved views and prospects
- 1 candidate Special Area of Conservation
- 23 Historical Sites and Monuments

2.10 Piped Infrastructure

2.10.1 Water Supply

Navan's public water supply is sourced primarily from the Blackwater at Liscarton Works and augmented by Kilcarn Works on the Boyne. Liscarton was constructed in the 1970's and produces 12,000 m³ daily whilst Kilcarn which was constructed in 2003 produces 2,500 m³ daily. There is currently spare capacity within the system of approximately 5,000 Population Equivalent.

The Navan Mid. Meath Water Supply Scheme involves the development of a new water supply from a proposed abstraction from the River Boyne at Dowdstown and a new water treatment works to be constructed nearby. Meath County Council has secured the right to abstract up to 44,000m³/day from the river Boyne at Dowdstown and are advancing a Stage 1 contract to develop 20,000m³/day Water Treatment Plant (WTP). The new WTP will supply Navan via a

new reservoir which has already been constructed (in 2010) at Carn Hill and which has a capacity of 16,000 m³. The Dowdstown supply, when realised, will replace the existing Liscarton and Kilcarn supplies.

The proposed new Dowdstown WTP and associated strategic network improvements are currently being planned and designed and will require an investment of an estimated €35m. The Councils will be working closely with Irish Water to endeavour to have these contracts included in the 2014 – 2015 WSiP. If included in the next WSiP, these works could be realised and operational by 2018 and would thereafter meet the projected water supply needs of Navan for a further 20 years at least.

2.10.2 Wastewater

The Navan wastewater treatment plant at Farganstown was built and commissioned in 2000. It has a licensed capacity of 50,000 P.E. There are considerable fluctuations in the average recorded flows within the plant which have varied from 38,000 Population Equivalent Annual Equivalent Rate (PE AER) in 2009 to 29,000 PE AER in 2010. There are some localised sewer network constraints, which will require capital investment to address. However, this is not considered to be a particular obstacle to non domestic development.

Whilst the new wastewater treatment works at Farganstown was accompanied by an extension of the sewer network, none of the extensive existing sewer network was rehabilitated. There are substantial and un-quantified volumes of storm water and infiltrated groundwater in the sewer network taking up capacity in many sewers and pumping stations. Works to address this are required not only to reclaim/provide capacity but also to satisfy conditions included in the EPA Licence for the Waste Water Treatment Works. The project to upgrade the sewer network is not included in the current (2010 – 2013) Water Services investment Programme (WSiP), however, the Councils will work with Irish Water to endeavour to have it included in the next (2014 – 2015) WSiP.

2.10.3 Surface Water Drainage

‘The Planning System and Flood Risk Management’ guidelines provide sound advice to Planning Authorities on how to minimize flood risk through the planning process including Development Plans. In addition, the First Schedule of the Planning and Development Acts 2000-2014 indicates that Development Plans may include objectives regulating, restricting or controlling development in areas at risk of flooding (whether inland or coastal), erosion and other natural hazards. In light of the above, the Planning Authorities have required that all developments incorporate ‘Sustainable Urban Drainage Systems’ (SuDS) as part of the development proposals. SuDS are effective technologies which aim to reduce flood risk, improve water quality and enhance biodiversity and amenity. It is proposed to continue this policy of requiring SuDS proposals to accompany all appropriate developments in Navan.

2.11 Movement



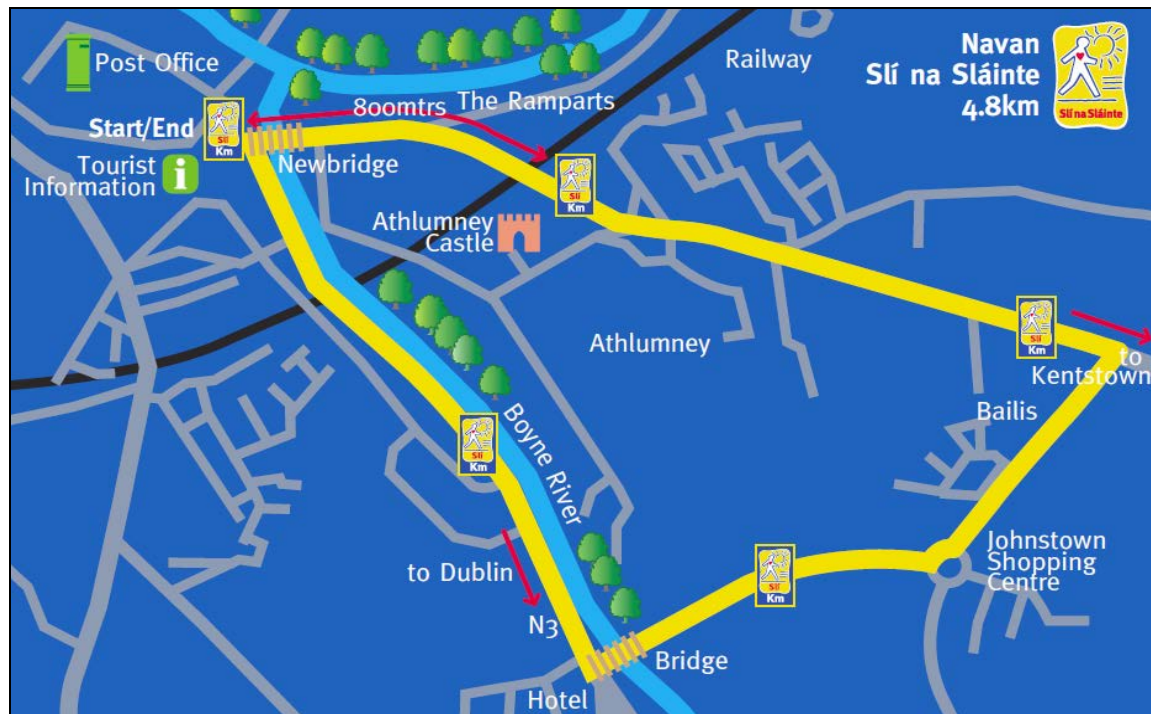
Navan Inner Relief Road Bridge

Navan functions as a major transportation mode in Co. Meath. The town is strategically located close to the M3 motorway which connects Dublin to Ballyshannon via Cavan. The N51 National Secondary Road passes through the town and connects Drogheda with Mullingar. Navan also is served by several regional roads, namely the R147, R153, R161, and R162. The town experiences high levels of through traffic as a result. The town has benefited greatly from the construction of the M3 Clonee to North of Kells Motorway Scheme which has provided a bypass for the town with a southern interchange accessible from Kilcarn and with a northern interchange accessible from the Athboy Road. The proposed future development of an Outer Orbital Motorway from Drogheda to Navan to Trim and on to the M7 motorway finishing near Naas will also significantly improve road access to Navan in the longer term.

During the term of the 2003 – 2009 Navan Development Plan, environmental improvements were carried out on many streets in Navan. Many of the footpaths in Navan have been upgraded with high quality paving. Road access has been improved with the development of new road and bridge schemes. Pay parking continued to remain in operation to discourage all day commuter parking and to encourage more people to travel to Navan for short stay retail and leisure visits.

Public bus services between Navan and Dublin are very good with Bus Éireann running over 50 buses each way per day. The company also operates a town bus service which services three different routes. The Flexibus rural transport service provides an excellent local service by linking Navan with the following local villages; Oldcastle, Bohermeen, Drumconrath, Athboy, Trim, Ballivor, Summerhill, Longwood and Clonmellon. It is envisaged increased bus stop provision will be necessary in the town centre expansion areas as these areas develop. Navan is not served by an operational rail link, but Transport 21 does provide for the extension of the Clonsilla – Pace line to Navan by the end of this Development Plan. The detailed design for the rail link from Pace to Navan is at an advanced stage of completion and significant public consultation has been conducted by Iarnród Éireann. However, according to the 'Infrastructure and Capital Investment 2012-16: Medium Term Exchequer Framework' (2011), the project has been deferred for consideration in 2015 in advance of the next Public Capital Programme.

Pedestrian permeability in Navan is currently considered to be reasonably good but certain areas will require ongoing improvement. There is a Slí Na Sláinte walking route through the town, Slí na Sláinte stands for 'path to health'. Developed by the Irish Heart Foundation, it's the outgoing way to make walking far more enjoyable. The identified route is outlined in the diagram below.



Navan Slí na Sláinte Route

However the situation is quite different for cyclists. The street pattern of the town makes the retro fitting of dedicated cycle ways difficult. In addition the current volumes of traffic do not contribute to a positive experience for cyclists in the town. However more recently developed outlying areas in the environs of the town could benefit from the introduction of a cycle lane network. The development of such would be undertaken by the Roads Department subject to funding.

Transport 21 includes the following provisions which are of some relevance in the context of transport in Navan:

- Provision for upgrading regional and local bus services. €9 Million per annum will be devoted to the Rural Transport Initiative (RTI);
- Completion of the M3 Motorway by 2010;
- A new rail service will serve Navan by 2015. Phase 1 will comprise of a spur off the Maynooth line to Dunboyne (2010). The second phase is an extension of this line to Navan;
- Planning studies are ongoing as to the feasibility of an Outer Orbital Motorway from Drogheda – Navan – Trim – Kilcock – Naas, linking the M1, N2, M3, M4 and M7 (also referred to as the Leinster Orbital Route).

2A1 Core Strategy Introduction

Navan is the county town and administrative centre in Meath. It occupies a central location in the county and a strategic position in the hinterland of Dublin City. In relation to the latter, the town benefits from a high quality environment situated in the rolling countryside of Meath but with easy access to the metropolitan area of the city and international air and sea connections. The existing status and potential of Navan are recognised in the designation of the centre as a Large Growth Town I and a Primary Economic Growth Centre in the Regional Planning Guidelines for the Greater Dublin Area 2010-2022. This core strategy outlines, at a strategic level, the overall development framework for Navan. It is complemented by the other chapters of this Development Plan which outline in more detail the economic strategy for Navan, guidance on the form of residential development, measures for the protection and enhancement of the built, natural and cultural heritage and appropriate standards for development.

The Core Strategy also fulfils the requirements of planning legislation with regards to the prescribed content and purpose of a core strategy. The purpose of the core strategy, as defined in the Planning and Development (Amendment) Act 2010, is to show that the development objectives in the Development Plan are consistent, as far as practicable, with the national and regional development objectives that are set out in the National Spatial Strategy and Regional Planning Guidelines for the Greater Dublin Area (RPGs). In addition to this general objective, the legislation makes specific reference to the inclusion of information in respect of:

- i. the city or town centre concerned;
- ii. the areas designated for significant development during the period of the development plan, particularly areas for which it is intended to prepare a local area plan;
- iii. the availability of public transport within the catchment of residential or commercial development; and,
- iv. retail centres in the town centre.

The Core Strategy is a positive framework approach that outlines the focus for the expansion of Navan and where funding priorities will be directed to ensure that the urban core is consolidated and that the town's growth is directed to those areas that can best accommodate and facilitate sustainable growth over the remainder of the plan period. It remains a strategic priority to ensure the delivery of the Navan Rail project although acknowledging that it will not be delivered within the remainder of this plan period. The Core Strategy will set out a phasing strategy which identifies the most strategic sites for future residential, commercial and employment generating development. These sites are essential to support the achievement of a sustainable living environment through locating future residential developments where the necessary infrastructure is available together with supporting employment, social and community facilities.

2A2 Strategic Planning Approach

This Core Strategy aims to support the role of Navan as a dynamic urban centre and the focal point for the economic, cultural and social development of County Meath. The priorities for Navan in order to achieve this are as follows:

- To consolidate position of Navan as a Large Growth Town I as part of a Primary Economic Growth Area together with Kells and Trim and as an economic driver within the County and Region;
 - Navan Development Plan 2009-2015 identifies land for industrial and commercial development which is capable of generating the requisite level of job creation needed to provide employment opportunities and realise the role of Navan as an anchor for regional enterprise;

- The Economic Strategy seeks to build on the success of the IDA Business Park, Mullaghboy Industrial Park & Beechmount Home Park. Other lands have been identified at Clonmagadden, Mullaghboy, Knockumber and Farganstown.
 - Development sites have been strategically placed adjacent to existing residential areas, local distributor road network and others were identified on the premise of identified improvement to this road network, the completed M3 Motorway and the future provision of a rail service;
 - Provision of mixed residential and business uses along the R147 corridor served by a high quality multimodal transport route thus providing an attractive gateway to the town.
 - Site reserved for proposed Regional Hospital to the north of the town, served by both a high quality local distributor road network, rail corridor and in close proximity to the M3 Motorway.
- To focus on developing Navan as a 'Destination Town' making an exemplar of sustainable transport, improving economic competitiveness through maximising the efficiency of the transport system, alleviating congestion and infrastructural bottlenecks and by increasing the employment base to sustain the resident population;
- To provide for the household and population projection / target for period up to 2019 as an integral part of Core Strategy for Navan Development Plan coinciding with the life of the Meath County Development Plan 2013 – 2019 whilst planning for the required infrastructure required to realise the longer term population horizon of 50,000 people;
- To facilitate the consolidation of commercial, retail, employment and residential uses in central areas of the town and identified opportunity sites thus reinforcing the primacy of the town centre;
- To support the gradual extension of commercial development towards the town centre expansion area which will include the future Navan Central Train Station to reinforce position of Navan as the primary comparison retail centre in Meath befitting its Level II Town Centre status in the retail hierarchy for the Greater Dublin Area;
- The Town centre will be supported by a series of neighbourhoods focused, where possible, on neighbourhood centres in proximity to large concentrations of residential development at various locations throughout the town. Similarly, the education strategy seeks to provide future schools closer to where people live. Zones of enterprise and employment shall also be established in the new neighbourhoods, and;
- The implementation of a Local Transport Plan which will seek to maximise the use of public transport, improve the safety of vulnerable road users, reduce traffic congestion and develop a more attractive urban centre which is not dominated by the private car. The Local Transport Plan will seek to
 - Protect the town centre from the impact of traffic congestion and examine the possibility of introducing pedestrianisation where appropriate and practical;
 - Strong integration between transportation planning and land use planning;
 - General reduction in the need to travel, especially by car, through land use planning which promotes a sustainable mix of uses;
 - Provision for the future transportation needs of Navan including rail, and;
 - Increasing the modal share of walking and cycling around Navan.
- Construction of the local distributor road network is considered critical to the future development of Navan and will link all of the radial routes in Navan to each other and to the motorway interchanges without having to pass through the existing town centre. Several new road schemes will be required in order to support the sustainable development of the town.

- To support the resident population by improving the quality of life and accessibility to transport for all.

The Core Strategy Map (Map No. 6) is presented in the Book of Maps.

2A3 Future Population Growth

The Navan Development Plan as originally adopted in 2009, did not contain any Plan-specific population projection. Instead, reference was made to the upper growth limit for Large Growth Towns as set out in the Regional Planning Guidelines for the Greater Dublin Area 2004. The legal requirements for a core strategy require more specific information to be provided in respect of population and household growth. The growth populations contained in this core strategy are taken directly from the Meath County Development Plan 2013-2019, which in turn is in accordance with the Regional Planning Guidelines for the Greater Dublin Area 2010-2022. An extract of Table 2.4 from the Meath County Development Plan 2013-2019, which details the household growth for Navan, is shown in Table 2A1.

Table 2A1: Household Allocation and Land Availability in Navan

	Household Allocation 2013-2019	Av. Net Density Applicable unit/ha	Quantity of Residential Zoned Land Required*	Available Land Zoned for Residential Use (Ha)	Available Land Zoned for Mixed Use incl. Residential (Ha)**	Total Available Zoned Land (Ha)	Deficit/ Excess (ha)
Large Growth Town I							
Navan*	3,984	45	88.5	240.5	13.9	254.4	165.9

*As per the Guidance Note on Core Strategies (DoEHLG 2010) the SDZ at Clonmagadden has not been included in the figure for residential zoned land in Navan.

**Note that the figure entered represents 30% of the total available mixed use land zoning, reflecting that residential uses would be subsidiary use in these zoning categories that relate to town and village centre sites and edge of centre sites.

The Meath County Development Plan 2013-2019 also indicated that there were 786 units in Navan with planning permission which had yet to be constructed. This has been updated as part of the preparatory work for this core strategy to 877 units, as at November 2013.

The Core Strategy for the existing Meath County Development Plan 2013 – 2019 assumes a net density of 45 units per hectare across all zonings which would provide residential development. Having reviewed the location of available land banks and their relative remove from either the proposed R147 public transport corridor or the town centre, it is not considered realistic to propose such high densities across the entire development plan envelop. Instead, maximum densities have been differentiated across the available land parcels. Navan Town Council/ Meath County Council have retained the suggested density of 45 units per hectare where this is considered appropriate. The lands subject to AD could be afforded densities of up to 50 per hectare due to their proximity to the proposed northern train station at some future date and adjoining the regional park. It is considered that a density of 30 - 35 units per hectare for remaining residentially zoned lands is more realistic having regard to their location at a relative remove from the town centre and the prevailing densities within the wider area. It is noted that the approved density of the Clonmagadden SDZ Planning Scheme was 37 units per hectare which would support such a position. With regard to commercial and mixed use zonings, a density of 20 units per hectare is considered reasonable as residential will not be the predominant use proposed.

Table 2A2 details the current situation with regard to the extent of zoned lands in Navan which could accommodate residential development either predominantly or in combination with other

uses. It should be noted that these figures exclude lands subject to flood risk which were identified in the Flood Risk Assessment Study carried out in tandem with the preparation of this core strategy.

Table 2A2: Residential/Mixed Residential Sites in Navan

Site Name	Zoning	Land Area	Max. Density	Yield
Site A Tara Mines	A2	20.21	50	1,011
Site B Clonmagadden	A2	9.4	35	329
	C1	1.5	20	30
Site C Simonstown	A2	1.07	30	32
Site D Clonmagadden SDZ	A2	38.1	37	1,410
Site E Blackcastle	A2	7.4	45	333
Site F Boyne Road	A1	2.2	30	66
Site G Farganstown	A2	35.7	45	1,607
Site H St. Martha's	A2	9.5	45	428
Site I Johnstown	A1	2.4	30	72
Site J Swan Lane	A1	1.5	30	45
Site K Academy Street	A2	19.11	45	860
Site L Trim Road North	C1	17.68	20	354
Site M Trim Road South	A2	30.94	45	1,392
Site N Beechmount	C1	1.6	20	32
Site O Trim/Commons Rd	A2	30.71	40	1,228
Site P Commons Lane	A2	4.1	30	123
Site Q Mullaghboy	A1	2.3	35	81
Site R St. Pat's N51	A1	3.5	45	158
Site S Beside rugby club	A1	2.03	30	61
Total		240.95¹		9,649

2A3.1 Evaluation of Residential Zoned Land

Land use zoning identifies firstly, the quantity of different types of land uses needed over the plan period and secondly, the best locations for such land uses to be situated. A Development Plan should ensure that enough land will be available to meet anticipated development requirements and will be developed in a sequential and co-ordinated manner. The previous section has illustrated that there is extensive over zoning in the Navan Development Plan to provide for anticipated residential growth over the 6 year horizon whilst noting that the lands required accommodating the County Development Plan 2013 – 2019 allocation for Navan should be identified to allow for the infrastructural needs beyond of the Plan to be considered. Demand management techniques need to be applied which introduce a prioritization for

¹ It is noted that this figure differs from that shown in the County Development Plan Table 2.4 which is replicated on the previous page. A number of factors account for the difference between the 2 figures quoted. Firstly, the land area for the Clonmagadden SDZ has now been included which extends to 38.1 hectares although accepting that only part of this site has a realistic expectation of being developed over the remaining life of the Navan Development Plan or current County Development Plan 2013-2019. In addition, the areas identified previously which were contained within Flood Zones A & B of the Strategic Flood Risk Assessment were also excluded from further consideration as were sites with an area less than 1.0 hectare. Different methods were also used to calculate the quantity of mixed use zoned lands available for residential development. The County Development Plan included a figure of 30% of the total land for mixed use zonings, reflecting that residential development would be a subsidiary use on such lands. However, the core strategy in the Navan Development Plan has used the overall site area for mixed use zones and stipulated a lower density to account for the mix of uses on these lands.

residential development which ensure that no development occurs beyond the outer edges of existing built up areas while intervening lands lie undeveloped. Having regard to the status of Navan as a Large Growth Town I in the Hinterland Area of the Greater Dublin Area, it is considered that a prioritising or phasing of development inclusive of the identification of strategic reserves beyond the life of the next Development Plan will satisfy the requirements of the DoEHLG Guidance Notes on Core Strategies (November 2010).

The Meath County Development Plan 2013-2019 identifies a range of criteria which should be taken into account when determining the release and development of residential land:

- *where land is to be phased in a settlement, a sequential approach should be applied, as set out in the 'Development Plan Guidelines for Planning Authorities' (Department of the Environment, Heritage and Local Government, 2007) and emphasised in the 'Sustainable Residential Development in Urban Areas' guidelines (Department of the Environment, Heritage and Local Government, 2009).*
- *the efficient use of land by consolidating existing settlements and promoting a compact urban form.*
- *the provision of necessary physical infrastructure, primarily the availability of capacity in water and wastewater infrastructure.*
- *spare capacity in existing (and anticipated) social infrastructure, primarily national and second level educational facilities.*
- *a more sustainable economic base whereby a greater percentage of the population are employed locally.*
- *The location and scale of existing permissions in the particular town or village.*
- *Flood risk assessment and the Flood Risk Management Guidelines.*
- *Potential environmental impacts including those relating to the Habitats Directive, strategic environmental assessment and environmental impact assessment.*

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 – 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 for 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.

Each of the 19 no. land parcels in the Navan Development Plan was ranked against these criteria. The distance from each site to the town centre and educational facilities was calculated using Google Maps². Sites scored a point for each 500m distance between the site and the facility in question. 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 recorded as 1;
- If the total score from criteria between 7 and 8 then it was recorded as 2
- If the total score from criteria between 9 and 10 then it was recorded as 3
- If the total score equal or exceeding 11 then it was recorded as 5

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

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

The location of the subject sites are shown on the Land Evaluation Sites Map (See Appendix VII). Table 2A3 details the evaluation scores while Table 2A4 lists the sites in order of their ranking and the phasing proposed. Phase I coincides with the period 2013-2019 and the remainder of the land parcels represent a Strategic Reserve identified for future medium to long term needs. Although the SDZ lands ranked quite low in the evaluation, Phase 1 of the approved SDZ scheme is allowed for in the Order of Priority, taking into account that the scheme operates independently of the provisions of the Navan Development Plan.

² 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 2A3: 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 2A4: Phasing for Residential/Mixed Residential Land Parcels

Site Name	Zoning	Land Area	Max. Density	Yield	Phase I 2013-2019	Phase II Post 2019
Site N Beechmount	C1	1.6	20	32	32	
Site K Academy Street	A2	19.11	45	860	460	400
Site R St. Pat's N51	A1	3.5	45	158	158	
Site Q Mullaghboy	A1	2.3	35	81	81	
Site E Blackcastle	A2	7.4	45	333	333	
Site L Trim Road North	C1	17.68	20	354	300	54
Site H St. Martha's	A2	9.5	45	428	428	
Site S Beside rugby club	A1	2.03	30	61	61	
Site F Boyne Road	A1	2.2	30	66	66	
Site I Johnstown	A1	2.4	30	72	72	
Site B Clonmagadden	A2	9.4	35	329	189	140
	C1	1.5	20	30	30	
Site J Swan Lane	A1	1.5	30	45	45	
Site P Commons Lane	A2	4.1	30	123	123	
Site O Trim/Commons Rd	A2	30.71	40	1228	300	928
Site C Simonstown	A2	1.07	30	32	32	
Site G Farganstown	A2	35.7	45	1607	400	1,207
Site M Trim Road South	A2	30.94	45	1392	0	1,372
Site A Tara Mines	A2	20.21	50	1011	460	551
Site D Clonmagadden SDZ	A2	38.1	37	1410	500	910
Total				9,649	4,070	5,562

A number of the larger sites are subject to phased release, taking into account the size of the land parcel and likely time frame required for their development. The lands for release in Phase 1 are shown on the Land Use Zoning Objectives map with the exception of Site L as stated below. These are:

Site K: 460 units are identified for release in Phase 1. .

Site L: 300 units are identified for release in Phase 1 on the C1 zoned lands. The lands to accommodate these shall be identified as part of the a URM plan to be prepared for these lands.

Site B: 189 units have been identified for release in Phase 1.

Site O: 300 units have been identified for release in Phase 1.

Site G: 400 units have been identified for release in Phase 1.

Site A: 460 have been identified for release in Phase 1.

No lands in Site M are identified for release in Phase 1. It is considered preferable to develop the lands with a C1 'Mixed Use' land use zoning objective to the north identified in Master Plan 8 which would promote a sequential approach to development from the town centre outwards rather than opting for lands within Site M.

Objectives

In respect of the core strategy, it is an objective of Meath County Council and Navan Town Council:

CS OBJ 1	To promote and facilitate the development of sustainable communities through land use planning, by providing for land uses capable of accommodating employment, community, leisure, recreational and cultural facilities having regard to the quality of the environment, including the natural environment, landscape character and the archaeological and architectural heritage.
CS OBJ 2	To ensure that planning applications for residential development adhere to the Order of Priority Phasing Programme for Navan as set out in Table 2A4 of this Development Plan. The Phase 1 lands include those sites with the benefit of an extant planning permission for multi unit residential development from the date of publication of Variation No. 1 of the Navan Development Plan. No extension of duration permitted for multiple unit residential developments pursuant to Section 42 of the Planning and Development Act 2000-2014 shall extend the life of the planning permission beyond the period of the Meath County Development Plan 2013 – 2019.
CS OBJ 3	<p>To operate an Order of Priority for the release of residential lands as follows:</p> <ul style="list-style-type: none">i) The lands identified with an A2 “<i>New Residential</i>” land use zoning objective corresponds with the requirements of Table 2A4 of this Development Plan and are available for residential development within the life of this Development Plan.ii) The lands identified with an A2 “<i>New Residential</i>” land use zoning objective but qualified as “<i>Residential Phase II (Post 2019)</i>” are not available for residential development prior to 2019.

2A4 Transport

A well developed transport network and improvising accessibility and connectivity is central to this core strategy. It is critical that this is balanced across all the various modes of transport by facilitating walking and cycling, the use of public transport and an efficient road network. It also involves reducing overall travel demand in the first instance by prioritising mixed use development and the development of areas in proximity to existing services and facilities. This approach to transport will fulfil social objectives such as reducing isolation by lessening dependence on access to private transport and supports economic activity by promoting easy access to and within Navan. It will also minimize the negative impacts of transport on the local and global environment through reducing localised air pollutants and greenhouse gas emissions.

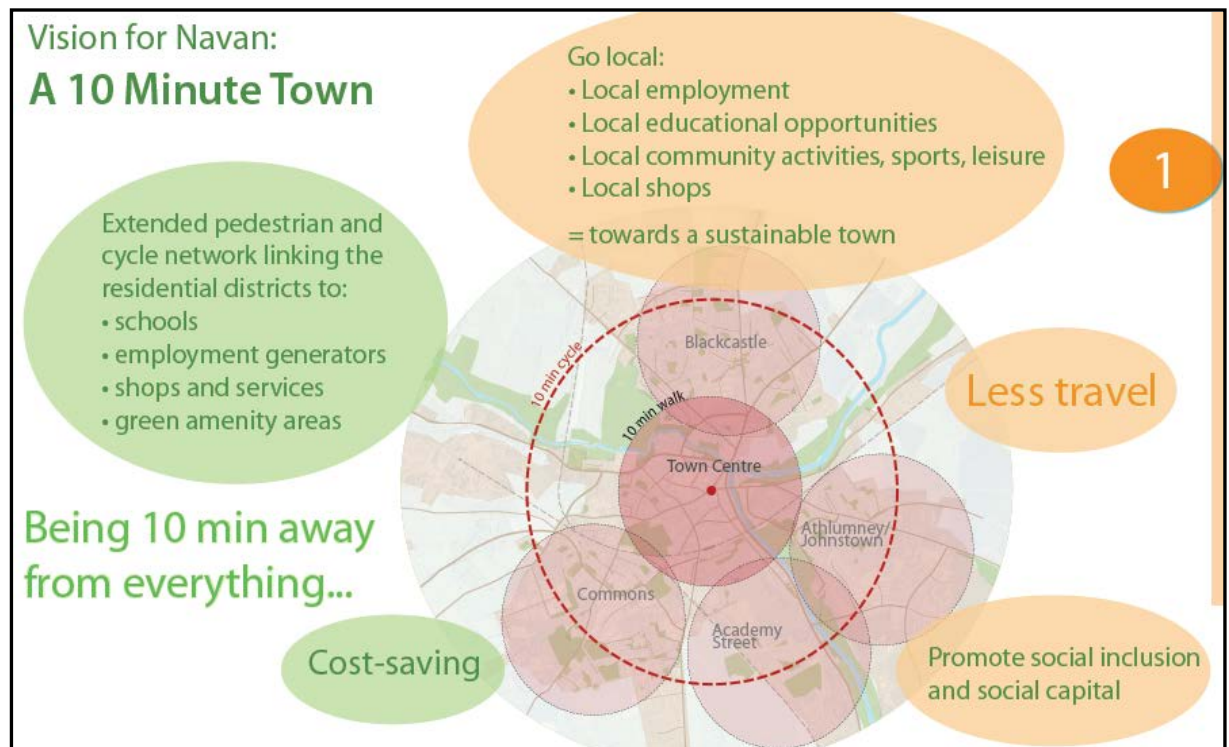


Figure 2A1: Settlement & Transportation Vision for Navan

Central to this approach to transport is the concept of the '10 minute town', as illustrated in Figure 2A1. This envisages Navan town centre as the core of the town, surrounded by local neighbourhoods which have the common characteristic of being largely within a 10 minute cycle to the town centre. It envisages Navan as a compact and people-centred town. A Local Transport Plan has been prepared for Navan and is included in Appendix IV. The Local Transport Plan is a short to medium term plan that sets out the transport strategy for the town to cover the period 2014 to 2019. The vision for transport in the future is: "Providing a safe and sustainable transport network within Navan Town & Environs" where safe means a transport network that people feel safe and secure using and sustainable means a transport network that is both environmentally and financially sustainable.

It has been a longstanding objective of Meath County Council and Navan Town Council to seek the re-opening of the Navan-Dublin rail line. Phase I of this was achieved in 2010 when the section of the line between M3 Parkway (Pace) and Dublin City Centre commenced operations. Phase II of the project, to extend the line from M3 Parkway (Pace) to Navan, has been deferred beyond 2015 and will not be provided within lifetime of this Navan Development Plan. Nonetheless, it is a priority to protect the detailed design for rail line as prepared by Iarnród Éireann and ensure that no development will occur in the intervening period which would jeopardise its provision in the medium term.

The public transport solution in the short to medium term is bus based which will be augmented by cycling and walking as the promoted forms of sustainable transport. Significant elements of the transport strategy prepared for Navan as part of the SMARTER travel bid has been incorporated into the Local Transport Plan for Navan (see Appendix IV). The key element of this is to attain modal shift to sustainable means of transport through the development of sustainable transport networks and equally through creating behavioural change. This will require a mix of hard and soft measures. The extension of the existing local bus service to serve new residential/mixed use developments brought forward during the remainder of the Navan Development Plan period will be supported by Navan Town Council and Meath County Council. The suggested pedestrian and cyclist loops and the existing bus network are shown overleaf on Figures 2A2 and 2A3.

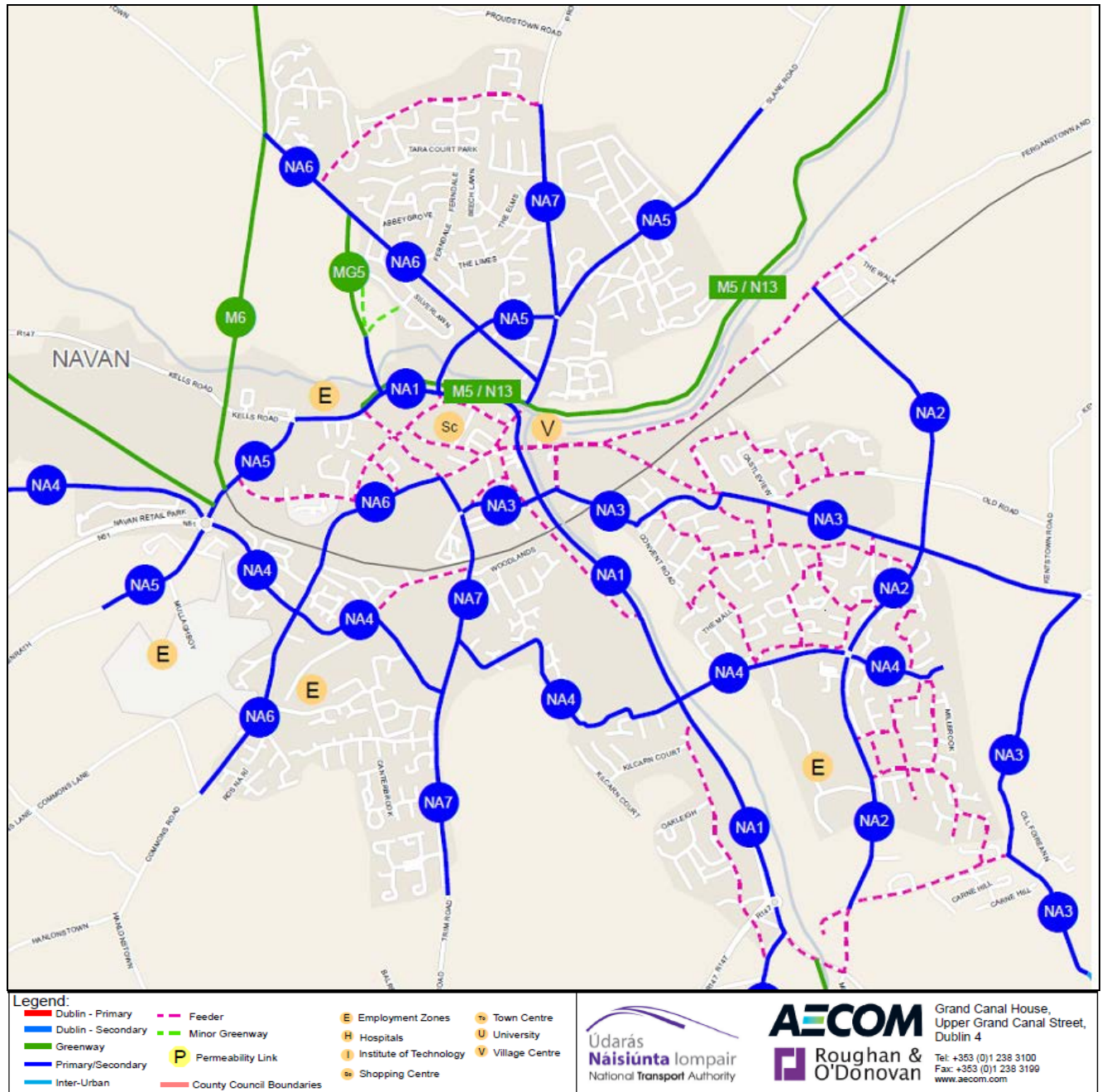
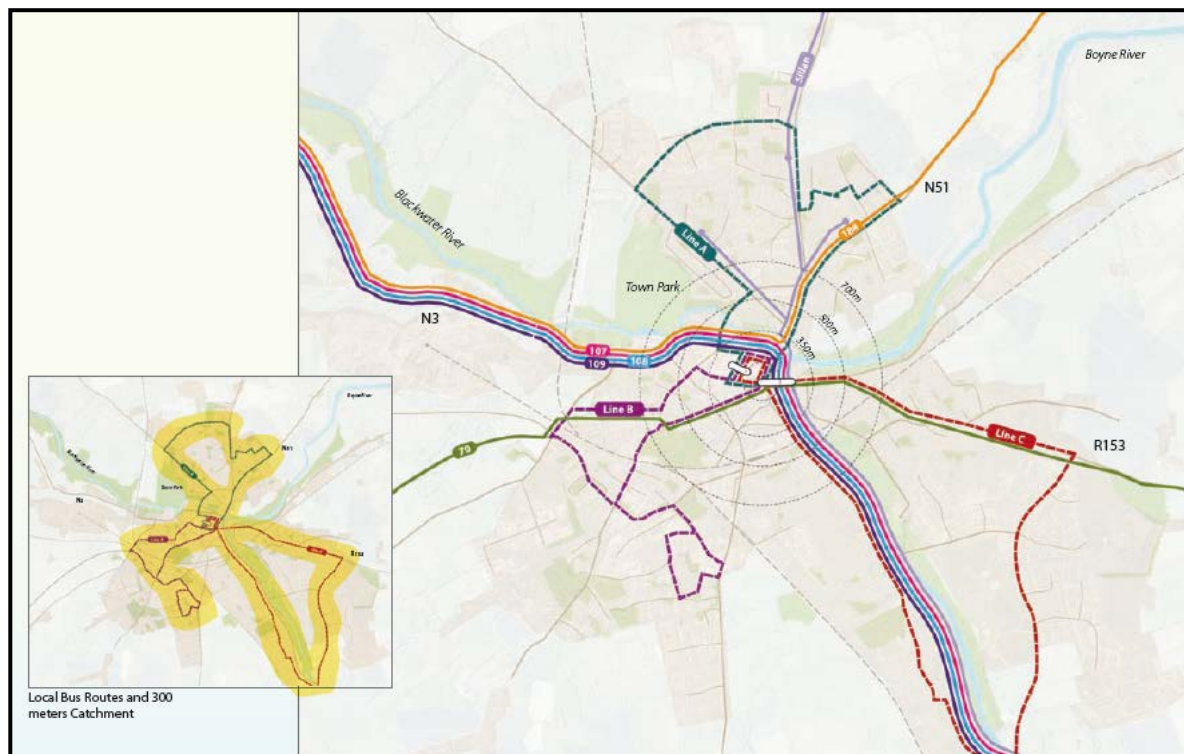


Figure 2A2: Proposed pedestrian and cycle loops



Proposed 2A3: Existing bus network

Policy

In respect of the core strategy, it is the policy of Meath County Council and Navan Town Council:

CS POL 1	To promote land-use planning measures which aim for transportation efficiency, economic returns on transport investment, minimisation of environmental impacts and a general shift towards the use of public transportation.
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Objective

In respect of the core strategy, it is an objective of Meath County Council and Navan Town Council:

CS OBJ 4	To implement the measures contained in the Navan Local Transport Plan 2014-2019.
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2A5 Retail Development

A new retail strategy was prepared for County Meath as part of the preparation of the Meath County Development Plan 2013-2019. This involved a health check assessment of the town centre, estimation of the overall requirement for additional retail floorspace in the County and formation of a policy approach to retail development. This included confirmation of the overall retail hierarchy for County Meath. The tiers of the retail hierarchy are based on that set out in the 'Retail Strategy for the Greater Dublin Area 2008-2016' and Navan is confirmed in the County Retail Strategy as the centre at the top of the hierarchy, designated as a Level 2 'Major Town Centre and County Town Centre'. The strategy also acknowledges that Navan is a key retail centre in the County and attracts both convenience and comparison customers. The type and range of comparison retail provision in the town is unparalleled in other towns in Meath.

Surveys carried out as part of the retail strategy indicated that most convenience retail expenditure was retained in Navan (over 92%). While the town retains a significant portion of comparison retail expenditure at over 70%, the county as a whole only retains 41% of comparison expenditure. This suggests that while Navan is performing well locally, it is not fulfilling its status as the primary retail centre in the county. Navan also retains a substantial majority of bulk goods retail expenditure at 78% for furniture and 85% for electrical goods.

2A5.1 Core Retail Area

Navan has a relatively compact town centre with the main shopping areas within and around Kennedy Road / Navan Shopping Centre, Trimgate Street, Market Square, Watergate Street and Ludlow Street.

Retailing also extends out to peripheral streets such as Railway Street, Brew's Hill, Bridge Street and Academy Street, which provides a good range of independent retail units, such as butchers and musical instruments shops, mixed with residential at ground floor level and offices/commercial units above. Aldi is also present on Brew's Hill. The core retail area in Navan is illustrated in Figure 2A4 below.

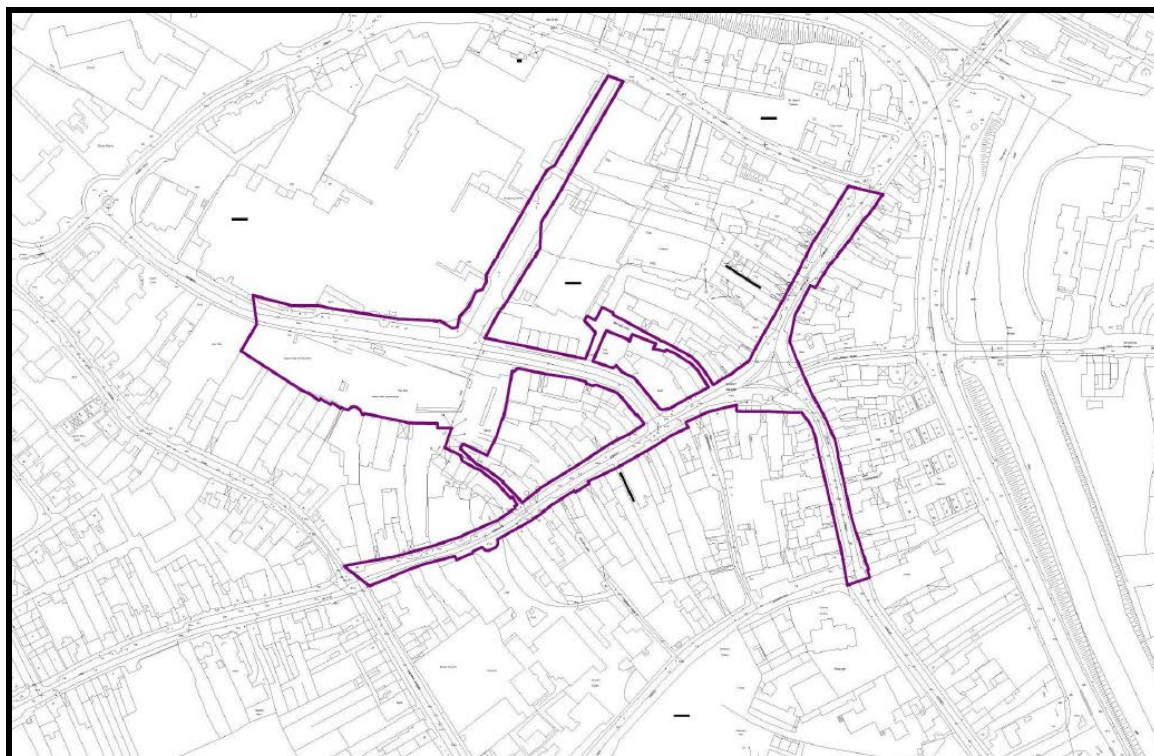


Figure 2A4: Core Retail Area in Navan

2A5.2 Future Retail Development

The retail strategy identifies a number of opportunity sites in Navan which could have potential to accommodate additional retail development. Permission has been granted on one of these sites for an extensive retail scheme (Reg. Ref. NT900002 and NA900139¹). The strategy also calculates the potential for additional retail floorspace in the town up to 2022. This information is shown in Table 2A2 in addition to the pipeline floorspace² in Navan. As can be seen, there is likely to be demand for additional retail floorspace over that already permitted in the town. The retail strategy considered that there was no likely demand for new retail warehouse floorspace in the county up to 2022.

² Pipeline floorspace refers to permitted retail development which has yet to be constructed.

Table 2A5: Potential for Additional Retail Floorspace in Navan

	Comparison Floorspace	Convenience Floorspace
Indicative Floorspace Potential 2022	10,000-24,000	11,000
Pipeline Floorspace	13,324	3,149

The Retail Strategy emphasises the need to promote and encourage the major enhancement of retail floorspace, primarily comparison goods, and town centre functions in Navan to sustain its competitiveness and importance as a Primary Growth Centre in the Greater Dublin Area. It also reiterates the sequential approach to retail development which sees the town centre as the first choice location for new retail floorspace. This approach is followed in the Navan Development Plan 2009 which identifies the town centre as the focus for new development complemented by a series of local neighbourhood centres. Chapter 4 also contains detailed policies and objectives for new retail development.

Objectives

In respect of the core strategy, it is an objective of Meath County Council and Navan Town Council:

CS OBJ 5	To support the continued development of Navan as a Level 2 Retail Centre and the primary retail destination in County Meath.
CS OBJ 6	To implement the provisions of the Meath County Retail Strategy 2013 – 2019 as they relate to Navan town and environs.

CHAPTER 3: SETTLEMENT STRATEGY & HOUSING



SECTIONS IN THIS CHAPTER

- 3.0 Introduction
- 3.1 Vision
- 3.2 Local Area Plans & Framework Plans
- 3.3 Land Use Zoning Objectives
- 3.4 Zoning Matrix
- 3.5 Residential Development
- 3.6 Existing Residential Development
- 3.7 Residential Land Bank
- 3.8 Residential Development-Key Principles
- 3.9 Building Energy Performance Directive
- 3.10 Housing Strategy
- 3.11 Neighbourhood Strategy
- 3.12 Treatment of Gateway/Landmark Sites
- 3.13 Housing Protection Areas
- 3.14 Rural Settlement Strategy

3.0 Introduction

This chapter of the Development Plan sets out Navan Town Council's and Meath County Council's strategic vision for the future development of Navan and includes the housing strategy for the plan period. The policies and objectives of the National Spatial Strategy, the Regional Planning Guidelines for the Greater Dublin Area and the Meath County Development Plan 2013-2019 as set out in Chapter 1 provides a strategic context for the Navan Development Plan and informs and guides Navan Town Council and Meath County Council in drawing up their Settlement Strategy. Navan is identified as a Large Growth Town I in the Regional Planning Guidelines with a potential population of up to 50,000 persons. The development strategy presented for Navan in this Development Plan allows this maximum population target to be accommodated albeit over a longer time period and a phasing strategy is presented accordingly.

3.1 Vision

The vision for the future of Navan over the plan period is to ensure the continued development of Navan in a manner that will provide a high quality environment, which is attractive to residents, workers, visitors and investors, balanced with the protection of inherent qualities of the built environment.

In order to achieve this vision, the plan aims to consolidate Navan's position as a Large Growth Town I as part of a core economic area together with Kells and Trim and as an economic driver within the County and Region.

The vision for Navan in the new Development Plan will be based on the following principles:

Sustainability:	To provide for and accommodate the social, cultural and economic development of the town without compromising such aims for future generations.
Competitiveness:	To promote the development of Navan as a Large Growth Town I as part of a Core Economic Area with Trim and Kells and as a key economic driver within the County and Region.
Quality of Life:	To promote social, cultural and educational facilities/amenities and encourage the development of a vibrant community spirit.
Quality of Environment:	To protect and promote areas of quality built and natural environment through education and investment.
Social Inclusion:	To seek to redress social inequalities and social polarization, and engage the public at all possible times to seek consensus on planning for the future.

Policies

In terms of the settlement strategy, it is the policy of Meath County Council and Navan Town Council:

Settlement Strategy POL 1	To facilitate the continued development of Navan as a Large Growth Town I and promote its status as a core economic area in partnership with Trim and Kells and as a key economic driver in line with the policies prescribed in the County Development Plan 2013-2019 & Regional Planning Guidelines 2010-2022.
Settlement Strategy POL 2	To promote the development of Navan as a self sustaining centre incorporating employment activities, sufficient retail services and community facilities.

Navan Development Plan 2009-2015 incorporating Variation No. 1

While the achievement of the policies above will involve all areas of the Councils activities, in land-use terms they are reflected in the Navan Development Plan by the adoption of the following specific objectives:-

Objectives

In terms of the settlement strategy, it is an objective of Meath County Council and Navan Town Council:

Settlement Strategy OBJ 1	To provide sufficient and appropriately located land for industrial and commercial development.
Settlement Strategy OBJ 2	To ensure the provision of adequate water services and other urban infrastructure to cater for the growth in demand for such facilities.
Settlement Strategy OBJ 3	To promote the enhancement of an adequate and efficient transportation system.
Settlement Strategy OBJ 4	To promote a more compact urban form.
Settlement Strategy OBJ 5	To protect the town's architectural and natural heritage including Protected Structures and the ACA's, by encouraging appropriate and sensitive new development.
Settlement Strategy OBJ 6	To ensure that an adequate amount of suitable land and services are reserved to cater for the establishment, improvement or expansion (where possible) of educational/social and community facilities.
Settlement Strategy OBJ 7	To consolidate the existing Town Centre Development and the identified Town Centre expansion area as the principal shopping area in the town.
Settlement Strategy OBJ 8	To develop the public realm and amenities of Navan so that quality of life for residents can be improved.
Settlement Strategy OBJ 9	To reserve land corridors, free from development, for the provision of the Local Distributor Road Network.
Settlement Strategy OBJ 10	To promote the re-use of urban brownfield land and derelict and vacant buildings.
Settlement Strategy OBJ 11	To promote the use of walking and cycling and reduce the reliance on the private car.
Settlement Strategy OBJ 12	To ensure the protection of flora, fauna, quality landscapes and the promotion of bio-diversity.
Settlement Strategy OBJ 13	To provide high quality public water supply and drainage systems.
Settlement Strategy OBJ 14	To promote water prevention, reduction, re-use and recycling.
Settlement Strategy OBJ 15	To promote active community involvement through the provision of information, public consultation and joint partnerships.

3.2 Framework Plans and Master Plans

The zoned area of Navan contains a number of large land banks. In order to ensure an integrated approach to the development of these, they have been alternatively designated as requiring either a framework plan or a master plan. A framework plan is a more detailed document, the contents of which are set out further in this section.

Framework Plans

Framework Plans are designated within the Navan Development Plan envelope:

- Framework Plan 1: This area relates to lands off the Rathaldron Road at Nevinstown which are identified for community, high natural beauty and 'White Lands' land use zoning objectives. This area is intended primarily for community facilities to provide for the proposed new Regional Hospital and ancillary healthcare uses.
- Framework Plan 2: These lands are located to the east of Navan in the townlands of Athlumney, Alexander Reid, Bailis and Farganstown and Ballymacon and are zoned for a mix of uses, primarily residential, commercial and employment uses.
- Framework Plan 3: These lands are situated between the Trim Road and the Commons Road and are zoned for a mix of uses, primarily residential.

Framework Plans 2 and 3 have been prepared and are included in Appendix V to this Development Plan. These areas relate to the existing Local Area plans LAP 4 and LAP 3 respectively. The Framework Plans now prepared and included as Appendix V to this Development Plan are substantially consistent with the existing LAPs. The detailed requirements for the remaining Framework Plan to be prepared (i.e. Framework Plans 1) are outlined in settlement strategy objective OBJ 16.

Three Local Area Plans were previously prepared for lands in Navan:

- Local Area Plan 1 which had as its main objective the delivery of an educational campus in Johnstown. Local Area Plan 1 was adopted in 2011. As discussed in Chapter 6, Phase 1 of the educational campus was delivered in 2013 following collaborative work between Navan Town Council, Meath County Council and the Department of Education and Skills. It is considered that the delivery of Phase 2 of the campus and the remaining community facilities referred to in the LAP can be achieved through objectives in this Development Plan. The release of the residential zoned land in this LAP area is governed by the Core Strategy. Consequently, in the interests of simplicity, it is the intention of the Planning Authority to revoke LAP 1 following the making of Variation No. 1 of the Navan Development Plan 2009 -2015. It is not considered that a specific development strategy is required to further guide the development of the subject lands other than that presented elsewhere in the Development Plan.
- Local Area Plan 3 which related to lands zoned mainly for residential use and located to the southwest of Navan. Local Area Plan 3 was adopted in 2006. According to the core strategy, the residential zoned land in the Plan is identified for partial release in Phase 1. Given the length of time that has elapsed since the Plan was adopted, and that it is now not possible to extend its lifespan, the Plan area has been redesignated as a Framework Plan, (Framework Plan 4 refers) and the development strategy revised to comply with the core strategy and Navan Development Plan 2009-2015. It is also intended to revoke LAP 3 following the making of Variation No. 1 of the Navan Development Plan 2009 -2015.
- Local Area Plan 4 similarly related primarily to residential zoned lands located to the east of Navan. Local Area Plan 4 was adopted in 2007. The lands in the Plan area are zoned predominantly for residential use, but also contain employment and community uses, open

space and a proposed neighbourhood centre. According to the core strategy, the residential zoned land in the Plan is identified for partial release in Phase 1. Given the length of time that has elapsed since the Plan was adopted, and that it is not possible to extend its lifespan, the Plan has been redesignated as a Framework Plan (Framework Plan 2) and the development strategy revised to comply with the core strategy and Navan Development Plan 2009-2015. It is also intended to revoke LAP 4 following the making of Variation No. 1 of the Navan Development Plan 2009 -2015.

Criteria for Framework Plans

The preparation of Framework Plans will assist in achieving quality developments in terms of, inter alia, urban design, structure, delivery of community/amenity facilities and permeability. The Planning Authority considers Framework Plans to be an effective means of guiding new development and providing essential social infrastructure in a phased and sustainable manner.

Each Framework Plan shall consist of a written statement and a plan or series of plans indicating the objectives in such detail, as may determined by the Planning Authority for the proper planning and sustainable development of the area to which it applies to include inter alia, the following details:

- 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 types 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 layout 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;
- The element of residential development shall include proposals relating to the provision of amenities, facilities and services for the community including crèches and other childcare services, community and resource centres;
- The facilitation of public access to the proposed amenity areas located within the Plan boundaries and beyond, and;
- To make provision for sport and recreational infrastructure commensurate with the needs of the development as an integral element of any proposals:
- To make provision, where appropriate for educational facilities.

It shall be a requirement of the Planning Authority that all development proposals are in accordance with the provisions of the Framework Plans.

Master Plans

A master plan must be submitted with any planning application in respect of these lands identified on the land use zoning and development objectives maps as requiring the preparation of a master plan. The master plan should illustrate the overall block layout and road layout for the lands in their entirety and the phasing of development proposed, which shall be consistent, where relevant, with the Order of Priority set out in the Core Strategy to this Development Plan.

The areas identified as requiring new master plans to be prepared are as follows:

- Master Plan 3: Lands at Abbeylands which are zoned for residential use.
- Master Plan 4: Lands located to the north of Navan in the Clonmagadden townland which are zoned for a mix of uses including residential, community, employment and open space.
- Master Plan 5: Area including and adjoining Blackcastle House, primarily zoned for residential use.
- Master Plan 6: Lands in the centre of Navan which represent the expansion of the town centre in Navan.
- Master Plan 7: Lands at Knockumber zoned for enterprise and employment uses.
- Master Plan 8: Lands at the Trim Road which are zoned for mixed use development.

There are also two existing Area Action Plans in place within the Development Plan area, Area Action Plan 1 and Area Action Plan 2, which have been re-named, in the interests of consistency, as Master Plan 1 and 2 respectively.

- Master Plan 1 (previously Action Area Plan 1 prepared in 2008): Lands east of the N51 and north of the R147 which are zoned for a mix of uses primarily visitor and tourist related and mixed use commercial activity.
- Master Plan 2 (previously Action Area Plan 2 prepared in 2008): Lands north of the R147 which are zoned predominantly for mixed use commercial activity.

Applications for development on these lands shall be required to be in accordance with these existing plans unless alternative proposals to the satisfaction of the Planning Authority are provided as part of the planning application. Pre planning consultations in this regard would be advisable.

Objectives

In terms of the settlement strategy, it is an objective of Meath County Council and Navan Town Council:

Settlement Strategy OBJ 16	<p>To prepare Framework Plan for lands designated FP1 (as outlined below) in co-operation with relevant stakeholders, and to actively secure the implementation of these plans and the achievement of the specific objectives indicated below. Development of these lands shall only proceed on the basis of an agreed overall Framework Plan, the availability of water and waste water services associated infrastructure including the phased provision of these services and the timely provision of the relevant sections of the Local Distributor Road network, where applicable:</p> <p>FP 1 relates to lands off the Rathaldron Road at Nevinstown which are subject to a G1, H1 and 'White Lands' zoning objective. This area is intended primarily for community facilities to provide for the Regional Hospital and ancillary healthcare uses and shall also provide for inter alia the following:</p> <ol style="list-style-type: none"> 1. The timely delivery of LDR 3 Local Distributor Road linking the Rathaldron Road to the Athboy Road
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	<ol style="list-style-type: none"> 2. A high standard of design, finish and layout; 3. A comprehensive landscaping plan; 4. Infrastructural requirements including access for vehicles, pedestrians, cyclists and people with disabilities, car parking and vehicle turning, and; 5. Provision of adequate public lighting and footpaths throughout the lands. <p>It shall be a requirement of the Planning Authority that all development proposals are in accordance with the provisions of the Framework Plan.</p> <p>It is noteworthy that there is an additional specific objective pertaining to these lands in relation to the proposed Regional Hospital. (Map No. 2 Development Objective refers). Regard shall be had to this objective as part of any Framework Plan for the subject lands.</p>
Settlement Strategy OBJ 17	To require that development proposals for lands located within the boundary of Framework Plan Area 2 accord with the Framework Plan for this area (see Appendix V).
Settlement Strategy OBJ 18	To require that development proposals for lands located within the boundary of Framework Plan Area 3 accord with the Framework Plan for this area (see Appendix V).
Settlement Strategy OBJ 19	<p>To require the preparation of a Master Plan for lands identified on the Land Use Zoning Objectives Map with any planning application submitted for the lands or any part thereof. The Master Plan shall show the overall layout for the lands as a whole and the proposed phasing arrangements which shall be consistent with the Core Strategy for this Development Plan and the phasing shown on the Land Use Zoning Map.</p> <p>New Master Plans shall be prepared for the following areas:</p> <p><u>Master Plan 3</u> relates to residentially zoned lands between the Town Park and the existing Navan – Kingscourt Rail Line. This area is intended for general development, primarily to provide for residential with ancillary community, recreational and employment uses and shall also provide for inter alia the following:</p> <ul style="list-style-type: none"> • The timely delivery of LDR 4 Local Distributor Road within the Master Plan boundary; • A neighbourhood centre; • A medical centre, and; • Community/Resource Centre. <p>The development of these lands shall be on a phased basis in accordance with the land use zoning objectives map. The Planning Authority shall have regard to the outcome of the Transport Assessment required pursuant to INF OBJ 8 (c) in permitting the release of lands identified as Phase 1 residential lands.</p> <p><u>Master Plan 4</u> relates to lands north of the existing Clonmagadden Road linking the Proudstown Road and Rathaldron Road and south of Kilsaran Lane. This area is intended for general development, primarily</p>

	<p>to provide for community, recreational and education facilities, and shall also provide for inter alia the following:</p> <ul style="list-style-type: none"> • A secondary school as part of the educational campus; • A Medical centre; • Local shopping facilities shall be appropriate in scale and do not unduly interfere with the predominant community, recreational and educational land use, and; • Pedestrian and cycle linkages from the site to the adjoining residential areas. <p>The development of these lands shall be on a phased basis in accordance with the land use zoning objectives map. The Planning Authority shall have regard to the outcome of the Transport Assessment required pursuant to INF OBJ 8 (c) in permitting the release of lands identified as Phase 1 residential lands and other non residential lands.</p> <p><u>Master Plan 5</u> relates to an area surrounding Blackcastle House and its former demesne. This area shall be for residential development to include renovation and adaptation proposals for Blackcastle House (Protected Structure). The Master Plan shall provide for the continuation of the Local Distributor Road through Fitzherbert Court & Blackcastle Demesne housing developments onto the Slane Road.</p> <p><u>Master Plan 6</u> relates to land adjoining the existing town centre which provides primarily for the area designated for town centre expansion and will benefit from the influence of the proposed Navan central train station in the long term. This area shall accommodate primarily town centre uses but shall also include ancillary uses. The Master Plan shall provide for, inter alia, the following:</p> <ul style="list-style-type: none"> • The reservation of land to develop a public transport interchange providing a central rail station serving the Navan-Dublin rail line in adherence to the detailed design prepared by Iarnród Éireann - Irish Rail; • A civic plaza; • Pedestrian and cycle linkages from the site to the Town Centre and Brews Hill areas; • Statement buildings of innovative high quality architectural design; • A community building; • Residential uses, and; • Entertainment and cultural uses. <p>The development of these lands shall be on a phased basis in accordance with the agreed Masterplan. The Planning Authority shall have regard to the outcome of the Transport Assessment required pursuant to INF OBJ 8 (c) in permitting individual development proposals.</p> <p>The Planning Authority acknowledges that a Master Plan was prepared and submitted with the successful planning applications for the town centre expansion the subject of planning register reference numbers NA 900139 & NT900002. Any subsequent planning application within these lands shall be considered in the context of the existing Master Plan prepared for the area bounded the Trim Road, Carriage Road and Dan</p>
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	<p>Shaw Road unless an amended Master Plan is prepared to accompany any such new planning application. Any application advanced in the wider area covered by Master Plan 6 primarily relating to lands along the northern side of Carriage Road shall incorporate the existing Master Plan in place at that time for the area bounded the Trim Road, Carriage Road and Dan Shaw Road.</p> <p><u>Master Plan 7</u> relates to lands off the Athboy Road immediately south of the motorway interchange at Knockumber. The area is intended primarily for enterprise and employment uses.</p> <p><u>Master Plan 8</u> relates to a triangle of land formed by the Trim Road, the former Navan-Dublin Rail Alignment and lands adjoining the Swan River. This area shall be for general development primarily providing for mixed use development and public open space/amenity and shall also provide for, inter alia, the following;</p> <ul style="list-style-type: none"> • The provision of a maximum of 300 no. residential units within the life of the Development Plan on a phased basis as follows: <ul style="list-style-type: none"> ○ Phase I shall provide a maximum of 150 no. residential units and shall provide for the provision of the extent of LDR 1 (a) contained within the Master Plan boundary. This shall adhere to an agreed alignment as provided by the Roads Authority for the provision of LDR 1 (a) in its entirety. Development may proceed and be occupied in advance of this section of LDR 1 (a) being completed subject to a traffic impact assessment indicating capacity in the local road network as required pursuant to INF OBJ 2 (c). ○ Phase II may commence after a minimum of 80% of the residential component of Phase I has been completed and shall provide a maximum of 150 no. residential units. No residential development shall be occupied within Phase II until a connection has been secured by the Roads Authority working in collaboration with the landowners within Master Plan 8 of a link road connecting the Trim Road with the Dublin Road. It is envisaged that such a link will connect the alignment indicated on the development objectives map with the permitted LIDL access road and other connections as considered appropriate. • Design principle shall seek to ensure that majority of commercial development adjoins the northern portion of the site; • Provision of a large area of public open space, which /amenity may be included in the partial calculation of public open space in certain circumstances within a given residential development in MP 8; • Childcare facilities; • The provision of a Medical Centre; • The provision of a Community/Resource Centre; • A comprehensive landscaping scheme; • Provision of adequate public lighting and footpaths throughout the lands; • High quality design, finish and layout, and; • Infrastructural requirements including access for vehicle, pedestrians, cyclists and people with disabilities, car parking and
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	<p>vehicle turning.</p> <p>It will be a requirement to seek financial contributions from all relevant benefiting parties towards the cost of infrastructural improvements both inside and outside the area including Local Distributor Road LDR 1 (a). This may include consideration of a Supplementary Development Contribution Scheme pursuant to Section 49 of the Planning & Development Act 2000-2014.</p>
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Settlement Strategy OBJ 20	To require that applications for development on the lands identified as Master Plan 1 and Master Plan 2 shall accord with the Area Action Plans previously prepared for these lands (Area Action Plan 1 and 2 respectively) unless alternative proposals to the satisfaction of the Planning Authority are provided as part of the planning application.
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3.3 Land Use Zoning Objectives

This section of the Development Plan provides explanatory information with regard to the land use permissible on land within Navan to allow the Councils to monitor and facilitate the development of the town in a planned and sustainable manner. The zoning of land for particular land uses is not a guarantee that it will be developed as envisaged. The Council's policy will be to encourage the use of the land, as far as practical and sustainable, according to the zoning designation contained in this document. However, where there is no commitment by the landowner to develop zoned land within the life of the Plan period, the Councils may consider rezoning such land to a non-development use when preparing the next Plan. Reference is made to the land use zoning objectives in the written statement and the accompanying maps. The land use zoning objectives are defined in Table 4.

Objectives

In respect of land use zoning objectives, it is an objective of Navan Town Council and Meath County Council to:

Land Use Zoning OBJ 1	Any application for planning permission for new development, extension to existing development or intensification or change of use shall be assessed in terms of its potential impact on existing adjacent developments, existing land uses and/or the surrounding landscape. Where such development would have a significant adverse effect on the amenities of the area through pollution by noise, fumes, dust, grit or vibration, or cause pollution of air, water and/or soil, planning permission will not be forthcoming, prior to the proposal and introduction of mitigation measures agreed with the planning authority to eliminate negative environmental impacts or reduce them to an acceptable operating level.
Land Use Zoning OBJ 2	To commence the revocation process of Local Area Plan No. 1, 2 & 4 following the making of Variation No. 1 to the Navan Development Plan 2009-2015.

Table 4: Land Use Zoning Objectives

Site Code	Objective
A1 Existing Residential	To protect and enhance the amenity of developed residential communities.
A2 New Residential	To provide for new residential communities with ancillary community facilities, neighbourhood facilities and employment uses as considered appropriate for the status of Navan as a Large Growth Town I.
B1 Commercial / Town Centre	To protect, provide for and / or improve town centre facilities and uses.
B2 Retail Warehouse Park	To provide for the development of a retail warehouse park.
C1 Mixed Use	To provide for and facilitate mixed residential and business uses.
D1 Tourism	To provide for appropriate and sustainable visitor and tourist facilities and associated uses.
E1 Strategic Employment Zones (High Technology Uses)	To facilitate opportunities for high technology and major campus style office based employment within high quality and accessible locations.
E2 General Enterprise & Employment	To provide for the creation of enterprise and facilitate opportunities for employment through industrial, manufacturing, distribution, warehousing and other general employment / enterprise uses in a good quality physical environment.
E3 Warehousing & Distribution	To facilitate logistics, warehousing, distribution and supply chain management inclusive of related industry facilities which require good access to the major road network.
F1 Open Space	To provide for and improve open spaces for active and passive recreational amenities.
G1 Community Infrastructure	To provide for necessary community, social and educational facilities.
H1 High Amenity	To protect and improve areas of high amenity.
R1 Rail Corridor	To provide for a strategic rail corridor and associated physical infrastructure.
WL White Lands	To protect strategic lands from inappropriate forms of development which would impede the orderly expansion of a strategic urban centre

Permissible and Non Permissible Uses

This section provides guidance on the acceptability in principle of various uses for each of the zoning objectives. Uses other than the primary use for which an area is zoned may be permitted provided they are not in conflict with the primary use zoning objective.

Uses not listed under the permissible or open for consideration categories are deemed not to be permissible in principle and such uses will be considered on their individual merits. The expansion of established and approved uses not conforming to use zone objectives will be considered on their merits.

The guidance provided in this section is not intended to replace the normal planning process. An indication that a proposal would be 'permissible' within a particular land use zoning objective should in no way be taken to imply granting of permission, or indeed that a planning application may necessarily be successful. Individual applications are a matter for Meath County Council to decide upon, taking into consideration the wider policies and objectives which pertain to statutory land use planning including Development Management Standards and Guidelines, Ministerial guidance and the merits of individual proposals.

Permissible Uses

A "permissible use" is one which is generally acceptable in principle in the relevant zone, but which is subject to normal planning consideration, including policies and objectives outlined in the Plan.

Open for Consideration Uses

An "open for consideration use" is one which may be permitted where Navan Town Council/Meath County Council is satisfied that the proposed development would be compatible with the overall policies and objectives for the zone, would not have undesirable effects on permitted uses, and would otherwise be consistent with the proper planning and sustainable development of the area.

Relaxation of Zoning Objectives for Protected Structures

Navan Town Council/Meath County Council actively encourages uses which are compatible with the character of Protected Structures. In certain limited cases, to ensure the long-term viability of a Protected Structure, it may be considered appropriate not to stringently apply generic zoning restrictions, including site development standards, provided the Protected Structure is being restored to the highest standard, the special interest, character and setting of the building is protected and the use and development is consistent with conservation policies and the proper planning and sustainable development of the area.

Transitional Zones

While the zoning objectives indicate the different uses permitted in each zone, it is important to avoid abrupt transitions in scale and use at the boundaries of adjoining land use zones. In dealing with development proposals in contiguous zone areas, it is necessary to avoid developments which would be detrimental to the amenities of the more environmentally sensitive zone. For instance, in zones abutting residential areas, particular attention must be paid to the use, scale and density of development proposals in order to protect the amenities of these residential properties.

Explanatory Notes

In the listings which follow each zoning objective indicating whether certain uses are permissible or open for consideration, the following uses are defined hereunder:

A Convenience Outlet is a single level store selling food and other convenience items with a net sales area of not more than 200 sq. m.

A Health Care Centre is a stand alone premise (i.e. not connected with a dwelling) generally with multiple consulting rooms which may cover a variety of health disciplines.

A Healthcare Practitioner is a practice operated by the owner/occupier of a dwelling and which is ancillary to the primary use of the dwelling as a normal place of residence. There is normally only one practitioner operating from the premises.

Office uses referred to in the following sections exclude offices which provide a service for visiting members of the public e.g. solicitors, financial services, estate agents, etc. Reference to office in the following sections does not include office accommodation ancillary to the primary use e.g. office accommodation as part of a manufacturing facility.

Supermarket: Single level, self service store selling mainly food, with a net retail floorspace of less than 2,500 sq. m. net.

Superstore: Generally, single level, self service stores selling mainly food, or food and some non – food goods, with at least 2,500 sq. m. net retail floorspace but not greater than 5,000 sq. m. net retail floorspace and with integrated or shared parking.

A Shop is a comparison retail outlet excluding retail warehouse units.

Primary Land Use Zoning Categories

A1	Existing Residential
Objective	To protect and enhance the amenity of developed residential communities.

Guidance

In A1 zones, Navan Town Council/Meath County Council will be primarily concerned with the protection of the amenities of established residents. While infill or redevelopment proposals would be acceptable in principle, careful consideration would have to be given to protecting amenities such as privacy, daylight/sunlight and aspect in new proposals.

In all residentially zoned lands, no residential development shall be permitted on lands that are subject of a deed of dedication or identified in a planning application as open space to ensure the availability of community and recreational facilities for the residents of the area.

Permitted Uses

B & B / Guest House, Community Facility / Centre, Home Based Economic Activities, Residential / Sheltered Housing, and Water Services / Public Services.

Open for Consideration Uses

Allotments, Bring Banks, Convenience Outlet, Childcare Facility, Education (Primary or Second Level), Halting Site / Group Housing, Healthcare Practitioner, Leisure / Recreation / Sports Facilities, Petrol Station, Public House, Retirement Home / Residential Institution / Retirement Village, and Veterinary Surgery.

A2	New Residential
Objective	To provide for new residential communities with ancillary community facilities, neighbourhood facilities and employment uses as considered appropriate for the status of Navan as a Large Growth Town I.

Guidance

The appropriate density will be determined on a site by site basis having regard to the DoECLG Guidelines on Sustainable Residential Development in Urban areas, the Core Strategy of this Development Plan and the role of Navan as a Large Growth Town I.

Local objectives may be included which seek to conserve and protect the character and setting of institutional complexes and heritage buildings in residential redevelopment and infill proposals, where deemed appropriate by Navan Town Council/Meath County Council. Navan Town Council/ Meath County Council will be particularly concerned with the conservation of heritage

buildings whose setting and architectural qualities are such as to demand much sensitivity in reuse or adaptation to new purposes. In some circumstances, it will be important that applications for proposals in such zones are determined in a Site Development Brief / Master Plan context. Said documents should be submitted in conjunction with any planning applications arising.

It is envisaged in the interest of sustainability that the larger tracts of lands identified for A2 land use zoning objective could accommodate ancillary uses such as employment generating uses, community facilities, local shopping facilities, etc. provided they are appropriate in scale and do not unduly interfere with the predominant residential land use or designated neighbourhood centres. A number of the uses open for consideration are qualified on this basis.

In all residentially zoned lands, no residential development shall be permitted on lands that are subject of a deed of dedication or identified in a planning application as open space to ensure the availability of community and recreational facilities for the residents of the area.

Individual convenience stores in neighbourhood centres in A2 zoned areas should generally not exceed 1,000 sq. metres net retail floorspace unless otherwise identified.

Permitted Uses

B & B / Guest House, Bring Banks, Community Facility / Centre, Childcare Facility, Convenience Outlet, Childcare Facility, Children Play / Adventure Centre, Education (Primary or Second Level), Halting Site / Group Housing, Home Based Economic Activities, Leisure / Recreation / Sports Facilities, Residential / Sheltered Housing, Retirement Home / Residential Institution / Retirement Village, Water Services / Public Services.

Open for Consideration Uses

Allotments, Bank / Financial Institution, Betting Office, Caravan Park, Cultural Facility, education (Third Level), Enterprise Centre, Health Centre, Healthcare Practitioner, Hotel / Motel / Hostel, Offices <100sq. m., Offices 100 to 1000 sq. m. , Petrol Station, Place of Public Worship, Public House, Restaurant / Café, Supermarket, Shop, Take-Away / Fast Food Outlet, Veterinary Surgery.

B1	Commercial / Town Centre
Objective	To protect, provide for and / or improve town centre facilities and uses.

Guidance

It is intended to accommodate the majority of new commercial and retail uses within lands identified for B1 land use zoning objective.

This section of the Development Plan establishes the general principle of use within a given land use zoning objective. Nothing in this section shall confer an expectation that a particular scale of retail outlet is permissible as other considerations as outlined in the Meath County Retail Strategy (included as part of the Meath County Development Plan 2013-2019) and chapter 4 will be taken into account by Meath County Council in the assessment of retail development proposals.

There shall be no restriction to the definition of office in B1 land use zones. Office shall include Class 2 and Class 3 as referred to in Part 4 Exempted Development – Classes of Uses contained in the Second Schedule of the Planning and Development Regulations 2001, as amended.

Permitted Uses

B & B / Guest House, Bank/Financial Institution, Betting Office, Bring Banks, Cinema, Community Facility / Centre, Conference/Event Centre, Convenience Outlet, Childcare Facility, Children Play/Adventure Centre, Cultural Facility, Dance Hall / Night Club, Education (Primary or Second Level), Education (Third Level), Funeral Home, Health Centre, Healthcare

Practitioner, Home Based Economic Activities, Hotel/Motel/Hostel, Leisure/Recreation/ Sports Facilities, Major Comparison, Offices <100sq. m., Offices 100 to 1,000 sq. m., Offices >1,000sq. m., Place of Public Worship, Public House, Residential/Sheltered Housing, Restaurant /Café, Supermarket/Superstore, Shop, Take-Away/Fast Food Outlet, Telecommunication Structures, Veterinary Surgery, Water Services / Public Services.

Open for Consideration Uses

Agri – Business, Amusement Arcade, Car Park (incl. Park and Ride), Drive Through Restaurant, Enterprise Centre, Garden Centre, Hospital, Motor Sales / Repair, Petrol Station, Plant & Tool Hire, Retail Warehouse, Retirement Home / Residential Institution / Retirement Village, Science & Technology Based Enterprise.

B2	Retail Warehouse Park
Objective	To provide for the development of a retail warehouse park.

Guidance

The objective of B2 zones is to provide for the development of retail warehouse parks. These zones will also allow the displacement of motor car sales outlets from non compatible town centre and edge of town centre locations, subject to their suitable integration within an overall development proposal.

The development of retail warehouse parks shall be subject to the provision of necessary physical infrastructure, and, where deemed appropriate by Navan Town Council/Meath County Council at pre planning stage, in accordance with an approved Masterplan.

Permitted Uses

Cinema, Factory Outlet Stores, Leisure / Recreation / Sports Facilities, Retail Warehouse, Telecommunication Structures, Water Services / Public Services.

Open for Consideration Uses

Bring Banks, Childcare Facility, Children Play / Adventure Centre, Drive Through Restaurant, Garden Centre, Motor Sales / Repair, Petrol Station, Restaurant / Café, Take-Away / Fast Food Outlet, Wholesale Warehousing / Cash and Carry.

C1	Mixed Use
Objective	To provide for and facilitate mixed residential and business uses.

Guidance

C1 zones have been identified to encourage mixed use development and for this reason it will be a requirement to include at least 30% of a given site area for commercial (non retail) development.

There shall be no restriction to the definition of office in C1 land use zones. Office shall include Class 2 and Class 3 as referred to in Part 4 Exempted Development – Classes of Uses contained in the Second Schedule of the Planning and Development Regulations 2001, as amended.

The maximum permissible net retail floorspace of a supermarket permissible within lands identified with this land use zoning objective shall generally be in the range of 1,000 sq. m. to 1,500 sq. m. The overall size acceptable at any location shall be determined through the Development Management process having regard to a number of parameters including site location and context, the application of a sequential test and the contents and findings of a retail impact assessment.

Permitted Uses

B & B / Guest House, Bring Banks, Childcare Facility, Children Play / Adventure Centre, Community Facility / Centre, Convenience Outlet, Cultural Facility, Education (Primary or Second Level), Education (Third Level), Enterprise Centre, Health Centre, Healthcare Practitioner, Home Based Economic Activities, Hotel / Motel / Hostel, Offices <100sq. m. Offices 100 to 1,000 sq. m., Offices >1,000 sq. m., Petrol Station, Place of Public Worship, Public House, Residential / Sheltered Housing, Restaurant / Café, Water Services / Public Services.

Open for Consideration Uses

Agri – Business, Amusement Arcade, Betting Office, Car Park (incl. Park and Ride), Cinema, Conference/Event Centre, Dance Hall / Night Club, Drive Through Restaurant, Funeral Home, Garden Centre, Hospital, Industry – Light, Leisure / Recreation / Sports Facilities, Motor Sales / Repair, Offices >1,000sq. m., Plant & Tool Hire, Retirement Home / Residential Institution/Retirement Village, Science & Technology Based Enterprise, Shop, Supermarket, Take-Away / Fast Food Outlet, Telecommunication Structures, Veterinary Surgery, Wholesale Warehousing / Cash and Carry.

D1	Tourism
Objective	To provide for appropriate and sustainable visitor and tourist facilities and associated uses.

Guidance

D1 zones have been identified to provide for tourism type uses such as accommodation, and entertainment.

Permitted Uses

B & B / Guest House, Caravan Park, Children Play / Adventure Centre, Community Facility / Centre, Conference/Event Centre, Craft Centre / Craft Shop, Cultural Facility, Hotel / Motel / Hostel, Leisure / Recreation / Sports Facilities, Restaurant / Café, Water Services / Public Services.

Open for Consideration Uses

Amusement Arcade, Cinema, Convenience Outlet, Childcare Facility, Cinema, Cultural Facility, Dance Hall / Night Club, Offices <100sq. m., Public House, Shop, Telecommunication Structures.

E1	Strategic Employment Zones (High Technology Uses)
Objective	To facilitate opportunities for high end technology / manufacturing and major campus style office based employment within high quality and accessible locations.

Guidance

E1 zones facilitate opportunities for high end, high value added businesses and corporate headquarters. This adheres to the concept of 4th Generation Science & Technology Parks. It is envisaged that such locations are suitable for high density employment generating activity with associated commercial development located adjacent to or in close proximity to high frequency public transport corridors.

Permitted Uses

Bio Technology Manufacturing, Call Centres, Childcare Facility, Convenience Outlet, Green / Clean Light Industries, High Technology Manufacturing, Information Communication Technologies, International and National Traded Services, Knowledge Based Economic

Development, Offices 100 to 1,000 sq. m., Offices >1,000 sq. m., Research & Development, Science & Technology Based Enterprise, Telecommunication Structures, Water Services / Public Services.

Open for Consideration Uses

Conference/Event Centre, Education (Third Level), Enterprise / Training Centre, Gymnasium, Hotel / Aparthotel, Industry – Light, Restaurant / Café.

E2	General Enterprise & Employment
Objective	To provide for the creation of enterprise and facilitate opportunities for employment through industrial, manufacturing, distribution, warehousing and other general employment / enterprise uses in a good quality physical environment.

Guidance (General)

E2 lands constitute an important land bank for employment use which must be protected. The development of E2 lands seek to provide for the creation and production of enterprise and facilitate opportunities for industrial, manufacturing, distribution, warehousing and other general employment / enterprise uses in a good quality physical environment.

It shall be the policy of Navan Town Council/Meath County Council to apply a more flexible approach to large scale office type development in excess of 200 sq. m. of gross floor area in significant areas (i.e. in excess of 3 hectares of land that is currently undeveloped) of E2 land use zoning objective under the following conditions:

- The preparation of a Master Plan to ensure the provision of the necessary physical infrastructure, the appropriate density and design of layout and the interface between proposed uses and existing development. This document should be submitted in conjunction with any planning applications arising;
- That all processes being operated in the vicinity of the site, similarly zoned E2, are classified as light industrial in nature, as defined in the Planning and Development Regulations 2001-2013;
- That the site is located adjacent to a public transport corridor and is served by an adequate road network, and;
- That the application is accommodated by a viable Mobility Management Plan which is to the satisfaction of Navan Town Council/Meath County Council and provides for the achievement of acceptable modal shares for both public and private transport within an appropriate timeframe.

No office shall be permitted on E2 zoned lands where the primary use of the office (or service) is provided principally to visiting members of the public e.g. solicitors, accountants, etc.

Existing employment generating uses together with their expansion to an appropriate scale and size, consistent with the Regional Planning Guidelines for the Greater Dublin Area and the National Transport Authority Transport Strategy for the Greater Dublin Area, shall be facilitated notwithstanding the category of settlement specified.

Category 1	Primary & Secondary Economic Centres as provided for in Core Strategy of the Meath County Development Plan 2013-2019
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Guidance

Within Category 1 centres, E2 zones provide for industrial and related uses subject to the provision of necessary physical infrastructure. They allow the full range of industrial processes to take place within a well designed and attractive setting that provides employment opportunities.

Navan Development Plan 2009-2015 incorporating Variation No. 1

In established industrial areas, Navan Town Council/Meath County Council will seek to ensure that non industrial uses are limited to prevent potential land use conflicts developing.

Permitted Uses

Agri – Business, Bring Banks, Builder's Providers, Car Park (incl. Park and Ride), CHP / Waste to Energy Facilities, Domestic Fuel Depot, Energy Installation, Enterprise & Business Start Ups, Enterprise / Training Centre, Factory Shop, Furniture Showroom (only where product displayed is manufactured on site), Go Kart Track, Industry – General, Industry – Light, Heavy Vehicle Park, Logistics, Mart / Co-op, Motor Repair / Servicing, Plant & Tool Hire, Recycling Facility (Civic & Amenity), Science & Technology Based Enterprise, Telecommunication Structures, Transport Depot, Warehousing, Water Services / Public Services.

Open for Consideration Uses

Abattoir, Car Dismantler / Scrap Yard, Childcare Facility, Construction & Demolition Waste Recycling Facility, Garden Centre, Motor Sales, Offices 100 – 1,000 sq. m., Petrol Station, Restaurant / Café, Veterinary Surgery, Waste Recycling / Transfer / Sorting Centre, Wholesale Warehousing / Cash and Carry.

F1	Open Space
Objective	To provide for and improve open spaces for active and passive recreational amenities.

Permitted Uses

Car Park for Recreational Purposes, Craft Centre / Craft Shop, Community Facility / Centre, Cultural Facility, Cycleways / Greenways / Trail Development, Leisure / Recreation / Sports Facilities, Playing Pitches, Water Services / Public Services.

Open for Consideration Uses

Allotments, Bring Banks, Childcare Facility, Place of Public Worship.

G1	Community Infrastructure
Objective	To provide for necessary community, social and educational facilities.

Permitted Uses

Allotments, Car Park (incl. Park and Ride), Cemetery/Crematorium, Children Play / Adventure Centre, Childcare Facility, Community Facility / Centre, Cultural Facility, Education (Primary or Second Level), Education (Third Level), Health Centre, Hospital, Leisure / Recreation / Sports Facilities, Place of Public Worship, Playing Pitches, Recycling Facility (Civic & Amenity), Water Services / Public Services.

Open for Consideration Uses

Bring Banks, Funeral Home, Gymnasium, Halting Site / Group Housing, Healthcare Practitioner, Residential / Sheltered Housing, Restaurant / Café, Retirement Home / Residential Institution / Retirement Village, Telecommunication Structures.

H1	High Amenity
Objective	To protect and improve areas of high amenity.

Permitted Uses

Cycleways / Greenways / Trail Development, Land & Water Based Recreational Activities Open Space, Cultural Activities.

Open for Consideration Uses

Kiosk, Restaurant, Tea Room.

R1	Rail Corridor
Objective	To provide for a strategic rail corridor and associated physical infrastructure.

Guidance

The protection of the designed route of the extension of the Clonsilla to Parkway rail line to Navan differs from most of the land use zoning objectives included in this Development Plan. It has a single purpose use which is to protect the detailed designed route from development which would compromise its future delivery. It is not necessary to therefore identify the suitability or otherwise of individual uses on said lands as the intention of Navan Town Council & Meath County Council is clear. An Interface with the Detailed Design of the Rail Line is also indicated between the Trim Road and Carriage Road which corresponds with possible further infrastructural works primarily relating to access to serve the Navan Central Train Station. The purpose of the interface is to ensure that development proposals which may be advanced in this area are consistent with the detailed designed route and which would not compromise its future delivery. It does not seek to sterilise future development or in any way impact upon any permitted development. In the event that vehicular and pedestrian access is provided within the lands identified for the B1 “*Town Centre*” land use zoning objective which would also serve the location of the Navan Central Station, the need for this interface would dissipate. All planning applications which adjoin the R1 “*Rail Corridor*” land use zoning objective or the identified interface shall be referred to Iarnród Éireann – Irish Rail for comment and shall be taken into consideration by the Planning Authority in deciding any such development management proposals.

WL	White Lands
Objective	To protect strategic lands from inappropriate forms of development which would impede the orderly expansion of Navan.

These are strategic lands located adjoining the site identified for the proposed Regional Hospital and their designation is to allow for a long term, integrated approach to the taken to the expansion of an urban area. It is not generally envisaged that development proposals will be brought forward during the life of this Development Plan for such lands. No indication is therefore generally offered regarding the suitability or otherwise of individual uses on said lands within this Development Plan. The acceptability of specific proposals for development on the lands prior to that time, e.g. an expansion to an existing permitted business, will be considered on their merits. It is vital that such lands are protected against developments which would impede the orderly expansion of an urban area.

3.4 Residential Development

The Planning Authority have a statutory obligation to ensure that sufficient land is zoned for all types of housing to meet the towns projected housing requirements over the lifetime of the plan and to ensure that an undue shortage does not arise. In order to ensure a sustainable pattern of development, the expansion of Navan needs to address the various opportunities and constraints presented by; the existing traditional pattern, the natural environment, infrastructure and service provision, the projected population change for the settlement and its environs, and recent residential building trends. Regard must also be had to the role of the town within the local context and its status as a Large Growth Town I as per the “Regional Planning Guidelines for the Greater Dublin Area”. It is considered that Navan has significant potential in a regional context to become a self sustaining town in the Hinterland Area of the Greater Dublin Area. It is accepted that Navan along with Drogheda Environs, and Dunboyne, will accept the majority of the County’s share of regional growth going forward and will continue to accommodate a significant level of immigrants, primarily from the Dublin Area. As stated previously, the Settlement Strategy will ensure that only the quantum and scale of projected residential development will take place, to ensure that the Development Plan accords with the policy framework contained in the NSS, RPG’s and CDP 2013-2019.

3.5 Existing Residential Development

Up until recent times the land use pattern in Navan and its environs was characterised by a very low percentage of residential uses within the town centre and expanding residential developments of relatively low density conventional housing developments on the outer fringes of Navan. These low density conventional housing developments are primarily concentrated to the south east of the town in Johnstown, Bailis & Athlumney, to the south of the town at Balreask Old and Limekilnhill and to the north of the town at Blackcastle Demesne, Abbeylands & Clonmagadden. However, in recent years a number of new developments have been constructed in the town centre and at neighbourhood centre locations which provide for higher density development thereby resulting in a more efficient/economic use of valuable land, in accordance with the government policies prescribed in the ‘Sustainable Residential Development in Urban Areas’ Guidelines for Planning Authorities.



Social & Affordable Housing, Windtown

Within the town centre, streets such as Brews Hill, Ludlow Street, Bridge Street, the Old Cornmarket, Abbey Road, Canon Row and Railway Street have a strong residential character. The protection and promotion of residential uses within the town centre is crucial to creating a vibrant and safe town centre and the recent trend towards apartment living in Navan town centre

is encouraging. Additional accommodation in the town centre close to all facilities reduces the need to travel by car and thereby supports a sustainable land use pattern.

The scale of residential development is predominately two storey semi detached and detached structures. However, development at edge of town centre and riverside locations as well as at neighbourhood centres has introduced higher scale developments and includes a mix of residential units, including apartments and duplexes.



Apartments on the Waterfront

3.6 Residential Development-Key Principles

Where people live has a major effect on their lives. Where you live should contribute rather than detract from the quality of how you live by being well planned, well designed and well managed. The key principles which direct the housing policies in this plan are the delivery of a high quality living environment in neighbourhoods with a range of housing types and sufficient community facilities to serve the needs of residents. Some of the residential development in Navan during the lifetime of the previous Development Plans occurred in the absence of essential social and physical infrastructure. Such developments have also been characterised by the separation of residential use from employment, shopping, education and recreational uses, with the resultant reliance on private transport and excessive consumption of agriculture land and urban sprawl. An essential element of the settlement strategy is the development of a compact town, which is characterised by the consolidation of existing, and the establishment of new neighbourhoods.

The Planning Authorities will require the provision of neighbourhoods rather than the traditional housing estates. The neighbourhood concept is based on the principle that people should be able to find many of the requirements for daily living within easy reach of their home. It ensures that new housing and service provision, in the form of schools, shops, community and recreational facilities, are mutually supportive and provide for sustainable and pleasant living environments. There will therefore be a strong emphasis on a mix of uses, house types, layouts that facilitate streetscape and open spaces that have natural supervision.

The Core Strategy of this Development Plan has identified the areas of future residential growth. In order to ensure that development in these areas occurs in a co-ordinated and integrated manner, applicants will be required to submit a site layout plan for the parcel of land as a whole, including the phasing of units (to include full proposals for the delivery of services and open space in tandem with the occupation of residential units), a landscape plan, traffic management, parking and access arrangements including accesses from the local road network, provision of

footpaths, cycleways and public lighting (the delivery of which must be in tandem with the occupation of residential units) and services.

In designing new homes, designers should consider not just the immediate needs of the prospective occupants but also their changing needs over the life of the dwelling. In so far as is practicable, the design should provide for flexibility in use, accessibility and adaptability. The aim should be to ensure that dwellings can meet the changing needs of occupants over their lifetimes, including needs associated with moderate mobility difficulties and the normal frailty associated with old age. Older people or persons with moderate disabilities, who wish to remain independent in their own home, should be able to do so without the need for costly and disruptive re-modelling of the dwelling. Guidance in relation to the design of “Lifetime Homes” is given in Meeting Part M and Designing Lifetime Homes published by the Joseph Rowntree Foundation (JRF).

Policies

In terms of Residential Development, it is the policy of Meath County Council and Navan Town Council:

Residential POL 1	To promote a high standard of design and layout in new residential developments with regard to the local character of the townscape and landscape.
Residential POL 2	To ensure that services and utilities in residential developments are provided concurrent with the construction of new dwellings.
Residential POL 3	To ensure that all new residential developments incorporate a detailed landscape plan, which shall be an integral part of the implementation of the development. Maximum use should be made of the opportunities presented by existing landscape features (including tree groups, hedgerows and streams).
Residential POL 4	To encourage and in some cases, require the use or incorporation of local place names for new housing developments.
Residential POL 5	To promote energy efficiency both during the construction phase and during the lifetime of the development by sensitive design and layout taking into account topography, orientation and surrounding features.
Residential POL 6	<p>To require the submission of an overall site layout plan for residential development on the parcels of residential land identified in the Core Strategy for Phase 1 release to accompany any application for residential development on those lands. The layout plan should illustrate:</p> <ol style="list-style-type: none"> 1. the phasing of units (to include full proposals for the delivery of services and open space in tandem with the occupation of residential units); 2. a landscape plan; 3. traffic management, parking and access arrangements including accesses from the local road network; 4. provision of footpaths, cycleways and public lighting (the delivery of which must be in tandem with the occupation of residential units), and; 5. piped water services.

3.6.1 Design of Residential Areas

Places should be designed around people. Good design is central to creating more attractive living environments. Through good design, sustainable development is delivered by the more efficient use of land – a non-renewable resource, provision of a variety of housing choices and improved accessibility to local facilities and public transport. The Planning Authorities will require estate designers to use innovative scheme designs and support the fundamental principles which contribute to the aesthetic value of Navan.



Riverside Residential Development

The successful design of a good quality sustainable housing project depends on the balance struck between a range of factors as detailed below:

- Place:** Design that respects history, geology, and its natural landscape and encourages individual character of a development and a sense of belonging of development to a place. It discourages soulless, anonymous development.
- Public Space:** A recognition that the design of public areas including “Street Furniture”, signage, and lighting, is as important as the design of private spaces, and any design shall have cognisance of this.
- Permeability:** Urban design in which blocks of buildings are fully permeated by an interconnected street network. This allows ease of access and a greater speed of traffic movement and effectively discourages inefficient movement and an oppressive sense of impenetrability.
- Hierarchy:** A clear and legible ordering system which recognises a hierarchy between different types of buildings or roads and their individual parts.
- Longevity:** Design that creates streets and buildings that will cope with a variety of uses during their lifetime.
- Scale:** Towns and buildings which, whatever their size, relate to human proportions. A relationship between people & their built environment is encouraged whilst a feeling of being overwhelmed and alienated is discouraged.
- Enclosure:** Design which establishes clear distinction between town and country, public and private space, thus encouraging appropriate activities within each where public

areas are suitably supervised by design. This encourages safe environments and the full and appropriate use of available space whilst discouraging wasteland and degraded no-go areas.

Decoration: Design that encourages visual identity and interest, as well as fine craftsmanship and discourages functional anonymity.

Community: Meeting people's needs, desires and aspirations, and engendering civic pride. A proactive, holistic approach to planning is thereby encouraged whilst a reactive, piecemeal approach to planning and a compromised result is actively discouraged.



Contemporary Residential Design

To this end designers and developers will be required to have regard to 'Sustainable Residential Development in Urban Areas, Guidelines to Planning Authorities' published in December 2008. The fundamentals of good design are also discussed in the Development Management Guidelines and Standards section of the Plan.

Policies

In terms of the residential development, it is the policy of Meath County Council and Navan Town Council:

Residential POL 6	To promote the creation and maintenance of a satisfactory residential environment which meets the needs and as far as possible, the preferences of residents and fosters the development of a community.
Residential POL 7	To provide for the integration of new housing into the natural and built environment in a manner that makes a positive contribution to the overall environment in the locality.
Residential POL 8	To ensure the needs of pedestrians and cyclists are provided for in the design and layout of residential areas. Residential areas should be designed so as to provide for a hierarchy of spaces and places which provide a range of social functions and facilities and respect the amenities of residents.
Residential POL 9	To encourage infill residential development in the older parts of the town in a manner which will maintain the character of these areas, and to avail of the

	existing services and facilities.
Residential POL 10	To protect the existing housing stock both in the town centre and environs.
Residential POL 11	To encourage the re-use of existing buildings where appropriate.

Objectives

In terms of residential development, it is an objective of Meath County Council and Navan Town Council:

Residential OBJ 1	To develop brownfield sites before green-field land to encourage compatible land uses to co-exist where appropriate, and to promote sustainable economic expansion.
Residential OBJ 2	To ensure a holistic approach is taken in the design and planning of residential areas, which incorporates the provision of essential and appropriate facilities, amenities and services so that viable communities emerge and grow.
Residential OBJ 3	To achieve an appropriate mix of dwelling size, type and tenure, and adequate accessibility in all new residential developments.
Residential OBJ 4	To ensure that proposals for residential development shall have full regard to the Department of the Environment, Heritage and Local Government's Sustainable Residential Development in Urban Area, Guidelines for Planning Authorities.

3.7 Energy Performance of Buildings Directive 2002/91/EC

Building Energy Performance Directive was passed into Irish and European law on the 16th of December 2002 in order to reduce CO₂ emissions, of which half derives from energy use in buildings. The Building Energy Performance Directive 2002/91/EC is set to place unprecedented demands on the energy performance of virtually all buildings in Ireland. EU Directive 2002/91/EC, will lead to energy efficiency becoming an integral design concern for virtually every category of building, and is destined to convert a building's energy performance into a factor that significantly affects its value.

This directive will apply to almost all buildings, residential and non-residential, both new and existing and must be implemented by member states no later than 4th January 2006. However, Member States have the option of an additional 3-year period to apply the provisions on energy performance certificates. The European Communities (Energy Performance of Buildings) Regulations 2006, as amended, gives effect to certain provisions of the directive including a Building Energy Rating Certificate system for new dwellings commencing after 01/01/07, new buildings other than dwellings commencing on/after 01/07/08 and buildings of any class in existence at 01/01/09 offered for sale or letting after 01/01/09.

3.8 Housing Strategy

A Housing Strategy was prepared for the county of Meath as a whole as part of the preparation of the Meath County Development Plan 2013-2019. The strategy is applicable to Navan and consequently its conclusions are included as part of the Navan Development Plan. This section addresses the Councils' housing policy towards the achievement of the settlement strategy.

3.8.1 Progress to date in Navan

The Councils have an important role in the housing sector in assisting people to meet their housing needs, co-operation with housing associations etc and in the operation of Part V. The Councils have a statutory requirement to meet the needs of those requiring accommodation through its own social housing building programme. The programme of social housing undertaken by the Meath Local Authorities has constructed 601 units since 2003. A total of 133 local authority housing units were constructed in Navan from 2003 to present. A total of 55 affordable houses units have been constructed in Navan, under Part V. An additional 5 apartment dwellings are proposed in 2009 and a total 44 units are proposed in 2010, some of which are at pre-planning stage.

3.8.2 Housing Requirements and Supply

The County Housing Strategy establishes the level of housing need which exists at the commencement of the strategy period and that which is likely to arise during the life of the Strategy. Navan's Housing need over the period 2013-2019 will arise from:

- Increase in the number of households required over the period 2013-2019;
- Obsolescence of the existing stock (including existing habitable dwellings that become second homes);
- Additional vacancies required to facilitate movement of persons within the stock of housing.

In accordance with Section 9 of the Housing Act 1988, each Local Authority is statutorily obliged to conduct an assessment of Housing Need every three years. Meath County Council completed their most recent Housing Need Assessment on 31st March 2008. Of the persons included on the Housing Need Assessment list 253 were identified from Navan, 80 from the Navan Town Council Assessment and 173 from the Navan Area assessment. Out of the 486 currently on the Navan Area and Town Council Housing List 2008, the highest category of household requested are from "Persons not reasonably able to meet the cost of the accommodation they are occupying or to obtain suitable alternative accommodation" accounting for 158 persons. A total of 89 persons are recorded as "Persons living in accommodation that is unfit or unsustainable". 75 persons were recorded as "Persons in need of accommodation for medical or compassionate reasons"; the lowest category is "Homeless Persons" and "young persons living in institutional care or without family accommodation." The most popular requested house type of those on the current housing list is 2 bedroom units with the least popular being 5 bedroom units.

Meath County Council and Navan Town Council play a significant role in the provision of housing in Navan and its environs and it is anticipated that this influential role will continue. The current housing stock in the town amounts to 747 units of which 235 units are provided by Navan Town Council and 512 units in the Navan Area (excluding Navan Town Council). The utilization of the Local Authorities current housing stock is extremely high with void periods being at a minimum.

3.8.3 Social and Affordable Housing Requirements

The Meath Local Authorities Action Plan for Social & Affordable Housing covers the period 2004-2008 (currently under review). The challenge is to ensure the delivery of this programme and achievement of the maximum amount of social and affordable housing, thereby providing quicker and more affordable access to housing for people of limited means. The Councils are committed to promoting and facilitating the use of a number of social and affordable housing options, as set out in the following sections.

In accordance with the County Meath Housing Strategy, as a general policy, Meath County Council and Navan Town Council will reserve 16% of land zoned for residential, or for a mix of residential and other uses for the provision of social and affordable housing.

Social housing is concentrated in certain sectors of Navan, primarily on the Windtown Road and the Commons Road areas of Navan. The larger concentrations of social housing have led to a social imbalance in their respective areas of the town. In order to redress this imbalance, Meath County Council and Navan Town Council intend to restrict, any significant, additional social housing in these areas.



Social & Affordable Housing, Windtown

3.8.4 Special Needs Accommodation

This includes the needs of the elderly, the physically disabled and persons with learning disabilities. Purpose built dwellings will continue to be provided for those persons in accordance with need either as part of the Local Authority Housing Programme or through the voluntary and cooperative sector. This objective will be pursued in respect of private house developments. A range of housing options are required to facilitate this category of need. Such housing should not be segregated from the general population; rather it should be integrated within housing estates and between estates and in towns and villages. Where possible such housing estates should meet the following requirements:

- Location – be accessible to public transport;
- Access – pedestrian safety and ease of access should be catered for by ensuring that pavements are dished and best access practice is adhered to;
- Accessible design – should suit the requirements of individual tenants and therefore requires direct and on-going consultation with the prospective tenant (with respect to size, design and accessories).

The Housing (Adaptation Grants for Older People and People with a Disability), Regulations 2007 make provision for a revised framework of grant aid with effect from 1st November 2007, the latter includes:

- Housing Adoption Grant Scheme for people with a disability to provide/adopt accommodation;

- Mobility Aids Grant Scheme – to assist with adaptations to address mobility problems primarily associated with ageing, and;
- A scheme of Housing Aid for Older People to provide targeted support to improve conditions in the existing housing of older people.

3.8.5 Homeless Persons

The 2008 Housing Need Assessment identified 9 persons in need of housing in County Meath. These figures are based on the homeless that have identified themselves to the Council. The actual figure is thought to be higher, however it remains unknown. The Meath Homeless Forum was set up in 2001 and is made up of representatives from the Statutory and Voluntary sector service providers that are directly involved with Homeless People. A key objective for the Meath Homeless Forum is to identify and secure a site for a Homeless Shelter in Navan to cater for 16-20 Homeless Persons. Meath Women's Refuge operates a small 4 unit scheme of transitional housing for women affected by domestic violence. The women who occupy the units pay a rent for a period of up to 2 years, and then move on either to Council Social housing or into the private sector.

Tabor House Trust provides 11 units of transitional housing which operates as a Half Way House to accommodate recovering alcoholics/addicts from residential treatment programmes. They have recently converted a house in Navan to an extended care facility for men in early recovery from addictions. The occupations stay up to a maximum of 9 months and pay a contribution towards their upkeep.

3.8.6 Traveller Accommodation

The Planning Authorities recognise the distinct culture and lifestyle of the travelling community and will endeavour to provide suitable accommodation for travellers who are indigenous to the area. Meath County Council and Navan Town Council operate a comprehensive programme for Travellers involving a range of integrated measures to meet their accommodation needs and assist in the process of integration with the settled communities. Meath County Council adopted the Traveller Accommodation Programme 2005-2008 in February 2005. Meath County Council plans to operate a comprehensive accommodation programme for travellers involving a range of integrated measures to meet their accommodation needs and includes direct provision of standard local authority housing, Traveller specific accommodation, such as group housing, refurbishment of the permanent Caravan Parks as required, loans for repayment of mobile homes, and overnight camping lay-bys.

Meath County Council and Navan Town Council have made extensive progress in the provision of accommodation for travellers during the last plan period. All targets established in the Meath County Council's Five Year Traveller Accommodation Plan were met for the Navan area. Complete refurbishment of St. Patrick's Park, 16 bay halt site on the Athboy Road has been completed and is now fully operational. A remedial work scheme was completed in Claremount as part of a RAPID Programme. Townspark applied for a remedial work scheme in 2005, consultation and design was completed in 2006. €14 million in funding has been committed to this project by the DoEHLG to date. At present full remedial works to the halting site in St. Francis Park, Windtown is being carried out. The Meath County Council Housing Department is also presently working on the production of a draft for the next 5 Year Traveller Accommodation Programme 2009-2013, which will outline details of future plans for the provision of accommodation for Travellers in the Navan area.

Working with the travelling community, their representative organisations, and local communities, the Planning Authorities seek to ensure an equitable distribution of traveller facilities throughout the plan area. The Local Authority also assists in the provision of standard housing for families who express a preference for that type of accommodation.

The Navan Travellers Workshop, based on Abbey Road, is an important voluntary community organisation working in partnership with travellers and the settled community. This was established in 1984 by Co. Meath Vocational Educational Committee, Navan Travellers Workshops Ltd and FÁS. Its main purpose is to provide education and training to travellers in Co. Meath and is one of the 36 Traveller Education Centres in the County. Navan Travellers Education Centre offers a large range of courses certified by FETAC at Level 1 to 5, along with some Junior and Leaving Certificate subjects. The shared vision of Navan Travellers Education Centre is to provide quality education and training to empower our community while affirming and celebrating cultural “awareness of Travellers in Meath and surrounding areas”.

3.8.7 Part V of the Planning & Development Acts 2000-2014

Section 96 of the Planning and Development Acts 2000-2014 provides that the objectives of the Housing Strategy in relation to social and affordable housing shall be implemented by means of conditions attached to planning permissions for residential development. All residential development in excess of 4 housing units or any site for residential development in excess of 0.1 hectares is to be subject to the provision of “Social/Affordable” housing at a requirement of 16%.

The ratio of social to affordable houses to be provided shall be assessed on a case by case basis, having regard to local housing needs, but at all times the 16% requirement shall be met. In so far as it is known at the time of the agreement, the respective Council will indicate to the developer its intentions in relation to the provision of social/affordable housing. This will include a description of the proposed houses, on the land or sites to be transferred, where such lands form part or parts of the lands which are subject to the application for permission as is, or are specified by the agreement as being parts required to be reserved for the provision of housing.

The respective Council, in making such agreements, will have regard to:

- The Development Plan, in particular the core strategy and settlement strategy, and any relevant framework plan;
- The need to ensure the overall coherence of the development to which the planning application relates;
- The views of the developer in relation to the impact of the agreement on the proposed development;
- The need for social integration, and;
- The needs and obligations of Navan Town Council and Meath County Council in respect of housing.

Navan Town Council and Meath County Council will encourage housing developers to whom the 16% quota will apply to discuss the likely terms of the Part V agreements as part of pre planning consultations. The respective Council and the developer shall thus have a common understanding of the nature of the likely agreement before a decision to grant planning permission is made. Navan Town Council and Meath County Council will endeavour to finalise the agreement within two months following the grant of permission. All social housing provided under Part V of the Planning & Development Acts 2000-2014, in accordance with this strategy shall be allocated to persons on the waiting list for that allocation area in accordance with the Council's Allocation Scheme for the Provision of Social Housing Support. All Affordable housing provided under Part V of the Act in accordance with the terms of this Housing Strategy shall be allocated in accordance with the Allocations Scheme for affordable housing as adopted by the Council.

3.8.8 Methods of Providing Affordable/Social Housing

The requirement under Part V of the Planning and Development Acts 2000-2014 for Social/Affordable housing in developments may be met by the following methods or by a combination thereof at the discretion of the Planning Authorities:

- (a) Financial contribution (as provided for under section 96(3)(b)(vi) of the Planning and Development Acts 2000 – 2014);
- (b) Direct provision of the housing units on completion as determined in accordance with the Strategy, integrated as part of the overall development of a site;
- (c) The transfer of a portion of the site which is the subject of the planning application to the respective Council which will enable the Council to provide the appropriate number of units thereon in satisfaction of the requirements of the Housing Strategy or the disposal of a number of fully or partially serviced sites within the site to the respective Council which will enable the Council to provide the appropriate number of units thereon in satisfaction of the requirements of the Housing Strategy or the transfer to the planning authority of the ownership of any other land within the functional area of the planning authority.

The respective Council will, in reaching agreements under Section 96 of the Planning and Development Acts 2000-2014, have due regard to the Meath County Housing Strategy and the Development Plan objectives.

3.8.9 Housing Provision for the Elderly

The main emphasis in the Council's housing policy for the elderly is to enable elderly people to choose between adopting their homes for increasing disabilities of old age or to move to accommodation more suited to their needs. The council will examine the possibility of introducing a scheme that would facilitate elderly people transferring their homes to the Council in exchange for more suitable accommodation.

Key housing issues that should be taken into consideration in the provision of housing for older persons are:

- Location –accessible to local retail facilities and public transport, and not be located on steep gradients.
- Accessible design – should meet the requirements of both the disabled elderly and the non-disabled elderly i.e. single storey and double story housing appropriate on a case by case basis.

Part M of the Building Regulations, 1997-2008 provides mandatory instructions that all new housing (private, affordable and social) greater than 45m² must be designed to enable adaptable/lifelong housing at a later date if necessary. The ground floor of all homes must contain a bathroom and be designed such that it is adaptable to accommodate the specific needs and requirements of a person with a physical disability. Such measures will result in older persons being able to adapt their home if required and avoid the disruption of a move.

A total of 40 'Old Persons Dwellings' are currently owned by Navan Town Council and Meath County Council. These units are primarily single and two bedroom units and are located at Claremount Estate (24) and St. Oliver's Cottages (16). Navan Town Council and Meath County Council are conscious of the needs of the elderly and in this context have in recent times put in place a scheme of replacement heating systems in old person's dwellings. Demand for the elderly is currently quite low representing only 2% of those on the housing waiting list in the Town Council Area.

3.8.10 The Housing Needs of People with Disabilities

Social and affordable housing, for people with disabilities, is required with respect to appropriate crisis units, sheltered and supported housing and independent living options. A range of housing options are required to facilitate this category of need. Such housing should not be segregated from the general population; rather it should be integrated within housing estates and between estates and in towns and villages. Where possible, such housing should meet the following requirements:

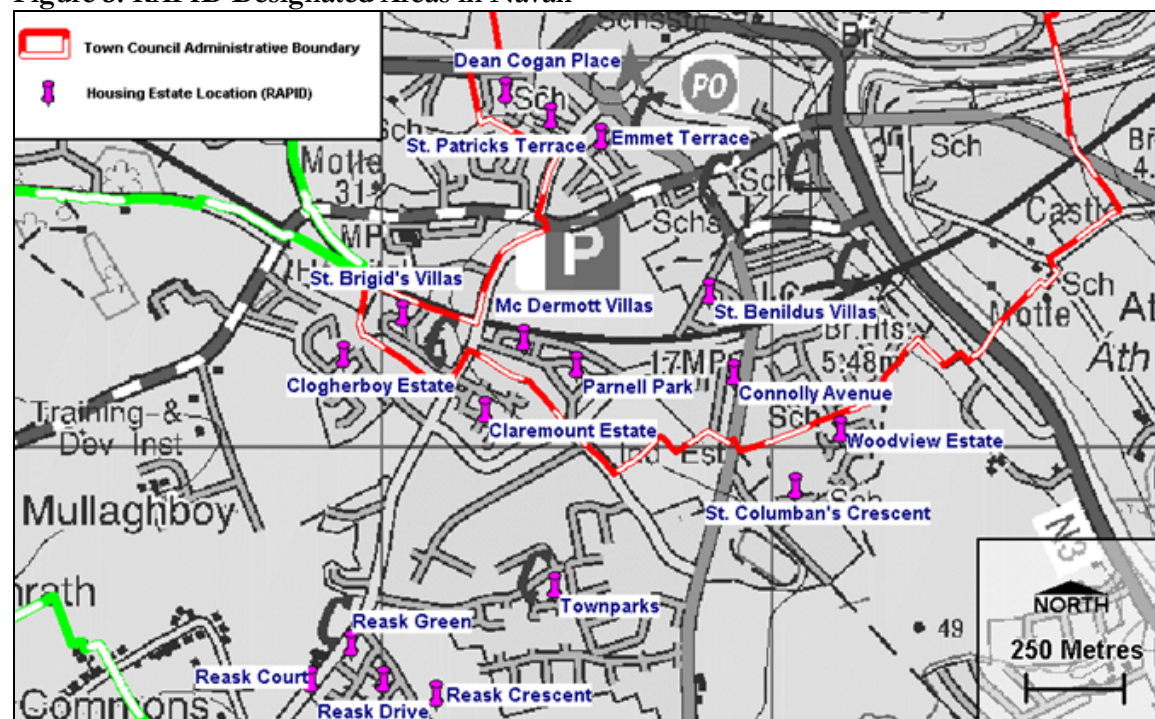
- Location – be accessible to public transport
- Access – pedestrian safety and ease of access should be catered for by ensuring that pavements are dished and best access practice is adhered to:
- Accessible design – should suit the requirements of individual tenants and therefore requires direct and on-going consultation with the prospective tenant (with respect to size, design and accessories).

With respect to private housing, at present, the Council had a Disabled Persons Grant in place to assist private homeowners and enable any necessary/reasonable adaptations to a house to accommodate the specific needs and requirements of people with disabilities.

3.8.11 RAPID (Revitalising Areas by Planning, Investment & Development)

RAPID is a state sponsored programme aimed at revitalising neglected areas through strategic planning to identify and prioritize new investment and development. The Programme seeks to integrate service provision and the promotion of participation, social inclusion and engender a community ownership, with the building of social capital and sustainability to the core. The Government is committed to prioritising resources to RAPID areas under the Operational Programme for Local Urban & Rural Development. This RAPID Programme has been operating in recent years in Navan and a lot of progress has been made. The National Development Plan 2007-2013 makes provision for the continuation of all RAPID Programmes across the country. As a result additional funding will be available for estate development, road improvements, play areas, sports pitches, festivals, summer camps and more. The new RAPID Navan Physical Environment Improvement Scheme 2009-2013 aims to support locally identified small-scale capital works in the 14 local authority housing estates that are part of the RAPID Navan Programme.

Figure 3: RAPID Designated Areas in Navan



The 14 estates included in the Navan RAPID Programme have high levels of social and economic disadvantage. They are as follows:

Navan Town Council

Dean Cogan Place
St. Benildus Villas
Connolly Avenue

Emmet Terrace
Mc Dermott Villas
St. Brigid's Villas

St. Patrick's Terrace
Parnell Park

Meath County Council

Woodview Estate
Clogherboy / Oaklawns

St. Columban's Crescent
Townspark

Claremont Estate
Reask Estate

The vision of the Navan RAPID Programme is for a society based on equality and participation for all, with each individual having a right to live their life in a pleasant, safe environment, with access to necessary services, facilities and opportunities to fulfil their aspirations and potential.

RAPID areas are prioritised for investment and development under the National Development Plan. Priorities include health, education, housing, childcare, community facilities, sports facilities, youth development, employment, drug misuse, policing, the elderly, disabled and community development. The intention is that real and practical improvements will be made to ensure services are improved and that they are easier to access. Essentially what's involved is getting the various State Agencies working together and pooling resources for the benefit of the more marginalised areas in response to their needs. Meath County Council and Navan Town Council recognise the importance of the Navan Rapid Programme in enhancing community infrastructure, improving quality of life and ensuring equality of opportunity for all and will continue to support this programme over the lifetime of the Development Plan.

Policies

In terms of housing strategy, it is the policy of Meath County Council and Navan Town Council:

Housing Strategy POL 1	To ensure the provision of a suitable range of housing types and sizes to facilitate the changing demographic structure of modern society, and in particular, the increasing trend towards smaller household sizes.
Housing Strategy POL 2	To encourage the development of mixed and balanced communities to avoid areas of social exclusion.
Housing Strategy POL 3	To have regard to the “Quality Housing for Sustainable Communities” (DoEHLG 2007).
Housing Strategy POL 4	To integrate new social housing into the existing social and urban fabric of Navan.
Housing Strategy POL 5	To recognise the need for people with special needs to enjoy a decent living environment and to support local communities, health authorities and other agencies involved in the provision of facilities to people with special needs.
Housing Strategy POL 6	To support the voluntary sector in the development of housing for people with special needs.
Housing Strategy POL 7	To support the concept of independent living for older people and people with disabilities and ensure where possible that housing for such groups is integrated with mainstream housing in their existing communities.
Housing Strategy POL 8	To encourage the provision of adequate small, self contained living units with a complex of facilities for persons with special needs to maintain privacy and independence whilst having the protection of a more sheltered environment.
Housing Strategy POL 9	To permit the suitable extensions of an existing dwelling to accommodate the elderly or people with disability in the family home, subject to the normal planning requirements.
Housing Strategy POL 10	To provide for traveller accommodation in halting sites, individual dwellings or in group housing schemes for travellers who normally reside in Navan and require such accommodation in accordance with the adopted ‘Accommodation Programme for Traveller Families 2005-2008’ and subsequent Accommodation Programmes.
Housing Strategy POL 11	To consult with travellers and their representative organisations and with the local settled community in relation to the siting, planning and design of future halting sites or group housing schemes so as to avoid social conflict and promote social inclusion.
Housing Strategy POL 12	To provide and manage halting sites in a manner compatible with the local environment and the needs of the travelling community. Any area zoned for residential development is deemed to be suitable for a halting site development. All halting site developments will be the subject to the detailed design standards as outlined in the Department of the Environment’s Guidelines for Residential Caravan Parks for Travellers, October 1997 and normal development control standards.

Housing Strategy POL 13	To continue to promote and support the objectives of the Navan Travellers Workshop & Training Centre, working in partnership with travellers and the settled community.
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Objectives

In terms of housing strategy it is an objective of Navan Town Council and Meath County Council:

Housing Strategy OBJ 1	To ensure that 16% of all eligible residential sites are set aside for the development of new social and affordable units, except under exceptional circumstances.
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Housing Strategy OBJ 2	To carry out a complete refurbishment of St. Patrick's Park, Halt Site on the Athboy Road, to include the demolition of existing service blocks, their replacement with new service blocks comprising living areas, provision of two additional bays and the upgrading of the internal roads and services.
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Housing Strategy OBJ 3	To continue to improve the residential amenity of major housing estates, notably Claremount & Townspark, through enhanced estate management, road improvements, landscaping, tree planting and other environmental improvements, including litter control.
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Housing Strategy OBJ 4	To support the identification of a suitable site for a Homeless Shelter in Navan.
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Housing Strategy OBJ 5	To examine funding possibilities under the R.A.P.I.D. (Revitalising Areas, by Planning, Investment & Development) Programme and support the realisation of the strategic objectives of the Navan RAPID Programme.
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Housing Strategy OBJ 6	To give priority to improving the accommodation of the elderly who lack the basic amenities of indoor sanitary facilities and to provide for increasing disability.
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Policies

In terms of social and affordable housing it is the policy of Meath County Council and Navan Town Council:

Housing Strategy POL 14	<p>To require that developers comply with Part V of the Planning and Development Acts 2000-2014, as amended. The following options may be used in satisfying the requirements of the Housing Strategy:</p> <ul style="list-style-type: none"> (a) Financial contribution (as provided for under section 96(3)(b)(vi) of the Planning and Development Acts 2000 – 2014); (b) Direct provision of the housing units on completion as determined in accordance with the Strategy, integrated as part of the overall development of a site; (c) The transfer of a portion of the site which is the subject of the planning application to the respective Council which will enable the Council to provide the appropriate number of units thereon in satisfaction of the requirements of the Housing Strategy or the disposal of a number of fully or partially serviced sites within the site to the respective Council which will enable the Council to provide the appropriate number of units thereon in satisfaction of the requirements of the Housing Strategy or the transfer to the planning authority of the ownership of any other land within the functional area
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	of the planning authority.
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Objectives

In terms of social and affordable housing it is a policy of Meath County Council and Navan Town Council:

Housing Strategy OBJ 7	To require that 16% of land zoned for residential development or for a mix of residential or other uses, shall be made available for the provision of social and affordable housing. This figure may be modified in line with any revision to the Housing Strategy carried out during the period of the County Development Plan.
Housing Strategy OBJ 8	To continue to implement the “Meath Local Authorities Plan Social and Affordable Housing 2004-2008 and any subsequent Action Plans adopted during the life of this Development Plan.
Housing Strategy OBJ 9	The social housing provision figures contained in the Development Plan shall be amended following the adoption of subsequent Meath Local Authorities Action Plan for Social and Affordable Housing.
Housing Strategy OBJ 10	To promote the active delivery of social housing over the development plan period through the acquisition /purchasing of land or other mechanisms in accordance with the Housing Needs Assessment.

3.9 Neighbourhood Strategy

The development of Navan during the previous Development Plans has been characterised by relatively low density conventional residential development on the outer fringes of Navan. These developments are primarily concentrated to the south east of the town in Johnstown, Bailis & Athlumney, to the south of the town at Balreask Old and Limekilnhill and to the north of the town at Blackcastle Demesne, Abbeylands & Clonmagadden. The built up area of Navan now extends to an approximate radius of 3 km from the original town centre. Up until recent times, development has in part been characterised by the separation of residential use from employment, shopping, educational and recreational uses, with the resultant reliance on private transport and excessive consumption of agricultural land and urban sprawl. However, the Neighbourhood Strategy which was pursued during the lifetime of the previous plan was successful in developing and expanding neighbourhood centres in proximity to large concentrations of residential development at various locations throughout the town.

The development strategy proposed in this plan is designed to reinforce the town centre as a place for work, shopping, services and living. The development strategy also provides for the expansion of the town centre and its associated uses towards the proposed central rail station in the medium term. The town centre is supported by a series of neighbourhoods focused, where possible, on neighbourhood centres. The location of neighbourhood centres seeks to ensure that all of the existing and future residential areas of Navan are adequately serviced by local facilities and services, including commercial and community centres. The provision of neighbourhood centres also seeks to provide a strong local focus for residential areas, creating a sense of place and community.

The existing and proposed neighbourhood centres will ensure the development of sustainable neighbourhoods, focused on neighbourhood centres with a mix of uses, densities and public services. Shops provided will be generally local in nature, providing for local neighbourhood needs only, and should not detract from the vitality and viability of Navan town centre. Neighbourhood centres would include a small supermarket/convenience outlet. Additional retail and service facilities which may be provided may, for example, include newsagents, launderettes, video rental outlets, hot food takeaways, restaurant, pharmacies, bookmakers, sub post office,

delicatessen, hairdressers, and off-licence. Other services provided in the neighbourhood centre may include health/medical, community, recreational, crèche/childcare, banks, small-scale office and other appropriate employment uses, leisure uses, together with residential units. This reinforces the role of the sub centres. The scale, size and number of units will be restricted to ensure that they serve local needs.

In order to act as a focal point in a residential area, high urban design quality will be sought. Buildings comprising the neighbourhood centre or in the immediate vicinity will generally be permitted to increase their heights to at least three or four storeys to reflect their prominence. A mix of uses will be encouraged at the centres, with residential and office uses promoted above first floor levels. This will also act as an incentive towards their construction and development. Local parks, civic spaces and community facilities are encouraged in the immediate vicinity of neighbourhood centres so as to enhance their role in the community and encourage linked trips.

Each neighbourhood centre shall be linked to the surrounding residential areas by a system of cycleways and footpaths. In mature and developed neighbourhoods, the Planning Authorities will investigate the opportunities to retrofit such cycleways and pedestrian priority measures, in consultation with the local community. The neighbourhood centres should be linked to the town centre by improved and developing public transport. Neighbourhood Centres also require a prominent location with good road frontage and access, as passing trade will reinforce their role.

There is a need to ensure that the various qualities of the mature suburban areas are protected and improved, and that the neighbourhood centres serving these areas are strengthened and reinforced. It is an objective of this Development Plan, to plan and provide for additional community services where there are existing deficiencies.

The principle of sustainable development envisages an integration of uses and activities. In this context, it is proposed that zones of enterprise and employment be established in the new neighbourhoods. This will facilitate reduced travel times and use of private transport, and reduce traffic congestion.

The indicative network of Neighbourhood Centres is identified on the Development Objectives Map. In addition to the existing and approved Neighbourhood Centres at Blackcastle, Beechmount, Bailis and Clonmagadden SDZ, additional neighbourhood centres are designated as part of Framework Plans and Master Plans.

Policies

In terms of the neighbourhood strategy it is the policy of Meath County Council and Navan Town Council to:

Neighbourhood Centre POL 1	To promote the development of new neighbourhood centres to serve the needs of new or expanded residential areas with basic facilities, such as local convenience shopping, community facilities, children's playgrounds, etc.
Neighbourhood Centre POL 2	To implement the neighbourhood strategy in order to provide for the development of sustainable neighbourhoods, focused on neighbourhood centres with a mix of uses, densities and public services in accordance with the proposed area action plans.
Neighbourhood Centre POL 3	To retain, protect and improve the environmental qualities of the existing suburban areas, to reinforce their neighbourhood centres and to provide for additional community services, amenities and facilities as identified in this Development Plan.

3.10 Treatment of Gateway/Landmark Sites

The Navan Development Plan 2003-2009 identified a number of key gateway sites as throughout the town and a critical gateways and entry points to the town. It is considered appropriate to retain these designations as part of the Plan. The majority of the identified sites are situated at critical road junctions and intersections. The sites are highly visible and as such, it is essential that they are designed to the highest standards, as their development will set the town for the town, and influence the public perception of it. It is accepted that certain sites however, are more suitable for pieces of art and sculpture set in a landscaped civic space than being suitable of accommodating a landmark building.

Objective

In terms of gateway sites, it is an objective of Navan Town Council and Meath County Council:

GS OBJ 1	To ensure the high quality design and architectural treatment of key landmark sites as identified on the Development Objectives Map.
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3.11 Housing Protection Areas

The zoning function of the housing protection area is to ensure that housing is not lost to other purposes. Within these areas, land that is not in use or was last used for residential purposes may only be used as such.

These measures are intended to ensure that:

- Property owners do not act on the assumption that their property will be converted to other uses and hence neglect to maintain it;
- Land values are based on housing values and are thus not ~~so~~ as high as to making housing redevelopment prohibitively expensive.

Within the Housing Protection Areas, the potential for redevelopment for housing must be a priority and measures to ensure the provision of infill housing on cleared sites, and of individual houses on small derelict lots, will remain a priority. Most of the areas zoned as Housing Protection Areas are on secondary streets and more suitable to terraced housing than apartments. In these circumstances, apartments will either not be permitted at all, or allowed only on a small scale on site difficult to develop for terraced housing purposes for physical reasons.

The following areas are included as Housing Protection Areas;

St. Finian's Terrace	St. Benildus Villas	Connolly Avenue
Woodlands	Mellows Terrace	Parnell Park
St. Patrick's Terrace	Emmet Terrace	O'Growney Terrace
Abbeylands/Newland	St. Ultan's Terrace	

Policy

In terms of the Housing Protection Areas, it is the policy of Navan Town Council and Meath County Council:

HP POL 1	To ensure that the areas identified as Housing Protection Areas and illustrated on the Objectives Map are not lost to other purposes.
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3.12 Rural Settlement Strategy

The commencement of the Navan Town Boundary Alteration Order 2009 on the 1st May 2009 resulted in substantial areas of rural greenfield lands being transferred into the administrative area of Navan Town Council. This has necessitated the need for the Navan Development Plan 2009-2015 to include a Rural Settlement Strategy to ensure that the bona fide rural housing needs of

the community in these areas can be accommodated while also ensuring that the future strategic growth of the Town is not compromised by random and haphazard development.

The National Spatial Strategy (NSS) recognises the long tradition of people living in rural areas and promotes sustainable rural settlement as a key component of delivering more balanced regional development. The Department of the Environment, Heritage and Local Government (DoEHLG) published “Sustainable Rural Housing, Guidelines for Planning Authorities” in April, 2005. The Guidelines state that in supporting housing development patterns in rural areas that are sustainable, policies and practices of Planning Authorities should seek to:

- 1) Ensure that the needs of rural communities are identified in the development plan process and that policies are put in place to ensure that the type and scale of development in rural areas, at appropriate locations, necessary to sustain rural communities is accommodated, and;
- 2) Manage pressure for overspill development from urban areas in the rural areas closest to the main cities and towns such as the gateways, hubs, and other large towns.

The publication of the Guidelines resulted from the National Spatial Strategy which called for settlement policies in development plans and their implementation to take into account both the differing demands for rural areas and varying rural development contexts. Key to the debate is the differentiation between urban generated housing and rural generated housing. Urban generated housing is housing in rural locations sought by people living and working in urban areas, including second homes / holiday homes whereas rural generated housing is defined as housing needed in rural areas within the established rural community by people working in rural areas or in nearby urban areas. With regard to urban generated housing in the open countryside, the NSS asserts that development driven by urban areas should take place within built-up areas or land identified through the development plan process, and that rural generated housing needs should be accommodated in the areas in which they arise, subject to good planning practice.

All unzoned greenfield lands located within the Navan Development Plan Boundary are classified as Rural Areas under Strong Urban Influence. (Please refer to Map no. 5 Development Pressure Map) These areas exhibit the characteristics of close proximity to the built envelope of Navan Town and are also in the commuting catchment of Dublin, with a rapidly rising population and evidence of considerable pressure for development of housing due to proximity to such urban areas. Rural Areas under Strong Urban Influence are characterised by above average levels of married people, as well as above average levels of young adults (those in the 25-44 year age category). This cluster is the one characterised by the highest mean population densities, as well as by far the greatest rate of population growth. This suggests that the areas within this cluster act as attractive residential locations for the rapid inflow of migrants into the county. These areas are under significant development pressure and having regard to the quantum of one off housing being developed in these areas, and by virtue of the number of applications for one off housing and the existing level of one off housing in these rural areas in tandem with their geographical positioning, these areas are included in this category.

Persons who are an Intrinsic Part of the Rural Community

The Sustainable Rural Housing Guidelines outline that Planning Authorities in formulating policies recognise the importance to rural people of family ties and ties to a local area such as a parish, townland or the catchment of local schools and sporting clubs. Such policies can deliver positive benefits for rural areas and sustain rural communities by allowing people to build in their local areas on suitable sites.

The Planning Authority will support proposals for individual dwellings on suitable sites in rural areas where the applicant can clearly demonstrate a genuine need for a dwelling on the basis that the applicant is significantly involved in agriculture. In these cases, it will be required that the applicant satisfy the Planning Authority with supporting documentation that the nature of the agricultural activity, by reference to the area of land and / or the intensity of its usage, is sufficient to support full time or significant part time occupation. It is also considered that

persons taking over the ownership and running of family farms along with the sons and daughters of farmers would be considered within this category of local need.

The Planning Authority will similarly support applications for one off houses from persons whose significant employment is in the bloodstock industry, forestry, agri-tourism or horticulture sectors and who can demonstrate a need to live in a rural area in the immediate vicinity of their employment in order to carry out their employment. The same requirements to submit supporting documentation as outlined above will be required in this instance.

In both instances above which relate to natural resources related employment, the applicant shall satisfy the Planning Authority as to the significance of their employment. Where persons are employed in a part time capacity, the predominant occupation shall be farming / natural resource related. It should be noted, that where an applicant is also a local of the area, the onus of proof with regard to demonstrating the predominance of the agricultural or rural resource employment shall not normally be required.

The Planning Authority recognises the interest of persons local to or linked to rural areas, who are not engaged in significant agricultural or rural resource related occupation, to live in rural areas. Certain special needs are also recognised in terms of trades people, persons with rural family linkages and social needs. For the purposes of this policy section, persons local to an area are considered to include:

- Persons who have spent substantial periods of their lives, living in rural areas as members of the established rural community for a period in excess of five years and who do not possess a dwelling or who have not possessed a dwelling in the past in which they have resided or who possess a dwelling in which they do not currently reside;
- Persons who were originally from rural areas and who are in substandard or unacceptable housing scenario's and who have continuing close family ties with rural communities such as being a mother, father, brother, sister, son, daughter, son in law, or daughter in law of a long established member of the rural community being a person resident rurally for at five years;
- Returning emigrants who have lived for substantial parts of their lives in rural areas, then moved abroad and who now wish to return to reside near other family members, to work locally, to care for elderly members of their family or to retire, and;
- Persons, whose employment is rurally based, such as teachers in rural primary schools or whose work predominantly takes place within the rural area in which they are seeking to build their first home, or is suited to rural locations such as farm hands or trades-people and who have a housing need.

The Planning Authority also recognises that exceptional health circumstances may require a person to live in a particular environment or close to family support. In such cases, the exceptional health circumstances would require supporting documentation from a registered medical practitioner and a disability organisation supporting a planning application. In the absence of any significant environmental, access or traffic reasons for refusal and the proposal adheres to sensitive design and siting criteria, the Planning Authority will consider granting planning permission, subject where appropriate to conditions regarding occupancy.

Where an applicant for a one off house in the countryside can demonstrate, by the submission of documentary evidence, that their original dwelling was sold due to unavoidable financial circumstances, such applications will be considered on their individual merits, where the applicant satisfies local housing need criteria. This consideration does not override the other normal assessment criteria as set out in this Development Plan for a one off house.

Where an applicant has resided in a rural area for a considerable period of time, being a period of time in excess of the previous 5 consecutive years, in a dwelling attached to their business, such as farming, and the business inclusive of dwelling house is being sold for retirement or other

circumstances, such applications will be considered on their individual merits, where the applicant satisfies local housing need criteria. The planning officer shall specify the nature of documentation required in preplanning consultations to support such a planning application or upon request in writing. This consideration does not override the other normal assessment criteria as set out in this Development Plan for a one off house.

The Planning Authority also recognises persons who have been an intrinsic part of the rural community for substantial periods of their lives and where their family home was traditionally regarded as being part of the rural area but due to the expansion of the town now forms part of or abuts the development boundary. A person whose family home and adjoining lands have been zoned for residential land use in the extension of the development boundary shall not benefit from such consideration in this regard. This shall relate to lands subsumed within individual development boundaries of new Local Area Plans and Development Plans made after the adoption of this Development Plan.

Policies

In terms of rural development, it is the policy of Meath County Council and Navan Town Council to:

RD POL 1	To ensure that individual house developments in rural areas satisfy the housing requirements of persons who are an intrinsic part of the rural community in which they are proposed, subject to compliance with normal planning criteria.
RD POL 2	To facilitate the housing requirements of the rural community as identified while directing urban generated housing to areas zoned for new housing development.
RD POL 3	To protect rural areas falling within in this Area Type from urban generated and unsightly ribbon development and to maintain the identity of Navan and so safeguarding its future strategic development.

Please note that in all instances where ribbon development is referred to in this Development Plan, the example contained in Appendix 4 of the Sustainable Rural Housing Guidelines for Planning Authorities as published by the DoEHLG in April 2005 shall apply. Ribbon development is considered to be a high density of almost continuous road frontage type development, for example where 5 or more houses exist on any one side of a given 250 metres of road frontage.

The Planning Authority will also take into account the following matters in assessing individual proposals for one off rural housing within this area type:

- The housing needs background of the applicant(s) in terms of employment, strong social links to rural area and immediate family;
- Local circumstances such as the degree to which the surrounding area has been developed and any tendencies in terms of it becoming overdeveloped;
- The degree of existing development on the original landholding from which the site is taken including the extent to which previously permitted rural housing has been retained in family occupancy. Where there is a history of individual residential development on the landholding through the speculative sale of sites, permission may be refused;
- The suitability of the site in terms of access, wastewater disposal and house location relative to other policies and objectives of this plan;
- In the case of the first son or daughter of farmers applying on family lands, to encourage that such proposals facilitate clustered or grouped family type housing for subsequent

members of the family set back into the landscape rather than scattered ribbon type development, and;

- The degree to which the proposal might be considered infill development.

Policies

In terms of Rural Development, it is the policy of Meath County Council and Navan Town Council to:

RD POL 4	It shall be the policy of the Planning Authority to attach an occupancy condition to all individual one off rural dwellings, pursuant to Section 47 of the Planning and Development Acts 2000-2014, restricting the use of the dwelling to the applicant and their immediate family, as a place of permanent residence. The period of occupancy will be limited to a period of 7 years from the date of first occupation.
RD POL 5	To facilitate the creation of golf courses, pitch and putt courses and driving ranges in rural areas provided such development does not contravene any other policies or objectives of this Development Plan.
RD POL 6	To promote the viable re-use of vernacular dwellings without losing their character and to support applications for the sensitive restoration of disused vernacular or traditional dwellings.
RD POL 7	To encourage and facilitate the appropriate refurbishment of existing housing stock in rural areas and in certain limited cases the replacement of existing dwellings subject to development assessment criteria outlined below.
RD POL 8	To oppose the demolition and replacement of traditional or vernacular rural houses in order to protect the varied types of housing stock in rural areas of the Town and to preserve the rural architectural heritage.
RD POL 9	To consider the limited conversion of outhouses and other structures attached to large country houses or other heritage structures where acceptable conservation practice is observed in line with the other policies and objectives of this plan and where acceptable site suitability has been established in terms of access, car parking, open space, wastewater disposal and maintaining the setting and amenities of the main structure.
RD POL 10	That in respect to the sensitive restoration and conversion to residential use of disused vernacular or traditional dwellings or traditional farm buildings, including those which are Protected Structures, such proposals shall not be subject to the Rural Housing Policy (i.e. local need) that applies to new dwellings.
RD POL 11	To actively promote the retention and restoration of thatched dwellings as a key component of the architectural heritage of Co. Meath.

The Planning Authority shall assess applications for refurbishment and / or replacement of existing housing stock in rural areas, having regard to the criteria outlined hereunder:

- That in the case of refurbishment and extension proposals, that the scale and architectural treatment of proposed works are sympathetic to the character of the original structure and the surrounding area including adjoining or nearby development;
- That in the case of replacement dwellings, to require that the original structure was last used as a dwelling and that its roof, internal and external walls are generally intact;

- That replacement dwellings are provided at locations where safe access and acceptable wastewater disposal arrangements can be put in place and where specific development objectives or other policies of the Planning Authority are not compromised, and;
- That the size and scale of the replacement dwelling should be similar to the existing house and not more than 300 sq. m., except in the case where the original dwelling exceeds 300 sq. m., and;
- In the assessment of whether a house which is proposed to be replaced is habitable or not, the Planning Authority will reply on the definition contained in Section 2 (Interpretation) of the Planning & Development Acts 2000-2014.

A “Habitable House” means a house which

- (a) is used as a dwelling;
- (b) is not in use but when last used was used, disregarding any unauthorised use, as a dwelling and is not derelict, or;
- (c) was provided for use as a dwelling but has not been occupied.

Strategic Corridors

The “*Spatial Planning & National Roads Guidelines*” contain the official policy regarding access onto national roads. They seek to avoid the creation of any additional access point from new development / intensification of traffic from existing entrances onto national roads outside the 60 kph speed limit. Section 2.6 of the Guidelines provides for exceptional circumstances to the above general policy provision. Planning Authorities may identify stretches of national roads where a less restrictive approach may be applied as part of the Development Plan preparation. Two scenarios arise, firstly, in relation to developments of national and regional strategic importance and secondly, in relation to lightly trafficked sections of National Secondary Routes. The NRA confirmed to Meath County Council during the course of pre draft consultations for the Meath County Development Plan 2013-2019 that there are no sections of the N51 National Secondary Roads in Meath which would adhere to the qualifying criteria (traffic volumes being forecast to remain below 3,000 AADT for the next 20 years). Therefore this second criterion is not applicable to the Navan Development Plan area. The Meath County Development Plan 2013-2019 identifies a number of strategic access points to the national road network around Navan.

These include:

- Navan South (Junction 8) to Kilcarn Roundabout on R147 (New Junction Only).
- Navan North (Junction 9) to Mullaghboy Roundabout on N51 (New Junction Only) which would provide for access points to local distributor roads and to a proposed depot for M3 motorway maintenance.

It is vitally important that new housing in rural areas that is located along non national routes is located in such a manner as to avoid endangering public safety by way of a traffic hazard. There are a number of regionally important functions of certain regional routes that act as particularly important transport links that traverse Co. Meath. These include the R147 (old N3), R162 Navan-Kingscourt Rd, R161 Trim Rd and the R153 Kentstown Rd. In order to safeguard the specific functions and to avoid the premature obsolescence of these routes through the creation of excessive levels of individual entrances and to secure the investment in non-national roads, it is the policy to restrict new accesses for one-off dwellings where the 80km per hour speed limit currently applies.

Exceptions to the above policies will be considered on their merits in the following circumstances:

- For those who have a location specific rural housing need based on substantive involvement in agriculture and cannot provide access onto a nearby county road and therefore need to access one of the identified regional routes. In these circumstances, the applicant will be encouraged to maximise the potential of an existing entrance. The onus shall be on the applicant to demonstrate that they have no other access or suitable sites within their landholding;
- Where an existing dwelling with a vehicular entrance that is not considered to constitute a traffic hazard is to be demolished and replaced with a new dwelling, and;
- For those who have a location specific rural housing need on family owned lands and cannot provide access onto any other non identified, non national road not being of regional or local importance and therefore need to access one of the identified strategic roads. The onus shall be on the applicant to demonstrate that they have no other access or suitable site that can share an existing entrance within their landholding.

New development proposals onto certain regionally and locally important county road type routes that act as particularly important transport links that traverse Co. Meath shall be assessed having regard to:

- Avoiding unnecessary new accesses, for example where access could be provided off a nearby county road.
- Ensuring that necessary new entrances are located in such a manner as to provide effective visibility for both users of the entrance and users of the public roads so that opportunities for conflicting movements are avoided.
- Avoiding the premature obsolescence of regional roads in particular, through creating excessive levels of individual entrances.
- Securing recent investment in non-national roads such as the substantial strengthening and realignment programme underway under the National Development Plan 2007-2013 by minimising the provision of new entrances onto realigned stretches of regional roads in particular.

Policies

In terms of rural development, it is the policy of Meath County Council and Navan Town Council:

RD POL 12	To develop and maximise the opportunities of the Town's national primary and secondary roads as key strategic infrastructure vital to the county's continued economic development and to protect this strategically important infrastructure from unplanned ribbon development or random one-off development.
RD POL 13	To ensure that all development accessing off the Town's road network is at a location and carried out in a manner which would not endanger public safety by way of traffic hazard.
RD POL 14	To protect those non-national roads of regional or local importance (as identified in the Meath County Development Plan 2013-2019) from unnecessary and excessive individual access / egress points, which would prejudice the carrying capacity and ultimately the function of the road.
RD POL 15	The removal of existing roadside boundaries, except to the extent that this is needed for a new entrance, should be avoided where at all possible except where required for traffic safety purposes.

RD POL 16	In assessing individual planning applications for individual houses in the countryside, it is the policy of the Planning Authority to ensure that the required standards for sight distances and stopping sight distances are in compliance with current road geometry standards as outlined in the NRA document Design Manual for Roads and Bridges (DMRB).
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Wastewater treatment for rural development

Good siting and design of necessary development in rural areas is vitally important. In this regard, the current standard for domestic effluent treatment and disposal from single dwelling houses is set out in Recommendation SR6: 1991, which was drawn up by the National Standards Authority of Ireland (NSAI). SR6: 1991 includes more detailed requirements regarding site suitability assessments, minimum site sizes and means of ameliorating site problems.

The Environmental Protection Agency (EPA) published a Manual on Treatment Systems for Single Houses (2000 and updated in 2009), which was designed to help Planning Authorities, developers and others to deal with the complexities of on-site systems, including newer packaged systems. As an alternative to recommending a minimum site size, the EPA Manual makes recommendations about matters such as separation distances from water courses and wells, site boundaries, etc.

The assessment of site conditions is critical to ensuring that new development does not adversely affect water quality generally and groundwater quality specifically.

It is also very important that on site systems - both conventional septic tank systems and innovative effluent treatment systems - are installed in accordance with the manufacturers or supplier's specifications and instructions and the terms and conditions of planning permissions. Innovative effluent treatment systems should be certified by the NSAI Irish Agreement Board (IAB) or by the Agreement Board (or equivalent) of an EEA Member State, where the latter certificate ensures in use an equivalent level of safety and suitability. It is important that any installation instructions incorporated in the relevant Agreement Certificate (or equivalent) should also be strictly followed.

The process of installation should proceed under the supervision of a competent person and be certified by that person. Evaluation of site suitability will be undermined if the system is not installed as designed. The Planning Authority will ensure that conditions attaching to a grant of permission provide for the above as well as a suitable means of confirming that the installation process has been adequately supervised by a competent person.

Policies

In terms of rural development, it is the policy of Meath County Council and Navan Town Council:

RD POL 17	To ensure that new development is guided towards sites where acceptable wastewater treatment and disposal facilities can be provided, avoiding sites where it is inherently difficult to provide and maintain such facilities – sites prone to extremely high water tables and flooding or where groundwater is particularly vulnerable to contamination.
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RD POL 18	The site area shall be large enough to adequately accommodate an on-site treatment plant and percolation area.
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RD POL 19	A proprietary treatment plant and polishing filter / percolation area shall satisfy the criteria set out in the Wastewater Treatment Manual Treatment Systems for Single Houses, as amended or replaced, by the Environmental Protection Agency.
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RD POL 20	The site characterisation form must be furnished by a suitably qualified competent person. Notwithstanding this, the Planning Authority may require additional tests to be carried out under its supervision.
RD POL 21	A maintenance agreement or other satisfactory management arrangements must be entered into by the applicant to inspect and service the system as required. A copy of this must be submitted to the Planning Authority.
RD POL 22	Pending the installation of the treatment plant and polishing filter / percolation area, the applicant will be required to lodge a deposit with the Planning Authority. The deposit shall be refunded on receipt of a certificate from a competent person confirming that all necessary works have been carried out in accordance with the manufacturer's instructions.
RD POL 23	The direct discharge of effluent from on site waste water disposal systems to surface water is not acceptable. Septic tanks shall be permitted only in exceptional circumstances, and shall comply with the requirements of the Environmental Health Officer.

CHAPTER 4: ECONOMIC DEVELOPMENT STRATEGY



SECTIONS IN THIS CHAPTER

- 4.0 Introduction
- 4.1 Economic Development
- 4.2 Rural Enterprise & Industry
- 4.3 Agriculture
- 4.4 Tourism
- 4.5 Retail and Commercial Development
- 4.6 Advertising
- 4.7 Derelict/Obsolete Land & Buildings
- 4.8 Prevention of Major Accidents

4.0 Introduction

The 2011 Census carried out by the Central Statistics Office in April 2011 found that 11,019 persons were at work in Navan (aged 15 and over). This figure represents an 11% decrease over the figure of 12,367 recorded at work by the 2006 Census. Employment in commerce and trade accounted for 26% of the total employed, with professional services applicable to 23% and the category of 'other' accounting for 15% of employment. The next largest employment category was manufacturing, which 14% of Navan respondents stated as their line of work. The unemployment rate was recorded at 23.3% in the Navan area, compared to the national average of 19%.

The rate of unemployment in Navan in recent years has increased, in line with figures at a national level and reflecting the downturn in the economy. It shall be the challenge for the planning authorities to attract more sustainable forms of employment to Navan over the plan period to stimulate economic growth locally and to counter existing unsustainable commuting patterns.

Over the period of the 2003-2009 Development Plan, the Mullaghboy Industrial Estate, the IDA Business Park and the Beechmount Home Park have developed to provide additional sources of employment for Navan. The primary role of the Planning Authorities in relation to employment creation is to ensure that sufficient serviced land is made available at suitable locations for economic activity throughout the plan period. The need to identify further lands to facilitate the employment requirements of the town's growing population will be closely monitored over the life of the Plan.

The Regional Planning Guidelines for the Greater Dublin Area (RPGs), as well as the Meath County Development Plan, designate Navan as a Large Growth Town I within the Core Economic Area of Navan, along with the Secondary Economic Town of Kells and the town of Trim. The RPGs note, with regards to Navan, that *"Potential remains in developing and expanding business and technology such as manufacturing, international services and higher order retail in the town and its environs. Health and medical services together with the development of a digital economy also have potential as strong economic sectors in the region."* They also state that Navan, as a Primary Economic Growth Town, should be one of the main centres of economic activity in the Greater Dublin Area outside of Dublin city. Primary Economic Growth Towns will be promoted as anchors of regional enterprise and will benefit from locational advantages in terms of access to strategic rail and road networks to gateways, ports and airports. These centres shall be prioritised for economic development and investment to redress the imbalance of residential development and jobs and the emergence of dormitory areas. Notwithstanding the success of the IDA Business Park and as with other centres in County Meath, employment generating development has not kept pace with the level of residential development in the town. A key issue to be tackled in Navan is the creation of a sustainable settlement in accordance with the Regional Planning Guidelines, i.e. a balance of residential and other uses including employment generating uses.

4.1 Economic Development

The resident population in Navan is an important locally available resource in terms of furthering the economic development of the town. A survey of Meath commuters was carried out in November 2003. The results of the survey indicated that a large number of commuters (91 %) who live in Meath wish to find work in their locality and that this labour pool contains an extensive range of experience and skills making it attractive to potential employers particularly in the areas of IT and financial services. A joint initiative was set up between the Economic Development Unit of Meath County Council and the County Enterprise Board to promote investment and job creation in Meath. The Meath Skills Database was launched in December 2004. It is generated through commuters who register on the website www.workinmeath.ie. At present, there are in excess of 3500 commuters registered with website.

Navan accounts for approximately 33% of total registrations received so far. The group registrations display the same skills sets as the full database: i.e. 19% work in the financial

services/insurance sectors; 17% work in IT/Software; the predominant age is 26 - 30; a high level of educational qualifications are held; and the predominant income brackets €15,000 – 30,000 and €31,000 – 45,000.

It is evident from an analysis of the Meath Skills Database (MSD) that:

- (a) People in Meath want to stop commuting.
- (b) People in Meath are highly skilled and qualified in high-knowledge/skills employment sectors.

The evidence from the Meath Skills Database has influenced the economic development policy of Meath County Council and Navan Town Council to seek investment from high skilled/knowledge-based sectors such as Financial Services, IT, Software and Administration, as well as from the more traditional Logistics, Distribution and Light Manufacturing sectors.

The Economic Development & Innovation Unit of Meath County Council continues to work with the Meath County Enterprise Board in ensuring that the Meath Skills Database remains a valuable tool in demonstrating the diverse skills available to businesses seeking to invest in Meath. The Meath Skills Database will be updated in 2009 to reflect the changing circumstances in which many commuters may find themselves.

The Economic Development & Innovation Unit based at Innovation House, Railway St., Navan is also working hard to ensure that Meath is fully considered by those who are considering locating or relocating their business. A range of promotional material has been produced and a number of initiatives have been developed. These include the Meath Business Property Website – www.meathbusinessproperty.ie – a website dedicated to informing potential investors as to the kind and number of available business properties throughout County Meath. The Economic Development & Innovation Unit is also working with the Council's Community & Enterprise Section with a view to improving the appearance of business parks and industrial estates in the county. The Economic Development & Innovation Unit also provides support to those businesses that have selected Meath as their business location of choice. Advice and assistance is also provided through the planning process, if required. The Meath Business Directory gives all Meath businesses access to a free listing service for their business.



Economic Development and Innovation Unit provides free expert advice to potential investors

Positives for Navan in terms of employment creation include:

- Broadband is available via the Metropolitan Area Network scheme for Navan commissioned in 2007.
- Wide presence of skilled labour as evidenced by the MSD.
- Attractive cost environment relative to urban cost levels (e.g. land costs, building costs, salary costs).
- Excellent accessibility via the M3 Motorway.
- Excellent accessibility when the Navan – Dublin Railway line is delivered and the prospect of the delivery of the Dublin Outer Orbital Road (DOOR) in the longer term. This will assist in attracting businesses requiring a good profile in respect of access and proximity to strategic route corridors.
- Further evidence from the MSD suggests that commuters from adjacent counties such as Cavan, Louth and Westmeath would find it attractive to switch their employment location to Meath, and Navan would obviously be very attractive to them. Therefore it could be said that Navan could play a regional role as an employment location of choice for high skilled/knowledge based businesses who are anxious to set up a regional operation which is removed from Dublin without being in a remote/far removed location.
- The success of the Navan IDA Business Park, Beechmount Homepark and Mullaghboy Industrial Estate which has recently expanded.

4.1.1 Economic Strategy of the Navan Development Plan 2009-2015

This Economic Strategy focuses investment in Navan as the primary centre of economic development and employment in County Meath. This will rebalance the provision of jobs so that residents of Navan have access to more opportunities for employment within easy distance from their homes, thereby reducing levels of commuting in the area as a whole. The Economic Strategy contained in the Meath County Development Plan 2013 – 2019 will ensure that the primacy of Navan is recognised, protected and promoted whilst ensuring that over time, a number of other major supporting employment centres are developed which provide balance to the location of employment opportunities across the county.

The Meath County Development Plan 2013-2019 indicates that within the Primary & Secondary Economic Growth Towns, there are a number of key strategic, integrated and specialised employment centres which provide different types of functions. The main issues critical to the success of these major employment centres are continued availability of suitable land, improved public transport services to relieve congestion and reliance on the main inter urban road network and comprehensive infrastructure, to include piped water services, broadband and power.

The high level economic development objectives for Navan are:

- Navan is to be promoted to become the primary centre of employment in the County so that the significant residential population will have access to opportunities for employment within easy distance from their homes, thereby reducing levels of commuting in the area as a whole. The significant intensification of employment opportunities in Navan to serve the large resident population is a strategic objective of the Development Plan;
 - Ensure sufficient lands are available to cater for employment generating uses.

- Consolidate and build on the success of the existing IDA Business Park at Athlumney Beechmount Home Park and Mullaghboy Industrial Estate and identify suitable additional areas to accommodate employment generating uses as the need arises.
- Assist in releasing suitable lands for employment generating uses where barriers currently exist.
- Realise the relocation of unsuitable land uses from the town centre to more appropriate and accessible locations on appropriately zoned land.
- To identify further strategic land banks for employment creation mindful of the different requirements of people and product intensive industries, both of which should be promoted in Navan;
- To continue to develop Navan as a Level II Town Centre and primary retail location within the county. This will require the development of an expanded retail core and continue to stem the comparison retail leakage from the wider region;
- A study has identified a site in Navan for the development of a Regional Hospital. The RPG's further indicate that a HSE study found Navan to be the most suitable location for a new Regional Hospital;
- To recognise the significance of the Navan Rail Line and Regional Hospital as catalysts for significant employment opportunities in the wider area;
- To continue to enhance the physical fabric of the town, building on the notable success of recent years (Kennedy Place, Market Square, Watergate Street) and the targeted softening of the urban landscape;
- Navan to become a national exemplar of SMARTER Travel working in close co-operation with the National Transport Authority and Department of Transport;
- Navan has the potential to become a national cycling hub town on the National Cycling Network and a significant hub in the Boyne Valley for cycling and walking;
- The Boyne and Blackwater candidate Special Area of Conservation is acknowledged as a background influence to economic development within the Navan Core Economic Area.



St Mary's Credit Union

Navan is identified for regional population growth and serve a pivotal role in employment and provision of goods and services. The specific sectors targeted for Navan in the Meath County Development Plan are:

- High technology manufacturing and research;
- International and nationally traded services;
- ICT;

- Office based industry;
- Food production and processing;
- Public administration
- Healthcare;
- Banking;
- Retail (convenience, higher order comparison and warehousing).
- Bloodstock;
- Mining;
- Furniture sectors
- Manufacturing with a particular emphasis on health products, and;
- Promoting range of languages available in resident population.

Whilst Navan is to be promoted as a regional anchor of enterprise in this Economic Strategy, there appears to be limited lands identified for employment generating opportunities. This should be examined and remedied as a matter of priority. The Economic Development Unit of Meath County Council commissioned a study (2010) which identified future lands which would be suitable for product intensive and employee intensive uses. It is considered timely to review this study with a view to implementing its recommendations and to take proactive measures to remedy the deficiency in both the quantum and choice of employment generating lands which are presently zoned, serviceable and available. It is considered that strategic and targeted marketing of specific sectors to specific locations in conjunction with a more collaborative approach between state and local agencies is also required.

The joint councils will seek to promote the economic development of Navan in order to maximise opportunities presented by the identification of Navan as a Large Growth Town I, a Primary Economic Growth Town and as the centre of a Core Economic Area. The Development Plan identifies land for industrial and commercial development which is capable of generating local employment opportunities for Navan's growing population and support the growth and development of Co. Meath in general. It is important that a range of locations are identified to meet the practical needs of users and thereby encourage diversification of the local economy and to ensure that it is more resistant to adverse changes in the structure of employment activity.

Employment and enterprise land uses have been provided for at a number of strategically identified locations within the context of the balanced development of Navan, to the north, west, south west and south east of the town. Navan IDA Business & Technology Park has been a relative success over the lifetime of the previous Development Plan with a survey of the park in February 2008 revealing only one vacant unit and establishing that over 650 people are employed in the park and the adjoining civil service office building on the Forfás Rd. Meath County Council is establishing their new Corporate Headquarters in the Park in late 2014. It is considered that a more than adequate quantum of land remains available within the Business & Technology Park to provide for substantial additional employment creation over the lifetime of the Plan. These lands, along with lands within FP 2, have been identified for E1 land use zoning objective, namely Strategic Employment Zones (High Technology Uses). The latter has been jointly identified as E1 and E2 land use zoning objective in order to provide flexibility in the range of uses which can be considered on said lands.

Large areas of land have also been identified at Clonmagadden, Mullaghboy and Knockumber to provide for industrial and manufacturing development. These lands have been identified for E2 land use zoning objective which seeks to provide '*General Enterprise and Employment*' uses. A linear tract of land has also been identified at Knockumber to specifically provide for small and medium sized industries of a local nature (including entrepreneurial start up businesses) and will allow for the displacement of non compatible and industrial uses from the town centre and other locations. Beechmount Home Park has evolved over the lifetime of the Development Plan

from a furniture manufacturing centre to largely a retail showcase centre for home furnishing. The Planning Authorities will continue to support the development of Beechmount in this manner supporting both manufacturing and retail uses related to home furnishings. The opening to traffic of the M3 Motorway incorporating its bypass of Navan is likely to provide an additional stimulus to aid the development of commercial and industrial land uses in the town over the period of the Navan Development Plan 2009-2015.

Small tracks of lands zoned for E2 '*General Enterprise and Employment*' are also identified off the Kells Road at Liscarton and Whistlemount. These are existing developments.

The Development Plan also identified a significant tract of land for C1 "Mixed Use" off the Trim Road to the south of the town centre expansion area. This area shall also be available to accommodate employee intensive development having regard to its proximity to the town centre and future central train station. It is considered that the area can also be well served from the local and regional bus service.

Policies

In terms of economic development, it is the policy of Meath County Council and Navan Town Council:

ECON DEV POL 1	To facilitate and encourage the development of Navan as a 'Large Growth Town P' in the hinterland of the Metropolitan Area of the Greater Dublin Area and as the economic driver for Co. Meath.
ECON DEV POL 2	To encourage the development of Navan as a Primary Economic Growth Town in a Core Economic Area with Trim and Kells.
ECON DEV POL 3	To support the activities of agencies involved in the promotion of employment generating opportunities in Navan including the Meath County Enterprise Board, Enterprise Ireland and the Industrial Development Agency (IDA Ireland).
ECON DEV POL 4	To ensure that an adequate quantity and range of land is available for industrial development and that the appropriate infrastructure including roads, sanitary services, energy supply and telecommunications, training infrastructure and housing is provided.
ECON DEV POL 5	To encourage local/small scale offices in neighbourhood centres.
ECON DEV POL 6	Where industrial sites are developed adjacent to residential areas and community facilities, buffer zones shall be provided as well as adequate screening in the form of planting, landscaping and mounding as appropriate.
ECON DEV POL 7	To apply a flexible approach to the zoning of entrepreneurial start up business and small scale industrial and employment generating activities, where it can be demonstrated that the proposed use would have minimal impact on adjoining uses, primarily residential property.
ECON DEV POL 8	To encourage the integration of employment locations with other land uses and the transportation network, and in particular, ensure that the location of employment intensive land uses are located in proximity to existing and planned strategic routes, where public transport is viable.

ECON DEV POL 9	The Councils, in tandem with the EPA, will seek to ensure that all developments are operated in a manner that does not contribute to deterioration in air quality.
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ECON DEV POL 10	To seek to consider noise emissions in accordance with good practice and relevant legislation.
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Objectives

In terms of economic development, it is an objective of Meath County Council and Navan Town Council:

ECON DEV OBJ 1	To zone suitable lands to facilitate employment generation and to facilitate the development of employment creating land uses at these identified locations in accordance with the principles of proper planning.
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ECON DEV OBJ 2	To provide sites for the relocation of non compatible town centre commercial uses on a site zoned for E2 General Enterprise & Employment Use (See Zoning Objectives Maps) off the Knockumber Road.
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ECON DEV OBJ 3	To provide for small and medium sized industries to develop on lands zoned for E2 General Enterprise & Employment Use (See Zoning Objectives Maps) off the Knockumber Road.
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ECON DEV OBJ 4	To provide for the continued development of Beechmount Home Park as a furniture showcase centre by supporting both manufacturing and retail uses related to home furnishings. Manufacturing and retail uses which are not directly related to the furniture trade shall only be facilitated in the case of an extension to an existing authorised use.
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ECON DEV OBJ 5	To provide for light industrial and industrial office type employment at Mullaghboy Industrial Estate and to facilitate the expansion of existing authorised uses/developments where necessary and appropriate.
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ECON DEV OBJ 6	Navan Town Council and Meath County Council shall facilitate the Health Service Executive and the Department of Health in the provision of a new Regional Hospital in Navan. Navan Town Council and Meath County Council's have identified lands within Framework Plan 1 as their preferred location to develop the new Regional Hospital and have identified it as one of the most important potential economic stimulants for this town and region building on the high level economic objective contained in the Meath County Development Plan 2013-2019.
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4.2 Rural Enterprise & Industry

Industrial development and enterprise should normally be located within appropriately zoned and serviced industrial or employment generating lands. It is accepted that there are certain limited categories of enterprise that may have specific locational requirements that can more readily be accommodated outside of industrially zoned lands. Where no other suitable alternative sites for the location of such enterprise use are available in designated areas, the Planning Authority will consider employment generating uses in the countryside that are sympathetic to the surrounding area and which do not degrade amenity. Proposed expansions will be considered on their merits having regard to the other policies contained in this Development Plan and the proposed planning and sustainable development of the area.

Policies

In terms of rural enterprise and industry, it is the policy of Meath County Council and Navan Town Council:

RURAL ENT POL 1	To ensure that both rural and urban areas play their roles in driving the development of the Town in a balanced and sustainable way.
RURAL ENT POL 2	To normally permit development proposals for the expansion of existing industrial or business enterprises in the countryside where the resultant development is of a size and scale which remains appropriate and which does not negatively impact on the character and amenity of the surrounding area; and the proposal demonstrates that it has taken into account traffic, public health, environmental and amenity considerations and is in accordance with the policies, requirements and guidance contained in this plan. In all instances, it should be demonstrated that the proposal would not generate traffic of a type and amount inappropriate for the character of the access roads or would require improvements which would affect the character of these roads.
RURAL ENT POL 3	To permit development proposals for industrial or business enterprises in the countryside only where, the proposed use has locational requirements that can only be accommodated in a rural location and this has been demonstrated to the satisfaction of the Planning Authority, the resultant development is of a size and scale which remains appropriate and which does not negatively impact on the character and amenity of the surrounding area; and the proposal demonstrates that it has taken into account traffic, public health, environmental and amenity considerations and is in accordance with the policies, requirements and guidance contained in this plan. In all instances, it should be demonstrated that the proposal would not generate traffic of a type and amount inappropriate for the character of the access roads or would require improvements which would affect the character of these roads.
RURAL ENT POL 4	To encourage new and high quality investment in the tourism industry in Navan with specific reference to leisure activities (golf, equestrian, walking, cycling, angling, outdoor pursuits and family orientated activities).
RURAL ENT POL 5	In the development of tourist facilities, regard will be had to the landscape's ability to accommodate such development.
RURAL ENT POL 6	To encourage proposals to reinstate, conserve and / or replace existing ruinous or disused dwellings for holiday homes subject to normal planning considerations relating to design, safe access the provision of any necessary wastewater disposal facilities.
RURAL ENT POL 7	To accommodate small scale enterprises, such as the renovation of barns, outhouses or other existing structures and the construction of one or two holiday homes for short term rental (less than 3 months at any one time to any person / family) associated with an existing permanent residence or active farm / agri-tourism enterprise. It shall be a condition of permission that such holiday homes be retained within the ownership of the complex / permanent dwelling and shall not be sold to form a separate permanent residence.

RURAL ENT POL 8	To consider the provision of caravan and camping sites at suitable locations where they are consistent with the Settlement Strategy for the Town and to ensure a high standard of layout, design and amenity in such proposals.
RURAL ENT POL 9	To ensure that development for aggregates / mineral extraction, processing and associated concrete production does not significantly impact on the following areas: 1) Existing & Proposed Special Areas of Conservation (SACs); 2) Special Protection Areas (SPAs); 3) Existing & Proposed Natural Heritage Areas (pNHAs); 4) Other areas of importance for the conservation of flora and fauna; 5) Areas of significant archaeological potential; 6) In the vicinity of a recorded monument, and; 7) Sensitive landscapes.
RURAL ENT POL 10	To ensure that extractive industries do not adversely affect the environment or adjoining existing land uses and are carried out in such a manner so as to minimise detracting from the visual quality of the landscape.
RURAL ENT POL 11	To promote forestry development of an appropriate scale and character whilst ensuring that the development does not have a negative visual impact on the countryside or cause pollution or degradation to wildlife habitats, natural waters or areas of ecological significance.

4.3 Agriculture

Agriculture has traditionally been the most important contributor to the rural economy of Co. Meath. While it is now providing less employment, it still remains important as a significant source of income and employment in rural areas of Navan. The provision of well located structures and facilities necessary for good and environmentally sound agricultural practice shall be supported by the Planning Authority. The suitability of a given proposal will be determined by the following factors:

- The provision of buildings to a design, materials specification and appearance and at locations which would be compatible with the protection of rural amenities;
- The comprehensiveness of information in relation to waste management with particular emphasis on developments within existing farm complexes having regard to the potential cumulative effects;
- The availability of an effective means of farm waste management to ensure nutrient balancing between application of farm wastes to land and the balanced uptake by agricultural use of land;
- The availability of measures to ensure good supervision in relation to the management of farm wastes including ownership of spreadlands or control of same through agreements capable of effective enforcement, and;
- Whilst the Planning Authority recognises the primacy in use terms of agriculture in rural areas and that the presence of individual housing should not impinge unduly on legitimate and necessary rural activity, regard should be had to the unnecessary proximity of major new farm complexes to existing residential development.

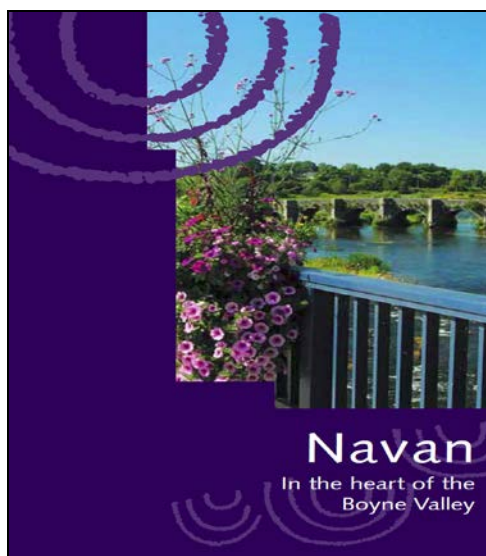
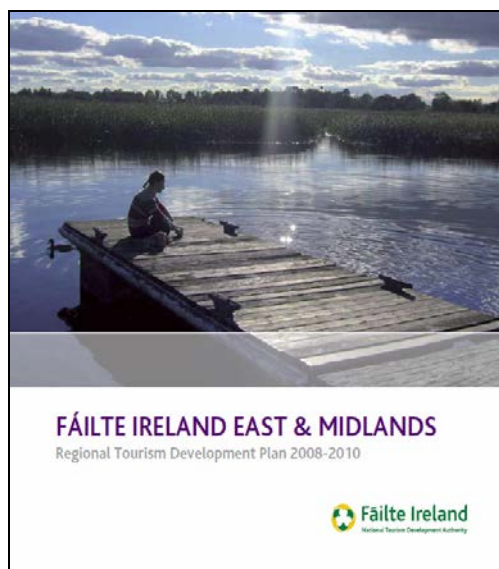
Policies

In terms of agriculture, it is the policy of Meath County Council and Navan Town Council:

AGRI POL 1	To encourage and facilitate agricultural diversification into agri-businesses such as organic foods, rural tourism and small to medium sized enterprises subject to the retention of the holding for primarily agricultural use and the proper planning and sustainable development of the area.
AGRI POL 2	To facilitate the development of agriculture while ensuring that natural waters, wildlife habitats and conservation areas are protected from pollution.
AGRI POL 3	To protect agricultural or agri-business uses from unplanned and / or incompatible urban development.
AGRI POL 4	To protect and enhance the visual qualities of rural areas through the sensitive design of necessary development.
AGRI POL 5	To resist proposals to remove woodland, boundary trees or hedgerow planting, where such planting is of benefit to the visual and ecological amenity of an area.

4.4 Tourism

Meath experienced an increase in overseas visitor numbers of 21% to 117,000 in 2005 (96,000 in 2004). This represents €34m in revenue from overseas visitors. In relation to domestic visitors, Meath is part of the larger East Coast and Midlands Region which has its own tourism Development Plan. The region had 900,000 domestic trips in 2005.



The Meath County tourism strategy entitled 'Ireland's Heritage Capital, Marketing Tourism in Meath, 2005-2010' identifies heritage as the County's Unique Selling Proposition (USP) and the County is accordingly branded as "Ireland's Heritage Capital". While Navan does not benefit directly from the presence of a major heritage tourism attraction, it is well placed in the centre of the County between the major heritage sites of Newgrange, the Hill of Tara, Sliah na Calliagh, Slane, the Battle of the Boyne visitors centre, as well as Trim and Kells Heritage Towns.

Navan is a lively market town offering a wealth of attractions and activities. Suitable for both adult groups and families, there is something for everyone to enjoy. There are two existing hotels in the town and 2 no. additional permitted hotels. The 'Leisure Link' leisure centre offers

Navan Development Plan 2009-2015 incorporating Variation No. 1

a swimming pool, gym and an aqua slide. Visitors can take a leisurely stroll through the medieval streets of Navan town or wander down to the Ramparts for a scenic river walk. For a sporting break, there is high quality golf course, horse racing and fishing on the banks of the famous River Boyne. For evening entertainment, the numerous pubs and good food restaurants offer a warm, traditional welcome and 'ceol agus craic' to patrons. The new Meath Arts Centre provides a 320 seat theatre with café/bar facilities and state-of-the-art visual art galleries and exhibition spaces. For children and the young at heart there are playgrounds and fun centres.

However, tourism development is not currently meeting its full potential in Navan given the quality of nearby heritage sites and the range of facilities and attractions in the town. The Planning Authorities will seek to improve the appearance of the town centre, by carrying out environmental improvements and ensuring appropriate management over new development, in order to strengthen and improve the character of Navan. New development in the tourism sector should respect the existing character of the town and its surroundings. This will enable tourism facilities to be provided in appropriate locations that will not have a detrimental impact on the town or its residents. A map is provided overleaf which outlines the location of some of the local tourist attractions in Navan and its immediate environs.



Tourism Map of Navan

Meath County Council and Meath Tourism commissioned a Meath Needs Analysis in 2006 which compares the principal towns in Meath with similar size towns in Ireland in terms of their tourism potential and offering. A comparative analysis of Navan and Athlone and Tralee was carried out in the needs analysis in the following categories: transport/access, physical infrastructure, supply of quality food and drink establishments, leisure facilities, retail; specialists high value consumer products and services, environmentally friendly tourist attractions, tourism training facilities; entertainment, culturally enriched attractions, heritage attractions, activities, festivals and town brand marketing.

Opportunities for Navan are identified and include:

- Navan-Dublin Rail link to be established.
- Improvement in local bus service regularity.
- Establishment of a branded festival for the town.
- Development of bridle paths/cycleways and walkways.
- Development of more weather independent facilities.



Navan Racecourse

Policies

In terms of tourism, it is the policy of Meath County Council and Navan Town Council:

TOU POL 1	To promote and encourage the development of Navan as a tourism gateway to Meath in co-operation with Meath Tourism, Fáilte Ireland and other relevant agencies.
TOU POL 2	To promote the development of tourism in Navan in a sustainable manner and encourage the provision of a comprehensive range of tourism facilities, subject to location, siting and design criteria while safeguarding the protection of the built environment, including archaeological heritage, of Navan in co-operation with Meath Tourism, Fáilte Ireland and other relevant agencies.

Objectives

In terms of tourism, it is an objective of Meath County Council and Navan Town Council:

TOU OBJ 1	To promote a tourist signage strategy for Navan in conjunction with Meath Tourism.
TOU OBJ 2	To promote and maintain the amenity of the Slí na Sláinte walking route in Navan and the Ramparts walking route.
TOU OBJ 3	To facilitate the improvement of existing sign posted walking/cycling routes within the town and environs and where possible develop new ones.
TOU OBJ 4	To promote the development of a range of high quality tourist accommodation and ancillary facilities, especially those facilities which provide conference and leisure facilities.
TOU OBJ 5	To encourage and promote festivals and other appropriate cultural events.
TOU OBJ 6	To encourage the removal of unsightly elements at historically sensitive locations within the town such as inappropriate advertising, poles, wires and antennae.
TOU OBJ 7	To prepare a Tourism Strategy for Navan in conjunction with key tourism stakeholders to include Meath Tourism & Boyne Valley Tourism. The preparation of the Tourism Strategy shall be subject to the requirements of Strategic Environmental Assessment and Appropriate Assessment.

4.5 Retail and Commercial Development

4.5.1 Background

The Retail Planning Guidelines (2012) were adopted by the Department of the Environment, Community and Local Government in April 2012 and replace the previous Retail Planning Guidelines (2005). Paragraph 3.3 of the Retail Planning Guidelines outlines the matters which should be addressed in all future County and City Development Plans:

- State the elements of their settlement hierarchy in line with the relevant regional planning guidelines and their core strategy;
- Outline the level and form of retailing activity appropriate to the various components of the settlement hierarchy in that core strategy;
- Define, by way of a map, the boundaries of the core shopping areas of city and town centres and also location of any district centres;
- Include a broad assessment (square metres) of the requirement for additional retail floorspace only for those plans in the areas covered by a joint or multi-authority retail strategy;
- Set out strategic guidance on the location and scale of retail development to support the settlement hierarchy, including where



appropriate identifying opportunity sites which are suitable and available and which match the future retailing needs of the area;

- Identify sites which can accommodate the needs of modern retail formats in a way that maintains the essential character of the shopping area;
- Include objectives to support action initiatives in city and town centres such as mobility management measures - that both improve accessibility of retail areas while aiming to develop a pedestrian and cyclist friendly urban environment and vibrant street life;
- Public realm interventions - aimed at improving the retailing experience through high quality civic design, provision of attractive street furnishing, lighting and effective street cleaning/business improvement district type initiatives; and
- Identify relevant development management criteria for the assessment of retail developments in accordance with these guidelines.

4.5.2 Retail Strategy for the Greater Dublin Area 2008-2016

The Retail Strategy for the Greater Dublin Area was made jointly in mid 2008 by the Dublin and Mid-East Regional Authorities and runs to the year 2016. The purpose of the retail strategy is to guide the formulation of local retail planning policy across the seven local authority areas that form the Greater Dublin Area, i.e. Dublin City, Dun Laoghaire Rathdown, Fingal, South Dublin, Meath, Kildare and Wicklow. The Dublin and Mid-East Regional Authorities decided to undertake a review of the 2001 Greater Dublin Area Retail Strategy due to the many policy, economic and population changes that had taken place in the intervening period since 2001. At a national and regional level new policies were adopted which impact on the Retail Strategy including inter alia, the National Spatial Strategy 2002-2020 (NSS), the Regional Planning Guidelines for the Greater Dublin Area 2004-2016 (RPGs), the National Development Plan 2007-2013 (NDP) and the revised Ministerial Retail Planning Guidelines issued in 2005.



The Strategy aims to set out a co-ordinated, sustainable approach to the assessment and provision of retail services within the Greater Dublin Area so that:

- Adequate and suitable provision is made to meet the needs of the growing and changing population, both overall and locally, and provide for healthy competition and consumer choice.
- Retail in suitable locations is provided, integrated within existing growth areas and public transport investment.
- Significant overprovision, which would place more marginal locations under severe pressure and undermine sustainability driven policies aimed at revitalising town centres is avoided.

The strategy advises that in preparing their Development Plans, Planning Authorities should:

- Be cognisant of the need to provide spatially appropriate, sustainable high quality retail; take account of the retail market locally and nationally;
- be aware of new retail trends, technologies, efficiencies and innovations;

- take account of the broad forecasts for additional retail floorspace and how the retail sector is likely to want to respond to that demand over the plan period, by reference to location; encourage retail in town centre locations and restrict retail outside of town centre locations;
- in recognising the role of retail as a key engine in town centre life, encourage the provision of retail along public streets with a mixed use context and requiring high quality urban design- giving legibility and sense of place to neighbourhoods and districts - in proportion to the order of service provided;
- identify a range of suitable sites on which the demand for development might best be met, with particular emphasis on the improved public transport links as noted in Transport 21;
- assess the role and impact of significant proposed expansions of retail in the Plan area, on movement, within the context of a strategic transport assessment which would consider both road capacity and access to public transport,
- assess the effectiveness of previous development plan policies aimed at enhancing the vitality and viability of individual centres and updating of policies as a result, where necessary;
- improve access to town centres by facilitating opportunities for public transport, cycling and walking; while also ensuring that sufficient car parking is available for necessary car borne shopping;
- designate core areas primarily for shopping uses and secondary areas for shopping and other retail service, commercial and residential uses and set out policies for the appropriate management of both types of area;
- undertake regular health check assessments; include criteria-based policies to provide developers with information on how to present a comprehensive retail case.

The strategy recognises the important role that retail services play in Navan by designating the town as a Level 2 County Town Centre. The strategy states such centres should offer the widest access to shopping activities for the greatest number of people, but states that it will be difficult for Navan to realise its full commercial potential until its traffic problems are addressed by the provision of the M3 Motorway. The Strategy illustrates the high level of retail expenditure leakage of 40% to adjoining Counties (2% decrease from 2001) and recognises that the development of Navan as a key destination will require flexibility in bringing forward key sites within the town core area. It will also necessitate encouragement of the provision of high quality retail units to provide for the needs of modern retailers and to facilitate the provision of a good mix of retail offer to the local and surrounding population.

The Retail Strategy also recommends greater intensification of development within the existing urban fabric and on opportunity sites and through the redevelopment of the central car parking areas. This would ensure that retail and other town centre uses are retained within the town centre rather than dissipated to more peripheral areas, thus avoiding the possibility of displacement of the prime shopping focus from the existing core retail area and so ensuring its continued viability and vitality.

4.5.3 Meath County Retail Strategy

A Retail Strategy for County Meath was undertaken as part of the preparation of the Meath County Development Plan 2013-2019. This included a health check assessment of Navan and the development of policies for retail development and measures to support town centres on a county wide basis.

The health check assessment concluded that:

“In accordance with its role as a County Town, Navan town centre is generally attractive with a good level of footfall. The town centre is compact, allowing ease of movement and accessibility for pedestrians between the key retail streets and the Shopping Centre. It has good accessibility by car and has a good provision of car parking in the town. Pedestrian permeability is generally good due to the compact form of the town centre.

There is generally a good range of uses. However, further comparison uses, in particular from national and international multiples, would assist with retaining expenditure and increasing the attractiveness of the town as a retail destination.

Despite its role as a County Town, there is a relatively high vacancy rate, with some prominent units in the town centre currently vacant. In addition, there are a number of town centre opportunity sites, the development of which for retail purposes should be encouraged.”

The key recommendations arising from the health check are:

- (i) Identify measures to address traffic congestion in the town centre and improve pedestrian permeability, including measures to seek to remove significant amounts of through-traffic from the town centre, whilst ensuring that the town car remains accessible by car, and a car parking strategy;
- (ii) Identify measures to attract national and international multiples to Navan in order to maintain and increase competitiveness. The utilisation of existing vacant premises in the town centre core area and opportunity sites in the town centre and edge of centre locations should be encouraged;
- (iii) Generally encourage a greater range of comparison outlets in the core town centre area, including the utilisation of vacant units in the town centre, particularly on Trimgate Street;
- (iv) Investigate measures for improving the retail offer and public realm of the area immediately to the south of the Shopping Centre, including encouraging high end retailers to locate at this location, encouraging active uses and frontages to the Shopping Centre and investigating opportunities for public uses on the square opposite the Shopping Centre which is currently dominated by surface car parking;
- (v) Identify appropriate town centre and edge of centre sites which can accommodate additional retail development, and particularly sites which have potential to attract national and international multiples, and;
- (vi) Support development, particularly significant additional comparison retail development, in the town centre expansion area where it is demonstrated that there are no sequentially preferable sites.



Navan Shopping Centre

Navan Town Centre

The town centre area of Navan covers a large area. The core retail area of Navan as defined in the County Retail Strategy includes parts or all of Trimgate Street, Market Square, Ludlow Street, Watergate Street, Kennedy Road, Navan Shopping Centre and Kennedy Place. The retail mix in the town centre is varied with nearly every retail need being accommodated. Despite the success of Navan Shopping Centre, the main traditional shopping streets of Navan have not lost any of its commercial strength. Trimgate Street and Market Square along with Ludlow Street and to a lesser extent Watergate Street and Railway Street, contain thriving retail and commercial sectors. This area, from which the bulk of the town's commercial business is conducted and where the majority of shops are located, largely coincides with the basic linear form of the medieval town core. These streets contain a range of commercial uses, including convenience and comparison retail outlets, offices, public houses and restaurants, financial and personal services. There is limited vacancy and dereliction along the main streets, which indicates the strong demand for town centre commercial and retail space. The limited vacancy, which does occur, is around Market Square and Ludlow Street.

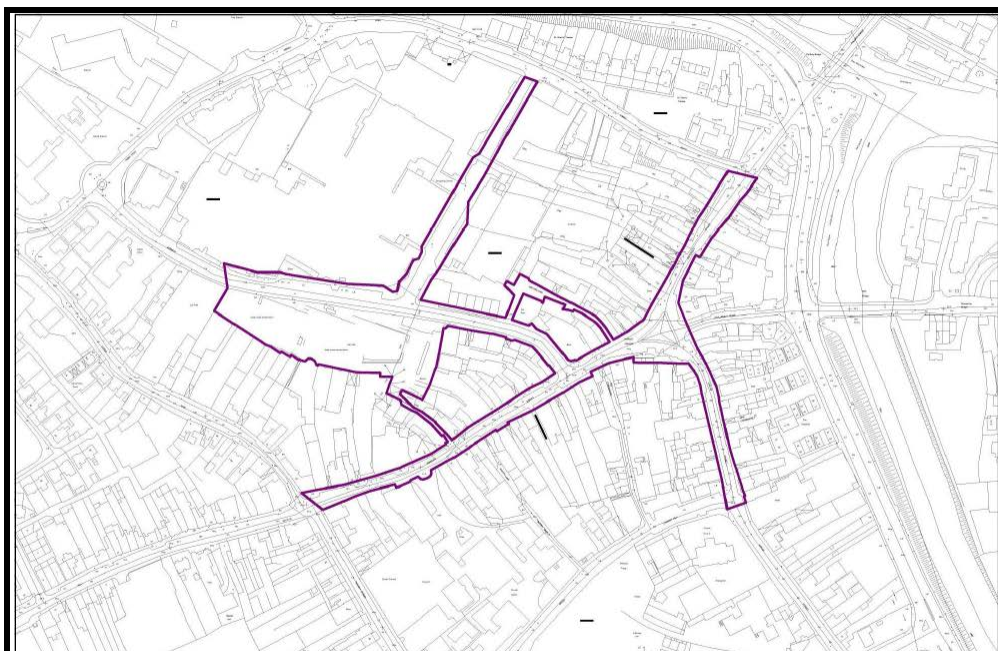


Figure 4: Navan Town Core Retail Frontage

Like most county towns, there is a good range and diversity of other town centre functions and activities. It is a busy and vibrant centre, but as highlighted in the County Meath Retail Strategy and the Retail Strategy for the Greater Dublin Area there is scope for improvements in terms of the range, quality and quantum of retail floorspace and other town centre activities plus the general environment of the centre. There is little representation of international multiples or designer outlets and the town centre is dominated by traffic flows and surface parking. Re-organisation and management of car parking in the town centre could further enhance the attractiveness for shopping. In order to encourage investment in the town centre and to improve retail conditions, the environmental upgrading of the town centre must continue as a priority. Measures such as traffic management, traffic calming, parking, improvements to street pavements, the urban townscape and landscape, and environmental improvements should be implemented.

The maintenance of the town centre as the primary location for comparison shopping is a central objective of Navan Town Council's and Meath County Council's retail policy and developments, which militate against this policy, will not normally be permitted. The town centre will be protected as the principle shopping area and out of town shopping other than small scale local shopping will not be generally accepted as it is considered that it would undermine the role of the town centre. This policy is discussed in more detail under the 'Sequential Approach' outlined below.

Navan Shopping Centre

Navan Shopping Centre forms the town's major retail focus. The proximity of the centre to the R147 former (N3) and the N52 (Navan Inner Relief Route Phase 2A) ensures vehicle accessibility to the centre for the residents of Navan and for those within the surrounding retail catchment to the north and west of the town in particular. The Shopping Centre, opened in 1981, currently comprises of approximately 19,045 sq. m. (205,000 sq. ft.) gross floor area. The development of the Shopping Centre has offered a wide range of retail services under one roof and resulted initially to a shift in customer patterns away from the traditional town core. The relocation of Navan Post Office and the opening of the Credit Union at Kennedy Road further exacerbated the situation. The centre has been extended and refurbished in the past number of years to include the addition of two multi-storey car parks and the major expansion of the main anchor drapery and grocery tenants, namely Penny's, Dunnes Stores and Tesco respectively and also the addition of Marks and Spencers. A 6 screen multiplex cinema has also been added to the centre. The range of retail and service functions contained in the centre includes convenience goods, clothing, specialist goods, household goods, entertainment services and other financial and personal services. The successful operation of the centre and the increased demand is borne out not only by demand for increased space in the last number of years and lack of vacancy, but also by the increases in the numbers of shoppers recorded by the Shopping Centre management. The Shopping Centre suffers from traffic congestion problems at peak shopping hours and Navan Town Council and owners of the centre are working at resolving these problems.

Definition of Navan's Core Retail Area & Town Centre

Figure 4, above identifies the Core Retail Frontage Area of Navan. The Core Retail Area consists of the Navan Shopping Centre and Kennedy Road, Trimgate Street, Market Square, the south-western end of Watergate Street and the northern end of Ludlow Street. 1 The Core Retail Area is normally defined as the area including and immediate to the 'prime pitch'. That is the area that achieves the highest rentals, best yields, is highest in demand from operators, is overwhelmingly retail floorspace and has the highest footfall of shoppers.

In order to meet the aims of the 'County Meath Retail Strategy', the Navan Development Plan has adopted the 'Sequential Approach' on the preferred location for future retail development. The 'Sequential Approach' defines that the preferred location for future retail development, where practicable and viable, is within Navan town centre. Where retail development in an edge-of-centre site is being proposed, other than the lands identified with a B1 "Town Centre" land use zoning objective, only where the applicant can demonstrate and the Planning Authority is

satisfied that there are no sites or potential sites including vacant units within a town centre/identified town centre expansion area that are (a) suitable, (b) available and (c) viable, can that edge-of-centre site be considered. Where retail development on an out-of-centre site is being proposed, only in exceptional circumstances where the applicant can demonstrate and the Planning Authority is satisfied that there are no sites or potential sites either within the centre of a city, town or designated district centre or on the edge of the city/town/district centre that are (a) suitable, (b) available and (c) viable, can that out-of-centre site be considered. In adopting the 'Sequential Approach', Meath County Council and Navan Town Council will reinforce the role of the town centre and succeed in sustaining and enhancing its performance.

Strategic Guidance on the Location of Retail Development

The 'County Meath Retail Strategy' provides a strategic policy framework for the spatial distribution of new retail development in Navan. Navan has potential for expansion of the town centre on sites and areas adjacent or close to the existing centre including the identified town centre expansion area on lands identified with a B1 'Town Centre' land use zoning objective centred on the future Navan Central Rail Station. In addition, the Meath County Retail Strategy identifies a further range of opportunity sites in Navan which could be investigated for the provision of future retail development.

The long-term expansion of the town centre is envisaged towards the proposed central rail station. This area is currently characterised by under utilised industrial and commercial uses and benefits from extant planning permissions and an agreed Master Plan for a significant mixed use town centre development incorporating the reserved site as agreed with Iarnród Éireann for the future Navan Central Rail Station and rail line that is envisaged to be delivered as Part of Phase II of the Dublin-Navan railway line, a feature that must be maintained for possible future use. It provides for the creation of a new attraction pole (retail, business and an element of residential) around this central rail station, which together with the existing Shopping Centre will establish the broad axis in which most densification and mix of uses should occur.

Shopping is only one of the attractions of the town centre. The above addresses the retail component of the equation. In Navan, this must be pursued in conjunction with a significantly enhanced public realm that establishes a sense of place, which embraces and celebrates the strong history and heritage in the town. This is consistent with the recommendations of the Integrated Development Framework Plan.

Strategic Guidance on the Scale of Retail Development

The strength and importance of Navan within the County is fundamental to the competitiveness of Meath regionally and against neighbouring counties outside of the GDA. To accord with its role as a major centre within the GDA hierarchy, Navan should continue to be predominantly a comparison shopping based centre although convenience will remain an important element in the overall role and attraction of the town.

At present, Navan has a relatively limited range of high street brand name national and international comparison multiples and this is the market sector that it should seek to attract in order to stem the flow of this expenditure from the town and county to other centres. The potential operators will require prime pitch locations at the heart of the town centre. The potential already exists for this to be achieved through greater intensification of development within the town centre, and through the redevelopment of the central car parking areas that dominate the heart of the centre. This will ensure that retail and other town centre uses are retained within the town centre rather than dissipated to more peripheral areas which could result in the displacement of the prime shopping focus and impact on the vitality and attraction of the existing core retail area. Achieving consolidation and intensification of retail development and other town centre uses within this area should be a priority over the period of this Development Plan and beyond. It is acknowledged that the achievement of consolidation and intensification objectives has associated traffic, car parking and other transportation issues, which will need to be addressed in parallel. Nonetheless, these transportation issues must not be allowed to

constrain major town centre development as this will effectively result in Navan failing to achieve its potential or sustain its existing competitiveness.

The scale of retail development at the identified Neighbourhood Centres should be linked to population size and potential in each sector.

Policies

In terms of retail, it is the policy of Meath County Council and Navan Town Council:

RET DEV POL 1	To promote and encourage major enhancement and expansion of retail floorspace and town centre functions in Navan on lands identified with a B1 “ <i>Town Centre</i> ” land use zoning objective to include the identified area for town centre expansion in order to sustain its competitiveness and importance as a designated County Town Centre and ‘Level 2 Centre’ in the Greater Dublin Area.
RET DEV POL 2	To protect and enhance the vitality of Navan Town Centre and promote this area as the main commercial core where an appropriate mix of commercial, retail, recreational, civic, cultural and residential uses are provided.
RET DEV POL 3	To adhere to the provisions of the Sequential Approach to retailing and the application of retail thresholds to proposed development in line with the requirements of the Retail Planning Guidelines.
RET DEV POL 4	To ensure that lands adjacent to and extending from the town centre are protected from development that would compromise the longer term town centre expansion proposals being realised.
RET DEV POL 5	To promote the continued development of the town centre in a manner which provides permeability between the existing town centre and designated expansion areas.
RET DEV POL 6	To encourage and enhance the range of shopping facilities and particularly major comparison retail provision, in Navan Town Centre as defined by lands identified with a B1 ‘ <i>Town Centre</i> ’ land use zoning objective.
RET DEV POL 7	To facilitate a competitive and healthy environment for retail in Navan.
RET DEV POL 8	To site retail development in locations that encourage multi-purpose shopping, business and leisure trips on the same journey.
RET DEV POL 9	To encourage and support the enhancement of the retail offer of Navan while respecting the heritage value of the town.
RET DEV POL 10	To encourage and support proposals for the re-use and regeneration of derelict land and vacant properties in the town centre with due cognisance to the sequential approach.
RET DEV POL 11	To support proposals for new retail and other mixed use development in the town centre where the proposal: <ul style="list-style-type: none"> • Is compliant with the sequential approach to retailing; • Is well located, convenient, attractive and has safe pedestrian linkages; • Provides or is in close proximity to adequate parking (including cycle parking);

	<ul style="list-style-type: none"> • Provides adequate facilities for the recycling of waste packaging generated by the proposal, including a bring centre where required; • Has negligible impact on existing urban residents; • Has due regard to the heritage value of Navan.
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RET DEV POL 12	To continue to improve and expand the environmental improvement and urban design schemes in the town centre in order to enhance the attractiveness of the main shopping area, and the vibrancy and vitality of the central core.
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Objectives

In terms of retail, it is an objective of Meath County Council and Navan Town Council:

RET DEV OBJ 1	To assess the provision of new retail development outside the designated retail core area and the identified town centre expansion area (both areas located on lands identified with a B1 “ <i>Town Centre</i> ” land use zoning objective), in accordance with the sequential test as outlined in the County Meath Retail Strategy.
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RET DEV OBJ 2	To examine alternative options for the provision of car parking other than surface car-parking and to ensure provision is made for cycle parking in major retail developments.
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RET DEV OBJ 3	To seek the removal of inappropriate and unauthorised advertising signs, sandwich boards, satellite dishes and shop front shutters from buildings within the town centre.
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RET DEV OBJ 4	To seek the removal of all unauthorised advertising/satellite dishes from the approach roads and central area streets in order to improve the appearance of Navan.
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RET DEV OBJ 5	To initiate enforcement proceedings where an unauthorised use or unauthorised development occurs.
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RET DEV OBJ 6	<p>(a) To promote the development of a discount retail outlet off the Trim Road.</p> <p>(b): To implement the following specific objectives for Navan, as identified within the County Retail Strategy, in order to ensure the continued vitality and viability of Navan Town Centre, including:</p> <ul style="list-style-type: none"> • Facilitate and promote a new retail hub (retail, business and an element of residential) around the future central rail station; • Promote and encourage the provision of new major comparison shopping outlets on lands identified with a B1 ‘<i>Town Centre</i>’ land use zoning objective which seeks to enhance the role and function of Navan as the County's primary shopping destination; • Facilitate the identification, promotion and development of key town centre opportunity sites; • Promote the revitalisation of vacant and derelict properties/shop units; • Encourage infill development and the redevelopment of derelict and obsolete sites; • Promote ongoing environmental improvements to the public realm; • Prevent overdevelopment of particular non retail uses such as takeaways
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	<p>in Core Retail Areas, and;</p> <ul style="list-style-type: none"> Promote activities including festivals, events, street markets and farmers/country markets in Navan.
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4.5.4 Retail Warehousing/ Retail Parks

Navan currently has two retail parks located off the Kells and Athboy roads respectively. Retail warehousing trades in bulky goods^[2] such as carpets, furniture, electrical goods, garden products and DIY items. The Retail Planning Guidelines 2012 note that there are benefits to be gained in grouping retail warehouses in retail parks so that the number of trips by car are minimised. The parks are generally located at out-of-centre locations to facilitate access by car and these locations may also provide relief to congested city or town centres. Retail warehousing at appropriate locations to serve the future needs of Navan and its hinterland will be encouraged subject to proper planning.

Retail warehousing should be restricted to truly 'bulky goods', otherwise it could have a damaging material impact on the commercial viability of the Navan Town Centre. In order to reduce the adverse impact of car traffic, it is considered appropriate to group retail warehousing on a single site to facilitate multiple shopping trips using a shared or communal surface car park. There is a large area of land has been specifically identified adjoining the Athboy Road for retail warehousing development. Part of these lands immediately to the south of the motorway interchange at Knockumber are designated for the purposes of a **Augh Plan** (MP 7 refers). Chapter 3 details the requirements of this Master Plan.

Policies

In terms of retail warehousing, it is the policy of Meath County Council and Navan Town Council:

RET DEV POL 13	To encourage the provision of retail warehousing at appropriate locations and appropriate scale having regard to the 'Retail Strategy for the Greater Dublin Area' and the 'County Meath Retail Strategy', and the Retail Planning Guidelines 2012 (or as otherwise amended).
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RET DEV POL 14	To restrict retail warehouse development solely to the sale of 'bulky comparison goods'.
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Objective

In terms of retail warehousing, it is an objective of Meath County Council and Navan Town Council:

RET DEV OBJ 7	To ensure that sufficient lands are identified to meet the needs for retail warehousing floor space in Navan.
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4.5.5 Local/Neighbourhood Shopping Facilities

(Also refer to Chapter 3, Section 3.12)

Navan has developed in a relatively compact form, there are however residential areas on the periphery which are served by local shopping facilities in the form of a local/corner shop or a neighbourhood centre. Some of Shops in neighbourhood centres perform a key function locally providing services including convenience shopping, video/DVD rental, laundry, hairdresser, takeaways etc. The aim of providing such shopping facilities locally serve catchment areas within approximately 800 metres is to reduce the necessity to travel by car to the town centre to avail of basic services and thereby ensure reduced traffic congestion and improved sustainability. Neighbourhood Centres have been established at Blackcastle, Bailis and Beechmount. Areas

^[2] As defined by the Retail Planning Guidelines, 2012

where the development of neighbourhood shopping facilities will be encouraged, are identified on the accompanying Development Objectives Map

Objective

In terms of local shopping facilities, it is an objective of Meath County Council and Navan Town Council:

RET DEV OBJ 8	To designate specific Neighbourhood Centres (at the indicative locations identified on the Development Objectives map) within major residential areas, to enable convenience needs to be better met locally and to encourage the provision of local convenience shops in residential areas where there is a clear deficiency of retail provision, subject to the protection of residential amenity.
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4.5.6 Petrol Filling Stations

Petrol filling stations are a growing sector in retail in Ireland as the retail offer of some forecourt shops have expanded extensively in the recent past. Ministerial retail guidance indicates that the retail use of a site as a petrol filling station, depending on the scale of such convenience store, can adversely impact on traditional retail outlets such as local corner shops. The Retail Planning Guidelines state that such shops should remain on a scale appropriate to the location, and their development should only be permitted where the shopping element of the station would not seriously undermine the approach to retail development in the development plan.

Notwithstanding the above, a shop of up to 100m² (net) retail floorspace is considered acceptable when associated with a petrol filling station. Above this threshold, the sequential test approach will be applied. Guidelines on specific requirements for Petrol Filling Station proposals are set out in Development Management Guidelines section of this development plan. Such developments are also subject to the provision of the Dangerous Substances (Retail and Private Petroleum Stores) Regulations 1979 to 2006, as may be amended.

4.5.7 Discount Food Stores

Discount food stores of up to 1,500 sq. m. gross have a potential role in extending the choice of retailing, particularly for certain sectors of the community. Their customer catchment and retail offer is different to the mainstream superstores and supermarkets and their trade draw will be different. They provide a specialised form of predominantly convenience shopping. Discount food stores can effectively anchor smaller centres or local neighbourhood centres as well as complementing existing convenience shopping outlets. Proposals for such developments will be considered in relation to the provisions of the plan concerning the design, layout and impact of retail developments. Applications for discount food stores must demonstrate that they will not have a significant negative impact on the commercial draw of the town centre and its continued viability and vitality as per the Sequential Test.

Policies

In terms of discount food stores, it is the policy of Meath County Council and Navan Town Council:

RET DEV POL 15	To facilitate the provision of discount food stores in suitable locations subject to the appropriate protection of the vitality and viability of the town centre and the need to confine their use to the sale of largely convenience goods.
RET DEV POL 16	To ensure that the design of discount food stores is of high quality which respects the heritage value and visual integrity of Navan.

Objectives

In terms of discount food stores, it is an objective of Meath County Council and Navan Town Council:

RET DEV OBJ 9	To promote the development of a discount food store off the Trim Road on the lands designated for the purposes of Masterplan 9 (Please refer to Development Objectives Map).
RET DEV OBJ 10	To consider discount food stores proposals of an appropriate scale as part of the convenience shopping component being provided at proposed Neighbourhood Centres.
RET DEV OBJ 11	To promote the development of a discount foodstore off Brews Hill.

4.5.8 Fast Food Outlets/Takeaways/Betting shops/Nightclubs & Licenced Premises

Take-aways, betting shops, nightclubs and licenced premises can generate noise, odour and litter, and can cause disturbance to nearby residents, particularly late at night. The following factors will be taken into account in the assessment of development proposals for such outlets:

- The need to retain, protect and strengthen the retail and general variety and multi-use function of the area;
- The adequacy of existing facilities in the locality;
- The cumulative effect of the proposed development on the amenities in the area, and;
- The effect of the proposed development on the existing mix of land uses and activities in the area.

4.5.9 Access and Facilities in Shopping Centres

Access requirements for people with disabilities must be incorporated into the design of shops used by the general public. The criteria necessary for people with disabilities is set out in the Building Regulations 1997 to 2008, Part M, and the National Disability Authority document 'Building for Everyone.' The latter document states;

"If we believe in building for everyone, then it is unacceptable that a woman should suffer disadvantage because she is pregnant, a child because of being small or older people simply because they are elderly. It is equally unacceptable that people should be disadvantaged because of their impaired sight, hearing or mobility. It is particularly unacceptable when the disadvantage suffered is the result of carelessness or thoughtlessness, and is entirely avoidable."

Policy

In terms of access and facilities in shopping centres, it is the policy of Meath County Council and Navan Town Council:

RET DEV POL 17	<p>To require adequate provision to be made in new shopping developments for the following;</p> <ul style="list-style-type: none">• Access and facilities for people with disabilities including car-parking spaces;• Secure parking for cyclists, and;• Support facilities for shoppers in general and for people with children in particular, with regard to the provision of toilets and other facilities including baby changing / feeding and crèche facilities.
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Policy

In terms of non retail uses, it is the policy of Meath County Council and Navan Town Council:

RET DEV POL 18	To strengthen the shopping function of Navan, non-retail uses at ground floor within the core retail area will be discouraged in order to protect the vitality and viability of this area.
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4.5.10 Assessment of Retail Development

Every applicant must demonstrate that any retail proposal complies with the policy direction of the Development Plan. All applications for significant retail development should be assessed against a range of criteria. These criteria are set out below. It should be noted that it is not appropriate to assess all applications for new retail development against all the criteria, particularly developments which are clearly in accordance with strategy for Navan in Section 8 of the Meath County Retail Strategy and small scale developments (less than 1,000 sq. metres –net area.)

The criteria include:

- The sequential test: All applications for large retail developments in out of centre or edge of centre locations (in excess of 1,000 sq. metres – net area) should be subject to the sequential test.
- Does the proposal support the long term strategy for city/ town centres as established in the retail strategy/development plan and not materially diminish the prospect of attracting private sector investment into one or more town centres;
- Does the proposal have potential to increase employment opportunities and promote economic regeneration;
- Does the proposal have the potential to increase competition within the area and thereby attract further consumers to the area;
- Does the proposal respond to consumer demand for its retail offering and not diminish the range of activities and services that an urban centre can support;
- Does the proposal cause an adverse impact on one or more city/town centres, either singularly or cumulatively with recent developments or other outstanding planning permissions (which have a realistic prospect of implementation) sufficient to undermine the quality of the centre, or its wider function in the promotion and encouragement of the arts, culture, leisure, public realm function of the town centre critical to the economic and social life of the community;
- Does the proposal cause an increase in the number of vacant properties in the primary retail area that is likely to persist in the long term;
- Does the proposal ensure a high standard of access both by public transport, foot, private car so that the proposal is easily accessible by all sections of society;
- Does the proposal link effectively with an existing town centre so that there is likely to be commercial synergy;

Other criteria that should be considered in the assessment of significant applications include:

- That there is a quantitative and qualitative need for the development.
- The contribution of the development towards the improvement of the town centre in terms of urban design.
- The contribution of the development towards site or area regeneration.
- The role of the development in improving the competitiveness of the town against other competing centres.
- Compliance with development plan policies and objectives.
- The development is easily accessible by the elderly and disabled/mobility impaired.

In order to protect the retail viability of Navan Town Centre and to maintain the visual character of its streets it is necessary to control the amount of non-retail floorspace at ground level.

4.6 Advertising

Inappropriate advertising signage can detract from a streetscape. The heritage and architectural qualities of Navan and the Navan ACA within the town centre necessitates strong policy direction in the development plan for the control of advertising signage.

Policy

In terms of advertising, it is the policy of Meath County Council and Navan Town Council:

ADV POL 1	To encourage the use of quality advertising signage which complements the built form of Navan. There will be a presumption against the use of plastic and/or illuminated signage.
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Objective

In terms of advertising, it is an objective of Meath County Council and Navan Town Council:

ADV OBJ 1	To develop an advertising signage strategy for Navan.
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4.6.1 Shopfronts

Shopfronts make a major contribution to the visual amenities of a town and many have strong heritage value which should be preserved. New shopfront design must respect the scale and proportions of the streetscape by maintaining the existing grain of development along the street and respecting the appropriate plot width. Generally, individually mounted lettering or hand painted lettering is required. Letter design should be simple and legible. If shop lights are used, the arms should be short and the hoods of the lights treated to match with the background. The choice of materials should compliment the character of the building and integrate with the overall visual unity of the street scheme. Timber window frames are appropriate in traditional context and also work well when combined with stone. External roller shutters will not normally be permitted within the town centre and will normally only be considered in industrial type settings.



Traditional Shop Front

Policy

In terms of shop fronts, it is the policy of Meath County Council and Navan Town Council:

SHOP FR POL 1	To encourage the use of hand-painted fascia lettering and logos in a style and colour that harmonises with the shop and helps portray its use, and to encourage the use of roller shutters located behind the line of glazing in shopfronts.
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4.7 Derelict and Obsolete Land and Buildings

The Planning Authorities will examine joint public/private commercial ventures that facilitate the development or refurbishment of derelict or obsolete sites, including the use of the Derelict Sites Act, 1990 as amended by the Planning and Development Acts 2000-2014.

Policies

In terms of derelict and obsolete land and buildings, it is the policy of Meath County Council and Navan Town Council:

DER POL 1	To implement the provisions of the Derelict Sites Act, 1990 (as amended) and regulations made there under to prevent or remove injury to amenity arising from dereliction.
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DER POL 2	To identify and secure the redevelopment of obsolete areas, including areas of backland, derelict sites and incidental open spaces.
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4.8 Prevention of Major Accidents

The Seveso II Directive 96/82/EC as amended by Directive 2003/105/EC is concerned with the prevention of major accidents that involve dangerous substances and the limitation of their consequences for humans and the environment. It applies to establishments where dangerous substances are produced, used, handled or stored. The “European Communities (Control of Major Accident Hazards Involving Dangerous Substances) Regulations” S.I No 74 of 2006 transposes this Directive into Irish law.

The Health and Safety Authority (HSA) has been designated as the central competent authority for enforcement of these regulations. There are currently no Seveso II sites within the Navan Development Plan boundary. Unlike the earlier Seveso I Directive (82/501/EEC), Seveso II includes provisions relating to land use planning. Article 12 of the Directive requires member states to ensure that the objectives of preventing major accidents and limiting the consequences of such accidents are taken into account in land use policies and other relevant policies.

Section 10(2) of the Planning and Development Acts 2000-2014, sets out a list of mandatory objectives to be included in a development plan. One of these objectives that must be included is the control, having regard to the provision of the Major Accidents Directive and any regulations, under any enactment, giving effect to that Directive, of:

- Siting of new establishments;
- Modification of existing establishments, and;
- Development in the vicinity of such establishments;

for the purposes of reducing the risk, or limiting the consequences, of a major accident.

In establishing whether the Regulations apply to a particular establishment, the primary criteria to be assessed is whether dangerous substances are present in quantities equal to or in excess of those listed in the First Schedule of the Regulations. There are two tiers of industries; lower and

upper tiers, depending on the quantity of substances used, handled or stored on site. The regulations require different duties of operators for lower and upper tier establishments. Lower tier establishments are required:

- To notify the HSA and the local Planning Authority of their existence and provide information in relation to;
 - inventories of dangerous substances;
 - type of activity in operation, and;
 - the surrounding environment of the establishment.
- To take all necessary measures to prevent the occurrence of a major accident and to limit the consequences of any accident for people and the environment;
- To prepare and implement a major accident prevention policy;
- To take action in the event of a major accident, and;
- To maintain a register of notifiable incidents.

The obligations on upper tier establishments include those set out above for lower tier and in addition:

- To produce a Safety Report;
- To prepare an internal emergency plan;
- To provide information to those responsible for off-site emergency plans, and;
- To provide information for the safety of the public.

Policies

In relation to the prevention of major accidents (Control of Major Accident Hazards Involving Dangerous Substances) legislation, it is the policy of Meath County Council and Navan Town Council:

SEVESO POL 1	To comply with the Seveso II Directive in reducing the risk and limiting the potential consequences of major industrial accidents.
SEVESO POL 2	To require planning permission for the modifications of existing establishments where the nature and quantity of dangerous substances handled, used or stored on existing sites is to be altered.
SEVESO POL 3	To ensure that land use policies must take account of the need to maintain appropriate distances between future major accident hazard establishments and residential areas, areas of substantial public use and areas of particular natural sensitivity or interest.
SEVESO POL 4	To have regard to the advice of the Health and Safety Authority when proposals for new SEVESO sites are being considered.

Development Assessment Criteria

In the assessment of planning applications for new development involving hazardous substances, the Council will have regard to:

- The SEVESO Directive and Major Accident Regulations;
- HSA generic land-use planning advice;

- Potential adverse impacts on public health and safety, and;
- The need to maintain appropriate safe distance between residential areas, areas of public use and areas of particular natural sensitivity.

CHAPTER 5: ARCHITECTURAL & NATURAL HERITAGE



SECTIONS IN THIS CHAPTER

- 5.0 Introduction
- 5.1 Architectural Heritage
- 5.2 Archaeological Heritage
- 5.3 Natural Heritage

5.0 Introduction

Navan has a rich history dating back many centuries from which we are fortunate to have inherited many structures and monuments of great heritage value. The town also has many natural heritage features to offer residents and visitors alike, with the River Boyne and River Blackwater and its associated candidate Special Area of Conservation located in the heart of the town. However conservation of the town's heritage resources is a complex issue due to the need to achieve balance between the conservation of the town's indispensable heritage and the facilitation of necessary development to serve the present and future population of the town. In order to fully appreciate this, full understanding of its historical development and its changing nature, function, and form is critical.

The Planning and Development Acts 2000-2014, Section 10 (2) outlines the mandatory objectives in respect of architectural and natural heritage in development plan preparation. These are as follows:

- The conservation and protection of the environment, including in particular the archaeological and natural heritage and the conservation and protection of European sites and any other sites which may be prescribed for the purposes of this paragraph;
- The protection of structures, or parts of structures, which are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest;
- The preservation of the character of Architectural Conservation Areas, and;
- The preservation of the character of the landscape, where and to the extent that, in the opinion of the planning authority, the proper planning and sustainable development of the area requires it, including preservation of views and prospects and the amenities of places and features of natural beauty or interest.
- Landscape, in accordance with relevant policies or objectives for the time being of the Government or any Minister of the Government relating to providing a framework for identification, assessment, protection, management and planning of landscapes and developed having regard to the European Landscape Convention done at Florence on 20 October 2000

The Minister for Arts, Heritage and the Gaeltacht has published Guidelines under Section 28 of the Planning and Development Acts 2000-2014 that all planning authorities are required to have regard to in the performance of their functions. Broad and comprehensive architectural heritage guidance is contained in 'Architectural Heritage Protection, Guidelines for Planning Authorities 2004' and re-issued in 2011 (of which paragraph 5.2.3 was revised in October 2007 by Circular), which sets down Ministerial guidance in relation to plan preparation and the development management process. The function of these guidelines is to help to protect our architectural heritage by guiding Planning Authorities, but also to inform owners and occupiers of protected structures, of proposed protected structures or buildings within Architectural Conservation Areas.

5.1 Architectural Heritage

Architectural heritage refers to all manmade features in the environment including buildings and other structures such as bridges, wells, archaeological sites, field boundaries and pumps. The development plan must consider both individual structures and the townscape in the historic core. Historically development has influenced how the town evolved, to arrive at its current form. Development can have a positive impact and can conserve, enhance and provide new uses for older structures. However, development can also threaten and damage the character of Navan both in the form of individual developments which may involve the demolition of

buildings of architectural and historic interest, have a negative visual impact, or the cumulative impact of a number of small scale developments. Inappropriate alterations such as the removal of historic sash windows, traditional gutters and downpipes, and render, the addition of inappropriate signage and lighting proposals all detract from the character of individual buildings and have a cumulative negative impact on the streetscape. Promote both the conservation and redevelopment of the architectural fabric of Navan.

Policies

In terms of architectural heritage, it is the policy of Meath County Council and Navan Town Council:

HER POL 1	To preserve, protect and enhance the architectural heritage of Navan and to ensure that new development makes a positive contribution to the historic character of Navan.
HER POL 2	To seek the retention of historic shop fronts and pub fronts as part of the streetscape of Navan.
HER POL 3	To encourage the development of compact urban forms by consolidating existing development boundaries and utilising brownfield sites in preference to expanding urban areas into the countryside and adjoining settlements.

5.1.1 Architectural Conservation Areas

An Architectural Conservation Area (ACA) is a legally defined designation under Section 81 of the Planning and Development Acts 2000-2014. This section of the Planning Act obliges planning authorities to include objectives in their development plans to preserve the character of such locations. The Department of the Environment, Heritage and Local Government has produced leaflet PL12 accessible from the Department's website (www.environ.ie), the website of Meath County Council, (www.meath.ie), and the Meath Planning Department, which is designed to act as a simple guide to architectural heritage for the general public by providing answers to many frequently asked questions on the topic. It explains that 'an architectural conservation area is a place, area, group of structures or townscape which is of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest in its own rights, or contributes to the appreciation of protected structures.'

Planning permission is required to totally or substantially demolish any building within an ACA. Generally there is a presumption in favour of retaining buildings that make a positive contribution to the character or appearance of an ACA. Permission must also be obtained before making changes to the exterior of buildings, such as stripping plaster, replacing windows, changing shopfronts, adding signage, lighting fixtures or roller shutters, or putting up satellite dishes, to ensure that any alterations do not detract from the area's appearance. This does not prevent alterations, extensions or new development within the area but seeks to ensure that any new development is compatible with the special character of the area.

The planning authority encourages the retention of all structures that contribute to the character or appearance of an ACA. Planning permission is required for the partial or total demolition of any structure within an ACA where that work would affect the character of the ACA. Permission is also required before making alterations or changes to the exterior of structures located within an ACA which affect the character of the ACA. This would include works such as stripping plaster or render, replacing windows, changing shopfronts, adding signage, lighting fixtures or roller shutter, or putting up satellite dishes. This does not prevent alterations, extensions or new development within the ACA but seeks to preserve the character of the area and ensure that any new development is compatible with that special character'.

Policy

In terms of architectural heritage, it is the policy of Meath County Council and Navan Town Council:

HER POL 4	To ensure that all planning applications relating to structures in an ACA or proposed ACA, including public works projects, should be referred to the Conservation Officer and to the Prescribed Bodies for comment prior to a decision being made.
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Objectives

In terms of architectural heritage it is an objective of Meath County Council & Navan Town Council:

HER OBJ 1	To preserve the character of the Navan Historic Core Architectural Conservation Area.
HER OBJ 2	To achieve the preservation of the special character of places, areas, groups of structures and townscapes within the town and environs by encouraging local initiatives which promote the preservation of the special character of Architectural Conservation Areas.

5.1.2 Navan Historic Core Architectural Conservation Area

Boundary

The Navan Historic Core Architectural Conservation Area (ACA) was included in the Navan Development Plan 2003-2009 and covers the area of the historic town core of Trimgate Street, Market Square, Watergate Street, Ludlow Street, Bridge Street, Church Hill, the Fair Green and Railway Street between Trimgate Street and Circular Road. Navan's town core is a distinctive area, which in terms of street pattern, composition of streetscapes, buildings of different periods, style and detail, merits its designation as an ACA. The historic streetscapes of Navan are largely composed of town houses and shops dating from the 18th to 20th centuries, interspersed with a number of fine religious, institutional and commercial buildings. The predominant land uses in the town core have been and continue to be trade, commerce and residential. The ACA contains the bulk of the town's protected structures.

Historical Development

Archaeological evidence suggests a long history of settlement in the area where Navan now stands. The town of Navan was founded during the Norman period when Hugh de Lacy assigned the Barony of Navan to the Nangle family. Jocelin Nangle founded an Augustinian abbey dedicated to the Virgin Mary in 1189 but this was confiscated by the Crown in 1539 and fell into ruins with no trace remaining today.

Navan was granted Borough status by Edward IV in 1469 and steadily developed over time. However given the town's location on the edge of the Pale and on the River Boyne, the town was at constant risk of attack and so by the late Middle Ages it became a walled town with three gates, Trim Gate, Water Gate and Dublin Gate. By the 17th century it had become a thriving market town with markets regularly taking place at 'Market Square', the junction of numerous streets in the historic core. Isaac Butler's 'A Journey to Lough Derg' (1892) notes how the town had one of the best markets in Leinster before Smithfield was developed. In 1729 an Act of Parliament was passed for the construction of a turnpike road from Dublin to Navan as the current road had become 'so ruinous and bad' that major repairs and improvements were necessary. Travel along the road was tolled to pay for the roads upkeep. The Boyne navigation canal from Drogheda has its origins in the year 1759 and reached Navan by 1800. It was of great benefit to the town, boosting local trade and commerce. Further improvements in the links between Navan and Drogheda were made in 1850 when the railway was extended to Navan from

Drogheda. A further railway line between Clonsilla and Navan came into operation in 1862 and operated for over 100 years before being finally closed in 1963.



Navan Railway Viaduct (1850)

Street Pattern and History

Although the present town largely developed in the 18th and 19th centuries, its street pattern survives from the medieval period from when the town would have been walled. The history behind the names of the various streets and roads in the town is described below.

Abbey Road

Before the arrival of the Normans an Abbey was located along this road which lent its name to the road.

Academy Street

This street was named after the catholic secondary school that was built here in the 19 century.

Bedford Place

Located between the Fair Green and Academy St, this got its name from the Duke of Bedford, a local landholder.

Boreen Keel

Boreen Keel or 'An Bothar Caol' meaning narrow road in Irish, was named as such due to the narrow width of the road.

Canon Row

The monks of the Augustian order said prayers known as Canonical hours, these monks took their exercise on the road now known as Canon Row.

Commons Road

This road led to the commons of Navan in medieval times, a holding of 1200 acres of land granted to Navan Corporation by Charter.

Flower Hill

Due the presence of flour mills near this road on a hill, the road was called Flour Hill but this was corrupted over time into the present day 'Flower Hill'.

Kennedy Road

This road was named after Tom Kennedy, a former local politician and member of Navan Urban District Council.

Ludlow Street

Named after Lord Ludlow, a prominent member of the gentry, who was married into the Preston Family.

Trimgate Street

This street is today the main street in the town and gains its name from the 'Trim Gate' which was one of three entrances to the town forming part of the town wall.

Watergate Street

Similarly, this street takes its name from the 'Water Gate' of the town's defence which was located on the south side of Poolboy Bridge.

Architectural Form and Materials

The urban character of Navan has unique and varying qualities, characterised by its interesting street and lane patterns, streetscapes, historic sites, fine public buildings and buildings of historical significance. The physical form of the individual buildings, structures and places of historical and architectural value are symbols of the social, economic and cultural development of the town. They have acquired economic and aesthetic values and contribute to the town's distinctive character.

It is recognised that the fabric of the town is subject to continuous change and that such change is necessary to maintain and enhance the vitality of the town. Nonetheless, Meath County Council and Navan Town Council are committed to the protection and preservation of buildings, streetscapes, features and sites of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest which contribute to the distinctive character of the town. In order to address these issues, there is a need for comprehensive townscape management, which requires a number of objectives:

- Maintaining existing uses and attracting new ones to the town centre.
- Respecting the historical and traditional context, that contributes to Navan's character.
- Promoting the right balance between conservation and redevelopment.
- Enhancing the townscape through pedestrianisation and other environmental improvements (such as the placement of electricity cables underground, improvements in street lighting, paving and public art).
- Protecting key buildings of the town's architectural heritage (through the Record of Protected Structures)
- Protecting and enhancing key streetscapes and elements of townscapes (primarily through Architectural Conservation Areas).

In support of these objectives of townscape management, the joint Local Authorities will implement Part IV of the Planning and Development Acts 2000-2014, which relates to the protection of the Architectural Heritage, in accordance with government policy and guidelines.

The buildings in Navan are predominantly plastered and painted in a variety of colours. A number of red brick buildings can be found on the Trimgate Street. However the more important institutional and commercial buildings have dressed stone facings. There are several

impressive houses around the town with stone facades and a small number of late 19th century commercial buildings have brick facades with interesting detailing. In common with many Irish towns, the roofscape of Navan consists of pitched slated roofs with chimneystacks.



Trimgate St. forms part of the Navan Architectural Conservation Area

Policies

In terms of architectural heritage, it is the policy of Meath County Council and Navan Town Council:

HER POL 5	To support and encourage the re-use of suitable redundant or obsolete buildings within the ACA.
HER POL 6	To encourage the retention and protection of all structures which contribute in a positive manner to the character of the ACA.
HER POL 7	Within the Architectural Conservation Area to have regard to: <ul style="list-style-type: none">• The impact of proposed development on the character and appearance of the Architectural Conservation Area in terms of the height and massing of built forms, and the compatibility of design, materials, colour and finishes.• The impact of proposed development on the character and integrity of the area and the approaches thereto, and will promote compatible uses within compatible forms of infill development.• The need to retain architectural and townscape elements such as shop fronts, sash windows, gutters and down pipes, decorative plasterwork, etc. that contribute to the character and appearance of the ACA.
HER POL 8	To encourage the retention of all architectural and townscape elements which contribute to the character of the ACA.

Objective

In terms of Architectural Conservation Areas it is an objective of Meath County Council & Navan Town Council:

HER OBJ 3	<p>It is the intention of the planning authorities by the designation of the Navan Historic Core Architectural Conservation Area:</p> <ul style="list-style-type: none">• To protect and enhance the architectural heritage of Navan for future generations.• To preserve the historic street pattern within the core of the town.• To require that all new developments shall observe the existing scale of the town.• To protect the character of the existing streetscape by giving consideration to the suitability of style, construction materials, colour and decoration to be used in any proposals for development taking place within this area.• To encourage appropriate new uses for empty and under-utilised buildings.• To avoid the destruction of minor historic elements whose
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5.1.3 Implications of an Architectural Conservation Area for the Public

Any development which would materially affect the character of an Architectural Conservation Area will require planning permission, as set out in Section 82 of the Planning and Development Acts 2000-2014. This includes works to the rear of buildings, within backland sites and gardens, and to boundaries. Where development takes place without planning permission, the planning authority will require the owners or occupiers through the enforcement process to restore the character of the building or site, where it is considered that the development is inconsistent with the character of the area.

However it should be noted that the designation of an Architectural Conservation Area is not made to prohibit or unduly restrict occupiers or owners from enhancing their property or lands. It is made to ensure that Ireland's unique and valuable architectural heritage is protected for the benefit of present and future generations. Development proposals within an ACA should be both sympathetic and complimentary to the existing built environment and therefore it is vitally important that any proposal is of a very high quality in terms of design, layout and materials to be used. Members of the public may find it useful to consult the publications section of the Department of Arts, Heritage and the Gaeltacht website (www.ahg.gov.ie) where copies of best practice architectural heritage conservation principles, and planning guidelines are available to download free of charge.

5.1.4 Protected Structures

The Planning & Development Acts 2000-2014 (Part II, Section 10) places an obligation on all local authorities to include a Record in their Development Plan for the protection of structures, or parts of structures, which are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest. These buildings and structures are compiled on a register known as the Record of Protected Structures (RPS), which is outlined in Appendix I and mapped on the Architectural Heritage Conservation Map. It should be noted that the RPS contained in Appendix I of this Development Plan has been broken up into three sections. The first part of the RPS relates to the administrative area of Navan Town Council and the second part relates to the area of the environs of Navan as contained in the Development Plan Envelope that is within the administrative area of Meath County Council. The third part lists structures that are located in both areas. Where the Register Reference Number contained in the RPS begins with NT, it refers to the Record of Protected Structures for the Navan Town Council administrative area and where it begins with MH, it refers to an extract from the RPS for County Meath.

A protected structure unless otherwise stated in the RPS includes the interior of the structure, the land lying within the curtilage of the structure, any other structures and their interiors lying within that curtilage and in addition all fixtures and features which form part of the interior or exterior of these structures. Among the town's major features of historic, architectural and archaeological interest are the 12th Century Castle Motte at Moathill, Athlumney Castle c.1500, Athlumney Motte-1700, Blackcastle House-1828, Boyne Cottage Well-c.1870 and St. Mary's Catholic Church-1835-1850. In addition, there are a number of fine houses and features along Trimgate St., Ludlow Street, Church Hill, Bridge Street and Watergate Street. Furthermore, Navan still maintains small sections of the medieval defensive wall, which surrounded the town centre in the medieval period. The review of the RPS for the Navan Development Plan 2009-2015 has been undertaken. In total 186 structures are included in the record of protected structures. One structure has been removed from the Record included in the Navan Development Plan 2003-2009 and there have been no additional structures added.

Policies

In terms of architectural heritage, it is the policy of Meath County Council and Navan Town Council:

HER POL 9	<p>The following shall be the policy of the planning authorities with regard to protected structures in the Navan Development Plan area:</p> <ul style="list-style-type: none">• To refuse permission, either in whole or in part, for the demolition of protected structures, save in exceptional circumstances.• To resist removal or modification of features of architectural importance.• To resist interventions which would negatively affect the character of a structure, either externally or internally.• To resist development that would adversely affect the setting of a protected structure.• To require that all planning applications relating to protected structures shall be accompanied by drawings and documents sufficient to describe the impact of the proposed development on the character of the structure.• To encourage the retention of all features of architectural heritage importance;• To encourage works of renovation and renewal which maintain and enhance the character of a protected structure, either externally or internally;• To encourage development which has a positive impact on the setting of a protected structure.
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St. Mary's Church, a protected structure within the ACA

5.1.5 Implications of a Protected Structure designation for the Public

Structures which are listed in the Record of Protected Structures do not benefit from exempted development rights under the Planning and Development Acts 2000 to 2014, or regulations made there under, unless the works would not materially affect the character of the structure or any element of the structure which contributes to its special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest. Therefore any alteration, extension or partial demolition of the structure or any works within the curtilage of the structure, that would materially affect the character of the structure, will require planning permission. An owner or occupier of a protected structure may make a written request to the planning authority within whose area the structure is situated, to issue a declaration under Section 57 of the Planning and Development Acts 2000 to 2014 as to the type of works which it considers would not materially affect the character of the structure or any element of the structure. In order to assist property owners in the upkeep of protected structures the planning authorities (Navan Town Council & Meath County Council) will seek to provide grant aid through its administration of the Department of the Environment, Community and Local Government's Conservation Grants Scheme. The Scheme will be advertised on an annual basis and applications will be prioritised on the basis of the council's adopted 'Scheme of Priorities'.

5.1.6 Views and Prospects

A number of views and prospects have been identified for protection given their special amenity value. Some views and prospects have been chosen for their natural beauty, others because of their innate heritage value to the town of Navan. The views and prospects that are considered of particular importance are along the Boyne Corridor, including the Ramparts area, of the individual built structures within this riparian landscape, Athlumney Castle, the Motte, Viaduct and bridging points of the Boyne & Navigation Canal. The conservation of these amenities is vital to the attractions and image of Navan. Where development is envisaged adjacent to such features, the relevant Planning Authority will pay close regard to the potential adverse effect on the amenity value of these views and prospects with the overriding objective of protecting them. The Planning Authority may, at its discretion, request the submission of a visual impact assessment to include photomontages where it is considered that a proposal would have significant impacts on a view, prospect or landscape of significant value. The scoping and viewpoints to be considered in any such assessment shall be agreed with the Planning Authority.



Protected view of the Railway Viaduct

Objective

In terms of architectural heritage it is an objective of Meath County Council & Navan Town Council:

HER OBJ 4	<p>That the following views shall be protected, as illustrated on an associated map:</p> <ul style="list-style-type: none"> • VP01 Towards the old Kilcarn Bridge from the new Kilcarn Bridge on the Dublin Road • VP02 Towards the old Kilcarn Bridge from the Dublin Road, heading south east • VP03 Towards the Motte and the Railway Viaduct, on the Dublin Road • VP04 Towards the Railway Viaduct, on the Dublin Road, heading south east • VP05 Towards Athlumney Bridge, the Rivermill and the Confluence of the River Blackwater and Boyne from the Dublin Road • VP06 Towards Athlumney Bridge, the Rivermill and Athlumney Road from Timmons Hill • VP07 Of the Confluence of the River Blackwater and Boyne, from the Viewing Area adjoining the R147 • VP08 Towards Ruxton's Lock at the Ramparts heading east • VP09 Towards Ruxton's Lock at the Ramparts heading west • VP10 Towards the remains of Blackcastle House, from the Ramparts • VP11 Of St. Mary's Church of Ireland from Upper Flower Hill • VP12 Towards the Rivermill and the Railway Viaduct from the ancient Navan - Kells walkway • VP13 Of Darker's Mill along the bank of the Blackwater River from the area of open space on the opposite side of the River along the N3 • VP14 Of the Blackwater River and Weir from Blackwater Bridge looking east • VP15 Towards Spicer's Mill from the proposed Town Park • VP16 Towards the Blackwater Railway Bridge from the
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	<p>northern bank of the Blackwater, west of the proposed Town Park</p> <ul style="list-style-type: none"> • VP17 Of Athlumney Castle from Convent Lane, heading south east • VP18 Of Athlumney Castle from Convent Lane, heading north west
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5.2 Archaeological Heritage

The Minister for Arts, Heritage and the Gaeltacht is responsible for the protection of our archaeological heritage, including the licensing of archaeological excavations, through the exercise of powers under the National Monuments Acts 1930 to 2004.

Monuments are protected under the National Monuments Acts in a number of ways:

- National monuments in the ownership or guardianship of the Minister or a local authority;
- National monuments which are subject to a preservation order;
- Historic monuments or archaeological areas recorded in the Register of Historic Monuments;
- Monuments recorded in the Record of Monuments and Places.

When the owner or occupier of a property, or any other person proposes to carry out, or to cause, or to permit the carrying out of any work at or in relation to a Recorded Monument they are required to give notice in writing to the Minister two months before commencing that work. This is to allow the National Monuments Service time to consider the proposed works and how best to proceed to further the protection of the monument. For national monuments in the ownership or guardianship of the Minister or a local authority or which are subject to a preservation order, the prior written consent of the Minister is required for any works at or in proximity to the monument.

Archaeological heritage includes structures, constructions, groups of buildings, developed sites, moveable objects, monuments of other kinds as well as their contexts where in land or underwater. An understanding of the archaeology of Navan is critical in assessing how best the character of the town can be conserved. The Urban Archaeological Survey for County Meath (OPW 1985) addresses the urban heritage of Navan and identified a zone of archaeological potential which was included in the 2003-2009 Navan Development Plan and which is included in this plan, please see the relevant map. The significance of Navan from an archaeological viewpoint is without question, the town is a recorded monument in the Record of Monuments and Places, (ME 025-044). Within this area are a number of archaeological sites and monuments. The value and significance of this archaeological heritage is acknowledged by Navan Town Council and Meath County Council and through their policies they seek to ensure the effective protection, conservation and enhancement of archaeological sites, monuments and their settings.

Policy

In terms of archaeological heritage, it is the policy of Meath County Council and Navan Town Council:

HER POL 10	<ul style="list-style-type: none">(a) To protect (in-situ where practicable or as a minimum, preservation by record) all monuments included in the Record of Monuments and Places (including those newly discovered).(b) To seek to protect, where practicable, the setting of and access to sites. In securing such protection the planning authorities will have regard to the advice and recommendations of the Department of Arts, Heritage and the Gaeltacht.(c) To require that all applications for development within the zone of archaeological potential are accompanied by a professional archaeological impact assessment.(d) Where remnants of burgage plots do remain intact, development proposals on such plots should reflect this character within the design and layout of proposals. In order to promote the renewal of such areas, design guidance will be provided, if necessary, for such sites at pre-planning stage.
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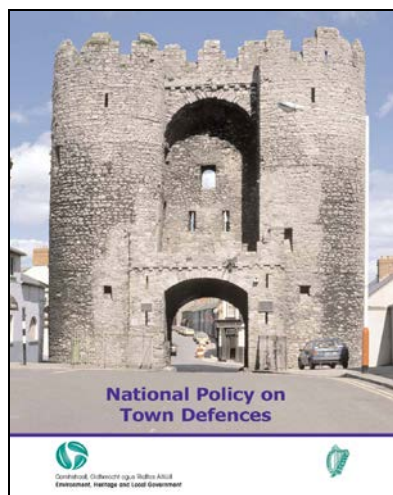
Objective

In terms of archaeological heritage it is an objective of Meath County Council & Navan Town Council:

HER OBJ 5	When considering development in the vicinity of archaeological monuments, the planning authorities shall aim to achieve a satisfactory buffer area between the development and the monument in order to ensure the preservation and enhancement of the amenity associated with the monument. This shall be achieved in consultation with the Department of Arts, Heritage and the Gaeltacht. Buffer areas shall not be included within the required open space area of any development but should be in addition to such requirements.
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5.2.1 Town Wall

Extremely little of Navan's town defences remain in place and scholars are not in agreement as to the former wall's exact alignment. It is known that the town was walled to protect it from attack and had three main gated entrances, namely the Trim, Water and Dublin Gates. It is also known that the wall was located within the extent of the currently recognised Navan Town recorded monument and therefore benefits from the archaeological protection that this affords.



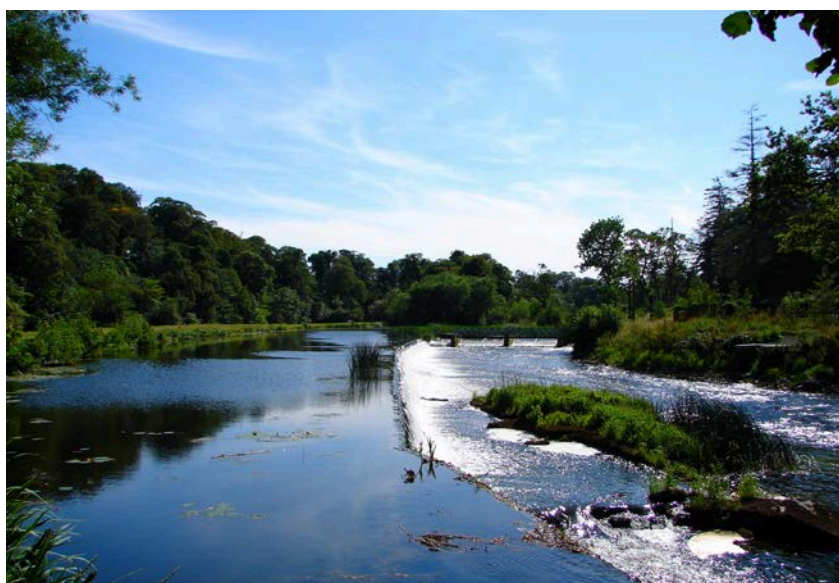
The Department of the Environment, Heritage and Local Government issued a policy directive on Town Defences in November 2008 which states 'The known and expected circuits of the defences (both upstanding and buried, whether of stone or embankment construction) and associated features of all town defences are to be considered a single national monument and treated as a unit for policy and management purposes. There should be a presumption in favour of preservation in-situ of archaeological remains and preservation of their character, setting and amenity.' Having regard to this the Planning Authorities will impose archaeological monitoring conditions on appropriate developments in the area of the Navan Town monument, including those areas where it is believed the town wall once stood.

5.3 Natural Heritage

Natural heritage composes of native plants, animals and their habitats, geology, landscapes, seascapes and inland waterways. The natural heritage of Navan includes the River Boyne and River Blackwater candidate Special Area of Conservation and Special Protection Area, trees and hedgerows, and uncultivated grassland. Old derelict structures and monuments also provide shelter for certain species of birds. The National Biodiversity Plan (2002) sets out aims for the conservation of Ireland's biodiversity and requires local authorities to prepare and implement local biodiversity action plans. The overall objective of this plan is "To secure the conservation, including where possible the enhancement, and sustainable use of biological diversity in Ireland and to contribute to conservation and sustainable use of biodiversity globally." Specific objectives include:

- Conserve habitat diversity, including all sites of special biodiversity importance.
- Conserve species diversity.
- Conserve genetic diversity, both wild and domesticated.
- Contribute to the conservation and sustainable use of biodiversity and to advancing other obligations of the Convention on Biological Diversity in the EU.

The National Heritage Plan (2002) "Places heritage at the heart of public life" and recognises that protection of heritage must begin at local level enabling everybody to become actively involved in preserving and enhancing that which belongs to us all. The National Heritage Plan requires all counties to prepare 5 year heritage plans. The County Meath Heritage Plan was adopted in February 2008 and covers the period 2007-2011.



River Boyne flowing near Blackcastle Demesne, Navan

Policies

In terms of natural heritage, it is the policy of Meath County Council & Navan Town Council:

HER POL 11	To protect, conserve and enhance the biodiversity and natural heritage of Navan including wildlife (flora & fauna), and particularly all Annex II species, habitats, geology, landscapes and/or landscape features of importance to wildlife or which play a key role in the conservation and management of natural resources such as rivers, streams, canals, lakes, and associated wetlands including reed-beds and swamps, ponds, springs, bogs,
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	fens, trees, woodlands and scrub, hedgerows and other boundary types such as stone walls and ditches which occur outside of designated areas providing a network of habitats and corridors essential for wildlife to flourish.
HER POL 12	To use native species wherever possible in Navan Town Council's and Meath County Council's own landscaping work and on Council property.
HER POL 13	To discourage development that would lead to a loss of, or cause damage to, the character, the principal components of, or the setting of parks, gardens and demesnes of special historic interest.
HER POL 14	To protect rivers and stream corridors and valleys by reserving land along their banks for ecological corridors and maintain them free from inappropriate development, and discourage culverting or realignment, unless done for environmental reasons, including flood prevention or flood abatement. The Planning Authority shall consult with Inland Fisheries Ireland and other statutory bodies as required by the planning regulations in respect of this and shall have regard to their comments in the making of any planning decision'.
HER POL 15	To require that runoff from a developed area will not result in the deterioration of the quality of downstream watercourses or habitats.

Objectives

In terms of natural heritage, it is an objective of Meath County Council & Navan Town Council:

HER OBJ 6	To encourage and promote the appropriate management and enhancement of Navan's biodiversity.
HER OBJ 7	To promote an awareness and appreciation of the natural heritage of Navan in conjunction with the County Meath Heritage Forum and through the implementation of the County Meath Heritage Plan 2007-2011 and County Meath Biodiversity Action Plan 2008-2012.
HER OBJ 8	Subject to the provisions of the Habitats and Birds Directives, to promote the sustainable usage of the River Boyne for amenity/recreational use and educational purposes.

5.3.1 Heritage Designations

Natural 2000 Sites

The 1992 Habitats Directive (92/43/EEC) is the legal basis for site selection. This Directive seeks to protect wildlife and its habitats. The European Communities (Natural Habitats) Regulations, 1997 and European Communities (Natural Habitats) (Amendment) Regulations, 2005 set out how these SACs are to be protected and managed by the relevant planning authorities. The cSACs enjoy full protection under the EU Habitats Directive, the term 'candidate' refers to the fact that the sites are currently under consideration by the European Commission.

Candidate Special Area of Conservation (cSAC)

The River Boyne & River Blackwater, site code 002299 is a cSAC. The site is selected for alkaline fen and alluvial woodlands (both of these are listed habitats on Annex I of the EU Habitats Directive. The site has also been selected for the following species listed in Annex II of the Habitats Directive: Atlantic Salmon, Otter and River Lamprey.

Special Protection Area

The River Boyne and River Blackwater is also a Special Protection Area (site code 004232). It is of high ornithological importance as it supports a nationally important population of Kingfisher, a species that is listed on Annex I of the E.U. Birds Directive.



Extent of the River Boyne & River Blackwater cSAC

Protected Species

Biological diversity - or biodiversity - is one of the key terms in conservation, encompassing the richness of life and the diverse patterns it forms. The Convention on Biological Diversity (CBD) defines biological diversity as "the variability among living organisms from all sources including, inter alia, terrestrial, marine and other aquatic ecosystems and the ecological complexes of which they are part; this includes diversity within species, between species and of ecosystems".

Species, habitats and ecosystems, the planet's whole natural heritage, is under an ever increasing threat. Many species and habitats are in decline and in some cases their future is endangered. In certain cases irreversible losses have already occurred. For this reason certain plant, animal and bird species are protected by law. This includes plant species listed in the Flora Protection Order, 1999 (or other such Orders), and animals and birds in the Wildlife Acts 1976 and 2000 and subsequent statutory instruments, those listed under Annex IV of the Habitats Directive, and those listed in Annex I of the Birds Directive. This development plan aims to complement the above by ensuring biodiversity is protected through the planning process.



The Heron is common sight along the River Boyne and River Blackwater

Policies

In terms of natural heritage, it is the policy of Meath County Council & Navan Town Council:

HER POL 16	To protect the River Boyne and River Blackwater cSAC and SPA in Navan and any additional sites that may be proposed for designation during the lifetime of this Plan and to ensure that development within the Navan Development Plan boundary will not give rise to negative impacts on the River Boyne and River Blackwater cSAC and SPA outside of the Plan area.
HER POL 17	To have regard to the views and guidance of the National Parks and Wildlife Service of the Department of Arts, Heritage and the Gaeltacht in respect of proposed development where there is a possibility that such development may have an impact on the River Boyne and River Blackwater candidate Special Area of Conservation or Special Protection Area.
HER POL18	<p>It is the policy of the Council to protect sites designated in National and European legislation, and in other relevant International Conventions, Agreements and Processes. This includes sites proposed to be designated or designated as:</p> <ul style="list-style-type: none"> • Special Areas of Conservation under the Habitats Directive¹ (Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora) • Special Protection Areas under the Birds Directive (Council Directive 79/409/EEC on the conservation of wild birds) <p>Both the Birds and Habitats Directives have been transposed in Irish law by Ministerial Regulation. The European Communities (Birds and Natural Habitats) Regulations 2011 are the most important of these because they provide for the protection measures and management regime that apply to SPAs and SACs.</p> <p>No projects giving rise to significant cumulative, direct, indirect or secondary impacts on Natura 2000 sites arising from their size or scale, land take, proximity, resource requirements, emissions (disposal to land, water or air), transportation requirements,</p>

	<p>duration of construction, operation, decommissioning or from any other effects shall be permitted on the basis of this Plan (either individually or in combination with other plans or projects (Except as provided for in Section 6(4) of the Habitats Directive, viz. there must be:</p> <ul style="list-style-type: none"> a. no alternative solution available, b. imperative reasons of overriding public interest for the plan to proceed; and c. adequate compensatory measures in place.) <ul style="list-style-type: none"> • Natural Heritage Areas (NHAs), Nature Reserves, and Refuges for Flora or Fauna under the Wildlife Act, 1976 as amended by Wildlife (Amendment) Act, 2000.
HER POL 19	To prohibit any development that would be harmful or that would result in a significant deterioration of habitats and/or disturbance of species.
HER POL 20	To ensure that development does not have a significant adverse impact, incapable of satisfactory mitigation, on plant, animal or bird species protected by law.
HER POL 21	No projects giving rise to significant cumulative, direct, indirect or secondary impacts on Natura 2000 sites arising from their size or scale, land take, proximity, resource requirements, emissions (disposal to land, water or air), transportation requirements, duration of construction, operation, decommissioning or from any other effects shall be permitted on the basis of this Plan (either individually or in combination with other plans or projects).
HER POL 21A	To ensure compliance with the Wildlife Acts 1976-2010 with regard to the protection of species listed on Schedule 5 of the principal act.
HER POL 21B	<p>To encourage and facilitate the development of green infrastructure that recognises the synergies that can be achieved with regard to the following:</p> <ul style="list-style-type: none"> • Provision of open space amenities • Sustainable management of water • Protection and management of biodiversity • Protection of cultural heritage • Protection of protected landscape sensitivities.

5.3.2 Habitats and Species outside Designated Sites

The section above details heritage policies in respect of designated sites; however in Navan natural heritage is not confined to those sites with statutory designations. Trees and hedgerows are a visual amenity in the town and provide a home for wildlife. A key issue is to achieve their preservation in a viable way in the urban environment where they are conserved and appreciated and where they provide a migratory corridor for wildlife. Likewise consideration must be given to species protected under the Birds Directive which do not benefit from a Special Protection Area in Navan.

In national terms, protected areas (NHAs, SACs, SPAs, etc.) cover a substantial area, however in the region of 90% of land lies outside of this network. The protected area network essentially comprises of sites which are of national or European importance. Outside of this network, there are many sites or features which are of local nature conservation importance – though

information on such areas is frequently limited or non-existent. Apart from such sites of national or local biodiversity importance, it is also necessary to maintain, and where possible enhance, in so far as possible, biodiversity in the broader countryside irrespective of how intensively used it is. Amongst the most important means of providing for the conservation and sustainable use of biodiversity in the wider countryside is the planning system.

Many policies and objectives are included in the Plan with a view to protecting biodiversity including non-designated habitats.

Policies

In terms of natural heritage, it is the policy of Meath County Council & Navan Town Council:

HER POL 22	To ensure that, where possible, proposals for development protect and enhance biodiversity by minimising adverse impacts on existing habitats, (whether designated or not,) and by including mitigation and/or compensation measures.
HER POL 23	To establish ecological corridors within new development which permit the potential movement of wildlife and which include indigenous vegetation and which will link with existing biodiversity features and ecological networks.
HER POL 24	To encourage the use of native tree and hedgerow species in the landscaping of new developments.
HER POL 25	To restrict the cutting of hedges during the bird-nesting season (1st March until August 31st), except in certain legally defined circumstances, in accordance with the provisions of the Wildlife (Amendment) Act 2000.
HER POL 26	To promote the environmentally sensitive management of hedgerows in the town in accordance with best practice guidelines.

5.3.3 Public Rights of Way

The planning authorities will use their powers under the Planning Acts to preserve and maintain existing rights of way, to create new ones where appropriate and to promote their greater use in amenity areas.

Policies

In terms of public rights of way, it is the policy of Meath County Council & Navan Town Council:

HER POL 27	To preserve for the common good all existing public rights of way which contribute to amenity.
HER POL 28	To create new rights of way or extend/enhance existing rights of way in the interest of recreational amenity.

5.3.4 Landscape

The Landscape Character Assessment of the Meath County Development Plan 2013-2019 identifies Navan in a number of landscape character areas. The Boyne Valley is identified as being of exceptional value while the Blackwater Valley is considered to be of very high value. The North and West Navan Lowlands are only considered to be of moderate value. Development within the Plan area should take cognisance of the special qualities of these landscape and resulting impacts on the landscape. Development shall be of an appropriate design, scale and density that will enhance the landscape and ensure that no adverse impacts on the landscape will be caused. The impact of development on scenic landscapes adjoining the development plan area

shall also be taken into account in the design of development. Reference should be made to the landscape character assessment of the Meath County Development Plan 2013-2019 which provides a detailed breakdown and guidance for each of the landscape character areas.

Policy

In terms of natural heritage, it is the policy of Meath County Council & Navan Town Council:

HER POL 29	To maintain and enhance the diverse and high quality landscape in Navan and its environs.
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5.3.5 Trees and Woodlands

Navan contains many large trees and groups of trees of considerable merit which enhance the urban fabric of the town. Trees function as a wildlife habitat, provide visual relief and are an important visual amenity for the town. The most notable group of trees or woodlands in Navan are to be found along the riparian corridor of the River Boyne, and particularly within the curtilage of Blackcastle House. These areas are visually important to the landscape as well as providing significant recreational capacity and important wildlife habitats. These trees, which straddle the banks of the Boyne River, provide the perfect backdrop to the scenic view of the river landscape. There are also a considerable number of fine stands and groups of trees within the town, which contribute greatly to its pleasantness, character and visual amenity. Of particular merit are those located within the grounds of institutional buildings such as St. Michael's Loreto Convent, St. Anne's Convent, Meath County Council and Our Lady's Hospital. These stands of trees offer a visual break from the hard landscape often associated with a town centre.

Policies

In terms of natural heritage, it is the policy of Meath County Council & Navan Town Council:

HER POL 30	To retain trees and hedgerows of value as illustrated on the relevant map forming part of this development plan.
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HER POL 31	To have a presumption in favour of the retention of existing trees and their incorporation into any new development unless this can be shown to be impractical, and to protect, preserve and ensure effective management of trees and groups of trees considered to be of special amenity value and to prepare Tree Preservation Orders where considered appropriate.
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CHAPTER 6: SOCIAL STRATEGY



SECTIONS IN THIS CHAPTER

- 6.0 Introduction
- 6.1 Educational Facilities
- 6.2 Community & Resource Centres
- 6.3 Childcare Facilities
- 6.4 Healthcare Facilities
- 6.5 Policing
- 6.6 Open Space & Recreation
- 6.7 Public Open Space Standards
- 6.8 Sports and Recreation Facilities
- 6.9 Library Facilities
- 6.10 Arts & Culture
- 6.11 Places of Worship & Burial Grounds
- 6.12 Fire Service

6.0 Introduction

The Planning Authority recognises the important role social infrastructure plays when forming sustainable communities. Social, community and cultural facilities are fundamental elements to achieve social inclusion, personal enhancement and a good sense of community. The chief function of the Planning Authority in terms of social infrastructure is in the reservation of sufficient lands to accommodate social, community and recreational facilities. Sustainable transport links to and from these facilities is also a vital detail to be taken into consideration. The provision of multi-functional open / recreational spaces and community facilities is the approach recommended by the Planning Authorities as facilities in this manner can fulfil a variety of needs of different sectors of the population.

Section 10(2) of the Planning and Development Acts 2000 to 2014, sets out a list of mandatory objectives to be included in a Development Plan. A number of these objectives deal with social infrastructure, either directly or indirectly. These include:

- The zoning of land for the use solely or primarily of particular areas for particular purposes (including recreational and open space uses) where and to such an extent as the proper planning and sustainable development of the area, in the opinion of the Planning Authority, requires the uses to be indicated;
- The integration of the planning and sustainable development of the area with the social, community and cultural requirements of the area and its population;
- The preservation, improvement and extension of amenities and recreational amenities;
- The provision, or facilitation of the provision, of services for the community including, in particular, schools, crèches and other education and childcare facilities, and;
- The provision for accommodation for travellers, and the use of particular areas for that purpose.

The First Schedule of the Planning and Development Acts 2000-2014, lists purposes for which objectives 'may' be included in Development Plans. Part III of the First Schedule deals with community facilities and includes the following objectives:

Facilitating the provision and siting of services and facilities necessary for the community, including the following;

- Hospital and other childcare facilities;
- Centres for social, economic, recreational, cultural, environmental, or general development of the community;
- Facilities for the elderly and for persons with disabilities;
- Places of public worship and meeting halls;
- Recreational facilities and open spaces, including caravan and camping parks, sports grounds and playgrounds;
- Shopping and banking facilities, and;
- Reserving land for burial grounds.

6.1 Educational Facilities

The Planning Authority recognises the important role that schools play in developing sustainable communities. School facilities along with other community facilities are fundamental to the well being of a thriving community and help to maintain and nurture a sense of community at both local and countrywide level. Taking into account the current economic downturn, it is fundamental that we incorporate the necessary measures to ensure that we can develop a skilled workforce and educated population in the interest of boosting the economic and social vitality of the county. Le Chéile-An Integrated Strategy for Meath to 2012 prepared by Meath County Development Board states that “Education and training are fundamentally important to achieving the full potential of the people of Meath, the County’s most important resource”.

Educational infrastructure provision is primarily the responsibility of the Department of Education and Science. The role of the Planning Authority in education provision is to ensure that sufficient lands are reserved in the Development Plan to accommodate the development of new schools and the expansion of existing schools. Navan provides a wide range of educational facilities at primary, post primary and special education levels. Having regard to the significant increases in population in recent years and the greater demands on the internal structure of the schools with the additional curricular activities such as computers, special needs etc., the need for educational facilities is as great as ever.

In keeping with departmental guidance (DoEHLG & DES, 2008), applications for significant residential development (i.e. 200 units or more) should be accompanied by an assessment of the demand for school places likely to be generated by the proposal and the capacity of existing schools in the vicinity to cater for such demand. The assessment should be based on committed or existing and available school places and not planned expansions which have no confirmed timeframe. Applications may be deemed premature in situations where school places are not confirmed as available to coincide with residential development.

6.1.1 Primary Education

There are thirteen Primary Schools in Navan and its environs (see Table 7). With the existing and projected increases of population, pressure will continue to be placed on these education facilities.

Table7: Enrolment Figures for Navan Primary Schools

Name	Location	Approx. no. of Students 1996*	Approx. no. of Students 2002	Approx. no. of Students 2008
St. Oliver Plunkett’s	Blackcastle	580	695	552
St. Paul’s	Rathaldron Rd.	570	510	588
St. Anne’s	Fair Green	290	296	322
St. Joseph’s	Railway St.	380	331	459
Scoil Mhuire	Abbey Rd.	350	150	304
Scoil Eanna	Abbey Rd.	240	143	208
Flowerfield N.S.	Trim Road	60	60	59
St. Ultan’s Special School	Flowerhill	120	110	103
St. Stephen’s School	Athlumney	N.A.	66	270
St. Mary’s Special School	Johnstown	N.A.	N.A.	67
Educate Together	Dan Shaw Road-	N.A.	40	62
Scoil Naomh Eoin	Clonmagadden	N.A.	N.A.	322
Ard Rí Community NS	c/o Boyne Rugby Club	N.A.	N.A.	N.A. (opened 2010)
Total		2,590	2,401	3,316

*1996 & 2002 Figures taken from Navan Development Plan 2003-2009

The majority of the above schools are operating beyond capacity, with limited opportunity to expand. Two of the schools (Educate Together Primary School and Ard Rí Community National School) are in temporary accommodation having only been established in recent years. Below is a brief synopsis of each of the primary schools and current capacities:

St Oliver Plunkett's National School

St Oliver Plunkett's national school located in the north of Navan at Blackcastle serves the education needs of a total of 552 children. St. Oliver Plunkett's serves a wide catchment area, primarily suburban estates in close proximity, such as Blackcastle, Clusker Park, Troytown Heights, Tara Court and Tara Glen but also for pupils from other sectors of the town. St. Oliver Plunkett's School is operating over capacity and there is inadequate room for expansion on the site.

St. Paul's National School

St. Paul's national school is located to the north west of Navan at the junction of Phase 2A of the Navan Inner Relief Road with the Rathaldron Road. St Paul's is a two-streamed school and accommodates a total of 528 students. The school is currently operating at capacity and have forwarded an application to the Department of Education and Science for an extension to the school. Similar to St. Oliver Plunkett's, St. Paul's serves a wide catchment area accommodating children not only from the Abbeylands area but from all over the town.

St. Anne's National School

St. Anne's girl's national school is located at the Fair Green and caters for 322 pupils from all over the town but primarily from the estates and the developing suburbs of Bailis/Athlumney /Johnstown. The school is currently operating at capacity and there is not room for extension on the site.

St Joseph's National School

St Joseph's is located on Railway Street. There are a total of 459 students currently attending the school. This school is also functioning at full capacity. St. Joseph's national school primarily serves many of the estates within the town council boundary as well as the new estates such as Canterbrook, Beechmount Vale and Balreask Manor on the Trim Road. It also accommodates children from Bailis Downs, Johnstown Wood and Boyne View in Johnstown especially in the junior classes.



St. Joseph's National School

Scoil Mhuire National School

Scoil Mhuire located at Abbey Road is the only boy's primary school in the town. There has been a significant increase in the number of students attending the school over the past number of years with a current enrolment figure of 304. As a result there is no spare capacity in the school; however the current site is large enough for future extension. Scoil Mhuire serves children primarily from the housing estates located in close proximity to the school.

Flowerfield National School

Flowerfield National School, located on the Trim Road, is the only primary school of a Church of Ireland ethos within the town and has a stable population of 59 pupils. Although the school has reached its full capacity levels, there remains adequate room for extension.

Scoil Eanna

Scoil Eanna is located on the Trim Road to a site adjoining Beaufort College. This school has also experienced major increases in pupil numbers over the past number of years with a current enrolment figure of 208 pupils. The school is currently operating at capacity in most classes. It has a wide catchment area attracting pupils from all over the town and its environs. It has sufficient land for expansion if required to meet the needs of the school over the lifetime of this plan.



Scoil Eanna, National School

St. Ultan's Special School

St. Ultan's Special School, located on Flowerhill currently caters for children with special needs. This school has a much wider catchment area than the aforementioned schools accommodating children not only from Navan but also from all over County Meath. The majority of the students travel by bus to and from the school. St. Ultan's has currently 103 pupils attending and has limited spare capacity and no room for expansion.

Educate Together

Educate Together is a relatively newly formed initiative in Navan. It is a non-denominational school and caters for both boys and girls from Navan and beyond. Currently there are 62 students attending the school. Educate Together are currently in temporary accommodation at the Old Dan Shaw Centre. They are currently operating at full capacity and the lease expires on the current site in May 2009. They are currently seeking a permanent site to further develop and expand their National School. Permission was granted to Educate Together in 2013 for the construction of a 16 classroom two storey school building.

Scoil Naomh Eoin

Scoil Naomh Eoin opened in 2003. This school caters for 179 females and 143 males, 322 students in total. The school was initially located in temporary accommodation. However, a new school building was constructed and officially opened in 2012.

St. Stephen's Primary School

The Navan Development Plan 2009, as adopted, identified the lands in the vicinity of St. Stephen's Primary School as appropriate for an educational campus to accommodate a primary, post primary and special school. Significant collaborative work between the Department of Education and Skills, Navan Town Council and Meath County Council culminated in a compulsory purchase order being obtained for the lands in question. Subsequently, permission was granted for a new school building for St. Stephen's Primary School adjoining its temporary facilities and for phase 1 of a post primary school. Construction on the project commenced in early 2013. The new primary school was occupied in September 2013. Meath County Council will continue to support the establishment of a full educational campus on these lands.

St. Mary's Special School

St. Mary's Special School is located in Johnstown. It caters for children with special needs from all over the county. There are currently 67 pupils attending, this total also accounts for the full capacity that the school can cater for. It is an objective to provide a new building for St. Mary's Special School as part of the educational campus in Johnstown.

Ard Rí Community NS

Ard Rí Community National School opened its doors in September 2010. It is a co-educational, multi-belief school catering for children in junior and senior infants. It is temporarily located on the grounds of Navan Rugby Club.

6.1.2 Additional Primary Educational Requirements

The above analysis has illustrated that many of the national schools in Navan are operating beyond capacity, with limited opportunity to expand. As previously identified in the Navan Development Plan 2003-2009, it is proposed to make adequate provision for educational needs, by reserving sites for schools throughout the town in the newly developing residential areas of Navan. To the north of the town, a site has been identified at Clonmagadden for community facilities to include a National School whilst the Clonmagadden Strategic Development Zone Planning Scheme also makes provision for a 3 acre National School Site. To the east of the town, a 23 acre site has been identified to accommodate an integrated educational campus at St. Martha's College to include two National Schools.

Provision of a site for a Primary School is being made for the area of land south of the Swan River off the Trim Road. Two further sites for primary schools are also reserved, one is located in the south west of the town centre, the area located between the Trim Road and the Commons Road as part of Framework Plan 3 and the other site is located to the east of the town centre as part of Framework Plan 2 for lands at Athlumney, Bailis, Alexander Reid and Farganstown and Ballymacon. Having regard to the aforementioned and following consultation with the Department of Education, it is considered that adequate lands are identified and reserved in Navan to cater for existing and future educational needs over the lifetime of this plan.

6.1.3 Post Primary Schools

There are 5 post primary schools in Navan. They serve a wide catchment area, accommodating students not only Navan but from a 10 – 15 mile radius.

Table 8: Enrolment Figures for Navan Post Primary Schools.

Name	Location	Approx. no. of Students 1996*	Approx. no. of Students 2002	Approx. no. of Students 2008
St. Patrick's Classical School	Athboy Rd.	800	810	840
St. Michael's Loreto Convent	Athlumney	770	730	782
Beaufort Community College	Trim Road	490	390	457
St. Joseph's Convent	Railway St.	660	512	519
Coláiste na Mí	Johnstown	n/a	n/a	n/a
Total		2,720	2,442	2,598

* Figures taken from 1997 Navan Environs Development Plan

St. Patrick's Classical School

St. Patrick's Classical School located on the Athboy Road is the only boy's post primary school in the town, accommodating 840 students. It attracts students from all over the town and its environs. St. Pat's is currently at capacity, there is inadequate provision of playing pitches and sufficient space does not exist for future expansion on site.

St. Michael's Loreto Convent

St. Michael's Loreto Convent is located at Athlumney. It has a wide catchment area catering for 783 girls from all over Navan and various other parts of County Meath. It has large grounds surrounding the school and a number of sports pitches and facilities.

St. Joseph's

St. Joseph's secondary school is located at Railway Street adjoining the site of the primary school. It caters for 519 girls from all parts of Navan and beyond. There is adequate room for expansion and the provision of additional facilities, if required, over the lifetime of this plan.

Beaufort Community College

Beaufort Community College is located on the Trim Road and is the only vocational college in the town. It caters for 457 boys and girls primarily from the town and its environs. It has a large site with modern technical and sporting facilities designed to cater for a school population of approximately, 1,000 pupils. Thus, there is sufficient capacity in the school to meet the needs of the school for the lifetime of the plan.

Coláiste na Mí

Coláiste na Mí is the newest post primary school in Navan and opened in temporary accommodation in autumn 2013. The school is located in Johnstown, and was built as part of Phase I of an educational campus. The initial phase of the school can accommodate 350 students and the remainder of the school building to be provided under Phase II will be able to accommodate up to 1,000 pupils. The school took residence in its permanent accommodation in January 2014.



Beaufort Community College

6.1.4 Additional Post-Primary Educational Requirements

Currently there is adequate provision of post-primary facilities in the town. However, many of the existing post primary facilities have inadequate provision of sports facilities and little room for expansion to meet the needs and demands of the current student population, most notably St. Patrick's Classical School. There is also a longer lead in time for the existing pressures experienced in national schools' enrolment extending to post primary schools. A site for an additional secondary school has been identified in Clonmagadden. The adequacy of the existing Post Primary Schools to cater for the increases in population will be monitored on an ongoing basis.

6.1.5 Dual Use of School Buildings

School and other educational premises represent a valuable resource in terms of land and building, which generally are only used on a partial basis. The dual use of educational facilities, where it does not conflict with the delivery of the education service (i.e. outside school hours and during school holidays) can contribute to meeting the wider needs of the community, by helping to satisfy demand for a variety of activities. The DoEHLG Guidelines on Childcare Facilities recommend the use of school premises to cater for after school care and school authorities are encouraged to examine how they can help address the demand for such activities.

Where lands and buildings can be beneficially used by the community, the Councils will promote such uses subject to available resources. Where new schools are proposed and indeed other community facilities, opportunities will be sought to ensure that they are designated in such a way as to facilitate dual use from the onset.

Policies

In terms of education, it is the policy of Meath County Council and Navan Town Council:

ED POL 1	To ensure the provision of primary and secondary educational facilities in concert with the planning and development of residential areas in order to maximise opportunities for walking, cycling and the use of public transport.
ED POL 2	To encourage, support and develop opportunities to open up new and existing schools to wider community use.
ED POL 3	To encourage and support the development of further educational facilities and training programmes for children and adults with special needs.
ED POL 4	To encourage the integration of those with special needs into the education

	system of streamlined schools, where possible.
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ED POL 5	To ensure that adequate land and services are reserved to cater for the establishment, improvement or expansion (where possible) of primary and post primary educational facilities.
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ED POL 6	To encourage, support and develop opportunities to open up new and existing schools to wider community use.
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Objectives

In terms of education, it is the objective of Meath County Council and Navan Town Council:

ED OBJ 1	To zone sufficient lands at appropriate locations to cater for the needs of primary and post primary schools and educational facilities in Navan.
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ED OBJ 2	To reserve lands at Clonmagadden (MP 2) for the development of integrated primary and post primary educational campuses, in consultation with the relevant educational authorities.
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ED OBJ 3	To facilitate the Department of Education and Science and reserve a site for the provision of a primary school in Blackcastle (as part of the Clonmagadden Strategic Development Zone).
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ED OBJ 4	To facilitate the Department of Education and Science and reserve a site for the provision of a primary school in the area of land off the Trim Road and south of the Swan River (Phase II Post 2019).
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ED OBJ 5	To facilitate the Department of Education and Science and reserve a site for the provision of a primary school in lands located between the Trim Rd. and the Commons Road (FP 3)
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ED OBJ 6	To facilitate the Department of Education and Science and reserve a site for the provision of a primary school in land located to the east of Navan Town Centre as part of the Framework Plan 2 for lands at Athlumney, Bailis, Alexander Reid and Farganstown and Ballymacon.
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ED OBJ 7	To facilitate the development of sports, recreational and cultural facilities for schools in Navan.
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ED OBJ 8	To promote, in consultation with the relevant School Authorities and Boards of Management the development of sustainable means of transport for school going children, to include walking, cycling, bus and car-pooling.
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ED OBJ 9	To actively encourage links with third level institutions in adjoining Counties.
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ED OBJ 10	To reserve lands and support the provision of an educational campus at Johnstown/Athlumney to accommodate a primary school, post primary school and special school.
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6.1.6 Third Level Facilities/Adult Education

There is currently no Third Level Education facility in Navan. However, great effort has been made on the part of the joint Councils and various other organisations within the town to develop third level educational initiatives. The development of a new designated third-level hub facility for Navan is critical to the achievement of the objectives of the strategy in the longer term. Analysis indicated that three sites were considered suitable in this regard and required

further investigation, namely the development of a hub on a green field site in Navan, the Navan Business Park or in the Navan Enterprise Centre. In considering these options a number of key issues will arise for further examination including the possibility of the purpose-building of Phase 3 of the Enterprise Centre, proximity to proposed rail and road access, availability of suitable sites and proximity to planned industrial development. The identification of a suitable site for a third level education facility warrants further investigation and consideration during the time period of this plan.

Policies

In terms of third level education it is the policy of Meath County Council and Navan Town Council:

ED POL 7	To actively promote and encourage the provision of third level educational programmes in the town.
ED POL 8	To promote the development of outreach programmes between businesses and the third level institutions in adjoining Counties.

Objectives

In terms of third level education it is the policy of Meath County Council and Navan Town Council:

ED OBJ 11 (a)	To actively encourage the development of links with third level institutions in adjoining Counties.
ED OBJ 11 (b)	To investigate and reserve the provision of a suitable site for a third level educational facility in Navan.
ED OBJ 12	To co-operate with the County Development Board in the preparation of an integrated county strategy for education and training provision.

In terms of adult education courses, there are 134 adult education courses available in Navan, these range from WOW (Wider Opportunities for Women), language courses, interior design, fitness courses, photography, etc. There are also alternative adult education mechanisms available in Navan, these include: Navan Education Centre, Youthreach Progression/Hi-way Navan, Vocational Training Opportunities Scheme, Traveller Education Centre, Back to Education Initiative, Adult Literacy and Meath Adult Education Guidance Service.

6.2 Community & Resource Centres

Having regard to the existing and intended population of Navan, Community & Resource Centres are required within the residential areas of Navan to serve the wider needs of residents across many services and activities. The combining of the Community & Resource Centres with another use such as a school or a crèche is generally a more economical means of providing such facilities or they could be provided as part of a Neighbourhood Centre alongside the retail provision. Provision is made for community & resource centres in Duffslane (FP 3) and Athlumney/Bailis/Alexander Reid/ Farganstown /Ballymacon (FP 2) and at Blackcastle as part of the Clonmagadden SDZ Planning Scheme. However, to facilitate the development of community facilities to meet the needs of Navan, its environs and its catchment population there is a requirement for additional community centres to be provided at (1) Clonmagadden, north of the Leisure Link Leisure Centre as part of MP 4 (2) Johnstown south of St. Martha's College, (3) Balreask Old as part of MP 8 (4) Carriage Road Area as part of MP 6 and (5) in the Windtown Area as part of MP 3.

Objectives

In terms of community and resource centres, it is an objective of Meath County Council and Navan Town Council:

ED OBJ 13	To assist in the provision of community and resource centres and to encourage and promote the shared use of such facilities between clubs, social groups etc, by the identification and reservation of suitably located sites including sites within the landbanks of the Local Authorities, by assisting in the provision of finance for their development through the provisions of the Planning & Development Act 2000
ED OBJ 14	To reserve lands in the vicinity of Duffslane (FP 3), Athlumney/Bailis/Alexander Reid/ Farganstown /Ballymacon (FP 2), Clonmagadden (MP 4), Windtown (MP 3), Carriage Road (MP 6), Trim Road (MP 8) and Johnstown to facilitate the provision of community resource centres in the residential suburbs of Navan

6.3 Childcare Facilities

The provision of childcare facilities is recognised as key social infrastructure required enabling people to participate in accessing employment, education and social networks. As outlined in Chapter One, the Development Plan must contain objectives relating to the provision, or facilitation for the provision of services for the community. To assist Planning Authorities to this effect, the DoEHLG produced “Planning Guidelines on Childcare Facilities” (2001) which sets out guidance in relation to policies and objectives to be included in development plans. According to the “Childcare Facilities – Guidelines for Planning Authorities”, Childcare Facilities relate to full day care facilities, seasonal facilities, pre-school facilities and after school services. The Planning Guidelines on Childcare Facilities also recommends appropriate locations for childcare facilities.

Childcare facilities have developed considerably during the timeframe of the previous Navan Development Plan 2003-2009. There are currently 10 full day care facilities in the Navan Urban Area. These facilities combined cater for 604 childcare places. However, with profound demographic and social changes occurring in Navan, childcare is a prevalent issue for many families and there is a need for continuing childcare development in the town and environs. The Planning Authorities recognise the importance of the provision of an adequate level of childcare facilities in Navan.

A County Childcare Committee has been developed to advance childcare at local level to support the development of quality childcare services within the county for all children aged 0-14. Meath County Childcare Committee has developed a strategy “Meath County Childcare Committee Strategic Plan 2007-2010” to ensure the balanced provision of quality childcare facilities throughout the County. According to MCCC’s Strategic Plan 2007-2010 funding under the National Childcare Investment Programme 2006-2010 (NCIP) should be prioritised for baby places, school aged childcare and full day care facilities, this is also in line with recently conducted mapping research.

Navan Town Council and Meath County Council will continue to be proactive in encouraging an increase in the number of childcare places available locally and will endeavour to improve the quality of childcare services for the community. The joint Councils will consider the “Meath County Childcare Strategic Plan” in the provision of childcare facilities in Navan and also have regard to the Department of the Environment, Heritage and Local Governments planning guidelines. The Planning Authorities will endeavour to increase childcare provision in Navan over the Development Plan period. Guidelines on the provision of childcare facilities in residential developments are set out in Chapter 8 of this Development Plan “Development Management Guidelines and Standards”.

Policies

In terms of childcare, it is the policy of Meath County Council and Navan Town Council:

SOC POL 1	To encourage and promote the provision of childcare facilities in Navan in accordance with national policy and the DOEHLG Planning Guidelines on Childcare Facilities. Such provision will be required at an appropriate scale and in appropriate locations which include: <ul style="list-style-type: none"> - On appropriately located sites in existing and new residential areas; - Industrial Estates/Business Parks/Retail Warehousing developments and other locations where there are significant numbers working; - In the vicinity of schools; - Neighbourhood centres and; - Adjacent to public transport routes
SOC POL 2	To seek to realise the objectives of the “Meath County Childcare Committee Strategic Plan 2007-2010” as pertinent to Navan, to ensure the balanced provision of quality childcare facilities throughout the town.
SOC POL 3	To consider childcare needs in future framework plans and all residential planning applications.
SOC POL 4	To permit childcare facilities in existing residential areas provided that they do not have a significant impact on the character or amenities of an area, particularly with regard to car parking, traffic generation and noise disturbance. Where proposed facilities relate to properties which have been designed and built as dwellings, and are surrounded by other houses, a significant residential element should be retained.

Objective

In terms of childcare, it is an objective of Meath County Council and Navan Town Council:

SOC OBJ 1	To encourage the provision of additional full day care childcare places, drop in facilities and work place crèches.
SOC OBJ 2	To encourage the provision of childcare facilities in tandem with proposals for new residential developments. Generally, one childcare facility with places for 20 children shall be provided for each 75 family dwellings. The Planning Authorities will encourage developers of new residential developments to provide purpose built facilities and to consult with the Meath County Childcare Committee on how best to meet the childcare needs of that area.

6.4 Healthcare Facilities

Healthcare and medical facilities in Navan are primarily the responsibility of the Health Service Executive-Dublin North East, though a number of healthcare services are also provided by the voluntary and private sectors. The role of the Planning Authority in healthcare provision is to ensure that sufficient lands are reserved in the Development Plan to accommodate the development of adequate healthcare facilities to serve the residential population of an area. The Planning Authority also aids public health by endeavouring to deliver a quality built and natural environment through spatial planning policies which result in the delivery of quality, useable recreational areas, improved pedestrian and cycle facilities, and through the safeguarding of our water courses from pollution which could threaten public health.

There is a range of health services provided by the HSE within the Navan Area. Our Lady’s Hospital located on the Athboy Road in Navan is an acute Regional Orthopaedic Hospital for

the North-Eastern Region. Services at Our Lady's Hospital, Athboy Road include medical, surgical, orthopaedic, intensive care, out patients, casualty, maternity out reach clinic, ophthalmic, orthodontic and dental services, diagnostic services (radiology, pathology) and psychiatric.

Community clinics available within the grounds of Our Lady's hospital include speech and therapy language, occupational therapy, physiotherapy, psychology, public health nursing, area medical service, nutrition/dietetics and social work. It is hoped to develop a Primary Care team in this unit. An afterhours 'Doctor on Call' service is also based within the Athboy Road Campus. An efficient and effective ambulance service, covering the County of Meath, is also based at Our Lady's Hospital. Beaufort House has recently been constructed on the grounds of Our Lady's Hospital as a replacement for the County Infirmary. It provides a residential care home for older people and mental health day services and the Meath specialist palliative care team are also on the premises. There is a day assessment unit located beside the centre on the ground floor.



Ambulance Service HQ

Further medical health services are also provided at the Tain Day Centre at the County Infirmary, located at the Fair Green, and at Clonard House, Market Square, which offers outpatient psychiatric services, family therapy, alcohol counselling and behavioural therapy.

Medical health services for persons with a disability include a respite unit at Commons Road for people with physical disabilities, a residential unit at Commons Road for people with learning disabilities, a special child care unit at Athlumney, an adult day centre at Commons Road. The HSE is also currently leasing a property in Johnstown village as a community based health centre, it is anticipated that this service will relocate on a permanent site in Johnstown, subject to a site becoming available.



Our Lady's Hospital

Health services for the elderly available within the Navan area include respite and convalescent services at the County Infirmary, a day centre for the elderly and an Alzheimer day centre at Liscarton, Kells Road. The HSE have acquired two sites directly adjacent to the north and south of the existing hospital site from Meath County Council to allow for future expansion and amalgamation of other services within the existing campus facility. It is considered that the HSE have adequate lands available in their ownership to cater for expansion of the hospital, if required, during the lifetime of this plan.

There are also a number of private Medical Practitioners (approx. 10) located throughout the town. However, there are only two main private health care units, one at Abbey House and the other at Church Hill. The Primary Care Health Strategy produced by the HSE promotes the provision of a health care unit for at least every 7,000 people. Provision is made for medical centres in Duffslane (FP 3) and Farganstown/Ballymacon (FP 2) and at Blackcastle as part of the Clonmagadden SDZ Planning Scheme. However, to facilitate the development of health services to meet the needs of Navan, its environs and its catchment population and to ensure compliance with the Primary Health Care Strategy, there is a requirement for three additional centres in Navan on sites of approximately three-quarters of an acre or integrated within a Neighbourhood Centre to ensure the provision of an efficient health service to the existing and future population of the town. Sites are required in the Johnstown area, the Trim Road area and the Windtown Road area of the town.

6.4.1 Regional Hospital

Navan has been recently selected for the location of the New Regional Hospital for the North East Region. The Health Partnership Report published in 2008 identified Navan as the optimum location for the development of a regional hospital for the North East region. Navan's selection was based on a number of key assets; its demographic and infrastructural attributes and also its favourable planning and development environment. Meath County Council and Navan Town Council appointed RPS Planning and Environmental Consultants to examine potentially suitable sites throughout the town and identify the optimum location to accommodate the proposed Regional Hospital. Following screening, evaluating and rating of potentially suitable sites the preferred site options are listed in order of rank as a result of the weighting exercise, which is detailed below:

1. Site No. 22 (Nevinstown)
2. Site No. 11 (Balreask Old & Limekilnhill (part))
3. Site No. 10 (Limekilnhill)

Should such further investigation by the HSE identify particular difficulties with site No. 22, i.e. Nevinstown, then sites No. 11 (Balreask Old & Limekilnhill (part)) and No. 10 (Limekilnhill) will be similarly evaluated on a sequential basis until the most appropriate balance of all factors is achieved. It noteworthy that this attention priority selection as per the RPS Report does not take into account critical technical, financial and implementation matters, both known and unknown and accordingly the order of ranking listed above may change as such technical, financial and implementation matters are further explored and evaluated by HSE.

Meath County Council and Navan Town Council are committed to facilitating and assisting the HSE in the provision of Regional Hospital in Navan.

A Strategic Land Reserve (WL) has also been identified in the Development Plan with a specific objective to ensure the consolidation of the future development of Navan and to provide for supporting employment, community and recreational development in association with the Regional Hospital, on a phased basis within the plan period.

Policies

In terms of healthcare, it is the policy of Meath County Council and Navan Town Council:

SOC POL 5	To facilitate the Health Service Executive-Dublin North East in the provision of a new Regional Hospital in Navan.
SOC POL 6	To co-operate with the Health Service Executive-Dublin North East and other statutory and voluntary agencies in the provision of appropriate health care facilities covering the spectrum of such care from hospitals to the provision of community based care facilities subject to the principles of proper planning and sustainable development.
SOC POL 7	To ensure that adequate lands and services are available for the improvement, establishment and expansion of health services.
SOC POL 8	To promote the improvement and expansion of health services in Navan.
SOC POL 9	To ensure that high standards of design and layout are achieved in new healthcare facilities and in the change of use of existing premises to health care facilities.
SOC POL 10	To facilitate the appropriate provision of private medical facilities.
SOC POL 11	To co-operate with the Health Service Executive-Dublin North East in the implementation of their 'Primary Care Strategy'.
SOC POL 12	To encourage, support and facilitate the provision of a range of services for the aged population.
SOC POL 13	To encourage the integration of healthcare facilities within new and existing communities and to discourage proposals that would cause unnecessary isolation or other access difficulties, particularly for people with a disability, the elderly or children.
SOC POL 14	To consider change of use applications from residential to health care facilities/surgeries only where the privacy and amenity of adjacent occupiers can be preserved and the proposal does not have a detrimental effect on local amenity by way of a substantial increase in traffic, car parking or noise.

	The full conversion of semi-detached or terraced type dwellings will not be permitted.
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Objectives

In terms of healthcare, it is an objective of Meath County Council and Navan Town Council:

SOC OBJ 3	To investigate and reserve in consultation with the Health Service Executive - Dublin North East a suitable site for a Regional Hospital in Navan (possible suitable locations include Nevinstown, Limekilnhill and Balreask Old & Limekilnhill (part)).
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SOC OBJ 4	To facilitate the Health Service Executive – Dublin North East in the provision of health centres in the expanding residential suburbs of Navan by making provision for such sites in the Johnstown area, the Blackcastle/Batterstown area (Clonmagadden SDZ lands), the Trim Road area, and the Windtown Road area of the town.
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6.5 Policing

Navan Garda Station is located on Abbey Road and is the Divisional Headquarters with responsibility for the Division of Meath. General safety and crime prevention is a priority for the Garda Síochána, given the existing and projected population levels of the town and its environs.

Policies

In terms of policing, it is the policy of Meath County Council and Navan Town Council:

SOC POL 15	To assist in improving and maintaining general safety within the town centre and its environs.
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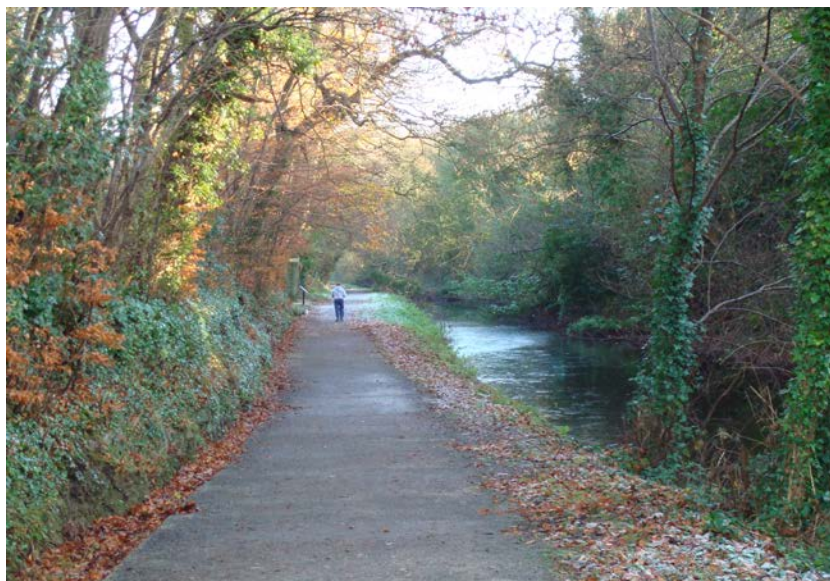
SOC POL 16	To promote the installation and usage of CCTV cameras along the main streets and other areas where perceived as necessary.
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SOC POL 17	To promote the formation of neighbourhood watch groups in newly developing and existing neighbourhoods.
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SOC POL 18	To maintain a high level of safety in new residential and commercial development, through appropriate urban design provisions.
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6.6 Open Space & Recreation

Recreation, leisure and sport are important components of a good quality of life and have major land use and transportation implications. Thus, adequate and accessible open space, sporting and recreational facilities are an important consideration in assessing the quality of life in a town or area. This section will consider the various types of recreation and amenity areas/activities in Navan, their functions, current standards and level of provision. Future requirements will also be set out.



The Boyne Navigational Canal (The Ramparts)

6.6.1 Public Open Space

The Planning Authorities recognise the importance of an adequate provision of attractive and conveniently located open space throughout the town and environs. Public open space has an important function and serves a variety of purposes set out below:

- Active recreation, such as football pitches, tennis courts, athletics, etc,
- Passive recreation, such as walking, cycling, strolling, picnic areas etc,
- Provides a visual break within the built up urban environment, such as important landscape views,
- Environmental/wildlife function and habitat.

Open space in Navan is made up of these elements, which are important in the consideration of the overall open space strategy for the area.

6.6.2 Playgrounds

Play and recreational opportunities are essential for children. The opportunity to play in a safe but social and stimulating environment is a key determinant of well-being. Children's need for play remains constant across time and territories but the opportunities to fulfil that need changes according to many contexts. Whilst children spontaneously and naturally engage in play, we are all familiar with the factors that are changing and, in many cases, constraining opportunities for children to engage in active play. In recognition of many of these factors and the changing nature of Irish society, the government adopted a National Play Policy called, Ready, Steady Play in 2004 and has asked all local authorities to adopt a similar policy for their own area. Meath Local Authorities recognize the need to promote, prioritise and formalize the provision of play opportunities and wishes to work in partnership with children and other agencies to achieve this end. The Meath Local Authorities Play Policy 2008-2012 was adopted on the 12th December 2008 in order to help create an environment in Meath where children can play freely and in safety. In accordance with Objective 3 of Meath Local Authorities Play Policy 2008-2012 "To ensure that children's play needs are met through the development of a child friendly environment" and associated action, the Planning Authority will ensure that appropriate play provision is provided in future developments, that the play and recreation needs of children and young people are taken into consideration in policy formation and planning assessments.

In recent years significant initiatives has been taken by Meath County Council and Navan Town Council to improve the provision of amenity facilities and public open space in the town. Several new amenity facilities have been developed as set out below.

Development of Playgrounds	
Boreen Keel Park & Playground	Landscaping & provision of playground

Development of Kennedy Rd. Civic Space	
Civic Space Kennedy Rd.	Provision of element of car parking, high quality Civic Space, Landscaped Area, seating, street furniture, public lighting

Development of Poolboy View	
Poolboy View (1& 2)	High quality paving, artistic feature, decorative railing, landscaped open space area at the
Clogherboy Project	
Clogherboy Project	& Blackwater Development of an open space area to include all weather multi use games area

Leighsbrook Lane & Commons Road	
Leighsbrook Lane	Landscape & Development of Small Open Space Area
Commons Road Area	Landscape & Development of Small Open Space Area

Despite such initiatives, there is currently a lack of public open space/public parks in the town and no area exists that can be classified as a major open space. However, the Council's have made significant progress in acquiring lands in Navan, that when developed, will provide accessible open space for the population of Navan.

6.6.3 Navan Town Park

In response to the lack of public open space in the town, land comprising 68 acres in extent, on the northern bank of the River Blackwater has been purchased. A scheme has been designed by Ferguson McAlveen Landscape Architects for the Park and in May 2005 An Bord Pleanála approved an Environmental Impact Statement. The proposed Navan Town Park will be connected to the town centre via pedestrian and cycle links. The proposed Public Park benefits from impressive views of the Blackwater River itself, of the weir adjoining Balmoral Industrial Estate and of Spicer's Mill, which is a reminder of Navan's proud industrial heritage.

It is envisaged that the proposed Public Park will be used as actively as possible and accommodate a variety of different experiences, both passive, active, ecological and providing a visual break in the urban form, in order to ensure a perception of safety to users. The accommodation of an element of sports grounds and playground facilities would be a suitable way to develop an active recreational element. The development of a series of walkways and cycle paths through the Park would provide both active and passive recreation. The development of an arboretum and wildflower meadows would represent the development of environmental ecosystems. The Park would also allow the holding of concerts and development of attractors, such as a tea room or café, which would represent a socio economic function. The internal cycle and pedestrian network layout will allow trips through the Park as well as alternative routing within it. The Park should also be well integrated with the surrounding residential areas and be used as a route to the town centre for cyclists. It is estimated that the development of this park

will cost in the region of €17m. An application had been made to the Department of Arts, Sports & Tourism for funding under the Sports Capital Grant Scheme and a grant of €750,000 approved. Meath County Council is currently examining ways in which to maximise funding, i.e. through Development Contributions (amenity) or any other funding mechanism available. Phase I of the park has been completed and was officially opened in 2013.

6.6.4 The Ramparts

The area of the Ramparts along the River Boyne represents an important amenity for the town of Navan. While the Ramparts is the actual walkway along the towpath of the Boyne Navigation Canal, locally it refers to the area which incorporates the River Boyne and the Boyne Navigation Canal leading out of Navan. The Navigation Canal represents an historical spine linking the major heritage attractions between Navan and Drogheda while the Canal and River combine as one of the most evocative and beautiful landscapes in Ireland. The environmental quality of this area is extremely high, the principal contributor being the natural woodland on both sides of the canal along the towpath. The Ramparts provides an opportunity to access a rural environment removed from road traffic and the built up area of the town. The pedestrian way extends from Ruxton's Lock in Navan eastwards along the Boyne to Stackallen lock at Broadboyne Bridge, a distance of some 7.5 km. However, this picturesque area is currently under utilised as few residents or visitors make full use of the amenity.

The amenity value of the Ramparts was recognised by the Planning Authorities who carried out a number of works in the area and commissioned Newman Mulligan and Associates to prepare a strategy for the restoration of the Boyne Navigation Canal. The strategy concluded that The Ramparts offer much potential which could be maximised through the enhancement of attraction points, such as viewing points, boat hire, kiosks and fishing facilities as well as through the upgrading of the towpath. Meath County Council has included proposed improvements to the Ramparts Area in the context of the Urban & Village Renewal Programme 2000 – 2006. The improvements will be implemented on a phased basis. To date, preliminary works have been carried out under this scheme including the upgrading of walkways, the resurfacing of footpaths, the upgrading of the bridge from the car park into the Rampart and landscaping works. Signage was also erected during 2008 following receipt of funding from Fáilte Ireland.



Ruxton Bridge, the Boyne Navigational Canal (The Ramparts)

6.6.5 Riverside Parks

There are a number of riverside areas in Navan, which have the potential to become attractive amenity areas. The Mollies, along the northern banks of the Blackwater is another riverside area, which if further developed would represent a valuable amenity resource. As part of Navan Action Area Plan 1 (The Mollies) detailed landscape proposals were included for the linear parks

north and south of the river. It is a requirement that the provision of the linear park shall be development driven and either provided as part of development proposals in this area or by way of a special financial contribution pursuant to Section 49 of the Planning and Development Acts, 2000-2014.

6.6.6 Fair Green

The Fair Green is recognised as an historic public space important to the civic amenity of Navan. The Fair Green presently provides an important facility in terms of car parking for retail and general commercial activity in Navan. Located on the southern periphery of the town centre, it provides a key gateway to the centre from the direction of both Dublin and Trim and provides a balance to the more extensive car-parking facilities available on the northern side of the town centre. The Fair Green is also the historic location of the weekly market. Although this market has changed in character from the livestock trade at the start of this century to the present activity of licensed traders with dry goods stalls, the market remains an important and vibrant element of the town's tradition.

Excluding the existing green area along St. Finian's Terrace the general area surrounding and including the Fair Green currently presents a bleak streetscape against a background of some of the town's most notable buildings. Against such a background detailed proposals were advanced for this area for the development of a new town square, underground car park, garden and commercial development. As part of these proposals the Fair Green Area will become a more important civic space joining the existing town centre with the new development surrounding the proposed rail and bus station.

Policies

With regard to the Fair Green, it is the policy of Meath County Council and Navan Town Council:

SOC POL 19	To promote and facilitate the redevelopment of the Fair Green as a new civic amenity and gateway to the town centre in accordance with the Integrated Development Framework Plan.
SOC POL 20	To ensure pedestrian permeability to allow optimum usage of the area by pedestrian movements between the existing town centre and the proposed area of town centre expansion around the rail station.

6.6.7 Kennedy Road Plaza

The Civic Space at Kennedy Road has been developed and is open to the public. The civic space gives priority to pedestrians accessing the shops, offices and other businesses, surrounding this area. 110 no. car parking spaces have been provided and the access for deliveries and collections is improved by providing designating loading areas at each end of the parking area. Most of the parking is provided for in the central area and priority is given to pedestrians in the surrounding areas. Access for the disabled is improved considerably, with easy access to designated parking spaces and ramps at a number of key locations. New lighting, seating and drainage are also included. The overall design enhances this area as a central meeting point for visitors and shoppers alike. This area has great potential to be used as a civic space for public events and performances.

6.6.8 Integration with Historical Features

Navan has several attractive historical features within close proximity to the town that are largely hidden from the public eye, which could be integrated with green space areas and linkages. They include:

- The Motte located to the west of the town, off the Athboy Road, that should be developed with public access. It has an attractive and important viewing point over the whole town and environs;
- Athlumney Castle is located to the south-west of the town with a view of Navan overlooking the river valley of the Boyne. It is an important relic of the past and is surrounded by a largely green and rural setting, despite being a short distance from Navan town centre. The Castle could be made more accessible to the public and incorporated into a potential heritage tour of Navan;
- A Motte located within 70m of Athlumney Castle, overlooking the Boyne and the centre of Navan;
- The old railway line is an important link between east and west Navan. This Railway Viaduct, which is currently under-utilised, could provide a pedestrian/cycle/bus link that would improve considerably the accessibility of the eastern areas of Navan;
- Donaghmore church and the 10th century Round Tower are situated approximately 1 km from Navan on the Slane Road;
- The Swan River forms a natural boundary at the south of Navan and sections of this tributary of the Boyne could be developed as an attractive link for pedestrians and cyclists between the Trim Road and Dublin Road.



Athlumney Castle

6.6.9 Public Open Space in Residential Areas

Accessible, useable, dedicated open spaces and recreational facilities to meet both passive and active recreational needs are vital for residential and recreational amenity. Open spaces should be practical in size and layout and attractive in design through carefully planned landscaping. These spaces should be suitable for accommodating casual sporting and leisure activity particularly that carried out by children and young people. Vast uninviting, unduly sloping, irregularly shaped or uneven green spaces are not acceptable. Equally, open spaces which are impractically landscaped and which hinder recreation, or are isolated and not appropriately overlooked will not be used by residents and so should be avoided by developers to avoid these areas becoming havens for antisocial behaviour. In new residential areas public open spaces should be delivered in an effective and timely manner with a greater emphasis placed on the following:

- Quality of the space;
- Use of existing natural features within the site;
- Accessibility;
- Gradient, and;
- Degree to which the space can contribute to a network of spaces for creation of ecological corridors.

A hierarchical system of open space should be distributed throughout housing areas and neighbourhoods, ranging from small areas where children can play in view of their homes to larger areas where older children can partake in casual ball games and other play activities. It is desirable that large areas of public open space be located adjacent to existing or proposed neighbourhood centres, community facilities and educational campuses in order to facilitate multi-purpose use.

In certain circumstances, where these standards cannot be met and more intensive recreational facilities may be desirable, the provision of such facilities in lieu will be considered or contributions may be levied towards the provision of public facilities, as provided for in Part III, Section 48 of the Planning and Development Acts, 2000-2014. As per SOC POL 22, it is a specific policy of Meath County Council and Navan Town Council to resist the loss of existing public open spaces (This is also applicable to public open spaces within existing residential areas).

6.7 Public Open Space Standards

Public open space in residential developments shall be provided at a minimum rate of 15% of the total site area. A variety of types and sizes of open spaces should be provided to cater for the active and passive recreational needs of children and adults of all ages. The minimum requirements per 1,000 population (in excess of 350 conventional housing units) for the different types of open space is set out below. It is the intention of the Planning Authorities that, where practical, additional open space shall be provided at a minimum rate of 3.2 hectares (8.0 acres) per 1000 population. Discretion is required to take account of the composition of different housing units and the different demographic characteristics which may result from same. The preferred make up of this open space is outlined below:

Proposed Use	Minimum Standard
Children's Play Area	0.4 hectares
Urban Parks	1.2 hectares
Playing Fields	1.6 hectares
Total Requirement	3.2 hectares

Table 9: Public Open Space Requirements

The general amenity space / urban parks is in addition to the provision of playing fields and is for more informal play than the playing fields which may also be used for local sports organisations, as considered appropriate. A minimum of 4,000 sq. m. of children's play area is required for a development of 40 dwellings or more (based on average occupancy of 2.9 persons per house). No account will be taken of incidental open space such as grass margins, left over areas, nor any area due to its nature (e.g. marshy) or topography (slope) which is deemed unsuitable.

The location, siting and design of the open space will have regard to the following:

- Be well designed and of a high visual standard so that it is functional and accessible to all;

Navan Development Plan 2009-2015 incorporating Variation No. 1

- Provide for the retention of existing natural features;
- Include proposals for drainage and landscaping of the public open space;
- Houses shall not be permitted to back onto open spaces;
- Provide high levels of natural surveillance and overlooking by as many houses as possible;

Be provided with a boundary fence / wall where such open space is adjacent to a main access road or Local Distributor Road.

Policies

In terms of open space, it is the policy of Meath County Council and Navan Town Council:

SOC POL 21	To encourage a balance in the location and types of open space provided within the town and environs and to ensure the development of high quality open space areas, for both active and passive use, and formal and informal activities of the population of Navan.
SOC POL 22	To resist the lost of existing public open spaces, unless alternative recreational facilities are provided in a suitable location.
SOC POL 23	To develop an integrated green structure for the town, linking open spaces along the riverbanks of the Boyne & Blackwater with the town centre and its environs and historical features, in such a manner so as not to significantly negatively impact on the cSAC or SPA either alone or in combination with other objectives in this or other plans.
SOC POL 24	To encourage local community involvement in the upgrading and improvement of open spaces.
SOC POL 25	To facilitate the development of children's playgrounds in proximity to existing and proposed neighbourhood centres, where feasible.
SOC POL 26	No residential development shall be permitted on lands that are subject of a deed of dedication or identified in a planning application as open space to ensure the availability of community and recreational facilities for the residents of the area.

Objectives

In terms of open space, it is an objective of Meath County Council and Navan Town Council:

SOC OBJ 5	To develop the lands as identified at Abbeylands (between Silverlawns and the River Blackwater) for the purpose of providing a major public park.
SOC OBJ 6	To provide and encourage the further improvement of the Ramparts, in conjunction with An Taisce, and the promotion of water based activities.
SOC OBJ 7	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, in such a manner so as not to significantly negatively impact on the cSAC or SPA either alone or in combination with other objectives in this or other plans.
SOC OBJ 8	To promote the provision of pedestrian and cycle links across rivers to ensure full accessibility, integration and usage of public open space in such a manner so as not to significantly negatively impact on the cSAC or SPA

	either alone or in combination with other objectives in this or other plans.
SOC OBJ 9	To ensure pedestrian and cycle permeability through all new open space developments.
SOC OBJ 10	To investigate existing public open spaces and carry out improvements where necessary to increase their usefulness as recreational spaces.
SOC OBJ 11	To investigate the possibility of developing the site of the two Anglo Norman Mottes as a viewing point and heritage areas for the town.
SOC OBJ 12	To develop open space and recreational programmes for the lands zoned for public open space at Duffslane, Clonmagadden and Bailis / Alexander Reid.
SOC OBJ 13	To provide for appropriate play provision in accordance with the Meath Local Authorities Play Policy 2008-2012.
SOC OBJ 14	To provide a playground to serve the needs of the Johnstown and Athlumney areas over the lifetime of the Development Plan

6.8 Sports and Recreational Facilities

Meath County Council and Navan Town Council recognise the importance of sporting, recreation and leisure activities to the quality of life enjoyed by the people of Navan. The provision of, and access to appropriate recreational, leisure and sporting facilities is considered essential to Navan's future development.

Navan is generally served well with sporting, recreational and leisure facilities; there is a wide variety of clubs and organisations which are scattered throughout the town and the surrounding area. The main facilities within the town are:

- Pairc Tailteann (County G.A.A. Grounds)
- Navan Athletic Club, Claremount
- Pitch and Putt Grounds
- Navan O'Mahony's G.A.A Club
- Simonstown Gaels G.A.A Club
- Leisure Link
- Navan Tennis Club
- Navan Rugby Club
- Jackie Skelly Leisure Centre



Páirc Tailteann GAA Grounds

There are also a number of additional sports/recreation facilities located outside the development area of Navan. These include:

- Navan Racecourse
- Golf Club & Driving Range
- Moorepark Golf Club
- Royal Tara Golf Course
- Walterstown GAA Club
- Bective GAA Club
- Meath and District League Soccer Grounds
- Trim Road and Knockharley Cricket Grounds



Navan Race Course



Leisure Link Swimming Pool

Meath County Council have acquired 48 acres of land close to Liscarton, on the Navan – Kells Road which are zoned as part of this Plan for F1 ‘Public Open Space’. It is envisaged that part of these lands could be developed for a mix of active sporting and amenity uses, to include the provision of additional playing pitches over the lifetime of the Development Plan.

Policies

In terms of sport and recreational facilities it is the policy of Meath County Council and Navan Town Council:

SOC POL 27	To encourage the provision of indoor sporting/community facilities in co-operation with local community groups.
SOC POL 28	To support local sports and community groups in the development of facilities through the reservation of suitable land and the provision of funding where available and appropriate.
SOC POL 29	To facilitate the greater use of existing school sporting facilities by the public and of existing private sporting facilities by school children. The construction and maintenance of community and sporting facilities can be both costly and demand a lot of resources. The Local Authorities will promote a partnership approach between clubs, social groups and the school boards to facilitate such initiatives.
SOC POL 30	To support Public Private Partnership initiatives to enable the financing of various recreational programmes.
SOC POL 31	To work with disability groups to ensure that recreational and sporting facilities provided are user friendly.
SOC POL 32	To cater for the sporting and recreational needs of all sectors and ages of the community and promote the integration of those with special needs into the sporting and recreational environment.
SOC POL 33	To ensure that developers make provisions for sport and recreational infrastructure commensurate with the needs of the development as an integral element of their proposals.

SOC POL 34	The loss of existing public or private recreational open space will normally be resisted by the Planning Authorities unless alternative recreational facilities are provided in a suitable location, or it can be demonstrated that there is no longer sufficient demand to sustain the facility.
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SOC POL 35	The Councils will investigate ways of improving the quality and capacity of existing sporting and recreational facilities through initiatives in both the public and private sector. Sources of funding will be investigated to achieve this at government level through the Lottery, with the governing bodies of the Sports and through private development proposals.
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Objectives

In terms of sport and recreational facilities it is an objective of Meath County Council and Navan Town Council:

SOC OBJ 15	To develop a recreational programme for the lands zoned for public open space at Liscarton, off the Kells Road.
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SOC OBJ 16	To reserve 5.5 acres for the purposes of soccer playing pitches to serve the needs of the Johnstown and Athlumney areas over the lifetime of the Development Plan.
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6.9 Library Facilities

It is recognised by Navan Town Council and Meath County Council that the library service plays a vital role in underpinning many cultural activities. The Navan Branch Library and County Library Headquarters, located at Railway Street offer a wide and varied range of services to the public. In addition to the adult and children's library, there is an audio-visual section, information technology facilities and an entrance exhibition area available to local groups for exhibitions, recitals and readings. The building also houses a local studies section, which includes books, maps photographs, manuscripts etc. It functions as a source of local and historical information and in many instances supports and underpins the local authorities archive service.

The demands on the library services exceed present resources, and it is proposed to upgrade the county library and investigate the provision of a new branch library in the developing neighbourhoods of Navan. In April 2005, Meath County Council approved the Five Year Development Plan 2005-2009 which sets out a number of measures to be implemented by 2009, one of which being an upgrade of the Navan library.

Policies

In terms of library facilities, it is an objective of Meath County Council and Navan Town Council:

SOC POL 36	To recognise the important role that the library service plays in the community and to facilitate the library service in enhancing its service delivery to the public, subject to the principles of proper planning and sustainable development.
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SOC POL 37	To continue to expand the library service to meet the needs of the community, subject to the availability of finance.
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SOC POL 38	To expand and improve the library service in line with the objectives and priorities outlined in the Meath County Council Library 'Development Plan 2005-2009'.
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Objectives

In terms of library facilities, it is an objective of Meath County Council and Navan Town Council:

SOC POL 37	To enhance library facilities in Navan and to retain its function as library Headquarters for the county.
SOC POL 38	To provide for additional library services, including new branch libraries and services, where appropriate, in the newly developing neighbourhoods of the town.

6.10 Arts & Culture

The arts sector has experienced significant development in Navan during the timeframe of the previous Navan Development Plan 2003-2009. During this time the Council adopted an Arts Development Strategy (2005-2007), the principal aim of this strategy was to support the development of the arts countywide and to encourage artists and arts organizations to live and work in County Meath.

In addition to this and the most notable achievement in terms of the arts, has been the development of the state of the art architecturally designed “Solstice” Arts Centre on Railway St. This was opened in April 2006 and illustrated the local authorities belief in the importance of a living, expressive and diverse culture that enriches the lives of the people of Meath. Solstice is the first major cultural centre provided in the county and is already being recognized as the finest centre outside Dublin. It maintains a diverse range of high quality programmes of particular local interest delivered to international standards. This centre has been delivered at a cost of €13.5m which has been funded by a grant of €2.9m from the Department of Arts, Sport and Tourism, some local contributions and the significant balance from Meath County Council and Navan Town Council.

The Arts Office has also initiated a number of successful residencies and projects which have taken place across a wide variety of arts disciplines. Meath County Council and Navan Town Council also acknowledge the valuable work undertaken by local arts groups in the town and their contribution to arts activities to date. In recognition of this, Navan Town Council and Meath County Council will continue to support the efforts of local groups and endeavour to provide a balanced cultural provision to Navan, with regard to music, film, theatre, dance, visual arts, literature and opera.



Solstice Arts Centre, Railway Street.

Policies

In terms of the arts it is the policy of Navan Town Council and Meath County Council:

SOC POL 39	To continue to enhance the range and quality of arts provision in Navan town and its environs.
SOC POL 40	To endeavour to create increased opportunity for arts activities in Navan and an environment in which they can develop.
SOC POL 41	To endeavour to ensure that all sectors of the community have access to and can participate in, as wide a range of art forms and events as possible.
SOC POL 42	To liaise with the County Arts Officer on any development proposal that is likely to have a significant impact on the arts.
SOC POL 43	To promote the provision of public art, including temporary art and sculpture, through such mechanisms as the government supported Percent for Art Scheme and the development management process.
SOC POL 44	To require major new commercial and private residential developments to incorporate works of public art into such schemes.

Objectives

In terms of arts and culture, it is an objective of Meath County Council and Navan Town Council:

SOC OBJ 19	To provide practical advice and assistance to persons in Navan, who wish to carry out or initiate arts activities.
SOC OBJ 20	To assist with the strategic planning for the development and expansion of professional arts in Navan whilst at the same time recognising, and supporting amateur arts in the Town.

6.11 Places of Worship & Burial Grounds

There are four main churches of two denominations serving the population of Navan

i) Roman Catholic Churches:

- St. Mary's Church
This church situated off Trimgate Street dates from 1836 and has a seating capacity for approximately 1400 people.
- St. Oliver's Church
This church situated in the neighbourhood of Blackcastle, to the north of the town, was opened in 1977 and has a seating capacity for approximately 700 people. It also provides rooms for meetings, classes etc.
- The Church of the Nativity of Our Lady, Johnstown
This church located in Johnstown Village to the east of the town dates from 1837 and has a seating capacity for approximately 350 people. It is renowned for its stained glass windows.

ii) Church of Ireland:

- St. Mary's Church
This is an early 19th Century building located at Church Hill.

The above provision of religious facilities is considered adequate to meet the needs of existing and future population.



St Mary's Church

Local Authorities have a statutory responsibility to provide for burial facilities, although the majority of facilities in Meath are provided by religious bodies. There are a number of burial grounds in Navan. The largest, St. Mary's which is located on the Boyne Road is at capacity. An additional second burial ground facility was introduced into Navan in recent years, St. Finian's cemetery which is a multi-denominational facility located on the Athboy Road. This cemetery, unlike St. Mary's cemetery, is owned and maintained by Meath County Council and is considered adequate to cater for the needs of Navan during the lifetime of this Development Plan. The Planning Authority recognizes the need to protect the heritage value of the existing graveyards. The following policies shall guide the development, expansion and conservation of burial grounds in the town:

Policies

In terms of burial grounds, it is the policy of Meath County Council and Navan Town Council:

SOC POL 45	To continue to monitor the adequacy of St. Finian's Cemetery to cater for the needs of Navan and to ensure that lands are reserved free from development to allow for the sequential expansion of the facility.
SOC POL 46	To encourage local community groups to develop, manage and maintain new burial facilities.
SOC POL 47	To protect the cultural heritage of historical burial grounds in Navan and encourage their management and maintenance in accordance with conservation principles.

6.12 Fire Service



Navan Fire Station, Abbey Road

Fire fighting is an important safety service provided by the local authority. The fire service also has a responsibility in relation to fire safety standards in the design of new and improved buildings, changes of use and also in relation to the fire service aspects of the daily use of buildings which are accessed by the public.

A seven bay Fire Station is located off the Inner Relief Road in Navan. There are currently 13 part-time fire fighters employed by Meath County Council, as well as a Chief Fire Officer, two Assistant Chief Fire Officers, one full time station officer and clerical support staff. The current fire station is considered adequate to cater for present and future needs of Navan. The Planning Authority supports the Fire Service, in the delivery of a first class fire service. In addition to this, it is noteworthy that Meath County Council is preparing a plan for the development and expansion of emergency services in the County in line with best practice and the Fire Service Change Programme.

Policies

In terms of the Fire Service, it is the policy of Meath County Council and Navan Town Council:

SOC POL 48	To continue to provide a modern and effective fire service for Navan and to facilitate the accommodation of fire service facilities in locations that allow ease of access and safe functioning with the respect to the road network.
SOC POL 49	To facilitate the expansion of the Fire Service as the needs arise subject to proper planning and development.

CHAPTER 7: INFRASTRUCTURE



SECTIONS IN THIS CHAPTER

- 7.1 Transportation-Introduction & Context
- 7.2 Goal and Vision
- 7.3 Local Transport Strategy
- 7.4 Roads
- 7.5 Pedestrians and Cyclists
- 7.6 Public Transport
- 7.7 Park & Ride, Parking, Loading & Taxi Ranks
- 7.8 Street Furniture & Lighting
- 7.9 Keeping the Street Clean
- 7.9 Water Supply & Sewerage Treatment & Disposal
- 7.10 Flooding
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- 7.12 Telecommunications
- 7.13 Broadband
- 7.14 Solid Waste Collection & Disposal
- 7.15 Energy

7.1 Transportation-Introduction and Context

The key to Navan's sustainable growth is the development of an integrated land use and transportation system which provides for a development pattern that protects Navan's architectural and natural heritage while providing for growth and economic development. The integration of land use and transportation policies, both in the town centre and outer suburban areas, underpins the transportation strategy as outlined below.

A Local Transport Plan (LTP) has been prepared to inform the Navan Development Plan Core Strategy (Variation No. 1 refers). The LTP has been informed by the:

- Navan Integrated Framework Plan for Land Use and Transportation (2002 and updated in 2009)
- Navan SMARTER Travel Stage II Bid (2010)
- Navan Transport Model (2013)

The Transportation Strategy contained in this Development Plan gives effect to this LTP which will form the basis for a 5 year investment programme by Meath Local Authorities funded by the National Transport Authority and augmented from local funding.

Existing Transport Characteristics

The existing transport characteristics of Navan can be summarised as follows:

- There is a dispersed range of trip generators within the Town Centre with a large number of education facilities located therein as well as significant employment, retail and social infrastructure;
- Traffic volumes in Navan are not particularly high throughout most of the day, however the road network experiences peaks in traffic flow associated with trips to or from work and in particular the significant trips associated with the 6,000 students attending primary and secondary school in the town. Saturdays are also busy in the town with many people driving to the area to avail of shopping and leisure facilities, as well as the large non-office employment component of the town economy;
- There is a high concentration of schools within Navan Town and school transport is a significant generator of demand. Whilst the development strategy provides for future schools to be provided as part of residential and mixed use communities, it is likely that the existing schools located in the town centre will continue to perform an important function in meeting the overall demand;
- A number of national and regional roads converge on the Town Centre which generates through traffic and over-capacity demand at some junctions;
- Central Statistics Office data for 2011 shows that a significant number of trips to work and education by all modes takes less than 15 minutes (32.6%), with a further 27.1% taking between 15 and 30 minutes;
- The numbers of people walking to work within the urban area of Navan is high, at about 20%; this is very supportive of the need to improve the quality and quantity of footpath facilities and areas of pedestrian priority. Nonetheless, further improvements to the levels achieved in Navan are still possible;
- Many junctions within the study area have been identified as having capacity or safety issues; these junctions are recommended for short term upgrading / signal optimisation in order to mitigate delay or address safety issues. This needs to be augmented by further additional

Local Distributor Roads to further complete the orbital road network of Navan. This will require additional bridge crossings;

- Taxis are the dominant mode of local public transport and currently many taxis regularly queue up along Kennedy Road backing up / double parking onto the near carriageway towards the shopping centre multi storey car park exit and also on Market Square / Trimgate Street. Evening / late night activity attracts taxis towards the latter and also onto Ludlow Street / Bridge St, which may at times become congested causing illegal taxi parking and having consequences for public safety;
- The Local Bus Éireann service is the only local bus service augmented by Flexibus operating in the town. The service provides a vital and important link for those who rely on its services and it should continue to be supported. The services are infrequent, with a lack of public awareness regarding routing and timetables but provide the greatest catchment for the local public who may at times not have the option of other travel modes, and;
- Whilst the existing parking stock is sufficient to meet present and future parking demands, it is considered that the location and amount in the Town Centre is adding to the level of congestion experienced which could be reduced by developing additional “park and stride” car parks at the edge of the town centre.

7.2 Goal and Vision

The Core Strategy (Section 2A4) set out the vision of establishing Navan as the ‘10 minute town’. This envisages Navan town centre as the core of the town, surrounded by local neighbourhoods which have the common characteristic of being largely within a 10 minute cycle to the town centre. It envisages Navan as a compact and people-centred town. The overarching aim for transport in the future is: *"Providing a safe and sustainable transport network within Navan Town & Environs"* where safe means a transport network that people feel safe and secure using and sustainable means a transport network that is both environmentally and financially sustainable.

It is the goal of Navan Town Council and Meath County Council to create a vibrant urban area with good provision of public transport, reduced traffic congestion and an attractive urban centre, which is not dominated by the car. It is the main objective of the Planning Authorities to create an integrated and environmentally sound transport system, with particular emphasis on:

- Accessibility and choice of transport for all centred on a new public transport interchange / bus hub in the town centre;
- Strong integration between transportation planning and land use planning;
- General reduction in the need to travel, especially by car, through land use planning which promotes a sustainable mix of uses;
- Optimum use of existing infrastructure by traffic management, prioritised bus operations, and reduced travel times by sustainable modes and reduced congestion;
- Increasing the modal share of walking and cycling around Navan;
- Shift from car to more environmentally friendly modes of transport;
- Provision for the future transportation needs of Navan including rail,
- Protect the town centre from the impact of traffic congestion and examine the possibility of introducing pedestrianisation where appropriate.



It is an aim to promote a variety transport modes and to reduce conflict between them

7.3 Local Transport Strategy

The Navan Local Transport Strategy seeks to realise the vision and goals set out clearly above. The Navan Traffic Management Strategy is made up of 4 distinct components which have been developed in an integrated manner to complement each other. These elements⁵ comprise

1. Public Transport Strategy which includes
 - (i) Bus Strategy
 - (ii) Rail Strategy
2. Pedestrian & Cycling Strategy
3. Road Network Strategy
4. Parking Strategy

Critical to achieving the desired Traffic Management Strategy is the need to support social and economic sustainability by improving facilities for pedestrians, cyclists, and public transport. The Navan Local Transport Strategy has placed the key principles of Smarter Travel at its core. This will reduce existing private car based travel freeing up capacity within the existing road network and by also ensuring that all new developments are designed to maximise the available sustainable transport measures from the outset.

In addition, Navan must strive to better integrate land use and transportation to minimise the potential growth in private transport demand and to increase the use and efficiency of public transport rather than facilitate the private car. This will be achieved by implementing a number of complementary land use policies, as follows;

- Reduce overall need for travel especially by car by integrating more closely land use and transportation planning. This multi faceted measure will consolidate development in areas which are or will be served by public transport and a good road network and lead to more compact development with mixed use areas;
- Implement a school travel initiative which can be broken down into two complementary strategies. The preparation of personalised travel plans for students / staff supported by physical improvements / traffic calming. This will be augmented by the preparation of Mobility Management Plans for existing large employers in Navan and the requirement for such strategies to be in place for all future large scale employers, and;
- The overall development strategy seeks to reinforce and strengthen the town centre as the focus of commerce expanded towards the multi modal public transport interchange over time. The town centre is supported by a series of existing and proposed neighbourhood centres. This would dispense with the traditional model of development which seeks to

⁵ The order identified could not be maintained due to the order of the chapter presented in the original Navan Development Plan and the extent of reordering which would be required to implement same into the text of the Development Plan as part of Variation No. 2 to the Navan Development Plan 2009-2015.

separate residential use from employment, shopping, educational and recreational uses, with the resultant reliance on private transport.

7.4 Roads

Navan functions as a major transportation node in County Meath. The town is served by the N3 (which includes the M3 Motorway) and N51 national roads along with the important R147 (formerly the N3), R153 (Kentstown Road), R161 (Trim Road) and R162 (Kingscourt Road) regional roads. The M3 motorway, which was opened in 2010, provides a bypass of the town and significantly enhances its transport network.

Navan is heavily reliant on the local road network for public and private transport as well as the movement of commercial goods. The growth in population and the consequential increase in the number of vehicles on the roads are placing pressure on this critical road infrastructure. This is validated by the Navan Transport Model (2013) which has identified significant constraints on a number of key junctions in Navan. The pivotal location of Navan within the County means that improvements to the existing road network consisting of the further completion of the Orbital Road Network in conjunction with a reduction in the demand for travel and greater modal share for sustainable modes of transport are of critical importance to the economic development of Navan and the quality of life attainable for the inhabitants of the town. The timely development of road infrastructure in and around the town not just provides the necessary traffic capacity that will be required as the town grows, but also provides an excellent opportunity to enable appropriate enhancement of the public realm.

National Primary and National Secondary Roads

A “national road” is the highest statutory class of road under the Roads Acts 1993 to 2007. The Minister for Transport may by order classify any existing public road or any proposed public road as a national road. In April 2006 the Minister signed the Roads Act 1993 (Classification of National Roads) Order 2006 (S.I. No 187 of 2006). In Navan the order confirmed the N3 (now the R147) as a national road and the N51 as a national secondary road. It also confirmed that the M3 Motorway would become part of the N3 national route when completed.

M3 Motorway



M3 Motorway under construction in late 2008

The M3 Motorway was a key part of the Transport 21 plan to upgrade the overall national roads network. It has significantly improved road transport connections between the North West and the East of the country. The former single carriageway N3 National Primary road had come under pressure from high traffic volumes which had been brought about by significant

population growth in towns such as Dunshaughlin, Navan and Kells over the last decade. Average annual daily traffic (AADT) movements on the former N3 were far in excess for that recommended for a single carriageway road.

Notwithstanding their higher permitted speed limit, motorways are statistically proven to be the safest roads in the State, given the physical separation of the carriageways and given that access is limited to grade separated interchanges many kilometres apart. In this way, the M3 offers Navan residents the opportunity to avail of a safer and faster transport option to Dublin and the Northwest. The project will also act as an incentive to enterprise to develop in Navan, thereby boosting the local economy through the creation of employment.

The Leinster Orbital Route

The proposal to develop an outer orbital route is included as a strategic transport investment of the Regional Planning Guidelines for the Greater Dublin Area 2010-2022 (RPG'S) and is included in the draft NTA Strategy for the Greater Dublin Area 2011 – 2030. The latter draft Strategy indicates that along with the Eastern Bypass, the Leinster Orbital Route are the two major road proposals of greatest significance for the Greater Dublin Area. Its importance is given more prominence within the context of the sustainable regional planning strategy and the importance attached to providing accessibility and connectivity between large growth towns in the hinterland of the Greater Dublin Area.

The Leinster Orbital Route is an orbital road proposal extending from Drogheda to the Naas/Newbridge area with intermediate links to Navan and other towns. It would provide connections between these towns, currently poorly served by direct linkages, supporting their economic development and improvements in orbital public transport connectivity. The NTA Draft Strategy recommends the finalisation of a preferred route corridor and its protection from development intrusion. However, it is acknowledged that the full development of the proposal is unlikely to be required during the Draft 2030 Strategy period and, accordingly, it is recommended that an incremental approach to its delivery is adopted. It also recommends that the most deficient sections on the existing road network should be targeted for investment in terms of road accident records, or congestion.

A corridor linking Drogheda, Navan and Naas was identified by the NRA as the optimum route. The proposed route would begin south of Drogheda, and continue on towards Navan, pass around Navan running close to Trim before ending near Naas, Co Kildare. It would provide a high quality road link between the M1, N2, M3, M4 and M7 Motorways and provide a safe and viable alternative to the M50 Motorway in this regard.

The primary objective of the Leinster Orbital Route is to provide an alternative bypass of Dublin for national road traffic not wishing to access the metropolitan area and to provide a transport link between development centres in the hinterland area of the Greater Dublin Area, in a way which supports their sustainable, physical and economic development. This important route would bring major economic and environmental benefits as well as improved road safety in attracting long distance traffic off the existing regional and local road network in County Meath. The combined effect of this strategic initiative will make it easier to market the potential of a large growth town such as Navan as a major economic investment location. It will help fulfil the aim of bringing jobs closer to those living in the hinterland area of the Greater Dublin Area and as a result reduce the numbers who currently have to commute to Dublin City on a daily basis.

However delivery of the project is not a short term objective of the Government and so the project is unlikely to be delivered during the lifetime of the 2009-2015 Navan Development Plan. Nevertheless the Planning Authorities recognise the potentially immense positive impacts that this project could bring about and therefore consider it prudent to plan for its delivery during the current Development Plan period.

Regional Roads

A “regional road” is statutory class of road under the Roads Acts 1993 to 2007. The Minister for Transport may by order classify any existing public road or any proposed public road as a regional road. In April 2006 the Minister signed the Roads Act 1993 (Classification of Regional Roads) Order 2006 (S.I. No 188 of 2006). This Order classified the following roads in the Navan Development Plan area as regional roads.

- R153: Navan – Kentstown - Balrath
- R161: Navan – Trim – Kinnegad
- R162: Navan – Kingscourt – Monaghan Town
- R895: Canon Row (and continuing north to junction with the N3)
- R896: Ludlow Street and Bridge Street

Under Article 4 and Schedule 3 of the Roads Act 1993 (Classification of National Roads) Order 2006 (S.I. No 187 of 2006) the M3 Motorway legally forms part of the ~~N3~~ national route and so the former N3 which bisected Navan has been reclassified as a Regional Road, namely the R147.



R161 Trim – Navan road improvements were completed in 2008

Over the life of the 2003-2009 Navan Development Plan major investment was made in the regional road network serving Navan. In particular the R153 Kentstown Road benefitted from significant structural improvement while the R161 Trim Road benefitted from major structural improvements including partial realignment and signage refurbishment.

R147 – Sustainable Transport Corridor

The construction of the N3 (now R147) Inner Relief Road in the late 1980's along the banks of the River Boyne and River Blackwater relieved the town centre of significant traffic congestion; however as a late addition to an established urban landscape, the road had little connection with the existing urban fabric of the town. For example while the old road's alignment through the town was addressed by the buildings that opened onto it, the ~~new N3~~ Inner Relief Road was aligned to the rear of the established building line. This was and remains to some extent aesthetically unsatisfactory. It presents a poor image of Navan to through traffic and in addition represents an underutilisation of potential key edge of town centre lands.

The Inner Relief Road is a noisy, dirty and unpleasant atmosphere for pedestrians and cyclists due to the large number of vehicles that use this road. The River Blackwater currently cannot be seen from the R147 (former N3) as trees and high artificial road embankments hide it from view. The development of the proposed “Sustainable Transport Corridor” between the Fire

station and 'the Academy Square Development' off the Dublin Road, would create a quiet, traffic calmed area between Navan town centre and the River Blackwater and River Boyne, creating an attractive public place with significant potential for development that would reinvigorate this area at the heart of Navan. The downgrading of the N3 to regional road status and the resultant decrease in through traffic resulting from the provision of the M3 Motorway and local distributor road network has provided the impetus required to realise this important objective of the previous Development Plan that heretofore could not be secured.

Distributor Road and Local Roads



Bothar Sion (L-50555 local distributor road from the Dublin Road to Bailis)

The further completion of the local distributor road network is critical to the implementation of the Master Plan contained in the Integrated Development Framework Plan that underpins the Development Strategy proposed in this Development Plan. The proposed local distributor road network, when completed, will link all of the radial routes in Navan to each other and to the motorway interchanges without having to pass through the existing town centre. This will allow a reconsideration and prioritisation of the existing road space for other forms of public and sustainable transport.

An important consideration in the recommended alignment of the local distributor road network is the location of the M3 Motorway by-pass of Navan and the two interchanges. The proposed network splits the potential traffic from the town towards the two interchanges and the network is not looped. Traffic originated in the northern section of Navan is channelled towards the south-west in the direction of the Athboy Road Interchange to the Motorway, while the traffic originated in the eastern areas of the town accesses the Motorway via the Kilcarn Interchange. The traffic generated to the south of the town has both interchange options available. However, it is noted that in the 2013 Navan Traffic Model, tests undertaken indicate that the construction of an additional river crossing which would link the Boyne to Slane Roads is potentially required to maximise the benefit arising from LDR 5 (linking Slane and Kingscourt roads) and LDR 1(a) (linking Dublin to Trim roads). This option shall be further explored in conjunction with the further development and refinement of the Navan Traffic Model in conjunction with the NTA.

The ideal road network for any development area is a local distributor road configuration to minimise severance, which allows direct access to cells or parcels of development. Direct access between cells is not possible for vehicular traffic. Cell to cell movements by car must be undertaken via the local distributor road, but cells are permeable to bus and non-motorised modes. An area where permeability is allowed only for sustainable modes and car access is

limited to a single or small number of accesses to a local distributor road is known as traffic cells. Such a structure allows for residential and other areas to be free of through traffic and for traffic to be directed and assigned to appropriate roads where amenity will not be significantly affected.

It shall be a key objective of this development plan to secure the provision of the local distributor road network as outlined in this chapter of the development plan and indicated on its attendant maps.

Spatial Planning & National Roads Planning Guidelines (2012)

The Spatial Planning & National Roads Planning Guidelines set out national planning policy considerations relating to development affecting national roads (including motorways, national primary and national secondary roads) outside the 50 / 60 kph speed limit zones for cities, towns and villages. There is a requirement on Development Plans to contain clear policies regarding access to national roads in accordance with the provisions of these guidelines including identifying stretches of national roads where a less restrictive approach may be applied having consulted and taken on board the advice of the NRA.

The Meath County Development Plan 2013 – 2019 identifies a number of strategic access points to the national road network around Navan. These include:

- Navan South (Junction 8) to Kilcarn Roundabout on R147 (New Junction Only);
- Navan North (Junction 9) to Mullaghboy Roundabout on N51 (New Junction Only) which would provide for access points to local distributor roads and to a proposed depot for M3 motorway maintenance.

New Road Schemes



N51 Inner Relief Road Phase 2A

For the overarching goals of the Planning Authorities to be secured and for the road hierarchy to be implemented, new road schemes will be required in order to support the sustainable development of the town. The construction of new and improved roads will also facilitate the reallocation of road space on the existing radial road network to pedestrians, cyclists and /or public transport users.

The Navan Traffic Model (2013) has highlighted the need to maximise the efficiency of the existing road network and in particular junction design and optimisation of existing signals. The

north Navan area which is presently served only by the N51 for southbound traffic requires additional capacity which is most likely to require a new bridge crossing of the River Blackwater to alleviate existing and projected development (LDR 4). The analysis also indicates that the extent of development earmarked for the eastern area of Navan will continue to exacerbate pressure on the junctions of the Kentstown Road with the R147, the Boyne Road and Convent Lane junctions with the Kentstown Road as well as on the Sion Road / R147 junction.

Map No. 2 of the Navan Development Plan (as varied) outlines the overall road network which is proposed for Navan. It will take a considerable period to realise this overall network and it is not envisaged that this will be place in the short to medium term. This development strategy outlines those sections of the overall network which are expected to be delivered in tandem with development in the short to medium term whilst the corridor of other sections are preserved from development which could prejudice their future delivery. The Planning Authority will assist in the delivery of those sections of the Outer Orbital Road network which are required to realise the overall development strategy presented in this Development Plan.

LDR 1 Construction of (a) Distributor Road between Trim Rd (R161) and the former N3 at Limekiln Hall, and (b) construction of link road between Trim Rd and the M3 (Kilcarn Interchange) slip road to the former N3 at Kilcarn including traversing the Borallion.

This road will provide an important link between R161 and the former N3, thereby reducing congestion in Town Centre. It will complete a link between R161 and R153 as the eastern portion (R153 to the former N3) is already completed. This road will also provide an important link between R161 and M3, and new development in the Commons Road and Trim Road areas. A Part VIII planning consent is in place for part a) of LDR 1.

LDR 2 Construction of Local Distributor Road between (a) the Trim Road (R161) to the Commons Road and (b) between the Commons Road and Athboy Road N51 intersecting the Commons Lane and the former Athboy Road (L1041)

This route extends approximately 2.5 kilometres. The section of the road from Commons Road to the Trim Road will be constructed commensurate with the development of the lands at Duffskland and Balreask Old, and will be developer driven. A Part VIII planning consent is in place for part a) of LDR 2.

LDR 3 Completion of Local Distributor Road between the Athboy Road and the Rathaldron Road including the provision of a bridge over the Blackwater. The section of the road will provide access to the lands to the north west of the town to be developed for community facilities to include the provision of the site reserved for a Regional Hospital.

LDR 4 Construction of Distributor Road between Rathaldron Rd and the Kells Road (former N3)

This road will improve access to lands in the north of the town between the Rathaldron Road and the Kells Road including Clonmagadden SDZ. It will also reduce traffic congestion at the Round'O junction and in the Town Centre.

LDR 5 Completion of Distributor Road between Slane Rd (N51) and Rathaldron Road.

This road will serve as a distributor for traffic in the Clonmagadden Strategic Development Zone. It will provide an important link between R162 and N51, thereby reducing congestion at the Round'O junction. It extends some 1,100m in length. An Bord Pleanála has confirmed that this project will be subjected to the undertaking of an Environmental Impact Assessment as well as a Natura Impact Assessment.

LDR 6 Construction of link road between Kentstown Road (R153) and the Boyne Rd Navan including crossing the Navan/Kingscourt railway line by under bridge. A Part VIII planning consent is in place for LDR 6.

This road will provide an important link between R153, the Old Athlumney Road and the Boyne Road by opening up access to lands in Framework Plan 2 and linking lands east and west of the Drogheda Railway line by means of an under bridge. Taken along with LDR 2 and the Bothar Sion / Metges Road, this will form an outer loop for the southeast quadrant of Navan creating good access for commercial, industrial and tourism industries. This road extends to some 1600m.

Currently, key approaches to the town are heavily trafficked at peak times particularly the a.m. and p.m. peak. Taking existing travel patterns and future growth into account, a number of other measures are proposed to reduce the impact of car use on Navan town and to create a more pedestrian and cyclist friendly environment. The main proposals seek to;

- Segregate local and regional traffic where practicable;
- Create a 30 km / hour speed limit within the defined town centre;
- To undertake improvements to the junctions identified in the Local Transport Plan with a high reported incidence of accidents having occurred;
- Develop a Heavy Goods Vehicle Management & Delivery Management Strategy for Navan town centre;
- New pedestrian / cyclist bridge over River Blackwater;
- Continue to review and modify one way system in town and existing traffic calming measures and interventions to ensure that traffic can flow through the town on designated routes, and;
- Introduce junction improvement / signal optimisation.

The creation of a 30 km / hour speed limit within the defined town centre will significantly enhance safety for vulnerable road users, promote modal shift to walking and cycling particularly for short journeys and create a safer, more pleasant shopping and business environment. The new speed limit will reduce speeding between junctions, facilitate smoother traffic flow and help reduce congestion.

Policies

In terms of roads infrastructure, it is the policy of Navan Town Council and Meath County Council:

INF POL 1	To implement a programme of road construction / improvement works and local measures to improve road safety closely integrated with existing and planned land uses.
INF POL 2	To co-operate with the National Roads Authority, the National Transport Authority (NTA) and other Local Authorities to provide the proposed Leinster Orbital Route as proposed in the Regional Planning Guidelines for the Greater Dublin Area and the NTA Draft Transport Strategy for the Greater Dublin Area.
INF POL 3	To regulate, control and improve signage throughout the town.
INF POL 4	In accordance with the "Traffic Management Guidelines" issued by the Department of the Environment, Heritage & Local Government / Department of Transport / Dublin Transportation Office, Traffic and Transport Assessments, undertaken by and at the expense of the developer, shall be carried out to assess the impacts of developments on local and regional roads in accordance with guidelines given in Section 1.11 and Table 1.4 of the document which lists thresholds above which a Traffic and Transport Assessment is mandatory. The Traffic and Transport Assessment

	will be assessed by the Planning Authority and any additional works required as a result of the Traffic and Transport Assessment shall be funded by the developer.
INF POL 5	To require developers to provide a Traffic and Transport Assessment, as carried out by competent professionals in this field, where new developments will have a significant effect on travel demand on a National Road, having regard to the "Traffic and Transport Assessment Guidelines" published by the National Roads Authority in September 2007. Where a Traffic and Transport Assessment identifies necessary on and off site improvements for the development to be able to proceed, the developer will be expected to fund the improvements by entering into a formal agreement with the appropriate planning authority. Any additional works required as a result of the Traffic and Transport Assessment shall be funded by the developer.
INF POL 6	To provide for the future transportation needs of Navan and environs in a sustainable manner which provides for different transport modes.
INF POL 7	To integrate land use and transportation planning.
INF POL 8	To consolidate development in areas which are served by public transport and a good road network.
INF POL 9	To reduce the need to travel, especially by car, by compact development with mixed uses.
INF POL 10	To concentrate developments which generate large numbers of trips, such as offices, shops and labour intensive employment along existing and proposed transportation corridors.
INF POL 11	To locate development that generates large numbers of heavy goods vehicle movements close to major roads.
INF POL 12	To ensure new road construction is integrated into the urban fabric of Navan.
INF POL 13	To establish a clear road hierarchy, in which each of the roads links, have a function and where the mixing of national, regional and local traffic is reduced to the minimum possible.
INF POL 14	To provide additional road capacity, subject to environmental and conservation considerations, in order to remove the volume of through traffic from the central streets of the town, and to improve circulation within the town centre.
INF POL 15	To establish a 30kph speed limit in the town centre area to reduce the risk and severity of accidents especially for vulnerable road users and to provide environmental benefits such as reduced noise levels.
INF POL 16	To promote the provision of telematics such as electronic variable information signage on the approach roads to the town centre to inform motorists about the availability of car parking spaces in car parks.
INF POL 17	To assist in the further construction of the Local Distributor Road Network

	and ensure its integration into the urban area of Navan.
INF POL 18	To provide for and carry out the improvements to sections of regional roads and county roads that are deficient in respect of realignment, structural condition or capacity, where resources permit and to maintain that standard thereafter.

Objectives

In terms of roads infrastructure it will be an objective of Navan Town Council and Meath County Council:

INF OBJ 1	To promote the development of a Public Transport Corridor along the R147 (former N3) between the Fire Station and the 'Academy Square Development' off the Dublin Road.
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INF OBJ 2 (a)	<p>To preserve and secure from further development a route for the future provision of Local Distributor Roads for the following routes:</p> <p>LDR 1 Construction of a Local Distributor Road link between (a) the Trim Road (R161) to the existing section of Local Distributor Road at Limekiln off the R147 (Dublin Road), and (b) construction of a Link Road connecting the aforementioned section of the Local Distributor Road with the Kilcarn Interchange to the M3 Motorway, including traversing the Borallion,</p> <p>LDR 2 Construction of the Local Distributor Road link between, (a) the Trim Road (R161) to the Commons Road and (b) between the Commons Road and Athboy Road N51 intersecting the Commons Lane and the former Athboy Road (L1041)</p> <p>LDR 3 Construction of the Local Distributor Road link between the Athboy Road (N51) and the Rathaldron Road including a new bridge over the River Blackwater,</p> <p>LDR 4 Construction of the Local Distributor Road link between the Rathaldron Road and the Kells Road (former N3), including a new bridge over the Blackwater River,</p> <p>LDR 5 Completion of the Local Distributor Road link between the Slane Road (N51) and the Rathaldron Road,</p> <p>LDR 6 Construction of the Local Distributor Road Link between the Boyne Road to the Kentstown Road R153 including the construction of a bridge under the existing Navan – Drogheda Rail Line and traversing the Old Road, Athlumney.</p>
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INF OBJ 2 (b)	<p>To facilitate the provision, in tandem with development, of the following sections of the Local Distributor Road Network whose corridor is protected from development pursuant to INF OBJ 2 (a).</p> <ul style="list-style-type: none"> i. LDR 1 (a) ii. LDR 2 (a) iii. LDR 3 iv. LDR 4 v. LDR 5 vi. LDR 6
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INF OBJ 2 (c)	<p>In the assessment of development management proposals, the Councils shall have regard to the Navan Traffic Model (2012) and to the conclusions drawn therein regarding the capacity of the existing road network to accommodate additional traffic generation and the capacity constraints which are being experienced at key junctions particularly during the a.m. peak (8.30 – 9.30 a.m.). It shall be a requirement of any development management proposal to demonstrate to the relevant Planning Authority as part of the planning application that development can be accommodated within particular areas of Navan in advance of the further completion of the Outer Orbital Road Network (Local Distributor Road refer).</p> <p>This may include the provision by the respective developer of alternative solutions such as traffic management or demand management measures which effectively and satisfactorily address the particular circumstances which prompt the necessity for the road proposal in advance of the proposed development. Such as assessment shall include, inter alia, the following:</p> <ul style="list-style-type: none"> • demonstrate the impact the development will have on the network, using the existing traffic model; • demonstrate the considerations given to serve the demand arising from the proposed development from different areas providing for all modes of transport; • demonstrate the weakness in the road network that will be affected and ensure that any proposals do not compromise existing investment in walking, cycling and public transport; • review measures which would reduce the use of demand at peak times and measures that would encourage increased use of alternative modes (combination of mobility management plans and infrastructure), and; • demand management particularly in the form of parking. <p>In effect, this will demonstrate that the proposed development will not give rise to a significant or unsustainable increase in the overall level of car trips in the particular area of Navan and that the proposed scheme is consistent with Smarter Travel objectives and targets.</p>
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INF OBJ 2 (d)	<p>To co-operate with the NRA, NTA and other Local Authorities in clarifying and finalising the route of the Leinster Outer Orbital Route (linking Drogheda, Navan, Trim and Naas) proposed in the 'Regional Planning Guidelines for the Greater Dublin Area' and the NTA's draft Transport Strategy. This is particularly important in the vicinity of proposed major junctions along the route within Navan in order to protect the identified corridor from development intrusion.</p>
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INF OBJ 3	<p>To examine roads and streets within the development plan area over the period of the plan and to devise a phased program for the improvement of those of poor quality. Such improvements may incorporate realignment, paving works, new parking arrangements, and footpath and street furniture installation.</p>
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INF OBJ 4	<p>To carry out road/street improvement works along the following urban</p>
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	<p>roads:</p> <p>UR 1 Kentstown Road, beyond St. Michael's Loreto Convent as far as Casey's Cross</p> <p>UR 2 Old Road, Athlumney, including junction treatment with Kentstown Road at Gaffney's Filling Station</p> <p>UR 3 Swan Lane</p> <p>UR 4 Mill Lane/Blackcastle Lane</p> <p>UR 5 Kilsaran Lane</p>
INF OBJ 5	<p>To carry out street lighting improvements as required, but including at the following locations:</p> <p>SLI 1 Along the Proudstown Road</p> <p>SLI 2 Along the Athboy Road at Our Lady's Hospital and beyond</p> <p>SLI 3 Along the Rathaldron Road</p> <p>SLI 4 Along the Commons Road</p> <p>SLI 5 At Beechmount Homepark</p> <p>SLI 6 Along the Boyne Road</p>
INF OBJ 6	<p>To provide footpaths and cycleways at the following locations:</p> <p>FC 1 In Johnstown Village (From Carne Hill Housing Development to the Local Distributor Road)</p> <p>FC 2 Along the eastern side of the Trim Road from the entrance to Beaufort College to the extent of the Development Plan envelope</p>
INF OBJ 7	<p>To provide footpath improvements at the following locations:</p> <p>FI 1 Along the eastern side of the Trim Road from Woodland Housing Development to the entrance to Beaufort College</p> <p>FI 2 Along the northern side of the Athboy Road from the junction of the Boreen Keel to St. Patrick's Classical School</p> <p>FI 3 Along the southern side of the Athboy Road from the junction with the Commons Road, past the entrance of Our Lady's Hospital to Mullaghboy Industrial Estate</p> <p>FI 4 Along the Commons Road towards the entrance with Claremount Stadium</p>
INF OBJ 8	<p>a) To continue to update and refine the Navan Traffic Model (2013) by carrying out additional traffic counts / junction analysis where required and appropriate and which may necessitate further junction and capacity improvements over the life of the Navan Development Plan;</p> <p>b) To maximise the efficiency of the existing road network by re-examining and where necessary redesigning / remodelling existing junctions identified in the Navan Traffic Model as operating close to or beyond their designed ratio to flow capacity or which require to be reconfigured to cater for pedestrian / cycling facilities. This will include the consideration of revising existing options at constrained junctions such as along the R147 through the town and the pedestrianisation of Trimgate Street;</p> <p>c) Short Term Junction Improvements are proposed for</p>

	<p>JI 1 N51/R147/Abbey Road signalised junction (opposite the Fire Station).</p> <p>JI 2 R147/Timmons Hill/R153 signalised junction (Kentstown Road/Kells Rd Junction)</p> <p>JI 3 N51/Rathaldron Road signalised junction.</p> <p>JI 4 R147 / Circular Road signalised junction.</p> <p>JI 5 Canon Row/Trimgate Street/Railway Street/Brews Hill signalised junction.</p> <p>JI 6 Railway Street/Circular Road roundabout.</p> <p>JI 7 Commons Road/Dan Shaw Road signalised junction.</p> <p>JI 8 N51/R162/ Flower Hill roundabout (Round 'O' roundabout)</p> <p>JI 10 R147/Sion Road/Springfield Glen signalised junction.</p> <p>R162 junction with Clonmagadden Road</p> <p>d) To review and extend the integrated signalisation optimisation programme of existing junctions on the outer distributor road network.</p>
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INF OBJ 9	To improve the junction arrangement at the intersection of Circular Road / Bridge Street / Academy Street.
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INF OBJ 10	To prepare and implement the recommendations of a Traffic Management and Circulation Study of Navan following the completion of the M3 and the downgrading of the N3 to regional road status. The Traffic Management and Circulation Study shall include, inter alia, a review of the existing one way system, on street and off street car parking, loading / unloading, location and extent of taxi ranks, etc. The Traffic Management Plan shall be developed around the altered bus network and location of the proposed bus interchange / hub pursuant to INF OBJ 25.
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INF OBJ 11	To examine over the lifetime of the Plan the requirement and case for a bridge crossing and distributor road link connecting the Slane Road to the Boyne Road.
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INF OBJ 12	The Planning Authority shall require that redevelopment proposals at the Round O Gateway site adequately address traffic management issues.
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7.5 Pedestrians and Cyclists



Facilities for Pedestrians and Cyclists on the N51 Navan Inner Relief Road Phase 2A

The European Charter of Pedestrian Rights which was comprised in a resolution adopted by the European Parliament in 1988, states that: The pedestrian has the right to live in a healthy environment and to freely enjoy the amenities offered by public areas under conditions that

adequately safeguard both physical and psychological well-being. In order to achieve sustainability, walking and cycling must be encouraged. The compact nature of Navan town centre means that improvements to pedestrian facilities in this area to make the town centre a safer and more pleasant place in which to walk would inevitably increase the number of people who would rather walk than drive.

Existing pedestrian facilities particularly in the town centre are generally of a good standard with a number of pedestrian crossings where traffic must give way to pedestrians when they step out onto the crossing. In other areas pedestrians benefit from signal controlled crossings. Cyclist facilities, however, are very limited forcing cyclists to share road space with other road users. This has the effect of discouraging cycling as a mode of transport as it poses an increased road safety hazard to the cyclist. This is unfortunate as the topography of the town lends itself very favourably to cycling as a mode of transport.

The removal of traffic from the town centre through the development of the M3 motorway and the further development of the Orbital Local Distributor Road Network offers the potential to substantially improve the cycling and pedestrian networks within the town centre. The provision of safer, attractive and convenient network for cyclists and pedestrians alike will encourage the uptake of environmentally sustainable modes of transport with quick access to the existing town centre, proposed multi modal public transport interchange and employment centres from all of the outlying residential areas. It is a strategic aim of the Local Transport Plan to maximise the percentage of those whose trips internally within Navan to work and education are by walking, cycling and other forms of sustainable transport such as the local bus service whilst also encouraging car pooling. Pedestrian and cyclist networks have been prepared and will form the basis for funding applications to the National Transportation Authority under their 5 year investment programme.

The main elements of the Pedestrian & Cycle Strategy seek

- Introduction of pedestrianisation on a phased basis with the objective of making part of Navan town centre car free. This should preferably include Trimgate Street developed as the flagship project, followed by Market Square, Ludlow Street, Bakery Lane & the Old Cornmarket;
- To develop an integrated pedestrian and cycle path network for Navan;
- Make the radial routes leading to the town centre cycle friendly;
- Provide missing links in the cycle and pedestrian networks, which includes the forging of linkages between cul de sacs, new non motorised bridges across the river and new routes through the green wedges;
- Provide cycle lanes as part of new and existing sections of the local distributor road network;
- Provide Trim – Navan – Drogheda rural cycle route linking with the cycle friendly town of Navan, allowing Navan to develop as a tourist base for the wider Boyne Valley, and;
- Provide cycle parking facilities at all important destinations and the main streets of the town centre.

Pedestrianisation of Trimgate Street

Trimgate Street is Navan's main street and previously formed part of the N51 national secondary road. It forms part of the core retail area and many of the town's retailers and key service providers are located on this street. However, the vibrancy and conviviality of the Street could be significantly improved by the removal of vehicular traffic and the enhancement of the public realm. The completion of the M3 Motorway and local distributor road network has provided an opportunity for major pedestrian enhancements on this street and possible full pedestrianisation between Canon Row and Kennedy Road. In the longer term as part of subsequent phases the pedestrianisation of Watergate Street, Bakery Lane, Old Cornmarket will be explored.

The proposed pedestrianisation of Trimgate Street in the medium term would dramatically increase the attractiveness of Navan town centre with safer movement of pedestrians, reduction in exhaust emissions, and reduction of ambient noise levels and reduced congestion in the narrow street pattern of Navan. This would encourage the uptake of environmentally sustainable modes of transport with quick access to the central public transport interchange and pedestrian and cycle routes to local residential and employment centres.

Policies

In terms of pedestrians and cyclists, it is the policy of Navan Town Council and Meath County Council:

INF POL 19	To promote an attractive public realm of pedestrian footpaths, cycle ways, street landscaping, bus stops/shelters, street furniture, good signage and quality public lighting.
INF POL 20	To promote the policies set out in the National Cycle Policy Framework 2009-2020.

Objectives

In terms of pedestrians and cyclists it will be an objective of Navan Town Council and Meath County Council:

INF OBJ 13	To improve accessibility and facilities for people with mobility impairments and /or disabilities.
INF OBJ 14	To prepare an integrated pedestrian and cycle path network for Navan as provided for in the Local Transport Plan, inclusive of additional bridging points over the Boyne & Blackwater Rivers, and to implement the emerging network, subject to the availability of finances, resources and physical constraints.
INF OBJ 15	To examine the feasibility of pedestrianising Trimgate Street from Cannon Row to Kennedy Road once the M3 Motorway has been completed and progress has been made in delivering the local distributor road network and if deemed feasible, to carry out the necessary works to facilitate the introduction of pedestrianisation. To similarly examine and implement where appropriate the pedestrianisation of Bakery Lane, Old Cornmarket and Watergate Street as part of subsequent phases.
INF OBJ 16	To require that all new significant developments including new institutions, employment centres, sports complexes, leisure facilities and industries provide for adequate cycle facilities, in the form of bike parking, sheltered bike parking, lockers and shower facilities.
INF OBJ 17	To provide a pedestrian crossing on the Slane Road adjacent to the large residential areas over the lifetime of the plan.
INF OBJ 18	To promote and facilitate the development of cycling and walking facilities in the town.
INF OBJ 19	To encourage the successful incorporation of safe and efficient cycleways, accessible footpaths and pedestrian routes into the design scheme for town centres/neighbourhood centres, residential, educational, employment, recreational developments and other uses.

INF OBJ 20	To provide cycle ways, where appropriate, as part of all road improvement/redesign schemes.
INF OBJ 21	To ensure, where possible, that cycleways and footpaths are effectively separated from major vehicular carriageways.

7.6 Public Transport

The overall strategy for the future public transport service for Navan is to provide a viable public transport service linking the existing and future significant residential and employment zones to each other and to the expanded town centre. The service would work with the other sustainable transportation initiatives to form part of an integrated public transport service. The service will assist in achieving a modal split with less dependency on the use of the private car and will be an important element in achieving the sustainable development of Navan.

The strategy consists of a number of strands which seek to minimise the use of the private car for short trips and to maximise the modal share of walking, cycling and the local bus service in Navan. The bus networks will form the motorised public transport system for Navan for the short to medium term with the provision of rail service to Dublin being a longer term objective. The degree to which these services integrate and complement each other will be critical to the overall success of public transport in Navan.

The Navan Transport Plan is designed to support and encourage sustainable transport to school and to larger employers. Through the implementation of a strategy for school and work transport, support will be given to more sustainable transport options and car dependency will be reduced in the short, medium and longer term.

The main proposals seek:

- To protect the future provision of the Navan – Dublin rail line;
- To identify and develop a multi modal interchange, catering for bus (local and regional), taxis, pedestrians and cyclists in the town centre;
- Ensure proper integration of cycling and walking with the existing bus service (both local and regional) and the future central and northern train stations, and;
- Encourage all major employers in Navan to prepare and implement Smarter Travel Workplaces scheme for their employees.



A recently improved Bus Stop

Bus - Background

The main public transport services in Navan are related to the demand for commuter trips towards Dublin and these are outlined in Chapter 2. The Bus Éireann 109 service is the main bus service between Navan and Dublin in this regard and also provides residents with the ability to visit Cavan and Kells or Dunshaughlin and Blanchardstown. The 109A bus service connects

Navan with Dublin City University and Dublin Airport as well as Dunshaughlin, Ratoath and Ashbourne. The other main commuter bus service serving Navan is the No. 190/190A bus service to Drogheda/Laytown and Trim. In addition to these main services, Bus Éireann operates a wide range of services with the following routes serving the town; 107 Dublin - Kingscourt, 109N Dublin - Nava Nightrider, 134 Navan – Dunsany and 136 Navan – Ross Cross, as well as a three route town bus service. Some bus services to Dublin from Navan are also provided by the private sector.

Flexibus rural transport service, Meath's Accessible Transport Project also services Navan. Flexibus is a limited company, run by a voluntary board. The company is funded under the National Development Plan through the Rural Transport Initiative. The Rural Transport Initiative is the response by the Government to the shortfall in available public transport in rural areas. This includes:

- People who live away from the main transport routes
- People with disabilities who need accessible transport
- Community groups with limited funding and transport needs
- People in rural areas with limited access to health care services

The Planning Authorities acknowledge that there will be an increased demand for external bus trips during the lifetime of this development plan, primarily to Dublin. The commuter bus service to Dublin will continue to play a critical role in the public transport system in this regard. In the longer term, it is expected that an element of this custom will be transferred to rail via the Navan-Dublin rail line. It also envisaged that increased bus stop provision or a bus station will be necessary in the town centre expansion areas as these areas develop. The provision of park and ride facilities, at appropriate locations, would also encourage increased use of bus and rail services.

Quite unique for a town of its size, Bus Éireann operates a local service in Navan comprising of three different routes that link the residential periphery of Navan with the town centre. As Navan grows, the alignment of town bus routes in the town will need to be altered and new routes created to improve the convenience and accessibility of public transport and to reduce trip times. The Integrated Development Framework Plan recommended that additional local bus services be developed, phased and extended over time as development in the zoned areas is realised and the level of internal trips increases.

Bus Strategy

The layout of the bus network and the frequency of service are extremely important to the success of the Navan Transport Plan strategy. All new developments will be designed to cater for public transport from the outset. There will be a demand for both internal and external bus trips, with Dublin continuing to be the most important external destination as evident from the POWSCAR data. The Navan Development Plan seeks to develop a multi modal transportation interchange catering for bus (local and regional), car parking and bicycle facilities at an agreed central location in the town centre. The existing regional bus service will be provided for along the 'R147 Public Transport Corridor' and enter and exit the town from same along agreed prioritised routes. The provision of an inter-urban bus priority route, assisted by the synchronisation of the traffic signals and junction improvements will allow buses to move efficiently and effectively through the centre of Navan. Navan Town Council will seek to promote and secure, in conjunction with Bus Éireann and the NTA, the development of a bus interchange / hub within the town centre within 2014.

The local bus service has the potential to carry a significant number of passengers on a daily basis, addressing a number of the major barriers to sustainable travel in Navan and connecting to

the regional bus service. Meath Local Authorities will assist the NTA and Bus Éireann in the review of the routes of the existing local bus service to identify bus priority measures which will reduce congestion and improve journey time and to increase greatly the number of people who use the service.

Rail- Navan Railway Line



A modern rail service is critical to the sustainable development of Navan

An extensive network of rail lines and rail infrastructure remains in Navan although in varying states of repair. At present there are no passenger trains serving Navan with the last passenger service on the Navan line having closed in 1947. There remains an important freight only service between Drogheda and Tara Mines which operates up to 4 trains per day in each direction. This is the only line that is operational at present in Navan noting that Boliden Tara Mines have one of the few freight lines still operating on Irish railways today for the transportation of zinc ore from Tara Mines to Dublin Port via Drogheda.

The DTO 'Platform for Change' document published in 2001 first recommended the re-opening the Navan - Dunboyne - Clonsilla railway line. Re-opening the line was also included in the Transport 21 programme published by the Government in 2005. The project was intended to be delivered in two phases. The first phase provided for a spur from the Maynooth line at Clonsilla to serve Dunboyne / Pace Interchange. A Rail Order for Phase I was granted and this section of the line was opened in September 2010. The delivery of this critical infrastructure strengthens the transport links in the County and complements the M3 Motorway scheme.

Phase 2 of the Navan Railway line project involves the extension of the Dunboyne (M3) commuter rail project from Pace onwards to the north side of Navan. This will involve the provision of approximately 34km of double track, including other infrastructure such as signalling and bridge works. Four Stations are proposed as part of the project at Dunshaughlin, Kilmessan, Navan Town Centre, and a terminus station at the north edge of Navan. The preparation of the Railway Order application for Phase II of the Navan Rail project was substantially completed including the preparation of the Environmental Impact Statement and Natura 2000 Appropriate Assessment. Extensive consultations had taken place over the previous 2 years with officials of Meath County Council including the preparatory work for a variation to the Navan Development Plan 2009-2015 and amendment to the Dunshaughlin Local Area Plan 2009 – 2015 to facilitate the detailed design of the route. The project, along with other rail projects in the Greater Dublin Area, has been deferred for consideration until 2015 ('Infrastructure and Capital Investment Programme 2012-2016: Medium Term Exchequer Framework').

The NTA Draft Transport Strategy for the Greater Dublin supports the provision of Phase II of the Rail Line to Navan. It highlights that 'Navan is the only Designated Town in the Hinterland that does not currently have a rail service to Dublin city centre. A new rail line linking Navan to Dublin city centre would support regional planning objectives and facilitate Navan's sustainable development.' Furthermore, it is noted that Navan is the only administrative capital in the mid-east region which currently does not enjoy rail access. In particular, Measure RAIL 4 (see NTA's draft Transport Strategy) is of relevance which is to seek 'the provision of a new rail line from Navan to join the recently constructed spur to Dunboyne and Pace, for onward travel to Dublin city centre. The timing of this line construction and the roll out of services will be subject to economic assessment and the timing and scale of development in the Navan area.'

The Planning Authorities consider that the provision of a heavy rail link to Dublin together with a central and northern rail station is critical for Navan to achieve its objective as a Large Growth Town I in the Regional Planning Guidelines for the Greater Dublin Area 2010 - 2022. The Navan Integrated Development Framework Plan was developed on the premise of a rail based solution to complement the development of the M3 Motorway and local distributor road network. The Master Plan provides for more intensive redevelopment focused around a proposed new central rail station. Meath County Council and Navan Town Council are strongly committed to its delivery. Therefore, a strong policy stance is set out in this Development Plan to ensure that the detailed designed alignment is protected from further development, and that this protection also extends to potential stations and park and ride sites along the route. This Development Plan will ensure, through the designation of a specific zoning objective R1 Rail Corridor which seeks 'to provide for a strategic rail corridor and associated physical infrastructure' (as illustrated on Map No. 1) that the design route of Phase II of the Navan Rail Line (as confirmed by the NTA) will be reserved free from development.

Navan is fortunate that it can develop a central rail station close to the town centre by the reinstatement of a disbanded rail line and the creation of a new central rail station surrounded by high density development to the south-west of the existing town centre. This will enable a substantial increase in town centre development to occur and enable an enlarged town centre to be developed to meet the future requirements of Navan. The new rail line with a central station will make Navan almost unique in Irish terms, that of having a rail station located in the heart of the town centre, with a direct link to Dublin City Centre, Dublin Port and Dublin Airport through an interchange with the proposed Metro West at Blanchardstown. A station is also purposed to the north of the town which will serve the large population catchments in this area.

The rail link will significantly strengthen the attractiveness of Navan as an investment and employment centre by allowing firms to benefit from the reduced costs of setting up in the town while still benefitting from the vast skills pool available in the Dublin City catchment. It will also provide a quality commuter service for those who choose to live in Navan and commute to Dublin. As Navan develops its own employment base and diversity of retailing and service facilities, the objective is for Navan to become more self-sufficient over time. The presence of a rail link to Dublin would see many commuters transfer from car to rail, as it will be faster and more reliable. Economic and retail leakage from the region will also be reduced.

Meath County Council and Navan Town Council recognises the enormous potential for the proposed railway to enhance connectivity between Navan and the remainder of the Greater Dublin Area, but equally recognise the need for the local population of Navan to have high a quality access to public transport. In planning for the future delivery of the Navan Railway project, Meath County Council and Navan Town Council will assess the local bus, pedestrian and cycle network with a view to developing an integrated transport strategy that will cater for such needs. Such a strategy will be developed in consultation with Iarnród Éireann, Bus Éireann, the National Transport Authority and other licensed bus operators.

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Policies

In terms of public transport, it is the policy of Navan Town Council and Meath County Council:

INF POL 21	To co-operate with relevant transport bodies and authorities to support and encourage the provision of safe and suitable locations for bus services including bus shelter provision at bus stops.
INF POL 22	To promote and facilitate developments designed to improve public transport services in Navan.
INF POL 23	To explore, in conjunction with Bus Éireann, the National Transport Authority and private bus operators, the provision of additional Park and Ride facilities in Navan.
INF POL 24	To promote and secure, in conjunction with Bus Éireann and the National Transport Authority, the development of a Central Bus Station / Interchange Hub within the lifetime of this Development Plan. The development of any proposed town centre transport and urban realm improvements such as the pedestrianisation of Trimgate Street and any proposed public transport corridor in Navan will be linked to the finalisation of proposals for the proposed location of the public transport interchange in Navan and related traffic management arrangements.
INF POL 25	To extend, re-route and create new bus routes to meet travel demands and reduce trip times within the development boundary of Navan and Environs.
INF POL 26	To promote the routing of all local bus services so that they serve the town centre and location of bus interchange / hub when identified and developed and also proposed Park and Ride facilities, where practicable.
INF POL 27	To facilitate the promotion and enhancement of the public bus service, and by ensuring that the design and layout of the neighbourhoods facilitate the expansion of the bus service.
INF POL 28	To promote and give priority to environmentally sound modes of transport, such as bus, cycling, walking and in the longer term rail.
INF POL 29	To encourage initiatives to ensure that people with limited or no access to private transport in areas, including rural areas, with no usable public transport and people with reduced mobility, are able to access the full range of employment, retail, cultural and leisure activities.

Objectives

In terms of public transport it is an objective of Navan Town Council and Meath County Council:

INF OBJ 22	<p>a) To protect and safeguard the detailed designed alignment of Phase II of the Navan rail route and surrounding lands (including identified station locations), as illustrated on Map No. 2, free from development and any encroachment by inappropriate uses which could compromise its future development as a rail facility. Land Use Zoning Objective R1 Rail Corridor also refers.</p> <p>b) To promote, facilitate and advance the development of Phase II of the</p>
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	Navan railway line project and rail services in co-operation with other relevant agencies.
INF OBJ 23	To promote the redevelopment of the lands between the Trim Road, Carriage Road and the Dan Shaw Road as a major transportation node in County Meath, with a multi modal interchange, catering for rail, local bus, set down parking taxi rank, bicycle facilities and pedestrian access.
INF OBJ 24	To promote and secure, in conjunction with Iarnród Éireann the development of a multi modal interchange, catering for rail, bus, car parking and bicycle facilities to the north of the town in the vicinity of the Rathaldron Road.
INF OBJ 25	To agree a location, in conjunction with Bus Éireann and the NTA, for a bus hub / interchange in Navan Town Centre.
INF OBJ 26	To secure, in conjunction with Bus Éireann and the NTA, the development of a bus hub / interchange in Navan Town Centre.
INF OBJ 27	To explore the provision of bus lanes and bus priority measures on major routes to the town centre.
INF OBJ 28	To implement, in conjunction with the National Transport Authority and NRA (where relevant), feasible bus priority measures from designated routes to the identified location for the bus interchange / hub in Navan town centre as determined pursuant to INF OBJ 25 above;
INF OBJ 29	To encourage all major employers in Navan Town and Environs to prepare and implement Mobility Management Plans for their employees
INF OBJ30	To require Mobility Management Plans and Traffic Assessments for proposed significant trip intensive developments.
INF OBJ 31	To prepare in consultation with Bus Éireann and the National Transport Authority, a local bus strategy for Navan with particular emphasis on linkages to the proposed rail/bus stations and proposed Regional Hospital site.
INF OBJ 32	To prepare an integrated transportation strategy for Navan in conjunction with Iarnród Éireann, Bus Éireann, National Transport Authority and other licensed bus operators which reviews the local bus routes, pedestrian and cycle network with a view to maximising local accessibility and connectivity to the proposed train and bus stations.

7.7 Park & Ride, Parking, Loading & Taxi Ranks



Pay & display car parking is available at a number of locations in Navan

The introduction of paid parking has increased car parking space availability in the town. Car parking and loading bay provision for new developments will be required in accordance with the standards outlined in Chapter Eight which are fully in accordance with the Meath County Development Plan 2013-2019. Extensive areas of surface car parking will be discouraged and alternative options will be encouraged including underground and multi-storey parking.

The existing town centre encounters significant car parking problems. The main shopping streets around the Shopping Centre are dominated by traffic flows to the detriment of pedestrian activity. Pressure for short term on street parking continues to exist along the streets in proximity to the town centre where parking is permitted, reflecting people's desires to park as close as possible to their intended location, this tendency toward convenience parking has an effect on traffic flow and adds to congestion within the town centre. It is however critical to develop a signage strategy to direct users to underutilised off street car parks on the approach to Navan town centre to include VMS signs giving real time information in the Navan Shopping Centre multi storey and other large surface car parks in the town centre.

The Integrated Development Framework Plan set out in broad terms a parking management strategy which would complement the overall land use, urban design and transport strategy for Navan. The car parking strategy intends to enable proper accessibility to the Town Centre and avoid excessive traffic through it. The parking strategy for Navan consists of a tiered parking network, based on parking cells accessible from the Local Distributor Road network.

Therefore, car parking facilities should be in place as follows:

1. An element of car parking should be located within the town centre perimeter (e.g. Shopping Centre, Kennedy Road and Fair Green), enabling the necessary short-term trips into the centre. The charge policy for these car parks should discourage medium and long-term stay. It is crucial to keep a balance between the 3 car parks, in what number of spaces and charges are concerned.
2. A number of car parks should be located in the immediate periphery of the Town Centre, at the end of each of the radial routes. The following locations are identified (some of which are existing):
 - On the Inner Relief Road, north of the Blackwater
 - On Brews Hill / Commons Road (near GAA grounds)

- On Academy Street
- On Athlumney Road, east of the Boyne

Their location at an average of 500 meters from the town centre area allows proper accessibility to all areas within the centre. These facilities will cater for medium duration trips to the centre, and their cheaper charges should discourage trips into the heart of Navan. Each of the car parks will be accessible by a radial route off the Local Distributor Road. These are identified as “Park and Stride” car parks.

The provision of dedicated park and ride facilities will also be encouraged in the town.

The main elements of the Parking Strategy are:

- Pedestrianisation of Trimgate Street which will result in elimination of all on street car parking with road space rededicated to public transport corridors;
- Provision of contra cycle lane on Timmons Hill and Watergate Street will result in the removal of some existing on street car parking spaces;
- Medium term objective is to remove all on street parking in most streets in the town centre – target is 150 no. spaces (overall reduction of 35%);
- Rededication of Kennedy Place as civic space (all 108 parking spaces to be removed over time), 10 no. spaces will be removed initially with the area dedicated to cycle parking facilities / review of pedestrian / cyclist priority measures through space;
- Develop additional long stay car parking off Academy Street;
- Acquire lands to provide additional long stay “Park and Stride” car parking north of the Blackwater River, in the Athlumney Road / Boyne Road area and off Academy Street;
- Increase the rate of car parking charges within the defined town centre area;
- Prohibition on the provision of further off street car parking facilities within the defined town centre area;
- Allow reduced car parking provision to be applied in the consideration of development proposals adjoining public transport corridors;
- Facilitate and manage the development of a park and ride facility off the R147 which would also serve the Regional Park;
- Review existing policing strategy of car parking bye laws / paid parking in Navan, and;
- To promote the further use of telematics.

Policies

In terms of car parking, it is the policy of Navan Town Council and Meath County Council:

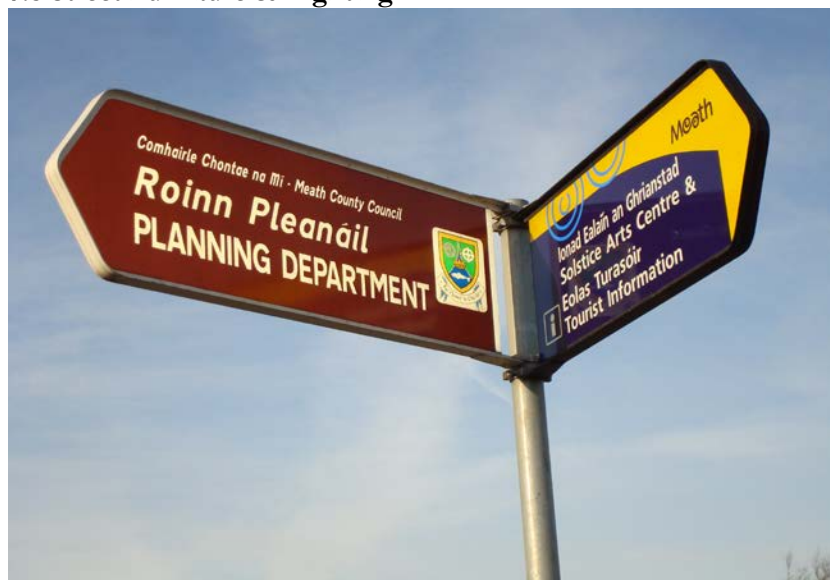
INF POL 30	To promote, where feasible and appropriate, alternative options to surface car parking.
INF POL 31	To apply the car parking standards as included in the Development Management Guidelines and Standards section of this Development Plan.
INF POL 32	To explore, in conjunction with the National Transport Authority, Bus Éireann and private bus operators, the provision of Park & Ride facilities within the Development Plan envelope.
INF POL 33	To facilitate the development of properly designated taxi ranks and an accessible taxi and hackney service in Navan and in particular adjacent to the proposed bus based transport hub.

Objectives

In terms of car parking, it an objective of Navan Town Council and Meath County Council:

INF OBJ 33	To further develop and implement the recommendations of the Car Parking Strategy contained in the Navan Local Transport Plan.
INF OBJ 34	To implement the proposed recommendations of the Traffic Management Plan for Navan Town Centre as required pursuant to INF OBJ 10.
INF OBJ 35	To discourage through traffic from penetrating the town centre, by adopting a circulation system that directs cars to the Local Distributor Road Network, providing car parks on the edge of the town centre, pedestrianising streets within the centre, restricting on street parking and undertaking environmental improvements.
INF OBJ 36	To adopt car parking management standards within the town centre that reduce on street car parking in favour of off-street car parking and a restriction on long term car parking facilities in favour of off-street car parking and a restriction on long term car parking facilities in favour of short term business, retail and leisure use.
INF OBJ 37	To encourage the provision of facilities for the parking of commercial trucks and vans and to identify a suitable site for the development of a commercial car park for the parking of such vehicles.
INF OBJ 38	To control the amount, pricing and location of parking.
INF OBJ 39	To support in conjunction with National Transport Authority, Bus Éireann and private bus operators, the provision of Park & Ride facilities at suitable locations.

7.8 Street Furniture & Lighting



Signage indicating the location of important Civic Buildings in Navan

Street Furniture includes refuse bins, seats, signage posts, bollards and telephone booths. Careful selection of street furniture, as part of any environmental improvements, is essential. That chosen should complement the existing built form of the town by means of an appropriate design style. Achieving this can enhance and add to the town's tourism potential and the urban

environment in general. Adequate signage also can reduce traffic congestion and guide pedestrian to key trip generators in the town.

7.9 Keeping the Streets Clean

The Planning Authorities believe litter greatly reduces the appeal of a town and discourages people from making return trips there. If it is considered that a development may lead to the creation of litter, developers shall be obliged by condition to place or contribute towards the placement of public litter bins outside their premises, and any such litter bins shall be in keeping with the character of the area by means of appropriate design and styling to be agreed with the appropriate Planning Authority. It is noteworthy that significant progress has been made with respect to reducing litter in the town and this is reflected in the 2008 IBAL Anti Litter League results where Navan's was ranked in 21st place.

Policies

In terms of litter management, it is the policy of Navan Town Council and Meath County Council:

INF POL 34	To ensure that the people of Navan and its environs continue to enjoy a litter free environment through a partnership approach for the benefit of all who live, work in and visit Navan.
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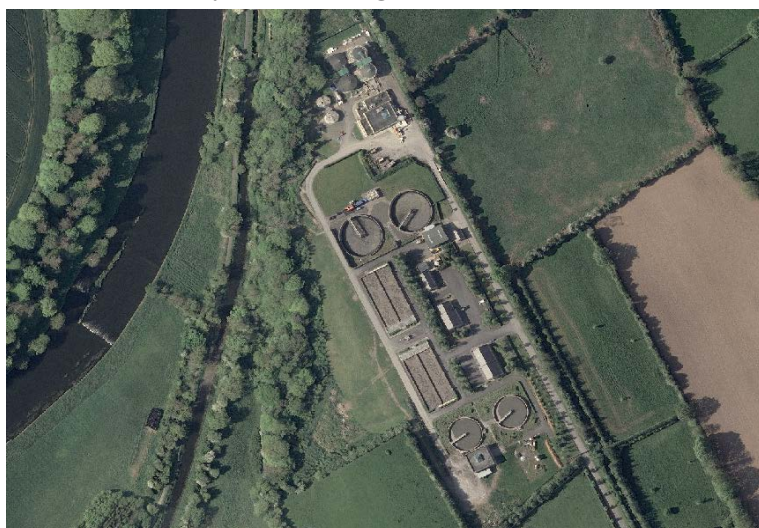
INF POL 35	To require the provision of public litter bins where there is a risk in the opinion of the Planning Authorities that a development would result in increased levels of litter on the public road or street.
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Objective

In terms of litter management, it is an objective of Navan Town Council and Meath County Council:

INF OBJ 40	To implement the Meath County Council, Litter Management Plan 2006 – 2009.
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7.10 Water Supply and Sewerage Treatment and Disposal



Navan Waste Water Treatment Plant at Farganstown (2008)

Adequate water services provision is critical to ensure the ongoing protection of the environment, to facilitate development, and also in the interests of public health. Chapter Two of this Development Plan provides a detailed context in respect of water services in Navan. The legislative framework for the provision of water services underwent radical change during the

period of the previous development plan and this culminated in the enactment of the Water Services Act 2007. The Act defines water services as “all services, including the provision of water intended for human consumption, which provide storage, treatment or distribution of surface water, groundwater or water supplied by a water services authority, or waste water collection, storage, treatment or disposal.”. The Act also states that any previous reference to a sanitary authority should now be read as reference to a “water services authority”. The Act also includes a new provision for the preparation of a “water services strategic plan”. It states a water services strategic plan shall contain such objectives as seem to the water services authority or water services authorities concerned to be reasonable and necessary—

- (a) to protect human health and the environment,
- (b) to facilitate the provision of sufficient water services for domestic and non-domestic requirements in the area to which the plan relates, and
- (c) to support proper planning and sustainable development, including sustainable use of water resources,

The Act states the objectives included in the water services strategic plan shall be deemed to also be objectives of the development plan for the area for the purposes of planning. Importantly, any objective in a water services strategic plan shall override an objective contained in a development plan where a conflict exists. The Planning Authorities are obliged to have regard to the water services strategic plan for the area in the preparation of a development plan. However at the time of writing the relevant section of the Water Services Act 2007 had not been commenced and brought into operation and so there was no water services strategic plan applicable to Navan.

Over recent years Meath Local Authorities have invested heavily in upgrading and maintaining Navan’s water services network. Much of the funding which facilitated this was secured from central government, and this has facilitated Navan in achieving its strategic role as a Large Growth Town. It is considered that subject to the planned works outlined in the Navan & Mid Meath Water Supply Scheme been delivered, in addition to the delivery of the projects contained in the DoEHLG water services investment programme, that adequate services will be available in terms of water supply and waste water disposal to cater for the projected level of residential and commercial / industrial development over the plan period.

Irish Water

Established in March 2013 as a semi-state company under the Water Services Act 2013, Irish Water will bring the water and wastewater services of the 34 Local Authorities together under one national service provider. Irish Water will gradually take over the responsibilities from these Local Authorities on a phased basis from 1st January 2014. It will take approximately five years for Irish Water to be fully established, at which point it will be responsible for the operation of public water services including management of national water assets, maintenance of the water system, investment and planning, managing capital projects and customer care and billing. As well as responsibility for public water services, Irish Water will also be making capital and investment decisions regarding the country’s water infrastructure on a national basis. Navan Town Council and Meath County Council will work with Irish Water to ensure that the requisite level of investment in piped water infrastructure to underpin the development strategy presented in the Development Plan is in place.

Policies

In terms of water supply and waste water treatment, it is the policy of Navan Town Council and Meath County Council:

INF POL 36	To continue the development and upgrading of the water supply system so as to ensure that an adequate, sustainable and economic supply of piped water of suitable quality is available for domestic, commercial, industrial, fire safety and other uses for the sustainable development of the town in accordance with the settlement structure identified in this Plan and as finances permit. All proposals for the development of an upgrade of the water supply will be screened for Appropriate Assessment in accordance with Article 6(3) of the Habitats Directive and, where significant impacts are identified, a Natura Impact Statement will be prepared.
INF POL 36A	The Councils in conjunction with Irish Water shall consult the EPA publication (2012) "The Provision and Quality of Drinking Water in Ireland - A Report for the Year 2011" (and any subsequent update) in the establishment and maintenance of water sources in the County.
INF POL 37	To promote public awareness and involvement in water conservation measures by households, businesses and industries.
INF POL 38	To implement the Water Conservation Programme in conjunction with Irish Water, in order to conserve valuable resources by reducing wastage.
INF POL 39	To utilise the existing water supply in an efficient and fair manner and in the best interests of the proper planning and sustainable development of the area.
INF POL 40	To ensure that all drinking water complies with the European Union Drinking Water Directive 98/83/EC and Directive 2000/60/EC as given effect in Irish law by the European Communities (Drinking Water) (No. 2) Regulations 2007, as may be amended.
INF POL 41	To protect groundwater resources having regard to the County Meath Groundwater Protection Scheme.
INF POL 42	To develop groundwater protection schemes in conjunction with Irish Water in line with the recommendations contained within the DoEHLG / GSI / EPA publication 'Groundwater Protection Schemes, 1999' or any revised or replacement publication.
INF POL 43	To maintain, improve and enhance the status of waters by implementing the measures set out in the Eastern River Basin Management Plans and associated Programme of Measures in co-operation with Irish Water and major stakeholders for the protection of ground and surface waters as part of the implementation of the EU Water Framework Directive.
INF POL 43A	Implement water protection measures to restore substandard waters to 'good status', subject to available resources.
INF POL 43B	Support, as appropriate, the relevant agencies and statutory bodies in the control and elimination of invasive species in water bodies.
INF POL 44	To protect surface water and groundwater resources and their associated

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	habitats and species including fisheries and in particular Annex II listed species.
INF POL 45	To require the submission of a Water Conservation and Management Plan for all major new developments in accordance with Meath County Council Water Bye-Laws 2007 Part 3 Water Conservation.
INF POL 46	To ensure that septic tanks and proprietary treatment systems, or other waste water treatment and storage systems, and associated percolation areas where required as part of a development, comply with the recommendations of the Environmental Protection Agency and that they are employed only where site conditions are appropriate.
INF POL 47	(a) To require that all individual dwellings connect to the public wastewater treatment system where possible and where capacity is available in lieu of utilising septic tanks or waste water treatment systems. (b) To support the connection of dwellings between Gainstown Cross and Ros na Rí and on Proudstown Hill into the public sewerage system.
INF POL 48	To continue the development and upgrading of the waste water system serving Navan in conjunction with Irish Water to ensure that an adequate treatment capacity is available for the sustainable development of Navan as finances permit.

Objectives

In terms of Water Supply and Waste Water Treatment, it is an objective of Navan Town Council and Meath County Council:

INF OBJ 41	To assist Irish Water in implementing the in effect Water Services Investment Programme. All developments included in the Water Services Investment Programme will be subject to Appropriate Assessment in accordance with Article 6(3) and 6(4) of the Habitats Directive, where this has not previously been carried out. Where significant impacts are identified, a Natura Impact Statement will be prepared.
INF OBJ 42	To continue the upgrading and rehabilitation of water main networks in conjunction with Irish Water.
INF OBJ 43	To reduce leakage and wastage from the water supply system wherever possible in the interest of achieving efficiency and sustainability.
INF OBJ 44	To seek to replace the cast iron water mains in Navan in conjunction with Irish Water.
INF OBJ 45	To prepare plans for increasing the capacity of the Navan Waste Water Treatment Plant to cater for the growth in demand from the residential, commercial and industrial sectors over the lifetime of the plan in conjunction with Irish Water. All proposals for the development of an upgrade of the Navan Waste Water Treatment Plant will be subject to Appropriate Assessment in accordance with Article 6(3) and 6(4) of the Habitats Directive and, where significant impacts are identified, a Natura Impact Statement will be prepared.

INF OBJ 45A	Development shall only be permitted once adequate and appropriate waste water infrastructure is provided. Such infrastructure shall fully comply with requirements of the Urban Waste Water Treatment Directive (Council Directive 91/271/EEC of 21 May 1991 concerning urban waste-water treatment) (amended by Directive 98/15/EEC) and shall be operational and with adequate capacity to accommodate waste water arising from development, prior to developments being occupied. Discharges arising from this collection and treatment shall also comply with the requirements of the Directive.
INF OBJ 46	The Councils in conjunction with Irish Water shall implement the relevant recommendations set out in the EPA publication (and any subsequent update) Focus on Urban Waste Water Discharges in Ireland (EPA Office of Environment Enforcement, 2012).
INF OBJ 46A	The Councils in conjunction with Irish Water shall undertake recommendations made by the EPA arising from failure to meet drinking water standards and enlistment on the EPA's Remedial Action List.

7.11 Flooding



River Boyne having burst its banks at Kildarn, Navan (Source: OPW)

The First Schedule of the Planning and Development Acts, 2000-2014 indicates that development plans can include objectives regulating, restricting or controlling development in areas at risk of flooding (whether inland or coastal), erosion and other natural hazards.

The Councils in preparing their strategy for the management of flood risks, (prepared as an integral part of Variation No. 1 of this Development Plan) has had regard to its obligations under Section 28 of the Planning & Development Acts in relation to Guidelines for Planning Authorities *'The Planning System and Flood Risk Management'* in November 2009. To comply with the EU Floods Directive introduced on 26th November 2007, and in line with the Planning Guidelines cited above, an assessment of flood risks in Navan Town & Environs has been formally taken into account. A Strategic Flood Risk Assessment for Navan is included in Appendix IV of this plan which was prepared by JBA Consulting on behalf of Navan Town Council/Meath County Council.

The Planning System and Flood Risk Management guidelines provide three vulnerability categories, based on the type of development and the specific vulnerability to the impacts of flooding, which are detailed in Table 3.1 of the Ministerial Guidelines, and are summarised as:

- Highly vulnerable, including residential properties, essential infrastructure and emergency service facilities;
- Less vulnerable, such as retail and commercial and local transport infrastructure;
- Water compatible, including open space, outdoor recreation and associated essential infrastructure, such as changing rooms.

The Flood Zone Maps produced (see Appendix IV) provide information on the probability of flooding within the development plan area and are defined as:

Zone A – High probability of flooding (this zone defines areas with the highest risk of flooding from rivers i.e. more than 1% probability or more than 1 in 100). Most types of development (other than water compatible uses) would be considered to be inappropriate with Flood Zone A. Development in this zone should be avoided and/or only considered in exceptional circumstances, such as in the town centre, or in the case of essential infrastructure that cannot be located elsewhere.

Zone B: Moderate probability of flooding (This zone defines areas with a moderate risk of flooding from rivers i.e. 0.1% to 1% probability or between 1 in 100 and 1 in 1000). Within Flood Zone B highly vulnerable development, such as hospitals, residential care homes, Garda, Fire and ambulance stations, dwelling houses and primary strategic transport and utilities infrastructure, would generally be considered inappropriate. Less vulnerable development such as retail, commercial and industrial uses, sites used for short-let for caravans and camping and secondary strategic transport and utilities, and water compatible development might be considered appropriate.

Zone C: Covers all other areas and this zone defines areas with a low risk of flooding from rivers and the coast (i.e. less than 0.1% probability or less than 1 in 1000). All development vulnerability types would be considered appropriate within this area.

A Justification Test set out in the Ministerial Guidelines applies to proposals within Flood Zone A or B where the vulnerability of the development type is highly or less vulnerable – Table 3.2 of the Ministerial Guidelines refers.

It is important to note that the definition of the Flood Zones is based on an undefended scenario and does not take into account the presence of flood protection structures such as flood walls or embankments. This is to allow for the fact that there is a residual risk of flooding behind the defences due to overtopping or breach and that there may be no guarantee that the defences will be maintained in perpetuity.

Elsewhere, localised flooding from sources other than rivers/streams can still occur and may need to be taken into account at the planning application stage.

7.11.1 Flood Risks and ‘Zoning’

The Guidelines for Planning Authorities ‘The Planning System and Flood Risk Management’ require Planning Authorities to ensure that development is not permitted in areas of flood risk, particularly floodplains, except where there are no suitable alternative sites available in areas at lower risk that are consistent with the objectives of proper planning and sustainable development. Where such development has to take place, in the case of urban regeneration for example, the types of development has to be carefully considered and the risk should be mitigated and managed through location, layout and design of development to reduce flood risk to an acceptable level.

Having regard to the approach to flood risk management set out in the Guidelines and the extent of the areas shown to be at risk in the SFRA mapping for Navan Town & Environs, vulnerable land use zoning designations were removed from a number of areas which were originally zoned for development in the Navan Development Plan 2009 - 2015 as part of variation no. 1. In most cases the zoning has been removed because the lands have been identified as being at risk of flooding. Lands which are being proposed to have their land use zoning objective removed include:

- Residentially zoned lands to the west of Canterbrook / Balreak Manor housing developments off the Trim Road;
- Mixed use and residentially zoned lands between the Trim Road and the former Navan – Clonsilla rail line;
- Residentially zoned lands off the Kentstown Road / Boyne Road, and;
- Residentially zoned lands immediately adjoining Academy Street.

There are other minor areas affected along the Blackwater and Boyne river banks. This change of zoning status does not alter the validity of any existing planning permissions on these lands but will be a material consideration in the assessment of any future planning applications or extension of duration applications for existing extant permissions.

In some parts of the town, it has been considered appropriate to retain the zoning objective of some lands, notwithstanding the fact that they have also been identified as being at risk of flooding. These areas include Academy Street, rear of Bridge Street / Ludlow Street, Convent Lane, Blackcastle Avenue, Mill Lane and along the Kells Road / Balmoral area. Existing land use zoning objectives have been retained in such areas subject to the requirement for more detailed assessment at project stage, on the basis that they are generally located within the centre of the town where development is generally desirable and necessary to facilitate the regeneration and expansion of the town centre.

7.11.2 Applications for Planning Permission in Areas at Risk of Flooding

All development proposals will need to comply with the provisions of the Ministerial Guidelines – The Planning System and Flood Risk Management, and in particular, a ‘Site Specific Flood Risk Assessment’ will be required.

A site specific flood risk assessment can be undertaken in three stages comprising of

1. Flood Risk Identification
2. Initial Flood Risk Assessment
3. Detailed Flood Risk Assessment.

(See Technical Appendix P.7 of the Planning System & Flood Risk Management Guidelines).

The initial stage in the process is intended to be capable of being carried out relatively quickly and at modest expense involving a desk-top review of relevant flood risk information, where applicable the preparation of site levels or cross sections, the preparation of a commentary on site specific issues including the nature of any localised uncertainty in existing sources of information and, finally, a recommendation on the appropriate course of future action.

Where the completion of the Stage One assessment indicates that further study is required then only development proposals that can satisfy the ‘Justification Test for Development Management’ should proceed to a more detailed site specific flood risk assessment. Formal consideration that a proposal meets the requirements of the ‘Justification Test for Development Management’ shall be sought from the Planning Authority as the pre planning stage.

If the proposal passes the ‘Justification Test for Development Management’ and a detailed site specific flood risk assessment is prepared which demonstrates to the satisfaction of the Planning

Authority that the proposed development, and its infrastructure, will avoid significant risks of flooding in line with the principles set out in the Ministerial Guidelines, then, subject to other relevant proper planning considerations, permission may be granted for the development.

Where there are significant residual flood risks associated with the proposed development, conflicting with the approach recommended in the Ministerial Guidelines, it is unlikely that permission will be granted unless all of the following are satisfied.

The development of the lands for the particular use or development type is required to achieve the proper planning and sustainable development of the town and, in particular:

- Is essential to facilitate regeneration and/or expansion of the centre of Navan;
- Comprises significant previously developed and/or under utilised lands;
- Is within or adjoining the core of the town.
- Will be essential in achieving compact and sustainable urban growth; and
- There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.

There are some sites identified for land use zoning objectives (A2, C1, E1 and G1 objectives refer) that are subject to marginal impacts of flooding. In these locations flood risk can be managed by the adoption of the sequential approach on a site by site basis, and the Justification Test has not been applied. Development proposals for such sites must employ the sequential approach and allocate water compatible development within Flood Zones A and some/all of Zone B. Planning applications within these zoning objectives must be accompanied by an appropriately detailed Flood Risk Assessment. The Flood Risk Assessment will set out the above approach and clearly assesses flood risks, mitigation measures (ground and FFLs) and demonstrate compliance with the Planning Guidelines.

7.11.3 Minor Developments in areas of Flood Risk

Applications for minor development, such as small extensions to houses, and most changes of use of existing buildings and or extensions and additions to existing commercial and industrial enterprises, are unlikely to raise significant flooding issues, unless they obstruct important flow paths, introduce a significant additional number of people into flood risk area or entail the storage of hazardous substances. Since such applications concern existing property that cannot be subject to the sequential approach the Justification Test does not need to be applied. However, a commensurate assessment of the risks of flooding still needs to be undertaken and should accompany such applications for development in order to demonstrate that they would not have adverse impacts or impede access to a watercourse, floodplain or flood protection and management facilities. These proposals follow best practice in the management of health & safety for users and residents of the proposal.

Any proposal in an area at risk of flooding that is considered acceptable in principle must demonstrate that appropriate mitigation measures can be put in place that residual risks can be managed to acceptable levels. Additional guidance on addressing flood risk management in the design of development is given in Appendix B of the Guidelines.

7.11.4 Extension of Duration

For planning permissions that were granted prior to the publication of the Planning System and Flood Risk Management Guidelines in 2009, and are subsequently applying for an extension of duration pursuant to Section 42 of the Planning & Development Acts 2000-2014, it is recommended that an appropriately detailed Flood Risk Assessment should be provided as part

Navan Development Plan 2009-2015 incorporating Variation No. 1

of the application. If the permitted development is found not to conform to the Planning Guidelines then the application would be considered unacceptable on flood risk grounds and a new application submitted, allowing for appropriate design and Flood Risk Assessment.

Policies

In terms of flood control, it is the policy of Navan Town Council and Meath County Council:

INF POL 49	To integrate as relevant the “Planning System and Flood Risk Management – Guidelines for Planning Authorities” (DoEHLG/OPW, 2009) assessment of development management proposals and in the preparation of any Framework Plans or Master Plans required during the period of this Plan to include the use of the sequential approach and application of the Justification Tests.
INF POL 50	To continue to implement the findings and recommendations of the current Strategic Flood Risk Assessment prepared as part of the Navan Development Plan Variation No. 1 review. (See Appendix IV).
INF POL 51	To ensure that a flood risk assessment is carried out for all development proposals in accordance with the Navan Strategic Flood Risk Assessment recommendations and the “Planning System and Flood Risk Management – Guidelines for Planning Authorities” (DoEHLG/OPW, 2009). This assessment shall be appropriate to the scale and nature of risk to the potential development.
INF POL 52	Any future planning application lodged with respect to any site having the benefit of an extant planning permission or seeking an extension of duration pursuant to Section 42 of the Planning & Development Acts 2000 – 2014 but which is identified on the land use zoning objectives map as having an interface with flood risk zones A / B shall be accompanied by an appropriately detailed Flood Risk Assessment. The Flood Risk Assessment shall clearly assess flood risks, management measures and demonstrate compliance with the “The Planning System and Flood Risk Management Guidelines for Planning Authorities” (November 2009). The Flood Risk Assessment shall consider the Sequential Approach within the subject site and would typically involve allocating water compatible development within Flood Zones A and Zone B. Buildings should be sited at an appropriate finished floor level, which should be above the 1 in 100 year flood level, with an allowance for freeboard and climate change.
INF POL 53	To consult with the Office of Public Works in relation to proposed developments in the vicinity of drainage channels and rivers for which the OPW are responsible, and the Council will retain a strip of 10 metres on either side of such channel where required, to facilitate access thereto.
INF POL 54	To consult, where necessary, with Inland Fisheries Ireland, the National Parks and Wildlife Service and other relevant agencies in the construction of flood alleviation measures in Navan.
INF POL 55	To have regard to the recommendations of the Eastern Catchment Flood Risk Assessment and Management Study when finalised and approved in conjunction with the Navan Development Plan.
INF POL 56	Where relevant, the Councils shall adopt appropriate buffer zones to protect features of European, national, regional, county and local importance,

	including rivers and streams, from development proposals both in terms of visual and ecological impacts.
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INF POL 57	The Councils recognise European and national objectives for climate adaptation and will work with the EPA, Regional Authorities and neighbouring planning authorities in implementing future Guidance for climate change proofing of land use plan provisions as is flagged in the National Climate Change Adaptation Framework (DECLG, 2012).
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Objectives

In terms of flood control, it is an objective of Navan Town Council and Meath County Council:

INF OBJ 47	In areas where there is a high probability of flooding – Zone A refers – it is an objective of this plan to avoid development other than ‘water compatible development’ as described in Section 3 of the ‘The Planning System and Flood Risk Management – Guidelines for Planning Authorities’ issued in November 2009 by the DoEHLG.
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INF OBJ 48	In areas where there is a moderate probability of flooding – ‘Zone B and Residual Risk Scenarios refers – it is an objective of this plan to avoid ‘highly vulnerable development’ described in Section 3 of ‘The Planning System and Flood Risk Management – Guidelines for Planning Authorities’ issued in November 2009 by the DoEHLG.
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INF OBJ 49	To undertake a review of the ‘Strategic Flood Risk Assessment for Navan’ following the publication of the flood mapping which is being produced as part of the Catchment Flood Risk Assessment and Management (CFRAM) Studies.
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INF OBJ 50	To design flood relief measures to ensure appropriate protection for alluvial woodland (i.e. a qualifying interest) along the Boyne.
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INF OBJ 51	To design flood relief measures to protect the conservation objectives of Natura 2000 sites and to avoid indirect impacts of conflict with other qualifying interests or Natura 2000 sites.
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INF OBJ 52	To promote positive flood relief measures that can enhance habitats in the Boyne floodplain such as swales, constructed wetland basins etc.
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INF OBJ 53	To seek to ensure that construction works are designed so as not to result in surface water runoff into cSAC or SPAs either directly or indirectly via a watercourse.
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INF OBJ 54	In determining the detailed design and final alignment of the Local Distributor Roads (LDR 3 and 4 refer), a Justification Test shall be applied if alignments being assessed interact with Flood Zone A and / or B. A detailed Flood Risk Assessment will be required to manage the risk and to demonstrate there will be no impact on adjacent lands. The detailed design of this route shall also be subject to as Appropriate Assessment pursuant to the Habitats Directive.
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INF OBJ 55	The preparation of a layout for all lands identified as requiring the preparation of a Framework Plan or Master Plan shall also be cognisant of the flood risk mapping produced to inform the land use zoning objectives map of the Navan Development Plan as varied. A Flood Risk Assessment
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	shall be prepared to accompany any planning application lodged with respect to lands contained within FP 1, FP2, FP 3, MP3 and MP 8, and any planning application shall have regard to and be consistent with the recommendations of said Flood Risk Assessment.
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INF OBJ 56	To ensure that existing wetland habitats are adequately protected, managed and where appropriate enhanced where flood protection/management measures are necessary.
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7.11.5 Development Management Guidelines

The following outlines the key requirements relating to the management of development and flood risk by the Planning Authorities;

- (i) All development proposals, regardless of their location, will require an appropriately detailed flood risk assessment. As a minimum this will include a "Stage 1 - Identification of Food Risk". Where flood risk is identified a "Stage 2 - Initial Flood Risk Assessment" will be required and depending on the scale and nature of the risk a "Stage 3 - Detailed Flood Risk Assessment" may be required. The requirement for all applications to have an accompanying Stage 1 assessment is important to allow for effective management of surface water risks. For example, a large site located in Flood Zone C may be appropriate in terms of vulnerability, but might be at potential risk of surface water flooding or residual risk of culvert failure. It is noted that this SFRA effectively deals with Stage 1 and can be referred to as such, although all development proposals must be accompanied by a surface water management plan.
- (ii) Under the Flood Risk Assessment, the impacts of climate change as well as the specific residual risk (culvert/structure blockage) and additional freeboard should be considered in setting the finished floor levels (FFL) of new development. In some cases, this may involve modelling / re-modelling where necessary, using an appropriate level of detail.
- (iii) All development proposals will require the Flood Risk Assessment to consider surface water management in line with the GDSDS.
- (iv) All development proposals, within or incorporating areas at moderate to high flood risk, that are vulnerable to flooding will require the application of the Development Management Justification Test in accordance with Box 5.1 of the "Planning System and Flood Risk Management" Planning Guidelines.
- (v) Any proposal that is considered acceptable in principle shall demonstrate the use of the sequential approach in terms of the site layout and design and, in satisfying the Justification Test, the proposal will demonstrate that appropriate mitigation and management measures are put in place.
- (vi) The Planning Authorities will explore opportunities to include flood alleviation proposals and upgrades that benefit the wider Navan area, as part of specific development applications.

7.11.6 Flood Mitigation Measures at Site Design Stage

Any development proposal in an area at moderate or high risk of flooding that is considered acceptable in principle must demonstrate that appropriate mitigation measures can be put in place and that residual risks can be managed to acceptable levels.

Policies

In terms of flood mitigation measures at site design stage, it is the policy of Navan Town Council and Meath County Council:

INF POL 58	Where practicable, and particularly in areas of new development, floor levels shall be a minimum of 300mm above adjacent roads and hard standing areas to reduce the consequences of any localised flooding.
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INF POL 59	To ensure that adequate measures are put in place to deal with residual risks,
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	proposals shall demonstrate the use of flood-resistant construction measures that are aimed at preventing water from entering a building and that mitigate the damage floodwater causes to buildings. Alternatively, designs for flood resilient construction may be adopted where it can be demonstrated that entry of floodwater into buildings is preferable to limit damage caused by floodwater and allow relatively quick recovery.
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7.11.7 Protecting Biodiversity in areas at Risk of Flooding

Inappropriate development in flood plains which results in increased river flow/level, increased erosion and alteration of river channel morphology or flooding of property or lands may have a significant adverse impact on fisheries leading to habitat modification and degradation. This Development Plan seeks to protect water courses, banks and bank side vegetation from interference by inappropriate bridging, draining, culverting or other works which could be detrimental to fisheries and biodiversity. Flood Risk Assessments and in particular, any proposals for mitigation measures need to be mindful of the need to protect fisheries and biodiversity.

Policies

In terms of protecting biodiversity in areas at risk of flooding, it is the policy of Navan Town Council and Meath County Council:

INF POL 60	To have regard to the recommendations of the Eastern Catchment Flood Risk Assessment and Management Study when finalised and approved.
INF POL 61	To protect water courses, banks and bankside vegetation from interference by inappropriate bridging, draining, culverting or other works which would be detrimental to fisheries, biodiversity and the qualifying interests of Natura 2000 sites.

7.12 Sustainable Drainage Systems

Rainfall on a greenfield site is either absorbed into the ground or runs off slowly to the nearest watercourse. With development, much of the area becomes impermeable with runoff being piped to the nearest watercourse or storm drain. Thus both the volume and rate of runoff can dramatically increase, which may lead to flooding or increased overflows from combined sewers, neither of which is acceptable. It is the policy of the Planning Authorities to prevent flooding caused by poorly drained runoff. In order to do this, Sustainable Drainage Systems (SuDS) will be incorporated into developments in order to reduce and ultimately prevent flooding. The DoEHLG Planning Guidelines on Flood Risk Management (2009) encourage greater use of Sustainable Drainage Systems (SuDS) generally including the use of permeable paving techniques and porous surfacing.

Policies

In terms of sustainable drainage systems, it is the policy of Navan Town Council and Meath County Council:

INF POL 62	To ensure that all new developments have satisfactory drainage systems in the interest of public health and to avoid the pollution of ground and surface waters.
INF POL 63	To require all new large scale developments to provide 'Sustainable Urban Drainage Systems' (SuDS) as part of their development proposals.
INF POL 64	To ensure that all developments have regard to the surface water management policies in the Greater Dublin Strategic Drainage Study (GDSDS). Compliance with the recommendations contained in Technical Guidance Document, Volume 2, Chapter 4 of the Greater Dublin Strategic

	Drainage Study shall be required in all instances.
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7.13 Telecommunications

Satellite dishes and telecommunications apparatus, if badly sited, can be visually obtrusive and affect the character and appearance of historic buildings and townscapes. Therefore, it is important in the interests of the townscape to ensure that further telecommunication and related development does not have a detrimental impact on the appearance or character of the town. The erection of domestic antennae and satellite dishes is restricted by the Planning and Development Regulations 2001-2013.

Objective

In terms of telecommunications, it is an objective of Navan Town Council and Meath County Council:

INF OBJ 57	<p>To have regard to the following in considering proposals for the development of telecommunications masts, antennae and ancillary equipment:</p> <ul style="list-style-type: none"> (a) The visual impact of the proposed equipment on the natural, architectural and historic environment. (b) The removal or modification of features of architectural importance. (c) The impact any such development may have on protected structures or their setting. (d) The potential for co-location of equipment on existing masts. (e) The Department of the Environment “Telecommunications Antennae and Support Structures, Guidelines for Planning Authorities” (July 1996) and the provisions of Circular Letter PL 07/12 and to such other publications and materials as may be relevant in the consideration of planning applications for such structures.
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7.14 Broadband

High speed broadband is an important asset in order to attract inward investment into Ireland. As the private sector was failing to invest at the level necessary to keep pace with the demand for broadband, the Department of Communications, Energy and Natural Resources regional broadband programme was put in place. One element of the programme is addressing the telecommunications infrastructure deficit by building high speed, open access broadband networks, in association with the local and regional authorities, in major towns and cities.

A Metropolitan Area Network (MAN) broadband system to serve Navan was commissioned in 2007. The Metropolitan Area Networks (MANs) enable telecommunications companies to provide cheap ‘always-on’ high-speed access to the Internet, a vital tool for industry and business to be efficient and competitive. It is also invaluable for educational institutes, health and research bodies and private consumers. The MANs will facilitate new entrants, new services and more competition for broadband throughout Ireland.

The MANs are publicly owned, while allowing all telecommunication operators open access to the networks. They are fibre-based and technology neutral resilient networks, which will ensure adequate capacity for generations to come.

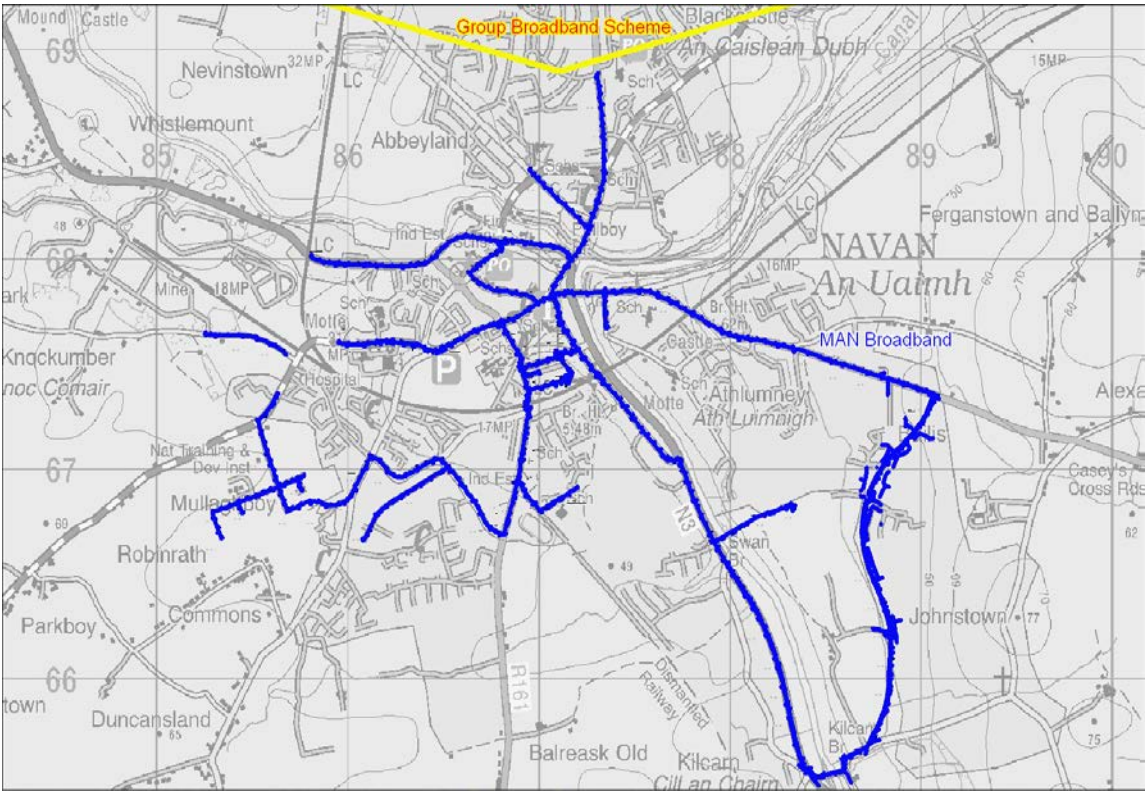


Figure 6; Navan Broadband Metropolitan Area Network

Objective

In terms of broadband provision, it is an objective of Navan Town Council and Meath County Council:

INF OBJ 58	To implement the broadband strategy for Meath County Council as it relates to Navan by supporting the roll out of broadband infrastructure in Navan to serve the needs of business and residents.
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7.15 Solid Waste Collection and Disposal



Navan Recycling Centre, Mullaghboy Industrial Estate

Development will generate demand for domestic and commercial waste disposal and collection services. The construction phases of developments will also produce significant volumes of waste. Section 26 of the Protection of the Environment Act 2003 states that in performing their functions under the Planning and Development Acts, planning authorities and An Bord Pleanála “shall ensure that such measures as are reasonably necessary are taken to secure appropriate provision for the management of waste (and, in particular, recyclable materials) within developments, including the provision of facilities for the storage, separation and collection of such waste (and, in particular, such materials) and the preparation by the appropriate persons of suitable plans for the operation of such facilities.”

Developers may be obliged to submit a construction and waste management plan prior to the commencement of proposed construction activities. All waste material generated during both the construction and operational phases of development must only be collected by appropriately licensed waste contractors and disposed of in licensed waste facilities. The Planning Authorities may also impose conditions on developers to provide for the separation and collection of waste, in particular recyclable materials, in a development.

Policies

In terms of solid waste collection and disposal, it is the policy of Navan Town Council and Meath County Council:

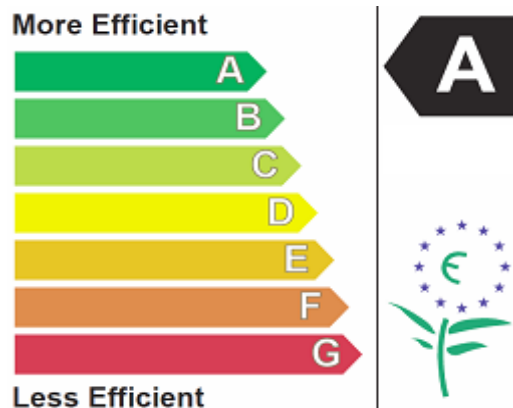
INF POL 65	To promote education and awareness on all issues associated with waste management, both at industry and community level. This will include the promotion of waste reduction by encouraging the minimization, re-use, recycling and recovery of waste within the county.
INF POL 66	To implement the policies and objectives of the Waste Management Plan for the North East Region.
INF POL 67	To require the provision of bring banks, bottle banks or other appropriate recycling facilities as part of the overall development in the case of new or extended shopping centre developments and commercial neighbourhood centres, educational, sports, and recreational facilities. The sites shall be made available to the Local Authority at the developer’s own expense and will be maintained by the local authority or its agents.
INF POL 68	To promote and encourage the recycling of construction and demolition waste in accordance with approved construction and demolition waste management plans.
INF POL 69	To ensure such measures as are reasonably necessary are taken to secure appropriate provision for the management of waste (and, in particular, recyclable materials) within developments, including the provision of facilities for the storage, separation and collection of waste.

Objectives

In terms of solid waste collection and disposal, it is an objective of Navan Town Council and Meath County Council:

INF OBJ 59	To require the submission of a waste management plan for developments which meet the threshold for such plans as set out in the ‘Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects’ (DoEHLG 2006) or its replacement.
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7.16 Energy



The Planning Authorities support national and international initiatives for limiting emissions of greenhouse gases and encouraging the development of renewable energy sources. New technologies have enabled the development of sustainable energy sources. These include, wind, biomass and waste, solar, hydro, combined heat and power, geothermal heat transfer, etc.

The Planning and Development Regulations 2001-2013 exempt a range of micro renewable technologies from the need to apply for planning permission. On top of this the Planning Authorities will seek to promote all appropriate technologies through the development management process. Developments should strive to attain high standards of energy efficiency and environmental sustainability, including bioclimatic site design, water conservation, ventilation, energy efficient strategies for housing design, daylight analysis, and high insulation standards. This is particularly important given the necessity for Building Energy Rating certificates as part of the conveyancing process.

Meath County Council & Navan Town Council is committed to improving energy efficiency through the promotion of the rational uses of energy, renewable energies and waste reduction. At macro level this plan seeks to ensure sustainable land use planning, inclusive of transport connections and a reduction in car trip generation. At a micro level and in particular in relation to building design, this plan seeks to facilitate development which provides high energy efficiency, reduced CO₂ emissions and water conservation measures. In line with other Planning Authorities in the GDA, Meath County Council seeks to significantly improve the energy and associated environmental performance relevant to prevailing practices.

Residential Development

Meath County Council & Navan Town Council will seek a collective average reduction of at least 60% in CO₂ emissions deriving from energy usage for space and water heating within the housing development, relative to a baseline of prevailing regulatory and design practice. This initial baseline of comparison is to be represented by the provisions of Technical Guidance Document L (TGD L) to the Building Regulations, 2002 using a conventional gas fired heating boiler with an assumed seasonal efficiency of 75%. The calculation is to be carried out using the Heat Energy Rating Method in TGD L, pending adoption of the official national methodology for determining energy performance of housing for the purposes of the EU Energy Performance of Buildings Directive (EPBD). In meeting this CO₂ performance target, the development shall include:

- A collective average reduction of at least 60% in energy consumption for space and water heating, relative to the baseline of existing regulatory and design practice and using the methodology outlined above; and
- A contribution of 30% by renewable energy supply systems to meet the collective space and water heating requirements within the housing development.

Non-residential Development

A collective reduction of at least 60% in CO₂ emissions deriving from total energy usage (space heating, water heating, lighting, other) arising from all services within the development, relative to a baseline of existing regulatory and design practice. This initial baseline of comparison is to be represented by the provisions of TGD L to the Building Regulations, 2006. In the absence of an official national methodology for determining the energy performance of non-domestic buildings, this calculation is to be carried out using a method compliant with the draft European Standard prEN 13790. In meeting this CO₂ performance target, the development shall include:

- A collective average reduction of at least 60% in energy consumption for all services, relative to the baseline of existing regulatory and design practice and using a methodology as outlined above; and
- A contribution of 30% by renewable energy supply systems to meet the collective energy requirements within the development.

To illustrate the above, using the Heat Energy Rating methodology, the baseline energy performance of new housing is typically 125 kWh/m²/year for space and water heating when constructed to the minimum requirements of Building Regulations, 2002, and using a boiler with a seasonal efficiency of 75%. This translates into a CO₂ performance of 23.7 kg/m²/year using a gas fired heating system. Meath County Council requires that new housing developments should achieve a 60% reduction in CO₂ emissions associated with space and water heating (i.e. to below 9.5 kg/m²/year), which must include a reduction in energy use for this purpose (i.e. to below 50 kWh/ m²/year) and a contribution of at least 30% by renewable energy systems to meet the collective space and water heating requirements within the development.

In pursuit of these targets, a menu of design and specification options will include the following:

- Site layout and associated bio-climatic/ passive solar design measures;
- Enhanced levels of insulation in walls, roofs, floors, glazing and doors;
- Reduced uncontrolled air infiltration losses;
- Use of healthy and controllable ventilation systems;
- Heat recovery systems;
- Use of daylight;
- Water conservation measures;
- More sustainable building materials;
- Improved heat generation appliance efficiency, e.g. condensing boilers;
- Intelligent heating system configuration and time/temperature/ zone/ function controls;
- Efficient provision of domestic hot water;
- Fuel switching to low or zero CO₂ emitting fuels;
- Energy efficient lighting systems;
- Incorporation of renewable energy systems, e.g. active solar, heat pumps, biomass;
- Provision of appropriate group or district heating systems.

In the case of non-domestic buildings, additional options include:

- Heating, ventilation and air conditioning systems and controls;
- Electrical energy use including motive power;
- Efficient lighting systems and controls;
- Building Energy Management Systems;
- Occupancy controls;
- Monitoring and Targeting systems;
- Combined Heat and Power (CHP).

Other measures which can contribute to the energy efficiency and renewable energy targets can also be considered. This menu approach enables designers and developers to adopt approaches

which are responsive to site and client circumstances and constraints, and offers the flexibility to explore and employ different mixes of options on a case by case basis, to maximise technical and economic feasibility.

Policies

In terms of energy, it is the policy of Navan Town Council and Meath County Council:

INF POL 70	To promote energy efficient solutions to fulfil the energy requirements of development. In deciding applications for medium to large scale residential, commercial and industrial development the Planning Authorities will require that all micro-renewable energy technologies are explored towards the achievement of increased sustainable energy use.
INF POL 71	To support and facilitate the development of enhanced electricity supplies, and associated networks, to serve the existing and projected residential, commercial, industrial and social needs of Navan.
INF POL 72	To locate service cables, wires, piping, including electricity, telephone and TV underground, where possible, and that existing overhead cables and associated equipment should progressively be located underground with future capacity considered and appropriate ducting put in place.
INF POL 73	To ensure high standards of energy efficiency in all housing developments and encouraging developers, owners, and tenants to improve the environmental performance of the building stock, including the deployment of renewable energy.

Objectives

In terms of energy, it is an objective of Navan Town Council and Meath County Council:

INF OBJ 60	To seek a collective average reduction of at least 60% in energy consumption for space and water heating in dwellings, relative to the baseline of existing regulatory and design practice and a contribution of 30% by renewable energy supply systems to meet the collective space and water heating requirements within the housing development.
INF OBJ 61	To seek a collective average reduction of at least 60% in energy consumption for all services, relative to the baseline of existing regulatory and design practice in non residential development and a contribution of 30% by renewable energy supply systems to meet the collective energy requirements within the development.

CHAPTER 8: DEVELOPMENT MANAGEMENT GUIDELINES & STANDARDS



SECTIONS IN THIS CHAPTER
8.0 Introduction
8.1 Residential Development
8.2 Residential Site Development Standards
8.3 Rural Development
8.4 Retail and Office Development
8.5 Other Commercial Development
8.6 Shopfront Design
8.7 Car Parking Standards
8.8 Petrol Service Stations
8.9 Advertising
8.10 Commercial Site Standards
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8.13 Community Development
8.14 Site Development Standards
8.15 Employee Mobility Plans
8.16 Securities

8.0 Introduction

This chapter sets out Development Management Guidelines and Standards for development.

8.1 Residential Development

It is the policy of Meath County Council and Navan Town Council to encourage the establishment and maintenance of sustainable residential communities within County Meath.

The successful design of residential development will depend on a coherent and unambiguous design brief. In dealing with applications for residential development over 0.2 hectare (0.5 acre) or for more than 15 residential units, the Planning Authority will require the submission of a design brief as part of the application documents:

The principal functions of a design brief will be:

- To ensure that the key characteristics of the local context are taken into account from the outset;
- To establish the overall form of the development, based on the density and layout of buildings and spaces;
- To indicate how the layout of roads, streets and open spaces contribute to the spatial hierarchy, as well as linking the development to the rest of the vicinity;
- To indicate how the quantitative and qualitative criteria, which inform the design have been adhered to.

Quantitative criteria refer to density, private open space, public open space, roads, footpaths, car parking standards and internal space standards. Qualitative criteria refer to consideration of safety, privacy, sense of place, variety functions, convenience and aesthetics.

The design of residential development should not be based solely on compliance with quantitative standards. The creation of residential areas with a sense of place should be the priority. In the making of places, road layout and the movement of vehicles should not dictate the internal layout of a housing estate. The design of new residential development should provide for a network of functional and aesthetically pleasing public, semi-private and private spaces rather than merely a hierarchy of roads. It is not the road layout that should be paramount, the design should provide for a network of spaces rather than a hierarchy of roads.

8.1.1 Residential Density

The Planning Authorities in assessing planning applications for residential development will have regard to the recently published '*Sustainable Residential Development in Urban Areas*' Guidelines to Planning Authorities. These guidelines supersede the Departments '*Residential Density Guidelines*' (1999), which advocate the dispensing with the prescription of maximum residential densities.

8.1.2 Qualitative Criteria

In planning any new housing development regard should be had to the department of the Environment, Heritage and Local Government publication "Quality Housing for Sustainable Communities" (2007) and "Sustainable Residential Development in Urban Areas" Guidelines for Planning Authorities (2008).

- Pedestrian and vehicular movement within housing areas should be convenient, safe and pleasant. Within larger housing areas, a clear hierarchy of spaces and roads should be apparent. Movement through estates should be guided by the principles of security, with opportunities for crime and anti social behaviour minimised.

- Estate design should be guided by the principle of lifetime use and recognise the role of housing areas in children's play activities and the needs of the elderly and of persons with a disability. In particular, the layout of roads, footpaths and open space, should facilitate children to move freely and safely around their neighbourhood, and to be able to play in front or within sight of their homes.
- Every effort should be made to eliminate through traffic and long straight roads should be avoided. Where shared surfaces are proposed, vehicle design speeds should be at or near walking pace. This shall be achieved by design features such as curves, ramps, pinch points and other features where appropriate. Parking should generally be off the carriageway, principally within the curtilage of each house.
- In housing developments containing 15 or more units, a mix of house types and sizes should be provided. Variety in design, within a unified concept, is desirable. This may be achieved through scale and massing, roof profiles, materials and decorative details. In smaller schemes, i.e. less than 15 units, uniformity in design and finishes may be desirable and necessary. A strong mix of housing type allows for a greater diversity in the population profile of Navan.
- Public open space within residential developments should be designed so as to complement the residential layout and be informally supervised by residents. They should be visually and functionally accessible to the maximum number of dwellings. The landscape design of open spaces, including the retention of existing features such as an important stand of trees, stream or rock outcrop, must be incorporated into the initial design process. Where such features are being retained, they should be situated in open space to ensure their visual setting and protection. The design and layout of the network of public open spaces should take into account, and make provision for, the need for level areas of sufficient size to accommodate informal sports activities for children. Narrow tracts of open space, which are difficult to manage, are not acceptable. The carrying out of landscaping works should be done in tandem with development where possible, or in the first planting season following completion of the development. Plant and tree species used should be native to the area. Open space and landscaping shall be delivered in tandem with the occupation of residential units.
- Privacy defined as freedom from undue observation is an essential factor in residential layout. Privacy can be ensured by attention to the alignment of new residential buildings and their relationship to each other. Good design in housing layouts, the configuration of houses and their relationship to each other, to open spaces and roads, should aim to provide layouts with adequate private open space and screening so as to achieve freedom from observation.
- New development will be encouraged to optimize usage of orientation and natural sun lighting with single aspect housing being discouraged and multiple aspects being considered an advantage in apartment type development.
- Parking requirements will normally be of the order of one or two spaces per dwelling, depending on dwelling size, access to public transport and accessibility to town centre facilities. Curtilage parking will not necessarily be mandatory with grouped parking an option subject to ensure a high degree of passive surveillance. Underground parking will also be an option subject to acceptable access, circulation and parking space dimension standards, provision of good ventilation and standards of personal safety. Proper provision must always be made in all layouts for access by fire appliances and refuse freighters.

8.1.3 Houses

- All houses should have an area of private open space, exclusive of car parking, to the rear of the building line. For houses (terraced, detached, semi-detached) private open space should be provided in the order of a minimum of 60-75sq.m. for 3/4/5 bedroom units and a minimum of 48sq.m. for 1 and 2 bedroom units.
- A minimum of 22 metres, between directly opposing windows shall be observed. Where sufficient private open space is provided and privacy is maintained, this depth may be reduced for single storey dwellings.
- Screen walls, 2.0 metres in height and constructed in accordance with I.S. 325 shall be provided where the boundaries of the house sites abut roads, pedestrian ways or open spaces, and where the areas of private open space are below the minimum standards outlined above. The walls shall be capped and rendered or other decorative finish consistent with the design/finish of the house design.
- A minimum distance of 2.3 metres shall be provided between dwellings for the full length of the flanks in all developments of detached, semi detached and end terrace houses. This area shall be equally divided between the dwellings so separated. Where garages are provided as single storey annexes to houses, the above separation distance may be reduced, providing a direct through access from front to rear of the dwelling is maintained.
- Public open space shall be provided for in residential development at a minimum rate of 15% of total site area. In areas, which the Planning Authorities have decided that a Framework Plan should be prepared, public open space shall be provided at a minimum rate of 15% of total site area. Where residential developments are close to existing facilities or natural amenities or where in the opinion of the Planning Authority it would be in the interests of the proper planning and sustainable development of the area, the Planning Authority may require a financial contribution towards the provision of public open space or recreational facilities in the wider area in lieu of public open space within the development.
- The use of hard landscaping elements such as paving, cobbled areas, etc. should play an increasingly important role in the design and presentation of open space concepts. Hard play areas such as all weather surfaces should also be taken into account when assessing new proposals.

8.1.4 Apartments

The Planning Authority is aware that in areas of multiple occupancy developments, there are a gather number of people. This can adversely affect the amenities of the area – increased traffic generated coupled with car-parking requirements, lack of commitment to (public and private) open space maintenance (particularly when residents may not be home owners), increased noise, nuisance and general disturbance. The subdivision of existing dwelling houses into apartments/flats will not generally be permitted within residential estates designed and developed for single family occupancy. Planning applications for the development of apartments are subject to the following guidelines and standards:

- Apartment development should have a high quality of building design and site layout and have due regard to the character of the adjoining streetscape or landscape. They will not normally be permitted on sites surrounded by or gaining access through family occupied suburban housing estate development. They may be acceptable within housing developments when planned or constructed as part of such development but will only be permitted where a satisfactory degree of separation from standard suburban housing, in terms of design, height and layout is achieved to the satisfaction of the Planning Authority.

- The Planning Authority will have regard to the principles as outlined in the Department of the Environment, Heritage and Local Government (2008) publication on “Sustainable Residential Development in Urban Areas” Guidelines for Planning Authorities, in considering the density and layout of housing estates. Housing densities should be appropriate to the location of the development and have regard to pattern and scale of adjoining development.
- The maximum heights of apartment developments in residential zones or in areas with a suburban residential character will be determined on a site by site basis by the Planning Authority. A significant consideration will be the manner in which the adequacy of the site area allows the building to be sited in a manner which will not interfere with the scale, amenities or visual quality of existing development. To this end, it will be necessary to have adequate open space in addition to parking space and tree screening so that a satisfactory transition from the scale of any neighbouring buildings of lower height may be achieved.
- In the case of apartment blocks, particular attention must be paid to the location of communal open space for the residents. This open space should not be unduly overshadowed by the blocks and be laid out in such a fashion as to provide for ease of maintenance. Secluded sunny areas and shade should be provided by a careful choice of planting. Public open space shall be provided at a minimum provision of 15% of the total gross area of the site. Fuel and bin storage areas shall be provided.
- Car parking should be broken up by planting and located where they do not obtrude onto the layout and yet provide for reasonable convenience of users. Only minor areas of car parking, primarily for visitors, will be permitted between the block and the road boundary.
- Car parking space will be calculated on the basis of 1.5 - 2 spaces per residential unit. Where development is likely to involve significant letting, an innovative car-parking layout should be proposed to accommodate increased car parking within the curtilage of the site above the standards outlined above. Visitor car parking will be calculated on the basis of 1 space per 2 apartments.
- The Planning Authority will generally seek apartment units larger than the minimum standards set out in the DoEHLG Planning Guidelines on Sustainable Urban Housing: Design Standards for New Apartments (2007 or as may be superseded).

8.1.5 Family Flat Extensions

The creation of a family flat, generically referred to as ‘granny flats’, to be occupied by a member of the occupant family is generally acceptable, provided it is not a separate detached unit, and it is possible to provide direct access to the remainder of the house. There shall be no permanent sub division of the garden / private amenity space. The flat shall not be let or sold, other than as part of the overall property and shall revert to being part of the original house when no longer occupied by the family member. The design should ensure that the flat forms an integral part of the main dwelling unit capable of reintegration for single family use.

8.1.6 Extensions

In assessing an application for a house extension, the Planning Authority will have regard to the following:-

- The Department of the Environment, Heritage and Local Government (2008) publication on “Sustainable Residential Development in Urban Areas – Guidelines for Planning Authorities” in considering the existing site density and remaining private open space.

- The need for high quality designs for extensions will be required that respect and integrate with the existing dwelling in terms of height, scale, materials used, finishes, window proportions etc.
- Pitched roofs will be required except on some single storey rear extensions. Flat roof extensions visible from public areas will not normally be permitted.
- Impact on amenities of adjacent residents, in terms of light and privacy. Care should be taken to ensure that the extension does not overshadow windows, yards or gardens or have windows in the flank walls which would reduce a neighbour's privacy.
- Effect on front building line – extensions will not generally be allowed to break the existing front building line. However a porch extension which does not significantly break the front building line will normally be permitted. In terrace and semi-detached situations, extensions which significantly protrude beyond the front line building line and/or along the full front of the house will not be permitted.
- In the case of a single storey extension to the side of a house, the extensions should be set back at least 150mm from the front wall of the existing house to give a more satisfactory external appearance.
- In some circumstances a gap of 1m is to be retained between the extension and the neighbouring dwellings so as to prevent dwellings which were intended to be detached from becoming a terrace.
- Dormer extensions should not obscure the main features of the existing roof, i.e. should not break the ridge or eaves lines of the roof. Box dormers should be provided.
- Front dormers should normally be set back at least three-tile courses from the eaves line and should be clad in a material matching the existing roof.
- Proposed side extensions must retain side access to the rear of the property where possible.
- Ability to provide adequate car parking within the curtilage of the dwelling house.

8.1.7 Conversion of Existing Houses

Conversions of houses and apartments to other uses will not normally be permitted. The conversion of part of a dwelling to a medical or dental surgery will normally be permitted where the dwelling remains as the main residence of the practitioner. The conversion of houses to apartments in predominantly single family dwellings will not normally be permitted as such conversions would lead to deterioration in the residential amenities of these areas. However, in the subdivision of large houses and houses on primary traffic routes in the town centre may be permitted under certain circumstances, where such factors as the extent of open space within the site boundaries, tree planting, car parking spaces, etc. would permit satisfactory conversions. Design considerations include that the internal space accords with the DoEHLG recommended standards. Individual units should be self-contained with their own bathroom facilities and refuse bin storage area and washing/drying facilities which are accessible to the occupants of that unit.

8.1.8 Home Based Economic Activity

Home based economic activity is defined as small scale commercial activity carried out by residents of a house which is subordinate or ancillary to the use of the dwelling as a place of residence. In dealing with applications for such developments, the Planning Authorities will have regard to the following:

- The nature and extent of the work;

- The effects on the amenities of adjoining properties particularly as regards hours of operation, noise and general disturbance;
- The anticipated level of traffic generation;
- The generation, storage and collection of waste.

Permissions for such partial change of use will be restricted to use by the applicant and may be temporary, for a three year period, in order to enable the Planning Authorities to monitor the impact of the development. Permission will not normally be granted for such changes of uses in apartments.

8.1.9 Childcare Facilities

The provision of childcare facilities is subject to the Child Care Act and the Child Care (Pre School Services) (No.2) Regulations, 2006 and Child Care (Pre School Services) (No.2) (Amendment) Regulations 2006. The Planning Authorities recognise the need for properly run and conveniently located childcare facilities in Navan. It is the policy of Navan Town Council & Meath County Council to implement and be guided by the Planning Guidelines on Child Care Facilities, 2001.

Applications for childcare facilities in a residential area will be assessed on the basis of their impact in terms of noise, loss of residential amenity, traffic generation and general disturbance. In general, the factors to be considered in determining a planning application for a childcare facility are as follows:

- Compliance with the Child Care (Pre School Services) (No.2) Regulations, 2006 and Child Care (Pre School Services) (No.2) (Amendment) Regulations 2006;
- The suitability of the site and building;
- The size and nature of the facility proposed (i.e. seasonal or full day care);
- The effects on the amenities of neighbouring residents;
- The availability of easy access to public transport and the availability of safe and convenient arrangements for dropping off and collecting of children and for staff car parking;
- The adequacy of the local traffic circulation system and the prevailing local traffic conditions;
- The adequacy of outdoor play areas, separated from car parking and service areas;
- Ease of access for all.

Large detached properties, at/near the entrance to housing estates, with off street parking, provide the most suitable properties for conservation. Alternative sites may be considered subject to proposals adhering to proper planning criteria.

The Planning Authorities will consider proposals for purpose built or converted childcare facilities within residential estates, where they are suitably located and are of a scale appropriate to the area. Where a large housing development is proposed, i.e. 75 or more dwelling units, the Planning Authorities may require the designation of an appropriate house or the provision of a purpose built unit for childcare facilities and in deciding whether to do so shall have regard to the existing level of childcare provision in the area.

8.1.10 Parking in Front Gardens

The cumulative effect of removal of front garden walls and railings damages the appearance of suburban streets and roads. Consequently, proposals for off street parking need to be balanced against loss of amenity. Where permitted, “drive-ins” should:

- Not have outward opening gates.
- Have a vehicular entrance not wider than 3 metres.
- Have an area of hard standing (parking space of 2.5 m x 5 m).
- Retain the balance as garden.
- Have gates, walls and railings made good.

Where adjoining householders intend to construct drive ins, a more efficient use of garden space can be achieved by the use of a shared vehicular entrance to serve both houses. Alterations necessary to the footpath will be carried out by the Local Authority at the applicant’s expense or by the applicant at the applicant’s own expense under the supervision of Meath County Council.

8.2 Residential Site Development Standards

8.2.1 Services

In general, applications for housing development on unserviced and unzoned lands within the Development Plan boundary will be regarded as premature. Where water and / or sewerage infrastructure is privately provided, the type and design shall be in compliance with the standards set by the Planning Authorities. All sewerage systems should conform to the proper planning and sustainable development of the area and public health standards. Septic tanks, individual and/or group schemes will be required to connect up to the public sewerage scheme when it is provided. For guidance on services associated with residential developments, refer to ‘Recommendations for Site Development Works for Housing Areas’, 1998 by the Department of the Environment & Local Government.

8.2.2 Art Work

Proposals for medium to large scale housing developments shall provide a monument/art feature or similar. The financial provision of this art work shall be borne in full by the developer. In addition, the selection of the art piece shall be done in conjunction with Meath Arts Office and the Elected Members of the area in which it is situated.

8.2.3 Screen Walls and Boundaries

Screen walls constructed of brick/stone/rendered blockwork, 2.0 metres in height and constructed in accordance with current standards and regulations shall be provided to enclose private open space and where the boundaries of the house sites abut roads, pedestrian ways or open spaces. The walls shall be capped and rendered or other decorative finish consistent with the design/finish of the house. A uniform treatment for the boundaries of individual sites shall be implemented throughout a residential development. In general front boundaries shall be defined by walls or fences at least 0.5 metres high in keeping with the house design. Open plan front gardens will only be acceptable in innovative layouts and where a high level of safety is achieved. Open plan gardens will not be allowed on main access roads.

8.2.4 Parking Provision

Car parking spaces will be calculated on the basis of one/two spaces per dwelling unit depending on dwelling size, access to public transport and local facilities. These may be provided on site or on street. Appropriately designed on-street car parking will be encouraged so as to facilitate increases in residential densities at appropriate locations. This parking may be provided as a shared parking area or bay, which may be integrated into the overall development, or provided on-street where road widths are developed to adequate standards. In general, no more than 10-15 spaces will be provided in a shared parking cluster, in the interest of visual amenity. Within group

parking areas, consideration will be given to the visibility of residents' cars (from their homes if possible), convenience, and the need to soften the impact of group parking by landscaping. In some older residential areas, small front gardens and original features such as railings are characteristic of the overall development scheme, and in such areas on site car parking in front gardens / patios may not be permitted. Proposals for off street parking need to be balanced against loss of amenity (visual and physical) and will be considered in light of traffic flows and car parking in the vicinity.

8.2.5 Name of Residential Developments

The name of residential and road developments shall be in Irish and reflect local place names, particularly townlands or local names which reflect the landscape, its features, culture and /or history, within which developments are located, including names of historical persons who have some association with the area as agreed by the Navan Area Committee and Navan Town Council. The names of roads shall be accompanied by an English translation, if appropriate. Name plates should be fixed to walls and buildings where they can be clearly seen. In order to assist the public and postal authorities, all houses within housing estates or in comprehensive street developments shall be provided with numbers and / or names, which shall be visible from the adjoining roadway. Street nameplates, in Irish & English, should be erected on all estate roads at a location that is clearly visible to the motorist. Ideally, they should be placed at junctions to be of maximum assistance to the navigating motorist, cyclist or pedestrian.

8.2.6 Maintenance & Management

Section 34 (4) (i) of the Planning & Development Acts 2000-2014, provides for the inclusion of conditions attached to a planning permission regarding the maintenance or management of a proposed development. This includes the establishment of a Management Company or the appointment of a person or body of persons to carry out such management or maintenance. Provisions for estate management should be put in place in order to maintain the amenity, quality and visual quality of a development once the development is complete. Details of the Management Company, inclusive of the framework of the Management Company, must be agreed with the Planning Authority prior to the commencement of development. There are a number of elements in good management practice, which should be adhered to, some of which are identified below:

- Establish a management agency, with a Board, including representatives of the residents, to oversee estate management.
- Develop policies in relation to the maintenance of common areas, lighting, security, cleaning, etc.
- Develop policies in relation to the overall appearance of the development.
- Formulate a code of conduct for all residents in relation to issues such as noise levels, parking, conduct of business from home, etc.
- Identify costs such as estate management and levy each household appropriately. The Planning Authority will make financial provisions for costs levied on social housing residents of a development.

8.3 Rural Development

Traditional buildings in the countryside evolved in response to their setting and function on the land. They blend sympathetically with their surroundings and do not appear incongruous in the landscape. It is essential that similar care is exercised in the siting and design of new buildings to ensure they too can integrate harmoniously with their surroundings and thereby protect the amenity and character of the countryside.

The determination of whether a new building integrates into the landscape is not a test of invisibility; rather it requires an assessment of the extent to which the development of the proposed site, including necessary site works, will blend in unobtrusively with its surroundings. The main criteria against which the degree of visual impact will be considered include:

- The location of the site within the landscape, the position of the building within the site and its relationship with surrounding buildings. This will help determine whether the development will be a prominent feature in the landscape;
- The attributes of the site and its landscape surroundings and whether these provide sufficient enclosure for the new building. This includes the existence or otherwise of natural boundaries and/or a visual backdrop, and whether there is any intervening vegetation or natural features between the site and critical views; and
- The suitability of the design of the building for the site and its locality, including its form, scale and massing. The assessment of integration will be judged from critical views along stretches of the public road network, shared private lane-ways serving existing or approved dwellings, public rights of way and other areas of general public access and assembly, e.g. a car park.

New buildings that would read as skyline development or occupy a top of slope/ridge location or otherwise be a prominent feature in the landscape will be unacceptable. New buildings should be sited to take advantage of the opportunities afforded by existing mature planting, hills, slopes or other natural features to provide suitable enclosure. These features can provide a visual backdrop to development and equally where located in the foreground between the site and critical views can assist integration by filtering views of the new building. A group of existing buildings, such as a farm complex may also provide an opportunity to sensitively integrate a new building provided this does not adversely impact on rural character.

Where trees provide enclosure or a backdrop to a site they should be retained and where necessary augmented by new planting with native or other species characteristic of the area. This will assist the integration of the new building and help promote biodiversity. Care should be taken to ensure that an appropriate distance is maintained between tree root systems and building foundations, so neither is compromised.

While new tree planting for integration purposes will be considered together with existing landscape features, new planting alone will not be sufficient. A building on an unacceptable site cannot be successfully integrated into the countryside by the use of landscaping. New planting will inevitably take a considerable length of time to mature and in the interim will not mitigate the impact of new development. Similarly a new building that relies on significant earth works, such as mounding or cut and fill for integration will be unacceptable.

Due to the widespread views generally available in flat landscapes or exposed hill areas, it is all the more important to ensure that new buildings integrate well with their surroundings. In such areas, poor siting and design carries with it a greater potential for adverse impact on visual amenity and rural character. Particular care is therefore required in site selection so that new buildings will integrate into these landscapes.

Design

The form and proportions of a new building are key elements in the design and strongly influence its visual impact on the landscape. If form and proportion are wrong, then little can be done with any other features to mitigate the impact of a poor design. Where the scale, form or massing of a building would make it dominant or incongruous in the local landscape, planning permission may be refused.

The most successful rural designs are those which use the simple shapes and forms of traditional buildings. Where a return is provided, it is normally to the rear with only a porch on the front

elevation. The roof is either gable or hipped depending upon the locality and chimneys are positioned along the ridgeline.

A good relationship of solid wall to openings, such as windows and doors, is extremely important in a rural setting. Windows are traditionally small and vertical in proportion. Secluded elevations screened from public view may provide opportunities for design innovation, provided the overall design and orientation are acceptable. New houses, particularly bungalows, favour larger areas of glass usually with a horizontal emphasis out of keeping with traditional design. Unusually large horizontal windows on elevations facing roads or footpaths are not acceptable and should be avoided. Picture windows, balconies and patio doors are more effectively located on the secluded elevations where shelter and personal privacy can be guaranteed, provided the overall design and orientation are acceptable. Unequal pitched roofs reflect the traits of suburban rather than rural architecture and will normally be unacceptable. Similarly, buildings where the roof is designed to span the length, rather than the width of the structure, will normally be unacceptable.

Relative simplicity of design and discretion in the use of materials, texture and colour will greatly enhance the appearance of a building. The use of non-traditional materials such as brick, concrete and random stone-cladding tends to introduce too much diversity of colour and texture. Combinations of materials on walls, the use of feature panels and excessive ornament should be avoided. Where appropriate, applications for buildings in the countryside should include details of proposals for site works, retention or reinstatement of boundaries, hedges and walls and details of new landscaping.

Access and Other Ancillary Works

New accesses are often a visible feature of new buildings in the countryside and on occasion can be more obtrusive than the building itself, particularly if they include ornate walls, gates and fencing. Wherever possible access to a new building should be taken from an existing lane-way. Where a new access drive and services, such as electricity and telephone lines, are required, they should be run unobtrusively alongside existing hedgerows or wall lines and accompanied by landscaping measures. Access driveways should respect site contours and cross them gently, thus integrating the building with its entrance and site. Sweeping driveways which create a suburban emphasis and access arrangements, will not be acceptable. The traditional field pattern should be preserved and roadside and field boundary hedges and stone walls retained or reinstated following any access works. Retention or reinstatement of boundaries, hedges and walls is an important element in mitigating the impact of new development and where necessary will be controlled by condition.

8.4 Retail & Office Development

8.4.1 General

Suburban shopping and office development is subject to control to avoid erosion of demand for town centre floorspace. Developers should bear in mind that:

- Infill development should reflect the architectural character of its surroundings in terms of height, massing, materials and design.
- In cases where car parking is permitted, a reasonably attractive layout incorporating and /or screening will be required.

8.4.2 Office Development

The Planning Authorities will encourage over counter office development to be located in the town centre. The use of vacant or underutilized upper floors for office development will be encouraged by the Planning Authorities. Outside of the town centre, applications for office development will normally only be considered within the Industrial & Business Park, on industrially zoned lands or on appropriately identified 'Gateway' sites. All new office developments outside of the Town Centre will be required to provide a minimum of 10% Open Space. Where offices are proposed on lands zoned for industry, such development will be

required to provide a minimum of 10% Open Space in addition to a minimum of three metre strip of landscaped open space along all roads.

8.4.3 Retail Development

Having regard to the recommendations of the *'Retail Planning Guidelines for Planning Authorities'* published by the DoECLG in 2012, and the *'Retail Planning Strategy for the Greater Dublin Area'* 2008, it is generally the objective of the combined Planning Authorities to encourage central locations for new retailing activity and consider the needs of residential neighbourhoods in catering for local shopping needs.

8.4.4 Shopping Centres

Shopping Centres must conform to the highest urban design standards. The design must ensure that the proposed centre will be integrated with, and be complementary to, the streetscape where it will be located, or in accordance with detailed urban design framework.

It is a requirement of the Planning Authorities that proposals for major retail centres such as shopping centres and food outlets are accompanied by specific measures to address the following issues;

- The scale of the proposal in relation to its planned catchment and existing floorspace provision including a Retail Impact Study on established centres.
- The ability of the proposal to be adequately serviced in relation to car parking, public transport and pedestrian and cyclist access and facilities.
- The creation and enclosure of, good pedestrian space at an appropriate scale.
- A good mix of uses to increase activity and passive security, particularly in the evening time.
- The provision, within the overall design of the centre, of public facilities such as childcare facilities, toilets, advice centres, public telephones, etc.
- The provision and design of street furniture including public art, telephones, seats, litter bins, etc.
- The provision of residential uses, particularly apartments and maisonettes, as an integral part of the centre, in order to increase the evening activity and security of the centre.

The design and layout of buildings, including materials, should discourage graffiti and other forms of vandalism. Service areas should be out of sight of surrounding residential and pedestrian areas. Tree planting and landscaping must form part of the overall design of the Centre, plans of which must be prepared by a fully qualified landscape architect.

In addition, the use of 'roll-down' or external type security screens will not normally be considered in retail development generally in central areas and where the provision of screens is considered imperative, the use of perforated external and back lit screens or translucent internal screens will be considered.

8.5 Other Commercial Development

8.5.1 Industry, Warehousing and Business Park Developments

Industrial and commercial developments on Greenfield sites will be required to satisfy minimum requirements for design regarding location, layout, finishes, access, tree planting and landscaping, boundary treatment, water supply, drainage, and effluent disposal. In addition, sufficient space

shall be reserved within the curtilage of the site for parking of all employees and visitors cars for the loading and unloading of vehicles. It is intended that such developments should leave one-third of the site free from buildings and that adequate rear access to business premises be made. Adequately screened on-site storage shall be provided for raw materials, waste products and finished goods. A high standard of design, finish, layout and landscaping will be required for industrial, warehousing and business park development. Comprehensive landscaping plans must be prepared by a fully qualified landscape architect and shall be submitted at application stage. Where proposals for these types of developments would generate a large volume of HGV traffic, they shall not be located where they would encourage movement of such traffic through residential areas. It is essential that each industrial/warehousing unit be provided with adequate space for loading and unloading goods, including fuels, in an area clear of the public road and preferably behind the building line. Approximately one third of the site must be kept free from buildings. In the case of development for two or more industrial/warehousing buildings, a uniform design for boundary fences, roof profiles and building lines is essential. Areas between the building and the road boundary may include car parking spaces, provided an acceptable landscaping scheme is incorporated.

Industrial/warehousing/business park developments should present a pleasant aspect helped by tree planting, the careful design of signage, screening of storage space and unobtrusive loading and parking space. A variety of unit size shall be provided to cater for the different needs of potential occupants. There are also developing opportunities for enterprise in the areas of waste recycling and conservation. As part of the Planning Authorities' commitment to sustainable development and to positively discriminate towards such types of activities, the application of development levies for this type of activity will be reviewed in individual circumstances. The Planning Authority will require details of the nature of the proposed activities and of the means of controlling effluents, noise, light, solid waste and gaseous emissions from these activities together with ameliorative measures as part of a planning application.

In assessing an application for development, the Planning Authority will weigh the development against its impact on the environment. Applications for industrial/commercial developments will be considered having regard to the following:-

- **Zoning of area (if applicable)** – More favourable consideration will be given to development in their appropriate zones having regard to the Zoning Matrix Table.
- **Site coverage** – The maximum site coverage for industrial/commercial development on Greenfield sites shall be no more than 40% coverage. Site coverage is determined by dividing the ground floor area by the gross site area.
- **Sustainability Statement** – is required for all large scale industrial/commercial development above 5,000sq.m.
- **Design of buildings/structures on site** – In existing industrial estates, new developments may be required to adhere to an overall architectural theme to ensure uniformity and co-ordination.
- **Height** – The height of buildings should be no more than necessary for the operation of the business and should take account of the land-uses, character and amenities of the area.
- **Neighbourhood uses** – Location relative to adjacent land uses – if the development constitutes a “bad neighbour” it will not be permitted.
- **Use** – nature and scale of operations. Full details of proposed use, including industrial processes involved, any toxic materials, chemicals or solvents used should be submitted to the Planning Authority.

- **Hours of operation** – Particularly where the proposed development is located in proximity to residential areas.
- **Services** – Availability of adequate services to serve the development – water, sewerage, etc.
- **Access** – Traffic congestion, access and road safety. Generally one vehicular access point will be permitted to serve the development with a minimum carriage way width of 7.5 metres with a 2 metre wide footpath to either side. Adequate turning areas must be provided within the curtilage of the site unless satisfactory alternative arrangements are agreed with the Planning Authority.
- **Parking** – Functional parking provision (car parking for staff/visitors, loading/unloading areas etc.) in accordance with Planning Authority's vehicle parking standards.
- **Storage** – All external storage including bin storage, oil tanks, etc. shall be visually screened from the public areas with adequate screening by fencing or walls of not less than 2 metres in height.
- **Fuel & Waste Storage** – Proposals for and location of safe storage on site and disposal of waste is required. A storage area of sufficient size for all recyclable materials generated from the development to the requirements of the Waste Management (Packaging) Regulations 2003 to 2006, as amended, should be provided. All over ground oil chemical storage tanks should be adequately bunded to protect against spillage.
- **Boundary Treatment and Landscaping** – Proposal should be accompanied by a survey of existing vegetation on the site and a suitable landscaping scheme using native species to screen the development from public areas. Existing trees and hedgerows of amenity should be retained where possible. No security fencing will be permitted forward of the front building line of any industrial or warehouse facility other than during the construction phase of the development.
- **Lighting and Noise** – Impacts resulting from lighting and noise from sites should be minimised. A detailed study may be required prior to the commencement of development in sensitive locations (e.g. adjacent dwelling houses, nursing home etc. to outline probable impacts and mitigation measures. Noise level arising from any development should not exceed 45 Db (A) Leq, when measured at the site boundaries by daytime and should not exceed 45 Db (A) Leq at any other time. Lower noise limits may apply in areas where background noise levels are particularly low.

8.5.2 Extractive Industry

General

The Council recognises the importance of extractive industry in the economic life of the County, and importance as a valuable source of employment in parts of the County. It is an objective of the Council to ensure that extractive developments do not adversely affect the environmental, tourism, local communities, residential qualities and/or any adjoining existing land uses in the area. In particular, the Council will seek to protect areas of geological or geomorphological interest, groundwater and important aquifers, important archaeological features and Natural Heritage Areas from inappropriate development. The Council will facilitate the exploitation of the County's natural resources where there is a proven need for a certain mineral/aggregate. Control will be exercised over the types of development taking place in areas containing proven or potential extractive deposits in the interests of proper planning and sustainable development. In such areas, only development compatible with mining or quarrying activities will be permitted in areas being or likely to be used for these purposes.

In appropriate circumstances the Council shall seek the safeguarding of deposits of minerals from permanent development that would prevent or hinder their subsequent extraction. Transportation of minerals on public roads must be done in such a manner as not to cause nuisance to other road users. Such extractive operations should have good access to the National and/or Regional road network. A contribution towards the improvement of public roads serving a proposed and/or existing extractive development which are considered to be inadequate in width, alignment or structure to carry the size and weight of loads proposed as are necessary to safely accommodate such traffic, will be required by the Council as a condition of any permission granted. Where improvements cannot be achieved the proposal will be refused.

It is an objective of the Council to ensure that all worked-out pits be rehabilitated to suitable land uses and screened appropriately as part of an aftercare programme. To this end, bonds or levies and a comprehensive restoration/rehabilitation and landscaping plan will be required by the Council as a condition of any permission granted to ensure satisfactory reinstatement on completion of extraction. The need for a full Environmental Impact Assessment shall be investigated by the Applicant/Developer's legal advisors with direct consultation with the Planning Authority.

Permissions will normally be granted for a temporary period, usually for five years, allowing a development's impact to be assessed.

Rehabilitation

All extractive sites shall be subject to rehabilitation and landscaping programmes in phase with the extraction.

Bonding

Operators will be required to submit bonds, to secure proper rehabilitation of extraction sites. The past record of the operator will be taken into account.

8.5.3 Forestry

The Council recognises the economic and recreational potential of forestry. Forestry as a land use and its ancillary development will be encouraged in suitable areas subject to such development not interfering with significant views or prospects or being unduly obtrusive in the landscape. The Council will co-operate with the Forest Service in promoting greater recreational use of state forests in the County. In cases where forestry development is likely to adversely affect public roads, charges will be levied on developers to defray the improvement/maintenance costs of such roads. In order to avoid acidification of our soils and water courses from coniferous plantations and to promote bio-diversity in so far as it is possible, the Council will actively promote the planting of deciduous trees.

Given the need to restructure agricultural practises the Council will assist the development of forestry particularly deciduous forestry as an alternative agricultural land use. The Council will endeavour to protect residential amenities of rural dwellers by the establishment of an appropriate area free from afforestation. The Council will endeavour to ensure that linear felling of trees is not encouraged in exposed or scenic areas.

8.5.4 Wind Energy

The Council is committed to assisting in the development of alternative energy sources for environmental as well as energy policy reasons. Regard will be had to guidelines in dealing with wind energy proposals in so far as they impact on the proper planning and development of the area, as detailed in 'Wind Energy Development – Guidelines for Planning Authorities' (DOEHLG, 2006), and any subsequent publication. Regard will also be had to the 'European Best Practise Guidelines for Wind Energy Development', (European Wind Energy Association). Guidelines are also published by the Irish Wind Energy Association (1997), NGO's (Irish Peatland Conservation Council, Birdwatch Ireland, Earthwatch, An Taisce, Irish Wildlife Trust

and Mountaineering Council of Ireland, 1996) and Friends of the Earth (1997). It is the policy of the Council to facilitate the development of the natural resources and renewable energy potential of the County to envelope the prime objectives of:

- A framework for Local Agenda 21 (Part 2. Management of Natural Resources);
- The National commitments of the Earth Summit 1992, and future commitments at Kyoto,
- Earth Summit, Dec. 1997;
- National and EU targets for renewable energy generation (30% of total electricity capacity by renewable resources by the year 2020), (Government white paper on energy).

Any proposals for the development of wind power will need to be supported by both a technical and an environmental statement prepared to an acceptable standard. In this regard applicants applying for wind energy development are advised to consult with the Planning Authority before detailed proposals are drawn up. Consultations should also be held with the appropriate bodies, such as Department of Transport, Energy and Communications, The Irish Energy Centre and the ESB. In addition, potential applicants are advised to consult with the Department of Arts, Culture and the Gaeltacht, Forestry Service, Irish Aviation Authority and other appropriate statutory and non-statutory bodies in areas which may require special protection. In general the Council will encourage wind energy in so far as such developments would not have an adverse affect on residential amenities, views or prospects, Special Areas of Conservation, NHAs, SPAs, Protected Structures, aircraft flight paths, by reason of noise or visual impact.

The following conditions will apply where Wind Farms are permitted:

- (a) Blades must rotate in the same direction;
- (b) Layout should be compact;
- (c) Sky lining should be avoided;
- (d) Three-bladed machines should be deployed;
- (e) Solid towers should be used;
- (f) Towers and blades should be finished in matt grey colour;
- (g) All grid connection within the site to be underground;
- (h) This may also be a requirement further afield in certain circumstances;
- (i) No fencing to be permitted on any part of the site;
- (j) Access roads to be unsurfaced;
- (k) Structures must be decommissioned at the life expiry of the farm and the site reinstated.

8.5.5 Agriculture

The design, scale, siting and layout of agricultural buildings should respect, and where possible, enhance the rural environment.

In visually sensitive areas, the Council will seek to group together and site buildings in an appropriate manner, and require the use of harmonious external materials to minimise obtrusion on the landscape. The use of dark coloured cladding, notably dark browns, greys, greens and reds are most suitable for farm buildings, and roof areas should be darker than walls.

The Council will require that agricultural developments comply with the Department of Agriculture's 'Guidelines on Control of Pollution and Farmyard Wastes', 1985, and as they may be amended. The Council will exercise its powers under the Planning Acts and under the Water Pollution Act to ensure that agricultural development will not cause pollution to watercourses. All new and existing agricultural developments will be required to ensure that all effluent, including yard run-off, is collected and stored within the confines of the development.

When assessing the adequacy of effluent handling facilities the following will be considered to be soiled waste:

1. Slurry;
2. Soiled water run-off;
3. Milk washings;
4. Silage effluent, and;
5. Dungstead.

New piggery developments exceeding 3,000 pig units (1 sow litter = 10.p.u, 1 pig = 1 p.u.) shall preferably be sited a minimum distance of 5 km from existing population centres exceeding 200 persons. The following shall be taken into consideration:

(a) Where considered warranted by the Sanitary Authority, a treatment plant shall be provided for piggery developments;

(b) The developer shall have all lands available for spreading in their ownership;

(c) Management controls for slurry spreading shall have regard to:

1. Spreading rates based on assessment of lands concerned;
2. Storage tank capacities with at least 6 months winter storage;
3. Time of spread;
4. Distance from water-courses, with a minimum distance of 30 m in all cases, and;
5. Distance from houses and public buildings, with a minimum distance of 100m except with the consent of the owner.

(d) Band spreading or soil injection of all slurries shall be a prerequisite for all piggery developments. Slurry spreading by splash plates shall not be permitted. The use of odour masking agents when slurry spreading shall be required in appropriate developments;

(e) Where other than the public water supply is being utilised as the source of water supply, the applicant shall satisfy the Planning Authority as to adequacy of source.

Where an application for an intensive piggery development is made the following will generally be the council's requirements:

1. Prior scoping with the developer of a comprehensive E.I.S. covering all relevant impacts both physical and socio-economic, and;
2. Acceptance of the E.I.S. only on the basis of proper treatment of all impacts on a multidisciplinary basis and inclusion of technological mitigating measures, where appropriate.

8.5.6 Automatic Teller Machines

The provision of Automatic Teller Machines (ATM's) will be strictly regulated, having regard to the following:

- The need to protect the character of the building or shopfront that they are incorporated into and in particular, Protected Structures including Proposed Protected Structures and within Architectural Conservation Areas.
- The design and location must be such that they are accessible to all.
- There should not be more than one ATM in any one shopfront so as to avoid the creation of a dead shop-front.
- The need to control the amount of litter generated by these machines.
- Signs and logos shall be discreetly incorporated into the overall design.

- The avoidance of a traffic hazard.
- The operators coming to a satisfactory arrangement with Navan Town Centre & Meath County Council in relation to litter control.

8.5.7 Takeaways, Amusement Arcades, Night Clubs & Licenced Premises

In order to maintain the appropriate mix of uses and protect night time amenities in a particular area, it is the objective of Navan Town Council & Meath County Council to prevent an excessive concentration of the above uses and to ensure that the intensity of any proposed use is in keeping with both the scale of the building and the pattern of development in the area.

The provision of any of the above will be strictly controlled, having regard to the following, where appropriate:

- Noise at the boundaries will be carefully monitored and noise insulation measures will be required at the time of the submission of the planning application. Other effects of the development on the amenity of nearby residents must be assessed prior to the granting of planning permission, i.e. general disturbance, hours of operation, car parking, litter and fumes.
- New buildings must be designed to prevent noise escaping and with adequate provision for refuse disposal, storage and collection.
- The number and frequency of such facilities in the area.
- The need to safeguard the vitality and viability of shopping areas in the town centre and to maintain a suitable mix of retail uses.
- An important consideration for the Local Authorities is the number and frequency of events in such facilities.
- Façade design will be carefully controlled by the Planning Authority and in particular the type and degree of advertising signage and lighting. The design shall respect the character of the street and the buildings.
- Locations for larger scale night-time uses, such as super-bars or night clubs, should, wherever possible, have good access to public transport at closing time. An efficient and regular public transport service should be encouraged to serve the town centre late into the night and contributions towards funding this can be sought from developers via appropriate conditions.
- The operators coming to a satisfactory arrangement with Navan Town Council or Meath County Council in relation to litter control prior to the opening of the premises.

The larger leisure complexes which contain a mix of uses e.g. cinema, bowling and restaurant will be examined on their merits.

8.5.8 Nursing Homes

There is a continuing and growing need for nursing homes in Navan. In general, these facilities should be integrated wherever possible into the established residential areas of the town, where the residents can expect reasonable access to local services. In determining planning applications for change of use of a residential dwelling or other building to nursing / elder care home, the following factors should be considered:

- Compliance with the standards as laid down in Statutory Instrument No. 226 of 1993 i.e. Nursing Homes (Care and Welfare) Regulations, 1993, as may be amended.
- The affect on the amenities of adjoining properties.
- Adequacy of off street car parking.
- Suitable private open space.
- Proximity to local services and facilities.
- The size and scale of the facility proposed – the scale must be appropriate to the area.

Lands have been reserved in Johnstown Village to provide a retirement complex to include associated housing comprising of assisted living units, nursing home and associated medical facilities.

Objective

In terms of nursing homes, it is an objective of Meath County Council and Navan Town Council:

DM OBJ 1	<p>To provide a retirement complex to include associated housing which shall comprise of assisted living units, nursing home and associated medical facilities. Development of the subject site shall comply with the above objective. Any planning application for the development of this site must deliver the following:</p> <ul style="list-style-type: none">• Design concept for the overall layout of the proposal;• Assisted living units;• Dedicated area of public open space;• Details on the access arrangements and parking arrangements;• Pedestrian linkages throughout the site;• Provision of footpaths and lighting linking the development site to Johnstown Village, and• Careful consideration of the neighbouring residential units should be addressed in the layout of the proposed development.
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8.6 Shopfront Design

Traditional shopfronts are frequently based on classical architectural features, adapted to the practical needs of shops and by changing fashions. A typical shopfront would comprise a display window, often divided with decorative glazing bars or mullions and transoms, surrounded by a stall riser below, pilasters on each side and a fascia, for signage, above. The door was often recessed beside the window. Decorative corbels or consoles were used at each end of the fascia. Good proportions and attractive designs were achieved by following these principles. The style of decoration has varied over the years and at different periods, classical, gothic, art nouveau and other styles have been used.

In the case of modern shopfronts, creative interpretation of traditional design principles can create innovative designs so generating visual interest whilst not detracting from the property or area generally. The Planning Authorities accept that retailers wish to trade on the basis of house colours and styles. However, a retailer's corporate identity should be balanced against the need to enhance the quality of an individual property or shopping area.

The following is a set of guidelines to ensure that all shopfronts are of a high quality design and that they do not detract from the appearance of the street scene. It is not intended to stifle original design principles which, if followed, would result in attractive well designed frontage.

8.6.1 Shopfront Framework

It is important to create a good visual frame for the shopfront. This will generally be formed by the pilasters, fascia and stall riser. A successful framing helps to contain the shopfront and provides a context for composing the shopfront elements within.

8.6.2 Materials

The choice of materials should complement the architectural character of the building and integrate with the overall visual unity of the street scheme. The decision to build a traditional shopfront or a modern one will, to a large extent, dictate the type of material used. Timber is the most appropriate material in historic buildings but a high level of attention to detail and standard of craftsmanship is required. The overuse of reproduction styles is not recommended by the Planning Authorities who encourage more examples of well designed, imaginative, modern shopfronts.

Some materials, including plastics, reconstituted stone and aluminium, can look visually bland, especially when used in a single plane. They can be improved with the introduction of effective modelling, detailing and the use of appropriate features. Modern style shopfronts tend to use a severe framing combined frequently with a simple glass screen or butt jointed glass planes. Existing stone fascias and pilaster provide excellent framing, within which a modern treatment can be inserted, the older traditional materials providing a good foil for modern display and lighting.

8.6.3 Corporate Images

Commercial interests which have adopted a 'Corporate Image' will not necessarily be permitted to use their standardised design, 'corporate colours' and materials. Compatibility with individual buildings and with the street scene will be considered more important than uniformity between the branches of one company.

8.6.4 Street Number

The Planning Authorities will require that well designed street numbers be provided on shopfronts.

8.6.5 Stall Risers

It is desirable to provide a stall riser on shopfronts of at least 300 – 600 millimetres in height for visual reasons and to provide protection from fouling by dogs and splashing from the feet of passers by. This should be carried out in a durable material. The use of the public footpath for security stanchions or roller shutter fittings / fixtures is not acceptable.

The stall riser frequently aligns with the plinths of the pilaster. A stall riser also increases security, reducing the likelihood of the shopfront being rammed by vehicles in order to gain access to the goods on display. Timbers should never run directly to the ground. If timber stall risers or pilasters are preferred, a small stone recessed plinth should be provided between the timber and the ground.

8.6.6 Fascia

The design of the fascia is a key element in shopfront design. In traditional shopfronts, the depth of the fascia, i.e. from the cornice to the top of the window, is always quite small. In the main streets of the town centre, the overall height of the shopfront is frequently between 3 and 5 metres. The potential for elegance and verticality can be exploited by running the window high up to the underside of a narrow fascia band.

8.6.7 Window Frames, Doors and Entrances

Timber window frames are appropriate in traditional context and also work well when combined with stone. Modern materials such as plastic coated aluminium can be acceptable depending on the situation and the colour used. In a modern shopfront, door handles can be creatively used to

introduce a feature. Shop doors are always required. The size of a door opening in a shopfront depends on the relationship of the opening to the width of the shopfront. In any case, a minimum window element parallel to the street and on the building line will be required.

8.6.8 Colour

Strong colours are a feature of traditional shopfronts. The colouring of a shop should be determined by the need to harmonise with the rest of the building and the streetscape. Generally timber work should be painted, with detailing picked out in a contrasting colour. The use of stain and varnish finishes should be avoided, as the high quality finish is seldom achieved and there is a continual problem of maintenance.

8.6.9 Projecting Signs

When projecting signs become over used in a locality, they become counter productive and in the process destroy the streetscape. In general, they will be severely limited to protect the environmental quality of the streetscape and the character of individual buildings. Where they are appropriate they should be of a high quality material and design. Hand painted timber (or stove enamelled metal) signs are superior to the general plastic style signs. In Architectural Conservation Areas and on buildings of major architectural character, projecting signs on a black background with gold lettering and containing a limited amount of primary colour will be more sympathetically considered than signs based on mass produced products. The use of banner type projecting signs will be discouraged where they would lead to clutter and/or be out of scale or character with the building on which they are proposed to be erected.

8.6.10 Security Screens

Planning permission is required for the erection of roller shutters. External roller shutters will not normally be permitted within the town centre and will normally only be considered in industrial type settings.

8.6.11 Canopies

If sun canopies are required, they should be incorporated into the design of the shopfront with the blind box recessed. Only traditional style canvas, open-ended blinds are acceptable.

8.7 Car Parking Standards

Table 10: Car Parking Standards

Land Use - Residential	Car Parking Requirement
Dwellings	2 per conventional dwelling
Flats/ Apartments	1.25 per 1 & 2 bedroom unit 2 per 3 – 4 bedroom unit In all cases, 1 visitor space per 4 apartments
Hotel Accommodation (excluding bars, functions rooms, etc.)	1 per bedroom
B & B Guesthouses	1 per bedroom
Motel Accommodation	1 per bedroom
Hostel Accommodation	1 per bedroom or 1 per 10 bed
Self-Catering Accommodation	1 per unit
Institutions	1 per employee
Land Use-Employment	Car Parking Requirement
Manufacturing Industry	1 per 50 sq. m. gross floor area
Warehousing	1 per 100 sq. gross floor area
Offices	1 per 25 sq. gross floor area. Where the floor area exceeds 1,500 sq. m. gross floor area, 1 space per 50sq.m. gross floor area.
Land Use-Commercial	Car Parking Requirement

Navan Development Plan 2009-2015 incorporating Variation No. 1

Shops/Shopping Centres and Retail Warehousing	1 per 20sq.m. gross floor area. Where the floor area exceeds 1,000 sq. m. gross floor area, 1 space per 14 sq. m. gross floor area.
Cash and Carry	1 per 50 sq. m. gross floor area
Banks	1 per 20 sq. m. gross floor area
Restaurants	1 per 5 sq. m dining area
Bars, Lounges, Function Rooms incl. such spaces in hotels	1 per 4sq.m. of public area
Night Club/Dance Club	1 per 4sq.m. of public area
Service Garages	To be determined by the Planning Authority
Retail Outlets within Service Garages	1 per 10sq. m of net floor area
Land Use- Health and Education Facilities	Car Parking Requirement
Hospitals	1 per bed
Surgeries	2 per consulting room
Nursing Homes	1 per 3 beds and one space per employee
Schools	3 per classroom
Colleges	To be determined by the Planning Authority. Where gross floor area exceeds 2,500 sq. m., 1 space per 2 staff and 1 space per 15 students.
Land Use- Community Facilities	Car Parking Requirement
Churches	1 per 4 seats
Libraries	1 per 20 sq. m. gross floor area
Cultural Buildings	To be determined by the Planning Authority
Crèches	1 per employee & dedicated set down area 1 per 5 children
Cinemas/Theatre	1 per 3 seats. Where gross floor area exceeds 1000 sq. m., 1 space per 5 seats.
Funeral Homes	1 per 5 sq. m. gross floor area
Community Centres	1 per 5 sq. m. gross floor area
Land Use: Sports Facilities	Car Parking Requirement
Sport Clubs-including swimming pools, tennis courts, etc.	2 per court, 5 per 100 sq. m.
Golf/ Pitch and Putt courses	3 per hole
Golf driving ranges	1 per 2m of base line/per trap
Bowling Alleys	5 per lane
Stadia	1 per 3 seats. Above 1,500 seats, 1 space per 15 seats.

Notes

- (1) In the case of any specific uses not listed in the above table, the Planning Authority will specify its requirements in relation to parking.
- (2) Non-residential car parking standards are set down as “maxima” standards.
- (3) Parking facilities for mobility impaired drivers and their vehicles shall be provided at the general rate of 2 per 100 spaces, such spaces shall be proximate to the entry points of the proposed buildings.
- (4) The parking standards shall be proximate to the entry points of the proposed buildings.
- (5) The parking standards for residential development will be reviewed in town centre locations and where innovative design principles are adopted. In such cases grouped parking will be encouraged.

Loading and Unloading

In addition to the general car parking requirements, service parking space may be required for cars or other vehicles necessary involved in the operation of the business or a particular building, e.g. delivery and collection of goods. In all major developments of an industrial/commercial nature, developers will be required to provide loading and unloading facilities sufficient to meet the likely demand of such development. Off-street loading facilities shall be designed to conform to the following requirements:

Design Criteria

- Each required space shall be not less than 3.7m in width, 6m in length and 4.3m in height exclusive of drives and manoeuvring space and located entirely on the site being served.
- Loading spaces may be enclosed within a structure and must be enclosed if located within 15m of the curtilage of the residence where the use involves regular night operation.
- There shall be appropriate means of access to a street or road as well as adequate maneuvering space.
- The maximum width of driveway openings at the street boundary shall be 6 metres and the minimum width shall be 3.6 metres. Loading facilities shall be provided and maintained so long as the use exists which the facilities were designed to serve. They shall not be reduced in total extent after their provision and all reasonable precautions shall be taken by the owner or sponsor of particular uses to assure availability of required facilities to the delivery and pick-up vehicles that they are designed to serve. However, the Planning Authority may modify the requirements of loading and unloading facilities in any specific case where it appears that it would be in the interest of the proper planning and sustainable development of the areas to do so.

Heavy Vehicles

The indiscriminate parking of heavy commercial vehicles or machinery in residential areas detracts greatly from the amenities of these areas. It is the intention of the Planning Authorities to protect and improve residential amenities in all areas of the town. The Planning Authorities will co-operate with all other bodies that exercise control over this type of parking, to eliminate the nuisance created.

Cycle Parking

Secure cycle parking facilities shall be provided in new office, residential, retail and employment generating developments. Bicycle racks shall be provided in all cases where the Planning Authority deems bicycle parking necessary. Such facilities should be within 25 metres of a destination for short-term parking, (shops) and 50 metres for long term parking (school, college, and office). Where stands cannot be provided on site, a contribution will be required towards the provision of public cycle stands by the Local Authority at the rate of €100 per space required. The number of stands required will be a third of the number of car spaces required for the development, subject to a minimum of one stand. All long-term (more than three hours) cycle racks shall be protected from the weather. From a security viewpoint cycle racks should not be located in out-of-the-way locations. All cycle facilities in multi-storey car parks shall be at ground floor level and completely segregated from vehicle traffic. Cyclists should also have designated entry and exit routes at the car park. Cycle parking facilities shall be conveniently located, secure, easy to use, adequately lit and well posted. Weather protected facilities should be considered where appropriate. In addition, parking should be placed within a populated, well-supervised area, and monitored by CCTV where possible.

8.8 Petrol Service Stations

New petrol filling stations and refurbished existing stations will be required to have a high quality of overall design and architectural layout to ensure an attractive environment which integrates with and complements or enhances its surroundings. Proposals for petrol filling stations shall comply with the requirements of the Foras Forbatha document RT 181 “Geometric Design Guidelines (Intersections at Grade)” (1986) and the document “Design Manual for Roads and Bridges (DMRB)” National Roads Authority (2000) as well as the Dangerous Substances (Retail and Private Petroleum Stores) Regulations 1979 to 2008. Ancillary retail uses may be permitted but having regard to the impact of excessively scaled retail uses on established urban retailing areas and the considerations of public and traffic safety, it will be a requirement that any retailing component shall not exceed 100 square metres of retailing area. In assessing individual planning applications for new or refurbishment to existing petrol service stations, the following standards shall apply, where appropriate:

8.8.1 Design & Layout

- A minimum frontage of 30 metres shall be provided inside a 60 km/h (37 mph) speed limit zone and this frontage must be kept clear of any structure (apart from boundary fence) for a depth of not less than 4.5 metres from the roadside boundary of the site.
- Every new petrol filling station must be laid out in such a manner that vehicles are re-fuelled, and can wait to be re-fuelled, clear of the adjoining roadway. The means of access should be designed to give best visibility.
- The layout of new or redeveloped petrol filling stations shall permit safe access for delivery tankers (cab plus trailer) up to 15.25 metres in length, and an adequate off road area shall be provided for parking these vehicles safely without obstructing access to pumps while fuel is being delivered to petrol filling stations.
- The scale of buildings contained in a petrol filling station shall be related to the scale, character and form of adjoining structures to ensure an attractive development that integrates with and complements its surroundings.
- Car washing and vacuuming facilities are to be sited so as not to interfere with residential amenities or other adjoining sensitive land uses.
- Landscaping, including trees or shrub planting and suitable screening, shall be required to protect the amenities of the surrounding area and enhance the appearance of the development. A comprehensive landscaping scheme shall be prepared by a fully qualified Landscape Architect and submitted as part of the planning application.
- The surface of the forecourt shall be graded, surfaced with bitumen macadam or other suitable material and drained to the satisfaction of the Planning Authority. A petrol interceptor trap shall be fitted to the surface water drainage system. Provision shall be made for the storage and removal of refuse and waste material.

8.8.2 Location

- Such facilities will generally be required to locate within the 60 km/h (37 mph) and 50 km/h (31 mph) speed limit areas and they shall not be permitted where the amenities of nearby properties will be affected and or obstruction of traffic flows would arise.
- Petrol service stations will not generally be permitted adjoining residential areas, unless it can be clearly demonstrated that no significant damage to residential amenities will occur by reason of factors such as noise, visual obtrusion, safety considerations or fumes and smells. Hours of operation will be limited in residential areas.

8.8.3 Advertisements

- Standard corporate designing will have to be modified as required by local circumstances.
- Signs should be limited in number and design and located so as to generally form part of the buildings or other structures on the site.
- The placing of signs of any description on footpaths, grass verges or any part of a public roadway will not be permitted. No advertisements or other structures whether temporary or permanent shall be placed on the forecourt which would interfere with the sight lines of motorists.
- A proliferation of illuminated and non illuminated signs, flags and bunting will not be permitted as this leads to clutter and detracts from the visual amenities of the area.

8.8.4 Lighting

Forecourt lighting including canopy lighting should be limited to that which is necessary for the safe operation of a petrol filling station. The use of high level and powerful lighting should be avoided where possible and should not interfere with the amenities of adjoining premises or cause glare, hazard or confusion to public road users. All external lighting shall be cowled and diverted away from the public roadway to prevent a traffic hazard.

8.9 Advertising

The Planning Authorities recognise the role of well located and sympathetically designed advertising, whether attached to a building or free standing, to contribute to the character and vitality of commercial areas of Navan, particularly at night. However, whether by design, scale, location, proliferation or ancillary issues such as manner of lighting, advertising has the capacity to seriously injure the visual qualities of an area and on occasion, pose a hazard to motorists through distraction. Advertisements also have the capacity to damage the character of individual buildings and streets and have a detrimental effect upon the historic, and the architectural heritage of Navan. The Planning Authorities will seek the removal of such advertisements and only permit advertisements which are used sensitively and sympathetically and which enhance the appearance and vitality of an area.

In Navan, it will be an objective of the Planning Authorities to limit advertising to commercial areas where it is already a feature and within such areas, the following considerations will arise:

- The size and scale of signs should not conflict with existing structures in the vicinity;
- Large scale commercial advertisement structures are not acceptable on or near buildings of architectural or historical importance, in parks, Architectural Conservation Areas and in areas of high amenity;
- Signs will not be permitted if they compete with road signs or otherwise endanger traffic safety;
- Free standing signs will generally be resisted;
- Signs should not interfere with windows or other façade features or project above the skyline.

An advertisement is an accepted part of commercial shopping activity, it can normally be allowed in commercial centres. Control shall be exercised to prevent an impression of clutter in any location. The number of signs attached to a building in such areas should be limited and no sign should be excessively obtrusive or out of scale with the building façade. The design should be simple and related to features of the building such as fenestration, cornices, string courses, etc. Ideally, the sign should be an integral part of the elevational design of the building. As with

shopfront design, the Planning Authority will require commercial interests, especially chain outlets, to restrain the use of their corporate image advertising where these are considered to be too dominant.

8.9.1 Advertising Hoarding

Advertising hoardings, including tri-vision and three-dimensional signs, inappropriately located can constitute one of the most obtrusive elements of all forms of outdoor advertisement. They rely for their impact on size, scale and location and are thus usually detrimental to the character of the area in which they are situated and in some cases contribute to a traffic hazard. However, they can help to screen derelict or obsolete sites awaiting re-development, in certain circumstances.

- Outdoor advertising shall not be permitted on proposed or existing Protected Structures or within the vicinity of such, in such a way as to detract from the visual quality of their setting.
- In all other cases, regard to the visual impact of a proposed advertising hoarding and potential of traffic hazard arising from same will be imperative.
- The scale of display panels must be related to the scale of the buildings and streets in which they are located.
- Where illuminated hoardings are proposed, their effect on the streetscape during the hours of darkness and on the amenities of the area will be considered.
- Display panels may form part of the visual screening around building sites or sites awaiting re-development. In such cases, temporary permissions will be considered where appropriately sized panels form an integral part of an overall boundary treatment and do not comprise more than half of the total surface area of such treatment.
- As a general rule, planning permissions for outdoor advertising will be limited to a maximum of three years in the first instance, to enable the position to be reviewed by the Planning Authorities in light of changing circumstances at the end of that period.
- The number and scale of hoardings in the vicinity of the site will be a material consideration.

8.9.2 Fingerpost Signage

The erection of fingerpost signs may require a license or planning permission from the Planning Authority and should comply with the following:

- Directional signs for major tourist attractions and community purposes will be considered but product advertising will not be permitted.
- Signs must have a standard size and colour and where permitted will be provided by the licensee but will be erected by the Local Authority.
- Signs which interfere with the Local Authority's directional signs or which contribute to visual clutter will not be permitted.

8.9.3 Bus Shelters as Advertising Shelters

In considering applications for bus shelters, the Planning Authority will have regard to the particular circumstances of each case, such as location, scale and type of advertising proposed and the effect on the amenities of the area and the streetscape. Care must be taken with the location of shelters and attached advertising panels so that the public footpath, road traffic signs, pedestrian and wheelchair access and vehicular entrances are not obstructed. As priority is

intended to be given to public transport, the desirability of adequate provision of bus shelters is not in question. However, poorly designed shelters, with an excessive amount of advertising can have a very unfavourable visual impact. Care must be taken with the location of shelters so that the public footpath, pedestrian and vehicular entrances are not obstructed.

8.9.4 Illumination

If external illumination is proposed, documentation shall be provided that clearly shows that the blight or glare from such illumination will not adversely affect pedestrian and vehicular traffic or adjacent properties.

8.9.5 Illuminated Signs

Illuminated signs in appropriate locations can provide both information and colour in the townscape after dark. The following guidelines will apply:

- The type of illuminated signs, internally or externally illuminated individual letter/neon tubes, should be determined by consideration of the design of the building and its location.
- The design of an illuminated sign should be sympathetic to the building on which it is to be displayed. It should not obscure architectural features such as cornices and window openings in the area. On new buildings they should be part of the integral design.
- The daytime appearance when unlit will be considered.
- Sky lines i.e. signs, which project in any part above the level of a building parapet or obtrude on the skylines, are regarded as objectionable in principle and will not be permitted.
- Neon tubular strip lighting is generally not acceptable.
- The number of illuminated signs in the area.

8.10 Commercial Site Standards

No maximum density or site coverage is specified in the Development Plan. Each application will be considered on its merits. In town centre locations, in order to encourage and facilitate the development of a compact business district, and to achieve desirable massing and heights of buildings, plot ratio and site coverage of 1.5 and 70% respectively will generally be the norm. Moreover, for a development to be acceptable, it must not be prejudicial to the amenities of adjoining properties and must show appropriate provision for access, parking, storage and space for off loading and air circulation.

Developers should bear in mind that:

- Infill development should reflect the architectural character of its surroundings in terms of height, massing, materials and design.
- In cases where surface car parking is permitted, a reasonably attractive layout incorporating landscaping and/or screening will be required.
- Covered bicycle parking provision will be required, where appropriate, to facilitate visitors and employees. Where bicycle parking is provided for employees, adequate ancillary facilities, to include showers and locker storage space, shall be provided for.
- It is not intended to place undue restriction on individual innovative design possibilities and the Planning Authority will endeavour to accommodate same, where it is appropriate.

8.11 Telecommunications

An efficient telecommunications system is important in the development of the economy. However, in considering location requirements, the Planning Authority will take the following factors outlined in the Department of the Environment and Local Government's *Planning Guidelines for Telecommunications Antennae and Support Structures* (July 1996):

- Telecommunication installations will not be favoured in residential areas, on land on where development may be restricted or prevented for amenity reasons or in parts of the town centre which are architecturally important.
- Nor will they be favoured unless it is clear that the developer has made reasonable efforts to share with other existing users or proposed sites in the vicinity of the proposed mast. Telecommunications antennae should be located so as to minimise any negative visual intrusion on the surrounding area, especially on landscapes or streetscapes of a sensitive nature. The preferred location for telecommunication antennae is in industrial estates or areas zoned for industrial use or in areas already developed for utilities.

If the proposal is contrary to the above, the Planning Authority will need to be satisfied that the installation is of strategic importance if permission is to be granted. The use of tall buildings or other existing structures is always preferable to the construction of an independent antennae support structure. Support structures should be kept to the minimum height consistent with effective operation and should be monopole (or poles) rather than latticed or square structure, unless such structures have a clear and / or simple design or alternatively where it is judged by the Planning Authority to incorporate high sculptural design quality.

Sharing of installations (antennae support structures) will be encouraged where it is deemed to lead to a reduction in the visual impact on the landscape or townscape. All applicants must satisfy the Planning Authority that a reasonable effort to share the installations has been made. Where it is not possible to share a support structure, the applicant should, where possible, share a site or site adjacent, so that the antennae may be clustered. As part of a planning application for antennae, operators will be required to furnish a statement of compliance with the International Radiation Protection Association (IRPA) Guidelines or the equivalent European Pre-Standard 50166-2 which has been conditioned by the licensing arrangements with the Department of Communications, Energy and Natural Resources and to furnish evidence that an installation of the type proposed complies with the above guidelines.

8.12 Archaeological Investigations

The Urban Archaeological Survey of Navan commissioned by the Office of Public Works identified three Zones of Archaeological Potential. These zones are shown on the Archaeological and Natural Heritage Map including Views & Prospects.

It is the policy of the Planning Authorities to ensure that archaeological material is not disturbed so that an opportunity will be given to investigate and record any material of archaeological value that may be found on sites or to protect them in-situ. Where archaeology is likely to be encountered or impacted upon by a proposed development, developers will be advised of their obligations under the National Monuments (Amendment) Act 1994. Developments that impact on the archaeology of Navan will be treated as follows:

- Within the zone of archaeological potential, archaeological remains will be investigated, recorded and/or preserved.
- Outside the zone of archaeological potential, where in the opinion of the Planning Authority, developments involve major ground disturbances; conditions relating to archaeology may be applied.

- The Local Authority will require that archaeological investigations be undertaken by a licensed archaeologist prior to the commencement of development.
- The developer will be liable for the cost of archaeological investigations.
- The Local Authority may require the developer to submit a report, prepared by a suitably qualified archaeologist, on the archaeological implications of the proposed development.

The Planning Authority may impose conditions requiring:

- Professional archaeological supervision of site excavations.
- Funding by the applicant for archaeological monitoring, testing and/or assessment.
- Preservation of all or part of any archaeological remains.
- Conditions may be imposed which modify the development in order to facilitate archaeological investigation or preservation.
- Developers will be encouraged to supply an archaeological assessment and method statement outlining construction procedures as part of their planning application.

8.12.1 Zones of Archaeological Potential

It is the policy of the Planning Authorities to ensure that all planning applications for new development, refurbishment and restoration works within the three identified Zones of Archaeological Potential and within close proximity to individual Recorded Monuments or Sites, are submitted to the Department of Arts, Heritage and the Gaeltacht (DAHG) and other prescribed authorities as required. On receipt, DAHG, shall provide advice and recommendations regarding treatment of archaeology as an integral part of the development process. The planning decision made by the Planning Authorities will have due regard to the recommendations made by DAHG. Under the National Monuments (Amendment) Act, 1994, it is necessary for the owner and/or occupier of a monument or place, which has been recorded by DoEHLG to give notice in writing to DoEHLG of their proposal to carry out work within the vicinity of these sites. The proposed works shall not commence for a period of two months after having given this written notice, unless authorised within this period by DoEHLG. The applicant may be formally requested, as part of the request for further information or as a planning condition attached to the grant of permission, to have a report prepared by an archaeologist on the archaeological implications, if any, of the proposed development. The archaeologist shall be employed by the applicant/developer. These archaeological reports shall be submitted to the Planning Authority, the National Museum and DoEHLG as appropriate, for their consideration prior to the making of the planning decision in the case of requested additional information, and prior to the commencement of site preparation and/or construction works in the case of archaeological reports requested as a condition attached to the grant of planning permission.

8.13 Community Development

8.13.1 Schools

Sites required for a primary school shall comply with the requirements of the Department of Education and Science publication General Design Guidelines for Schools (Primary and Post Primary) (August 2007). Developers should consult the Department's website (www.education.ie) for the most up-to-date technical guidance. The documents state that it is important that allowance is made for future expansion of school buildings and facilities to cater for population growth and to minimize future development costs. Provision must be made within the site for adequate car parking for staff (at a rate of 3 per classroom), bus parking, pick up/drop off areas, informal hard surface play area, and areas for organised sport activities. The Councils in association with school authorities will endeavour to provide pedestrian crossings, road markings

and footpath provision where required. Provision should be made in secondary schools for all forms of organised sporting facilities and for car parking at a rate of 3 spaces per classroom.

8.13.2 Access for the Disabled

All new buildings which provide for public access must conform with the design guidelines set out in Building for Everyone (NDA 2002) and the Technical Document – Part M of the Building Regulations, 2000. In particular, reasonable provision should be made to enable persons with a disability and mobility impaired persons to have safe and independent access to a building and to those parts of the building to which it is appropriate to have access to and are usable by people with disabilities or mobility impairments. It is also a requirement that new dwellings are accessible by people with disabilities or mobility impairments and ensures that houses are designed as 'Lifetime Homes' for an ageing population. The main features of these requirements include:

- The provision of a level, gently sloped or ramp approach access to the dwelling from the entrance point to the site or from a suitable parking spot.
- A level access at one entry point to the dwelling.
- Front door and living room door wide enough to accommodate a wheelchair,
- Circulation space for wheel chair at entry storey; and
- Ground floor toilet located so as to be usable by wheelchair users and other people with disabilities or mobility impairment.

Where sanitary conveniences are provided in public buildings, reasonable provision shall be made for persons with a disability and the mobility impaired. In the case of community centres and buildings which are commonly used by the disabled, the mobility impaired or the elderly for social activities, the Planning Authority will require at least one W.C. compartment in the building be usable by wheelchair bound users.

Meath County Council and Navan Town Council will meet these criteria for its buildings within the period of this Development Plan. Access considerations will be spread to the public realm with the position of street furniture, dished footpaths at junctions, tactile paving surfaces, pedestrian crossings and other elements being assessed on an ongoing manner. Car parking provision shall be provided for the disabled and mobility impaired in all car parking developments and should be located in the most convenient locations for ease of use. The minimum criteria for such parking provisions are detailed in Building for Everyone (2002), published by the National Disability Authority.

8.14 Site Development Standards

8.14.1 Building Height Control

A high building is a building that is significantly higher than neighbouring or surrounding development. The following considerations will be taken into account in deciding an application for a high building:

- The degree of overshadowing and consequent loss of light caused to surrounding property.
- The degree of overlooking, (particularly of residential property) and consequent loss of privacy to surrounding premises.
- The extent to which there is a disruption of the scale of an existing streetscape.
- The extent to which the building detracts from structures or spaces of architectural or historic importance or special visual quality.

- The extent to which the building detracts from important landmarks.
- Any attractive views from significant vantage points that would be obscured by the building.
- The degree of obtrusion of the building on the skyline.
- The scale of the building in relation to surrounding open space, together with the effect of the building on the quality of the space.
- The area of the site, and whether it is large enough to provide a visual transition from the scale of surrounding development.
- Whether the purpose or civic importance of the building would justify its prominence.
- Where, in the opinion of the Planning Authority, a location for a high building is acceptable under the above criteria, a high standard of design and finish will be required, commensurate with the location and civic importance of the site. Where a high building is likely to lead to a concentration of pedestrians seeking access to the public street, the design of the building must ensure the safety and convenience of pedestrians and other road users.

8.14.2 Building Lines

In considering the proper planning and sustainable development of its area when dealing with applications to carry out development, the Planning Authority will normally seek to ensure that development is not carried out in front of established lines, or in a position which would be in conflict with a building line which may be determined, where the proper planning and sustainable development would show such to be desirable. In deciding where a building line should be located, the form of development to which it is related will be considered. Where drive in space for a car is required in residential areas in front of a house, an absolute minimum building line of 7 metres is necessary. In particular cases, reduction in the building line may be permitted where such reduction is part of the overall design for the area and constitutes a desirable design feature and does not constitute a traffic hazard. Such cases will be decided on their merits. Where located along roads of traffic importance, increased building lines may be determined to provide for greater amenity and safety of road users and residents. On existing roads, building lines may be required for future road widening. In such cases, building lines will be required to allow for future road requirements.

8.14.3 Proportioning

Structures shall have a vertical emphasis. Where a proposed structure is excessively wide, it should be broken into a number of vertical units by the use of detailing and structural elements.

8.15 Employee Mobility Plans

Where significant developments are proposed by employers in certain locations, it is considered desirable that significant consideration be given to limiting traffic generation as far as possible. Planning permission may be made subject to agreement on an employee mobility plan, whereby measures are set out to reduce dependency on private car use for journeys to work.

An Employee Mobility Management Plan is a management tool that brings together transport with other staff and site management issues in a coordinated manner. A successful plan can help competitiveness by reducing transport costs for both the employer and staff and provide a more conducive working environment. It normally brings together a package of measures tailored to the needs of an individual work site or a collection of work sites. This package generally includes measures to promote and improve the attractiveness of using public transport, cycling, walking, car sharing, flexible working or a combination of these as alternative to drive-alone journeys to work. It can consider all travel associated with the work site, including business travel, fleet

management, customer access and deliveries. It should be considered as a dynamic process where a package of measures and campaigns are identified, piloted and monitored on an on-going basis. The impact of these measures will be reviewed by the Planning Authority and businesses against a set of agreed targets, principally in relation to:

- A reduction in car journeys from the work site.
- An increase in the number of people who share journeys by car.
- A reduction in the need to travel especially in rush hour periods.
- Enabling staff to use alternative modes of transport.

Mobility management plans will be required for developments, which the Planning Authority considers, may generate significant trip demand. Development for which mobility management could be applied includes:

- Office
- Office-based industrial
- Other industrial
- Retail (large one-off stores and town/district centre developments)
- Retail warehousing and distribution
- Places of education

The Planning Authority considers mobility management to be a suitable mechanism by which new developments can support objectives of sustainability and the achievement of reduced car dependency.

8.16 Securities

The completion of development in compliance with the terms of a planning permission is a basic expectation of the Planning Authorities and those immediately affected by a proposal. In the case of a larger development, such as housing estates or extractive or other industries, it is a requirement that adequate securities are offered to the Planning Authority as a safeguard against serious breaches of the planning code and to permit intervention by the Authority itself in extreme cases to address these breaches.

To ensure that development undertaken by private developers is satisfactorily completed; the local authorities will impose, as a condition, of the planning permission, that a financial cash deposit, security bond or other acceptable security be lodged with them. This security is to ensure that all roads, footpaths, open spaces, lighting and other services within a development be completed to an acceptable standard. The Planning Authorities will continue this policy and require an adequate security calculated upon the estimated cost of the development works be lodged. This security shall remain in place until all prescribed works are satisfactorily completed or until the development has been taken in charge of by the relevant Local Authority.

CHAPTER 9: IMPLEMENTATION & MONITORING

SECTIONS IN THIS CHAPTER

- 9.1 Introduction
- 9.2 Phasing
- 9.3 Public Private Partnerships
- 9.4 Additional Funding Sources
- 9.5 Contributions
- 9.6 Planning Enforcement
- 9.7 Monitoring and Review

9.1 Introduction

The function of this Development Plan is to guide development in Navan over the plan period. The Councils have a key role in ensuring that policies and objectives contained in the Development Plan are achieved. However the achievement of these is also dependant on the financial and human resources of others, as the Councils are constrained by limited resources. External factors including the economic climate, political support, allocated Local Authority funding, and the availability of funding from other sources will influence if objectives are achieved within the life of the Plan. The Planning Authorities will require developers to incorporate the objectives of this plan, including those relating to the provision of physical and social infrastructure, into their individual development proposals. Other objectives, particularly key physical infrastructural elements will require Government funding and support. Where appropriate, the Planning Authorities will seek financing from specified sources, both the public and private sector, as well as from EU programmes and grants.

The nature of the statutory Development Plan is such that no budget is agreed in advance and therefore no funding of projects or implementation of all objectives contained within the plan is guaranteed in advance. However, the Planning Authorities intend to exercise all of their legal powers to ensure that objectives are implemented. This includes using compulsory acquisition powers where necessary to facilitate site assembly or to secure the realisation of objectives contained in this Development Plan.

9.2 Phasing

It is an objective of the Planning Authorities to promote the implementation of the Development Plan in a rational and sequential approach that is in keeping with the proposed development strategy, and to ensure that essential facilities (such as road infrastructure, water, sewerage etc.) are secured and in place concurrent with proposed development projects. The Local Authority reserves the right to refuse development on the grounds of incomplete infrastructure provision, including social infrastructure. Within individual planning applications, it may be necessary for the Planning Authority to impose conditions relating to the phasing in which development is carried out, in order to ensure the delivery of key social or physical infrastructural facilities early in the development process and in tandem with residential development.

Objective

In terms of monitoring and implementation, it is an objective of Meath County Council and Navan Town Council:

MON POL 1	To ensure that adequate and appropriate services including water services, waste management, transport, community services and amenities are in place to serve proposed development and if necessary to require that development is phased in tandem with the delivery of necessary services.
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9.3 Public Private Partnerships

A Public Private Partnership (PPP) involves a partnership agreement between the public and private sector for the delivery of specific projects relating to public services and infrastructure. Such an approach can ensure a commitment to funding due to interlinked public and private assistance, and aims at ensuring the most economically efficient manner of development. Education, local services, health, housing, public transport, roads, solid waste, water/waste water and other public services can benefit from the approach of a PPP.

Other partnership approaches will be pursued with other state and public organisations, such as the Irish Sports Council, Fáilte Ireland and the Arts Council.

9.4 Additional Funding Sources

Additional national and EU level programmes include Urban and Village Renewal Grants, the RAPID programme, the NeighbourWood Scheme, National Lottery Funding, Community Support Framework, as well as other funding mechanisms available from the various Government Departments. Such bodies have varying criteria regarding the type of developments they fund and may be useful to consider in the achievement of development objectives.

Urban and Village Renewal Grants

This grant scheme is administered by the Department of the Environment, Heritage and Local Government under the Community Infrastructure Sub-programme of the National Development Plan 2007-2013. It is a grant scheme for local authorities to carry out environmental improvements.

RAPID Programme (Revitalising Areas by Planning, Investment and Development)

Investment for this programme comes under the remit of the National Development Plan (NDP). Specific towns (and areas within larger towns) are targeted for renewal/revitalisation. The focus is on communities that are run-down/deprived and have not fully shared in Ireland's recent prosperity. A special co-ordinator appointed for each town will work with an Area Implementation Team, which will include local residents and estate agencies, to draw up an Action Area Plan for the towns in order to identify their needs. The targeted areas will then be prioritised for investment and development in a number of key areas, including health, education, housing, childcare and community facilities. When considering the regeneration of these areas, specific objectives within the Development Plan will also be considered.

Neighbour Wood Scheme

This scheme is funded under the NDP through the Department of Agriculture, Fisheries and Food and aims to develop woodlands within the urban environment to serve the local population. The scale of the proposed woodland areas can vary from local parks within residential areas, to larger woodland areas situated along the urban fringe or in greenbelts, as well as existing woodlands located outside towns and villages and used by local communities for amenity and recreation. This scheme can be used to develop new woodland on parts of sites identified for future housing, thereby establishing amenity facilities for future residents. The NeighbourWood Scheme provides funding for three areas, namely for the establishment of new neighbourhoods, improvement of existing neighbourhoods, and the installation of recreational facilities into new or existing neighbourhoods.

The Department of Arts, Sport and Tourism

Through the availability of National Lottery funding, the Department of Arts, Sport and Tourism administer the Sports Capital Programme. This programme provides funding to voluntary sporting and community organisations at local, regional and national level towards the provision of sport and recreational programmes. The Recreational Facilities Scheme enables voluntary community organisations to further improve and equip recreational, leisure and community facilities. This body in its support of community organisations and the development of sporting/recreational facilities, acts as a valuable source of funding for the implementation of recreational and community facility objectives. This Department also supports Local Drugs Task Forces and community-based responses to the drugs issue.

The Combat Poverty Agency

This Agency, which comes under the aegis of the Department of Social and Family Affairs, carries out research and advises the Government and relevant stakeholders such as voluntary and community groups engaged in anti-poverty work. It also oversees anti-poverty programmes and provides finance to towards community development initiatives.

EU Structural Funds

This programme identifies a number of areas for funding, two of which are the European Regional Development Fund and the European Social Fund. There also exists a separate

programme, which is co-financed by the structural funds called Community Initiatives. Such EU programmes can be a valuable source of investment, through which specific policies and objectives as identified in the plan can be implemented.

9.5 Contributions

It is considered reasonable that contributions be paid towards Local Authority investment in the provision of infrastructure and services, by developers who benefit from such provision. Section 48 of the Planning & Development Acts 2000-2011 allows Planning Authorities to prepare and adopt a Development Contributions Scheme in respect of public infrastructure and facilities provided by, or on behalf of the Local Authority that benefit development in their area.

The following is defined as public infrastructure and facilities in Section 48:

- the acquisition of land;
- the provision of open spaces, recreational and community facilities and amenities and landscaping works;
- the provision of roads, car parks, car parking places, sewers, waste water and water treatment facilities, service connections, watermains and flood relief work;
- the provision of bus corridors and lanes, bus interchanges facilities (including car parks for those facilities), infrastructure to facilitate public transport, cycle and pedestrian facilities, and traffic calming measures;
- the refurbishment, upgrading, enlargement or replacement of roads, car parks, car parking places, sewers, waste water -and water treatment facilities, service connections or watermains;
- the provision of high-capacity telecommunications infrastructure, such as broadband
- the provision of school sites
- any matters ancillary to the above.

Meath County Council and Navan Town Council are entitled, pursuant to Section 48, when granting planning permission to include conditions which require the payment of a contribution in respect of public infrastructure and facilities benefiting development in their administration area and that is provided, or is intended to be provided by or on their behalf (regardless of other sources funding for the infrastructure and facilities).

The Meath County Development Contributions Scheme 2010-2015 is the current scheme in place. The level of contributions is updated in March each year in accordance with the Wholesale Price Indices for Building & Construction published by the Central Statistics Office. The Meath County Development Contributions Scheme and the Navan Town Council Development Contributions Scheme are available on the Council's web site, www.meath.ie.

In addition, it is considered necessary to prepare 2 no. Supplementary Development Contribution Schemes to provide for sustainable transport measures in Navan and the new bridge over the Blackwater required pursuant to LDR 4.

Objectives

In terms of development contributions, it is an objective of Meath County Council and Navan Town Council:

DCS OBJ 1	To prepare a Supplementary Development Contribution Scheme pursuant to Section 49 of the Planning & Development Act 2000-2014 towards the provision of sustainable transport measures within the development plan envelop. This Supplementary Development Contribution Scheme shall be placed on draft display within 6 months of Variation No. 1 being made.
DCS OBJ 2	To prepare a Supplementary Development Contribution Scheme pursuant to Section 49 of the Planning & Development Act 2000-2014 towards the provision of a new bridge across the River Blackwater required as part of LDR 4. The Supplementary Development Contribution Scheme shall provide for the costs associated with the extent of Local Distributor Roadway connecting the R147 Kells Road roundabout to the southern boundary of the lands identified with an A2 “ <i>New Residential</i> ” land use zoning objective contained within MP3 inclusive of land acquisition costs. The lands included within the Scheme area shall be the Strategic Development Zone lands and the lands subject to the preparation of MP3 and MP4.
DCS OBJ 3	<p>To prepare a Supplementary Development Contribution Scheme pursuant to Section 49 of the Planning & Development Act 2000-2014 towards the provision of Local Distributor Road LDR 1 (a). The Supplementary Development Contribution Scheme shall provide for the costs associated with the provision of the extent of Local Distributor Roadway connecting the R147 Dublin Road to the R161 Trim Road inclusive of land acquisition costs. The lands included within the Scheme area shall be the lands identified in Master Plan 8 and the residential lands identified to the south of MP 8 indicated as Residential Phase II.</p> <p>The individual sections of the Local Distributor Road Link contained within individual landholdings shall be constructed by each applicant / developer, at the expense of the applicant / developer, to an agreed detailed design with Meath County Council. Meath County Council shall be consulted at all stages in the appointment & approval of the contractors to construct the road infrastructure works pertaining to the Local Distributor Road Link. The agreed full and certified costs of the road infrastructure shall be agreed with Meath County Council and shall be credited against the amount levied by condition pursuant to the Supplementary Development Contribution Scheme.</p>

9.6 Planning Enforcement

Planning enforcement deals with developments / uses where the development / use is in breach of planning laws and is, therefore unauthorised development. It will continue to be the policy of Navan Town Council and Meath County Council to use all powers conferred by law to ensure that development only takes place with the benefit of a valid planning permission and that all conditions attached to planning permissions are complied with in the development. The Planning Authorities have powers under the Planning & Development Acts 2000 - 2014, to take enforcement action where development (either works or uses) is in breach of the planning laws and therefore, considered to be unauthorised.

The enforcement provisions contained in the Planning & Development Acts 2000-2014 incorporate the ‘polluter pays’ principle. If a person has carried out unauthorised development, they will have to pay the Planning Authority’s costs in investigating and for enforcing the breach.

The Planning & Development Acts 2000-2014 provides a more streamlined enforcement regime with four enforcement mechanisms provided for:

- Criminal Prosecution;
- Enforcement Notice procedure followed by a prosecution, or;
- Enforcement Action in default of compliance with an Enforcement Notice, and;
- Planning Injunction.

The carrying out of works to a protected structure, or proposed protected structure, shall be exempted development only if those works would not materially affect the character of the structure, or any element of the structure which contributes to its special interest, and the carrying out of works to the exterior of a structure located in an architectural conservation area shall be exempted development only if those works would not materially affect the character of the area.

Compliance with Permissions Granted

Development must be carried out and completed in accordance with the planning permission granted. In cases where development, has commenced or is being carried out in breach of a planning permission or a condition of that permission, enforcement proceedings will be taken. The Planning Authorities will require removal, modification or completion of the development to conform to the proper planning and sustainable development of the area.

Unauthorised Development

A development is unauthorised when:

- Planning permission is required and has not been obtained.
- Planning permission was granted but the development is not being carried out in accordance with the plans lodged or conditions of the planning permission granted, and ;
- It does not comply with all the conditions and limitations to qualify a development as exempt.

Exempted Development

Exempted development is development for which planning permission is not required. Generally, it includes developments of a minor nature such as:

- Building of an extension, shed, garage, boundary walls etc. within the curtilage of a dwelling house subject to conditions and limitations (see below) and not restricted by a condition of a planning permission,
- Works that affect only the interior of a structure.
- Works that do not affect the external appearance of a structure, and;
- Some changes of use.

Full details of exempted development provisions including conditions and limitations are contained in Schedule 2, of the Planning and Development Regulations 2001-2013 which are available on www.irishstatutebook.ie.

9.7 Monitoring & Review

The Planning & Development Acts 2000 to 2014 provides under Section 15 (1) that it shall be the duty of a Planning Authority to take such steps within its powers as may be necessary for securing the objectives of the Development Plan, and under Section 15 (2) that the Manager of the Planning Authority shall, not more than 2 years after the making of a Development Plan, give a report to the members of the Planning Authority on the progress achieved in securing the objectives referred to in subsection (1).

The Planning Authorities are committed to securing the Development Strategy presented for Navan in this Development Plan. In addition to the mandatory requirements for reviewing the success of implementation of the Development Plan as contained in the Planning &

Development Acts 2000-2014, it is proposed to establish a Development Plan Implementation Group. This group will consist of elected members and officials from both Local Authorities, as deemed appropriate. The purpose of the Implementation Group is to monitor the success of the plan in securing its development objectives; and identify and remove any potential constraints. The Implementation Group will seek to identify and target funding mechanisms and also certify that developments on the ground comply with the objectives of the Development Plan.