

MEATH COUNTY COUNCIL

NAVAN DEVELOPMENT PLAN

2009 – 2015

DRAFT VARIATION NO. 2,

MARCH 2017



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To be amended accordingly when the variation process is complete.

INTRODUCTION

1.0 INTRODUCTION

- 1.1 The Meath County Development Plan 2013-2019 was adopted on 17th December 2012 and came into effect on 22nd January 2013. Since the adoption of the County Development Plan, 3 no. Variations have been proposed and adopted. A summary of the content of these variations is set out below:
- 1.2 Variation No. 1 referred to as an ‘enabling variation’ sought to amend existing provisions within the Meath County Development Plan and in particular a number of objectives within the Core Strategy in order to clarify the manner in which the process of introducing objectives and development frameworks for individual centres (which were at the time subject to existing Town Development Plans and Local Area Plans) were undertaken, in particular to meet housing and population allocations for each centre contained in the Core Strategy. Variation No. 1 was adopted on 4th November 2013.
- 1.3 Variation No. 2 to the Meath County Development Plan 2013-2019 collectively forms Volume 5 of the Meath County Development Plan 2013 – 2019 and is entitled “*Written Statement & Development Objectives for Urban Centres*”. Variation No. 2 had the following objectives; i) to introduce development objectives (including land use zoning objectives) into the Meath County Development 2013-2019 for 29 no. existing centres which previously had Local Area Plans, ii) to introduce land use zoning objectives and an Order of Priority into the County Development Plan for the release of residential and employment zoned lands for 5 of the centres which retained their Local Area Plans (namely Ashbourne, Drogheda Southern Environs, Dunboyne/Clonee/Pace, Dunshaughlin and Ratoath), iii) to ensure that only the quantum of land required to meet the household projections as set out in Table 2.4 for each centre is identified for release during the lifetime of the County Development Plan 2013 – 2019. This was to ensure consistency with the Core Strategy contained in the Meath County Development Plan, iv) to review the appropriateness of the nature, location and quantum of industrial and employment generating land use within each centre as part of the process, v) to apply the land use zoning objectives contained in the Core Strategy.
- 1.4 Variation No. 3 has been prepared by Meath County Council in conjunction with PMCA Economic Consultants who prepared the Economic Strategy and John Spain and Associates, Town Planning and Development Consultants who provided land use planning inputs into the Economic Strategy. Variation No. 3 is the first in a suite of variations which will be required to align the existing Development Plans with the key tenets of the Economic Strategy.
- 1.5 Variation No. 1 to the Navan Development Plan was prepared in 2013. The Variation was prepared on foot of CS OBJ 4 of the County Development Plan (at the time) which stated that it was 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*”.

2.0 PURPOSE OF PROPOSED VARIATION NO. 2 OF THE NAVAN DEVELOPMENT PLAN

- 2.1 The key purpose of this Variation to the Navan Development Plan is to align the Plan with the key tenets of the Economic Development Strategy for County Meath 2014 – 2022 as they relate to statutory land use planning. The Variation also seeks to align the Navan Development Plan with the provisions of the County Development Plan (as varied) and update the written text and maps accordingly. Navan is identified as a key destination in the Greater Dublin Area and in line with the RPGs is identified as a Large Growth town with its functions to include acting as a regional economic driver whilst also supporting and servicing a wider local economy. Navan, being the County Town of Meath has also been assigned significant economic status to enable it to embody the dynamism of the GDA economy.
- 2.2 The various components of the proposed Variation No. 2 are addressed separately below
- 2.3 The Economic Development Strategy sets out the medium- term strategy for economic development within County Meath until 2022 and has been prepared in light of the recommendations set out within the “Putting People First” (2012) and the Local Government Reform Act of 2014. The economic development strategy is also mindful of the wider regional context of economic and employment development in Meath and neighbouring local authority areas.
- 2.4 The Government’s Action Programme for Effective Local Government, “Putting People First”, was published in October 2012 and sets out the following objective for local government reform:
- “Local government will be the main vehicle of governance and public service at local level - leading economic, social and community development, delivering efficient and good value services, and representing citizens and local communities effectively and accountably”.*
- 2.5 In considering the role and function of Local Authority’s the Action Plan outlines the following:
- “Local authorities should play as wide a role as possible in public service and administration, not only in the specific service areas that have traditionally been their main business focus, but also in contributing to national recovery and economic growth”.*
- 2.6 In particular the document identifies that that there will be a stronger role for local government in promoting economic development, thereby sustaining and creating jobs – building on the local initiatives already in train.
- 2.7 The 2014-2022 Meath County Economic Development Strategy has also been prepared in light of the policies and objectives of the Action Plan for effective local government and Objective **CS OBJ 10** of the Development Plan which sets out the following;

'To provide and promote an economic development strategy that identifies a hierarchy of employment centres related to the overall development strategy of the County which will encourage a more balanced and sustainable pattern of employment across the county'

- 2.8 Prior to the preparation of the Meath Economic Development Strategy 2014-2022, Meath County Council commissioned an economic baseline study for County Meath which was carried out by Maynooth University and which was completed in June 2013. This exercise was predicated on the premise that the Council's strategies and actions are focused on delivering on the No. 1 Corporate Objective contained in the Meath County Council Corporate Plan which is ***'To drive the economic and social development of County Meath'*** and also being a proactive response to the government policy document ***'Putting People First – A New Role for Local Government'*** published by the Department of Environment, Community and Local Government (DoECLG, 2012).
- 2.10 In January 2014 Meath County Council engaged a multidisciplinary consultancy team comprising PMCA Economic Consulting, FTI Consulting and John Spain & Associates to prepare a comprehensive evidence based Economic Development Strategy for County Meath to cover the period 2014 – 2022. The major report by the consultants builds upon the baseline work completed earlier by researchers at Maynooth University and undertook additional empirical analysis to assess the structure and performance of the local economy of Meath, including employment, extent of outbound commuting and enterprise development, including among indigenous enterprises and foreign direct investment (FDI) enterprises.
- 2.11 The Economic Development Strategy 2014-2022 identifies that the existing trends within the County which impact on the sub-optimal economic performance of the County include: narrow base of economic activities in largely traditional areas; FDI deficit; low penetration of knowledge orientated activities; and substantial skills leakage due to commuting trends from the County.
- 2.12 As an antidote to this historic poor economic performance, the Meath Economic Development Strategy sets evidence based measures aimed at accelerating the economic transformation, revitalisation and sustainable development of County Meath from 2014-2022.
- 2.13 A key challenge will be to ensure more jobs are available within Meath to its residents and that the County is seen as a place to invest in as well as live and visit. The Economic Strategy examines investment factors and decisions aimed at transforming the employment base to a more sustainable growth path up to 2022 as well as highlighting measures and practices required to sustain success. The Economic Strategy, and the central tenets of the Economic Vision (formulated by the consultancy team), incorporates a substantial amount of work in the form of relevant economic data analysis, spatial assessment and consideration of the importance of promoting County Meath to help ensure it fulfils its economic potential in the coming years.
- 2.14 Key elements of the Economic Strategy include:

- Projections of the level of employment in County Meath to 2022 (going into the Economic Vision for Meath), using the 2011 situation as the benchmark, and carrying out sectoral projections of what can be achieved based on the inherent strengths of the local economy and specific sectoral opportunities (2011 is the latest available year for which full factual information is available on employment within and outside of County Meath);
- Assessment of spatial planning opportunities in the form of identified sites around the County and the fit of these locations in the context of the current Meath CDP 2013-2019 (as varied);
- The Strategy identified 5 key strategic sites for economic development at the higher levels of the settlement hierarchy in Co. Meath. Navan, the County town and administrative capital hosts one of these sites i.e. the IDA Business Park;
- Marketing plan for Meath, which integrates the economic and spatial plans;
- Overall set of strategic recommendations for implementing the Economic Development Strategy and monitoring progress during 2014-2022.

- 2.15 The Meath Economic Development Strategy (2014-2022) contains 8 no. key actions/recommendations designed to achieve the projected level of employment growth in Meath by 2022 of an additional 7,500 jobs in order to broaden Meath's economic base by growing the share of employment taken up by inter alia; knowledge-orientated activities and thus growing both indigenous and (FDI) enterprises in the County.
- 2.16 The measures recommended within the Economic Development Strategy seek to promote County Meath to fulfil its economic potential and to prosper as a successful, diverse and vibrant social, civic, commercial, and residential centre that will be recognised locally, nationally and internationally as a highly attractive and distinctive location in which to conduct business.
- 2.17 Variation No. 3 of the Meath County Development Plan incorporated the recommendations and specific actions of the Meath Economic Development Strategy 2014-2022 within the settlements identified in Volume 5 of the current Meath County Development Plan 2013-2019 and this draft variation is prepared in that context and to align the Navan Development Plan with the varied County Development Plan and the Economic Development Strategy. The implementation of the 8 no. specific actions contained in the Economic Development Strategy for County Meath 2014-2022 will be the primary response of the Local Authority to seek to improve the number of local employment opportunities available to the resident population.
- 2.18 In particular Action 3 of the Economic Development Strategy identifies a number of revisions required to positively provide the framework for investment and employment creation while at the same time removing non-essential potential barriers to employment generating development. The requirements arising from Action 3 of the Economic Development Strategy is a key reason for the preparation of this variation therefore a review of the Navan Development Plan was undertaken. This assessment included the following:

- Undertake a review of the existing Navan Development Plan and associated policies and objectives to incorporate the actions and recommendations of the Meath Economic Development Strategy 2014-2022 with particular reference to a review of the quantum and location of existing employment zoned lands;
- Update the policies and objectives of the Navan Development Plan to include reference to the Meath Economic Development Strategy;
- Undertake a review of the employment zoning objectives as set out within Chapter 5 of the Navan Development Plan;
- Consider the requirements to zone additional lands for employment purposes within the Town at appropriate locations in order facilitate a choice of employment zoned lands;
- Review phasing restrictions on residential lands which currently impact on the delivery of key infrastructure in the town;
- Develop a menu of actions to provide positive support for start-up enterprises on appropriately zoned lands;
- Review the requirement surrounding the preparation of Framework Plans on employment zoned lands to ensure that blockages to delivery are removed.

2.19 Following on from this review it is proposed that a number of amendments be made to the Navan Development Plan as detailed below:

- To amend the text of the Navan Development Plan narrative, policies and objectives to bring these into line with the Meath Economic Development Strategy;
- To review the quantum and location of employment zoned land;
- To review the appropriateness of the Masterplan Objectives in the town as it pertains to their compatibility with employment generation;
- To review the requirements surrounding the preparation of Framework Plans on employment zonings;
- Variation No.1 to the Navan Development Plan, included in the evaluation of residentially zoned lands Clonmagadden SDZ and allocated 500 residential units to same in Phase I. It is appropriate to indicate that the SDZ is a nationally designated site for residential development and operates independently of the provisions of the Navan Development Plan and as such the units allocated to the SDZ should not have been under consideration. Table 2A1 of the Plan acknowledges that the SDZ should not be included in the figure for residential zoned land, however at Table 2A2 and thereafter in the residential evaluation the lands are included. As part of this variation it is now proposed to correct this anomaly by omitting the SDZ from the evaluation resulting in a surplus of 500 residential units i.e. the units which were allocated to the SDZ in Variation 1 of the Navan Development Plan, see footnote below¹;
- The introduction of additional employment generating lands to the immediate east of MP12 (formerly FP2) lands at Farganstown, the introduction of which will stimulate growth at this key location in the town and will support the concept of a

¹ The 500 residential units referred to in the Clonmagadden SCZ were not included in the County Development Plan 2013 calculations under tables 2.4 and 2.5 of the Plan.

sustainable live-work community with a suitable mix of land uses including employment, residential, community, educational and recreational lands. The provision of additional employment lands is consistent with Action 4 of the Economic Development Strategy to promote the hierarchy of economic centres with the objective of facilitating significant new enterprise employment in Meath. Furthermore it is proposed to allocate 250 residential units (out of the identified surplus of 500 units from the Clonmagadden SDZ) to enable the delivery of key critical infrastructure in the form of LDR6 and to support the development of a sustainable live-work community. It is also envisaged that the referenced lands could accommodate the Boyne Valley Food Hub, which is an ambitious project to establish a key food innovation and research hub in the region with a focus on helping farmers and agricultural co-ops, start up food companies, existing small and mid-size food companies and retail and foodservice establishments. This project is strongly supported by the LEO Office and a Steering Group has been established;

- The release of additional residential lands (250 units from the identified surplus of 500 units as referenced above) at Nevinstown (MP3) in the context of delivering key infrastructure to assist in delivering the economic potential of the town. The new residential development would support the development of the Regional Hospital, assist in the delivery of key road infrastructure in the area and would support the concept of a sustainable live-work community in the north-western quadrant of the town;
- The introduction of additional employment lands at Liscarton Industrial Estate, in order to facilitate opportunities for suitable extension of the range of uses and businesses at that location and facilitate future expansion and scaling up of existing successful business enterprises in this Industrial estate;
- Introduce a 'spot objective' for the development of the industrially zoned lands to the north of MP4 lands located at Clonmagadden;
- Amendments to the employment zoning objectives set in order to provide more flexibility in the provision of employment generating uses. This will ensure consistency with the County Development Plan zoning objectives;
- Amendments to the Development Management Standards set out within Chapter 8 of the Navan Development Plan;
- Amendments to the text of the Navan Development Plan to take cognisance of the Navan Public Realm Study. The Study sets out a range of interventions that will support and enhance the future of Navan as a vibrant and connected town, which will in turn contribute to providing an attractive setting for employment generation.
- Support the redevelopment of Pairc Tailteann by establishing it as a Designated Sports Hub for the town of Navan and its hinterland.

3.0 CONTENT OF VARIATION NO. 2 OF THE NAVAN DEVELOPMENT PLAN

- 3.1 A number of amendments to the Navan Development Plan are proposed in order to incorporate the recommendations of the Meath Economic Development Strategy and to align with the County Development Plan as varied. These are addressed as follows:

Policy wording changes to include reference to the Economic Development Strategy

- 3.2 A detailed review of the economic strategy contained in Chapter 4 of the existing Meath County Development Plan was undertaken as part of Variation No.3. The policies and objectives as they relate to economic development within the County were updated to include specific reference to the findings and recommendations set out within the Meath Economic Development Strategy 2014-2022. This draft variation also proposes to update the policies and objectives as they relate to economic development and amend the text where appropriate to reflect the changed objectives and zoning amendments as detailed below:-

Zoning of additional lands for Employment Generating Uses

- 3.3 As part of the preparation of the proposed Variation of the Navan Development Plan a review was undertaken of the quantum and location of employment zoned lands within the Navan Development Plan. On the basis of this review, it is proposed to provide for additional employment zoned lands at the following locations:

Athlumney/Farganstown:

As part of the preparation of the Variation consideration was given to identifying an appropriate location in Navan to develop a sustainable live work community centred on a range of uses including high-end employment, mixed use neighbourhood centre, community, recreational, delivery of the Boyne Valley Food Hub and residential development. Having noted that a Framework Plan (FP2) (to be renamed as Master Plan 12 in this Variation) is in place for the lands at Athlumney with suitable zoning objectives for the aforementioned use classes and an access rich environment, the Planning Authority considers that the lands represent the most appropriate location for the development of such a community.

As outlined in Section 2.19 above, under Variation 1 of the Navan Development Plan the Clonmagadden SDZ was included in the Evaluation of Residentially Zoned Lands with an allocation of 500 units committed to that area in Phase I. Given that the SDZ is a nationally designated site for residential development, it operates independently of the Navan Development Plan. As such the 500 units which were allocated to the SDZ are now to be redistributed to other sites in the town with an emphasis on those sites that can deliver key critical infrastructure which could stimulate sustainable economic development. As such it is proposed to allocate surplus residential capacity to lands within MP12 (250 units in total), which will enable to delivery of a key piece of infrastructure being the LDR 6 as well as creating the referenced sustainable live-work community.

The key purpose of this variation is to implement the objectives of the Economic Development Strategy and to maximise economic development opportunities and as such it is proposed to address a deficiency in the supply of employment generating lands at this location through the addition of E1/E2 zoned lands adjoining the existing residentially zoned lands at this location. It is also proposed to rezone existing Phase II residential lands on the northern side of the proposed distributor road to E1/E2 employment generating uses to ensure that a substantial and coherent land bank is reserved for such purposes. It is further

proposed to re-zone the D1 (Tourism) lands to G1 (Community Infrastructure) to facilitate future educational needs of this expanding area.

The existing Framework Plan (FP2)(Renamed Master Plan 12) will thus be amended to include the additional employment lands now proposed and the amended zoning within the FP2 lands, which will serve to provide long term strategic guidance for the overall development of the area. The Master Plan will thus have the overall objective of creating a sustainable live work community model centred on a range of uses as outlined above. Consultants advice also states that Framework Plans should be uniformly replaced by Master Plans to avoid a duplication of terminology and create a more rational and understandable format for these plans. Navan is the primary growth centre within Meath and, in this respect, the achievement of critical mass is vital to the delivery of sustainable growth within the County. Releasing additional residential lands in tandem with substantial employment generating lands will provide for a sustainable community model to achieve the required critical mass. Furthermore it is evident from an analysis of the Eastern precincts of the town that there is a noticeable deficit of indigenous/SME employment lands and the only accessible employment lands comprise the IDA Business Park which is targeted at E1/High Technology uses and attracting much needed FDI to the town.

Liscarton:

As has been stated the key purpose of the variation is to maximise economic development opportunities and to identify additional employment generating lands if possible. Liscarton is situated directly fronting the R147 Navan/Kells Road and offers an opportunity to scale up existing successful businesses and attract similar business opportunities to this dynamic area. It is thus proposed to zone additional lands for E2 purposes adjoining the existing successful Liscarton Industrial Estate to allow for expansion of existing businesses and to cater for potential synergies between existing businesses and additional new employment opportunities at this strategic location.

MP1 Lands at Rathaldron Road/Inner Relief Road Junction:

No additional lands are proposed to be zoned at this location, however lands which presently have a D1 zoning objective are now proposed to be zoned C1 for mixed use type development. It is considered that this area, proximate to the town centre should have the ability to cater for a wide range of uses subject to appropriate design and layout with frontages onto the inner relief road and the Rathaldron Road.

Nevinstown MP11/MP3 Lands

Lands within MP11 (Formerly FP1) (Nevinstown) have been identified as the preferred site for the development of a new regional hospital in both the County Development Plan and current LAP. However, the lands are currently constrained in terms of access and connectivity to the town centre. Therefore the delivery of Local Distributor Road 3 (LDR3), which would link the Rathaldron Road with the N51 and the town centre is seen as critical in achieving the economic growth of the town and the realisation of existing objectives to deliver hospital services at this location. The proposed distributor road runs through lands which are identified as Residential Phase I and Phase II, identified as the site of MP3. In order

to significantly improve access to this area of town and to develop a sustainable community in close proximity to the planned hospital, it is proposed to allocate an additional 250 residential units to Phase I in MP3 (redistributed from the SDZ lands at Clonmagadden, which were included in the distribution of new residential units under the Navan Development Plan 2009, refer to Section 2.19 above). The delivery of this additional housing, as part of the prioritisation of the delivery of the LDR 3 Local Distributor Road will assist in achieving critical mass and will provide means of access to the strategic hospital site.

Railway Street/County Hall

Meath County Council's Railway Street Offices are located in a key position between the emerging cultural quarter of the town, the town centre to the north and the town centre expansion area to the south. The redevelopment of the Council lands as a key employment centre has the potential to significantly enhance the town and provide high quality linkages between the cultural quarter and the town centre expansion. Therefore while it is not proposed to alter the existing B1 zoning, it is proposed to include a specific objective for the lands highlighting the potential of the lands to accommodate significant retail services and office based employment.

The County Council Offices are located adjacent to the secondary commercial quarter (previously town centre expansion lands), which were the subject of planning permission (Ref No. NA900139 and NT900002), which were accompanied by a Master Plan guiding the development of the lands.

Trim Road:

The Planning Authority has a significant role in healthcare provision through ensuring that there are sufficient lands reserved in the Development Plan to accommodate the development of adequate healthcare facilities for the population of an area. 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. The outcomes of this report are acknowledged in the 2010 Regional Planning Guidelines. In response, Meath County Council engaged Planning and Environmental Consultants to examine potentially suitable sites throughout the town and identify a suitable location for a Regional Hospital. This process identified 3 different sites in the town as being viable, being:

- (1) Nevinstown
- (2) Balreask Old & Limekilnhill (part)
- (3) Limekilnhill

The Navan Development Plan 2009 subsequently identified FP1 (Nevinstown) to provide for the proposed new regional hospital and ancillary healthcare uses. SOC OBJ 3 of the Plan states that it is an objective of Meath County Council "to investigate and reserve in consultation with the Health Service Executive a suitable site for a Regional Hospital in Navan (possible suitable locations include Nevinstown, Limekilnhill and Balreask Old & Limekilnhill (part))". That being the case it is now intended to include the alternative site at Balreask Old & Limekilnhill (part) as White Lands (i.e. A Strategic Land Bank) with a specific objective to ensure the consolidation of the future development of Navan in association with

the Regional Hospital. It is not currently envisaged that these lands will be developed for any other purpose other than the delivery of the Regional Hospital. It is considered appropriate that this site be included in the Plan to facilitate an alternative delivery mechanism in the event that progress is not recorded on the Nevinstown site during the period of the Plan. Development of this site will provide for the delivery of Local Distributor Road LDR 1 (b) which will link the south western quadrant of the town to the M3 Motorway and thus is of critical importance to the proper planning and sustainable development of this quadrant of the town. The provision of a link between the Trim and Dublin roads will reduce the levels of through traffic in the town centre which would support and compliment the measures proposed in the public realm plan for the town.

Review of the Zoning Objectives set out within the County Development Plan

- 3.4 A review of the zoning objectives set out within the Meath County Development Plan 2013-2019 was undertaken as part of Variation Number 3 in order to provide more flexibility for employment generation at appropriate locations within the County. This proposed variation undertakes a similar review to ensure consistency between the County Development Plan 2013 and the Navan Development Plan.
- 3.5 Two employment based land use categories are identified within the Navan Development Plan. These categories include the following:
- 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.

Review of Development Management Objectives

- 3.6 Some minor revisions to the Development Management Standards as set out within Chapter 8 of the Navan Development Plan are proposed in respect of commercial developments in accordance with the recommendations of the Meath Economic Development Strategy.

4.0 STRATEGIC ENVIRONMENTAL APPRAISAL

- 4.1 Strategic Environmental Assessment (SEA) is the formal, systematic evaluation of the likely significant environmental effects of implementing a plan or programme before the decision is made to adopt the plan or programme. The purpose is to “provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation of plans and programmes with a view to promoting sustainable development.”(European Directive 2001/42/EC) The Planning Authority has continued to use the Strategic Environmental Objectives from the County Development Plan SEA to assess this variation and this is considered both practical and pragmatic.

- 4.2 The Planning Authority determined, using the screening criteria set out in Schedule 2A Planning & Development Regulations 2001 – 2004, 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. 2 to the Navan Development Plan. An SEA scoping report has shown that there are potential environmental issues affecting the implementation of Draft Variation No. 2 for the NDP. All these issues will be thoroughly assessed and evaluated throughout the SEA process. Thus the Strategic Environmental Assessment process will seek to assess the impact of the Draft Variation, its policies and objectives on all aspects of the environment, either directly and indirectly, whether positive or negative. Where necessary or required, mitigation measures will be proposed in order to alleviate any potential negative impact. Ultimately, the process will facilitate the broad aim of achieving a sustainable economic strategy within Navan over the lifetime of the Navan Development Plan.

5.0 APPROPRIATE ASSESSMENT SCREENING

- 5.1 Article 6(3) of European Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora (the Habitats Directive) requires competent authorities, in this case Meath County Council, to undertake an Appropriate Assessment (AA) 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.
- 5.2 An Appropriate Assessment Screening was undertaken of the proposed Draft Variation No. 2 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 a Stage II Appropriate Assessment was required.

6.0 FLOOD RISK ASSESSMENT

A Strategic Flood Risk Assessment (SFRA) was carried out to inform the preparation of the Variation. This SFRA builds on the existing assessment which was carried out for the County Development Plan, the Navan Development Plan and Variation No 1 of the Navan Development Plan. The SFRA utilises the most up to date flooding data for Navan available at the time of preparing the Variation.

7.0 HOW TO READ THE PROPOSED AMENDMENTS TO THE COUNTY DEVELOPMENT PLAN

This variation document relates specifically to the relevant sections of the Navan Development Plan 2009-2015 which it is proposed to change and not the entire plan. Therefore, **it is advisable that this variation be read in conjunction with the current Navan Development Plan.**

- 7.1 The existing text of the Navan Development Plan 2009 – 2015 is shown in normal font and is included to provide context to the content of each section not being altered as part of this variation process. **Please note that the Draft Variation document should not be interpreted as the complete text of the Navan Development Plan 2009 -2015 but rather highlights selected parts of the Navan Development Plan which are proposed to be varied as part of**

Variation No. 2. On completion of this variation process, a consolidated version of the Navan Development Plan will be made available for ease of reference and to avoid any potential confusion.

- 7.2 Proposed Amendments / Additions are shown as **red underlined text** and deletions are illustrated as **a strikethrough in red**. For example: The Navan Development Plan 2009-2015 sets out the intention of ~~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~~ **Authority** is to ensure that future development in Navan takes place in a planned, co-ordinated and sustainable manner over the coming years.
- 7.3 Where deletions or additions are proposed to the policies and objectives of the Development Plan follow on changes may be required to the overall numbering system of such policies or objectives list in relevant chapters. It is the Planning Authority's intention to carry out a renumbering process of such policies and objectives. A consolidated version of the development plan as varied will be published following completion of this variation process

8.0 MAKING A SUBMISSION

- 8.1 A copy of the proposed draft Variation (No. 2) of the Navan Development Plan 2009-2015, together with the Environmental Report, Natura Impact Report and Strategic Flood Risk Assessment and Management Plan pursuant to Article 6 of the Habitats Directive 92/43/EEC will be available for inspection **from Wednesday 15th March 2017 to Wednesday 12th April 2017 on Meath County Council's website at www.meath.ie/planning and at the following locations:**

LOCATION	OPENING HOURS*excluding bank/ public holidays
Planning Department , Buvinda House, Dublin Road, Navan, Co. Meath C15 Y291	Monday-Friday 9.00am-1.00pm & 2.00pm-4.00pm
Navan Municipal District , Town Hall, Watergate Street, Navan C15 C821	Monday 9.00am–1.00pm & 2.00pm–5.15pm Tuesday-Friday 9.00am–1.00pm & 2.00pm–5.00pm
Meath County Library/Navan Branch Library , Railway Street, Navan	Monday, Wednesday, Friday and Saturday, 10.00am to 5.00pm, Tuesday and Thursday, 10.00am to 8.30pm

- 8.2 Copies of the proposed Draft Variation (No. 2) of the Navan Development Plan 2009- 2015 are available from the **Planning Department, Buvinda House, Dublin Road, Navan, County Meath**, C15 Y 291 or please Tel: 046-9097500/7518 or email: variation2ndp@meathcoco.ie.
- 8.3 Written submissions or observations should be addressed and marked **“Proposed Draft Variation (No. 2) to Navan Development Plan 2009-2015 and submitted to the Planning Department, Meath County Council, Planning Department, Buvinda House, Dublin Road, Navan, County Meath. Submissions or observations must be received by before 4pm Wednesday 12th April, 2017.”**
- 8.4 Written submissions or observations may also be made via email to variationndp@meathcoco.ie. Submissions made via email **must** include the full name and address of the person making the submission and where relevant, the body or organisation represented. **Please ensure your submission is forwarded in either hard or soft copy and not both.**
- 8.5 Written submissions or observations with respect to the proposed Draft Variation (No. 2) of the Navan Development Plan 2009-2015 made to the Planning Department within the above said period will be taken into consideration before the making of a decision on the proposed Draft Variation (No. 2).
- 8.6 A copy of the Navan Development Plan 2009-2015 and the Economic Development Strategy for County Meath is available on www.meath.ie.
- 8.7 For further information contact the Forward Planning Team at Tel: 046 – 9097518.

AMENDMENTS

TO

WRITTEN STATEMENT

NAVAN DEVELOPMENT PLAN

2009-2015

CHAPTER 1: POLICY CONTEXT

Note: Section 1.0 unaltered

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~~ **Planning Authority- Meath County Council**, as to the future growth and sustainable development of Navan and its immediate environs. The principal aim of the Planning ~~Authorities~~ **Authority** 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 ~~3 Navan Development Plan 2009-2015 incorporating Variation No. 1~~ 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~~ **8** 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 ~~8~~ **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.~~

~~1.31.2~~ **Planning and Development Acts 2000-2014- 2016**

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~~ proposed that town councils, such as Navan, ~~will~~are to 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~~ remains in effect beyond 2015.

~~1.41.3~~ **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, and should any conflict arise between the maps and the statement, the statement shall prevail.

~~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;~~

~~• 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:~~

~~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.~~

NOTE: Sections 1.5, 1.5.1, 1.5.2 and 1.5.3 are renumbered to become Section 1.4, 1.4.1, 1.4.2 and 1.4.3

1.4.3 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

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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;~~
- ~~The Boyne and Blackwater candidate Special Area of Conservation is acknowledged as a background influence to economic development within the Navan Core Economic Area.~~
- To promote Navan as a 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.
- To promote the further development of the Navan IDA Business & Technology Park as one of the 5 key strategic sites for employment in Meath as identified in the Meath Economic Development Strategy 2014-2022;
- 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 to the wider region;
- To recognise the significance of the Navan Rail Line and Regional Hospital as catalysts for significant employment opportunities in the wider area having regard to the RPGs acknowledgement that a HSE study found Navan to be the most suitable location for a new Regional Hospital;
- 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 by way of the preparation and implementation of a public realm plan for Navan;
- To promote Navan as a national exemplar of SMARTER Travel working in close co-operation with the National Transport Authority and Department of Transport;
- To seek to develop Navan as a national cycling hub town on the National Cycling Network and a significant hub in the Boyne Valley for cycling and walking;
- To encourage the development of a 'Boyne Valley Food Hub' on suitable lands in Navan

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.

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.

1.4.4 Rebuilding Ireland: Action Plan for Housing and Homelessness- 2016

This Government Strategy states: “Since 2009, persistent under-supply, means that the housing supply deficit is likely to currently exceed 50,000 homes, suggesting that to address both accumulated under-supply and meet future needs, the objective may well need to be to reach supply levels in excess of 25,000 units per annum. The first step, however, is to move from current levels (12,666 in 2015) towards 25,000 per annum as quickly as possible – and it is this transition, coupled with a significant increase and acceleration in social housing delivery, that is the primary focus of the Plan”.

The document outlines actions based on 5 pillars (referenced below).

The detailed strategy and actions of the Plan are based around 5 pillars:

1. Address homelessness
2. Accelerate social housing

3. Build more homes
4. Improve the rental sector
5. Utilise existing housing

The Plan outlines that boosting supply is fundamentally linked to all housing sector stakeholders re-shaping the entire delivery process, from land to infrastructure provision and through to construction methods, to match market affordability trends. In addition, the State sector must support an inherently affordable supply of housing through the measures under its control.

1.4.5 Action Plan for Jobs- Mid East Region

This Action Plan for Jobs for the Mid East region covers the counties of Kildare, Meath and Wicklow. The primary objective of the Plan is to have a further 10-15% employment in the region by 2020 and to ensure the unemployment rate is within 1% of the State average. The Mid East region has significant existing enterprise strengths and assets, and the capability to surpass these objectives. However a new level of collaboration between key players in the region is needed to ensure these common objectives are achieved. This increased collaboration will be facilitated through a number of policy reforms that have been put in place by the Government, including:

- the growing impact of the Local Enterprise Office (LEO) network developed through the close cooperation between Enterprise Ireland and the Local Authorities;
- the fresh mandate of the new Education and Training Boards, who like the Higher Education Institutes are now focused on developing stronger links with their local enterprise base;
- the strengthening of the Regional Offices of IDA Ireland and Enterprise Ireland with a new focus in their respective national strategies on regional job growth;
- the reform of Local Government, with a greater emphasis on the economic development role of the local authorities; and
- the emergence of stronger policy framework to underpin sectoral opportunities with a strong profile at regional level.

The Mid East has key areas of strength and areas of strong potential that offer opportunity for strategic development:

- Well-established and growing clusters of multinational and indigenous companies in sectors such as Internationally Traded Services and High-Tech Manufacturing
- Competitive advantage in its excellent connectivity and access, an asset for enterprise development as well as facilitating tourism and infrastructure-dependent sectors such as distribution and logistics
- A strong and diverse agri-food sector encompassing microenterprises, companies of significant scale, in addition to food technology and innovation facilities
- Proximity to many of the State's major Universities and Institutes of Technology, as well as its own Maynooth University, which has a strong track record in facilitating and prioritising research commercialisation
- Strong assets to support tourism, leisure and recreation, including some of the country's most significant heritage assets and an internationally-renowned horse sport tradition
- A reputation as a hub for the film industry; the region has excellent capacity for large-scale film production, hosting two state-of-the-art film studios facilitating both indigenous and international productions

1.4.6 NTA Transport Strategy for the GDA 2016-2035

This transport Strategy provides a framework for the planning and delivery of transport infrastructure and services in the Greater Dublin Area (GDA) over the next two decades. It also

provides a transport planning policy around which other agencies involved in land use planning, environmental protection, and delivery of other infrastructure such as housing, water and power, can align their investment priorities.

This Strategy sets out the necessary transport provision, for the period up to 2035, to achieve the objectives for the region, and to deliver the objectives of existing national transport policy, including in particular the mode share target of a maximum of 45% of car-based work commuting established under in “Smarter Travel – A Sustainable Transport Future”. In doing so, the Strategy will support, from a transport perspective, the delivery of the vision for the Greater Dublin Area established in the Regional Planning Guidelines.

1.4.7 Meath County Council Corporate Plan

The Meath County Council Corporate Plan 2015-2019 contains the following vision “Meath County Council will lead economic, social and community development, deliver efficient and good value services, and represent the people and communities of County Meath, as effectively and accountably as possible.

The Corporate Plan sets out six organisation wide objectives to guide and shape the direction of the functions of Meath County Council. These objectives are summarised below:

1. Deliver excellent services
2. Lead economic development
3. Build strong influential partnerships
4. Engage the larger community
5. Nurture a staff excellence culture
6. Develop system and process capability

The significant changes heralded by ‘Putting People First’ (2012) and the Local Government Reform Act of 2014 represent some of the most far-reaching reforms in the Local Government sector for many years. Local authorities are now required to play a much more proactive role in economic development. Economically, effective local authority planning means maximising positive externalities, which broadly equates to facilitating the environment in which enterprises can create and grow employment. Local Authorities are now expected to be more sensitive to the economic consequences of their day-to-day actions and to have a greater understanding of the wider regional context of their operations. Local authority planning is inevitably shifting towards realising the potential of the “functional region”, from which constituent local authorities can benefit.

On foot of the guidance set out within these documents an Economic Development Strategy has been prepared for County Meath for the period 2014-2022.

In December 2015 the Department of Environment, Community and Local Government published a roadmap for the delivery of the National Planning Framework (NPF). The NPF will succeed the National Spatial Strategy 2002 (NSS) and will provide a long-term, 20 year development strategy setting out the place Ireland will become in terms of economic activity, social progress and environmental quality, through co-ordinated policy, investment and action at national, regional and local levels. The NPF is intended to be the spatial expression of the Government’s wider economic and reform agenda as it applies to the key geographical areas of economic activity and their urban and rural components that drive the economic and social progress of our Country. The roadmap acknowledges the importance of a research based approach to economic development and acknowledges that estimations of long-term economic development, analysis of demographic and development trends will be key inputs into the NPF.

Since the “Action Plan for Jobs” process commenced in 2012 a number of Regional Reports have been published. The Government has published the “Action Plan for Jobs: Mid East Region”. This plan will cover Counties Kildare, Meath and Wicklow. The plan identifies that the region has significant existing enterprise strengths and assets. It notes that increased collaboration can be facilitated by building on the recent reforms such as:

- The growing impact of LEO;
- The new mandate of Education and Training Boards;
- The strengthening of Regional Offices of the IDA and Enterprise Ireland;
- The reform of Local Government with emphasis on economic development role;
- The blueprint of a stronger policy framework to underpin sectoral opportunities.

1.4.8 Economic Development Strategy

The Economic Development Strategy for County Meath 2014-2022 sets out clear, concise, innovative and evidence based measures aimed at accelerating the economic transformation, revitalisation and sustainable development of County Meath from 2014-2022. The Economic Development Strategy contains 8 no. key actions/recommendations designed to achieve the projected level of employment growth in Meath by 2022 of an additional 7,500 jobs in order to broaden Meath’s economic base by growing the share of employment taken up by knowledge-orientated activities and thus growing both indigenous and Foreign Direct Investment (FDI) enterprises in County Meath.

The measures recommended within the Economic Development Strategy seek to promote County Meath to fulfil its economic potential and to prosper as a successful, diverse and vibrant social, civic, commercial, and residential centre that will be recognised locally, nationally and internationally as a highly attractive and distinctive location in which to conduct business.

The Economic Development Strategy identified five key strategic sites within the County that will drive economic development. One of the identified sites is the IDA Business Park in Navan.

1.4.9 Navan Public Realm Plan

Clifton Scannell Emerson and Brady Shipman Martin have been appointed as a multi-disciplinary team by Meath County Council to provide an integrated plan that;

- Facilitates the future growth and success of Navan
- Creates an enhanced environment for people living, working and visiting the town through public realm enhancements – encouraging economic growth
- Optimises **access** to and within Navan for pedestrians, cyclists, public transport, car and other vehicles
- Maximises **connectivity** and **ease of movement** throughout the town
- Creates **multi-functional streets** that balance movement and ‘place’, and **safety** for all within a traffic calmed environment

The Public Realm Plan is presently at Draft stage and contains a number of measures to be implemented over a 5 year period subject to funding.

1.5.9 1.4.10 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 ~~Master~~ plan 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 ~~Master~~ plan 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 delay in 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 requires that the corridor previously identified for a rail link to Navan should continue to be protected from development intrusion. That is not to suggest that development cannot proceed adjacent to and in the vicinity of the corridor subject to no physical encroachment of the rail corridor reservation-~~

The delivery of the second planned train station in North Navan would serve to consolidate development in that area of town with significant development lands identified and which could ultimately deliver a sustainable micro settlement hub. While the National Transport Authority-Transport Strategy for the Greater Dublin Area states that “the level of travel demand between Navan, Dunshaughlin and various stations to the city centre is insufficient to justify the development of a high-capacity rail link at this time” it is further stated that “it is intended that, as part of the next Strategy review, the likely future usage of a rail connection to Navan will be reassessed, taking into account the level of development that will have taken place over the next six years in Navan and Dunshaughlin and their environs. Pending that review, the corridor previously identified for a rail link to Navan should be protected from development intrusion”.

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.~~

NOTE: The numeric order of Sections 1.5.3, 1.5.4, 1.5.5, 1.5.6, 1.5.7, 1.5.8, and 1.5.9 will change in line with the additions of new Sections at 1.4.3, 1.4.4, 1.4.5, 1.4.6, 1.4.7 and 1.4.9

1.5 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 transpose 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 and which should be read in conjunction with this 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.~~

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	No significant impacts were identified on any protected places.

	Structures, Monuments and Places and Architectural Conservation Areas.	
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 where conflicts arise and where mitigation measures are required.	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 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.
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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).

1.5.1(b) Strategic Environmental Assessment for Variation No. 2 to the Navan Development Plan

The Planning Authority 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. 2 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.

1.6.1(b) Appropriate Assessment for Variation No. 2 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.

CHAPTER 2: NAVAN IN CONTEXT

NOTE: Sections 2.0, 2.1, 2.2, 2.3, 2.5 and 2.8.2 remain unaltered with the exception of references to 'Navan Town Council' to be omitted and 'Planning Authorities' changed to 'Planning Authority'

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. The most recent census data available from the 2016 preliminary census of population results estimate that the combined Navan Town and Environs population is 28,399.

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 circa 100 acre IDA Business & Technology Park in Athlumney, on the eastern edge of Navan, accommodating 67 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.~~

In addition there are green field sites, fully zoned and serviced that offer 'quick start' opportunities to create a new customized facility. The variable site sizes can provide units, designed with flexibility in mind, with room for 100% expansion, reflecting the ever changing requirement of international manufacturing industries. Navan Business & Technology Park and the adjoining Johnstown Business Park contain a cluster of Financial Services companies together with key Public Services operations including providers of 24 hour emergency call services. This concurrence of similar kinds of businesses within this area shows the depth of the skills, knowledge and experience of staff available locally which can support new start-up operations here.

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 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 employment 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 continued 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.

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. Given the direct and indirect benefits of tourism for the town, Meath County Council will encourage the development of the tourism and retail sectors in Navan to further enhance the experience for those who visit the town. The tourism industry relies on the quality and attractiveness of the built and natural heritage and the objectives of this development plan are underpinned by the concept of sustainable tourism. 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 has a key role in the implementation of the Boyne Valley Tourism Strategy 2016-2020 and Ireland's Ancient East Programme.~~

2.8.1 Education

The Meath County Development Board stressed 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 concurs 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~~ Authority 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.

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

**Table 2,
Navan Primary Schools**

Primary Schools 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 Naoimh 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~~ is 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 on the Commons Road, Navan and is now operational. ~~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 1 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.~~

Planning permission has been granted at St. Pauls Primary School for the demolition of the existing school buildings, including prefabricated buildings and provision of a new thirty two classroom primary school with a two classroom SNU/ASD unit, associated ancillary accommodation, external play area, car parking spaces, drop-off facilities and gated vehicular access from the Rathaldron Road. Planning Permission has been granted for phase 2 of the Johnstown Education Complex to include the provision of new accommodation for St Marys Special School.

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. Planning Permission has been granted for phase 2 of the Johnstown Education Complex to include extensions to Coláiste Na Mí. A further site for a secondary school has been identified in Clonmagadden.

Table 3;

Navan Post Primary Schools

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

A more detailed analysis of post primary education provision is provided in Chapter 8.

NOTE: Sections 2.8.3, 2.8.4, 2.8.5, 2.8.6, 2.9, 2.10, 2.10.1, 2.10.2, and 2.10.3 remain unaltered with the exception of references to 'Navan Town Council' to be omitted and 'Planning Authorities' changed to 'Planning Authority. Section 2A1 remains unchanged

2.11 Movement

Navan functions as a major transportation ~~hub 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. The National Transport Authority Transport Strategy for the GDA 2016-2035 states that Phase II of the rail line, to extend the line from the M3 Parkway to Navan, will not be developed pending the next review of the Strategy (2022). The next Strategy review will reassess the likely future usage of a rail connection to Navan taking into account the level of development that will have taken place in the interim. Pending that review, the Strategy requires that the corridor previously identified for a rail link to Navan should be protected from development intrusion. In the event of ultimate delivery of the line the two train stations would constitute significant infrastructural and scio-economic assets to the urban fabric.~~

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.

However the situation is quite different for cyclists. The street pattern of the town makes the retrofitting of dedicated cycle ways difficult. ~~However, the advancement of the Public Realm Plan will go some way In addition the current volumes of traffic do not contribute to contributing to~~ a positive experience for cyclists in the town. ~~However more~~ More recently developed outlying areas in the

environs of the town could benefit from the introduction of a cycle lane network and the Trim Road to Proudstown Road cycle network and the Johnstown Quarter cycle network are currently at preliminary design stage. The development of such networks would be undertaken by the RoadsTransportation-Department subject to funding.

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

~~② Provision for upgrading regional and local bus services. €9 Million per annum will be devoted to the Rural Transport Initiative (RTI);~~

~~② Completion of the M3 Motorway by 2010;~~

~~② 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;~~

~~② 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.~~

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 in accordance with the recommendations of the Economic Development Strategy for County Meath;
- 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, Liscarton 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;
- To reserve a site 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 and an additional reserved site to the south of the town, as recommended by the Planning and Environmental Consultants engaged by Meath County Council to examine potentially suitable locations for a Regional Hospital;
- 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 including Meath County Council's Railway Street offices thus reinforcing the primacy of the town centre and secondary commercial quarter;
- To support the redevelopment of Pairc Tailteann as a modern sports hub;
 - The location and existence of the County Grounds in Navan is vital to the promotion of sport and healthy activities in the County Town and it is considered important that the plan seeks to ensure the continued financial viability and continued relevance to the local economy. The importance of sport to the local economy is supported by the Endecon Report of 2010 and subsequent economic analysis.
 - Changes in the sports and recreational sector in recent years have placed a need for Planning Authorities to develop appropriate policies and strategies to facilitate sporting organisations to secure improved and enhanced facilities particularly in urban settings.
 - The importance of sport and active lifestyles in the modern age where obesity and less healthy lifestyles have enhanced the need for public authorities to focus on promoting greater participation in sporting activities as part of healthier lifestyles. The ability of people to participate in and watch field sports in urban locations closer to their places of work and home is thus critically important to the health and well being of a modern society.
 - The continued economic and financial viability of Pairc Tailteann is thus supported by this economic variation in order to reflect the sites importance to the local economy and the community of the town.
 - Support is thus given by this plan to ensure the creation of viable economic uses related to its sports hub status necessary to ensure the physical improvement and enhanced status of the County Grounds in its current location.
 - This measure is consistent with Paragraph 5.10.1 of the County Development Plan which states: "Specific objectives will be contained in Local Area Plans where the provision of such facilities is directly linked to the development of certain areas and to remedy any deficiencies identified in the audit of sporting and community facilities"
- 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
 - o Protect the town centre from the impact of traffic congestion and examine the possibility of introducing pedestrianisation where appropriate and practical;
 - o Strong integration between transportation planning and land use planning;

- o General reduction in the need to travel, especially by car, through land use planning which promotes a sustainable mix of uses;
- o Provision for the future transportation needs of Navan including rail, and;
- o 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.
- To support the advancement and implementation of the Public Realm Plan and the associated improvements to the aesthetics of the town.

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~~ has retained the suggested density of 45 units per hectare where this is considered appropriate. The northern portion of the lands subject to ~~FP4 MP3~~ 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		240.95 <u>202.85</u>		9,649 <u>8,239</u>

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.

CS POL 1 To prioritise the sustainable development of Navan as a Primary Economic Growth Town at the centre of a Core Economic Area with Trim and Kells and to act as a “driver” of development in developing and sustaining strong levels of economic growth in accordance with the recommendations of the Economic Development Strategy for County Meath.

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 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 18 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. As per the explanatory note in Table 2A1 the SDZ at Clonmagadden has not been included in the figure for residential zoned lands in Navan.

Note: Table 2A3 remains unchanged save for deletion of Site D from the evaluation entirely as this is Clonmagadden SDZ, (See explanatory note at Table 2A1).

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

Site Name	Zoning	Land Area	Max Density	Yield	Phase I 2013-2019	Phase II 2013-2019
Site N—Beechmount	C1	1.6	20	32	32	
Site K—Academy Street	A2	19.11	45	860	460	400
Site R—St Pats 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	1,228	300	928
Site C—Simonstown	A2	1.07	30	32	32	
Site G—Farganstown	A2	35.7	45	1,607	400	1,207
Site M—Trim Road South	A2	30.94	45	1,392	0	1,392
Site A—Tara Mines	A2	20.21	50	1,011	460	551
Site D—Clonmagadden-SDZ	A2	38.1	37	1,410	500	910
Total				9,649	4,070	5,562

Site Name	Zoning	Land Area	Max Density	Yield	Phase I 2013-2019	Phase II 2013-2019
Site N Beechmount	C1	1.6	20	32	32	
Site K Academy Street	A2	19.11	45	860	460	400
Site R St Pats 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	1,228	300	928
Site C Simonstown	A2	1.07	30	32	32	
Site G Farganstown	A2	35.7	45	1,607	650	957

Site M Trim Road South	A2	30.94	45	1,392	0	1,392
Site A Tara Mines	A2	20.21	50	1,011	710	301
Total				8,242	4,070	4,172

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 ~~framework-Master~~ 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~~ 650 units have been identified for release in Phase 1.

Site A: ~~460~~ 710 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.

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.

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. ~~The NTA Transport Strategy for the GDA 2016-2035 states that Phase II of the rail line will not be developed pending the next review of the Strategy (2022). Pending that review, the Strategy requires that the corridor previously identified for a rail link to Navan should be protected from development. 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~~Therefore, 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. It is envisaged that development will take place in the vicinity of the rail corridor subject to not physically encroaching on the rail reservation as identified by the R1 'Rail Corridor' zoning objective and such development is not contingent of the delivery of the rail line.~~

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. It is likely that the bus network route will alter in line with the Public Realm Plan for Navan.

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

CS POL ~~4~~ 2 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.

Section 2A5 unchanged save for Navan Town Council references

Chapter 3 Settlement Strategy and Housing

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 and reinforced in the Economic Development Strategy will be is 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~~ Economic Development Strategy for the County & Regional Planning Guidelines 2010-2022.

Objectives

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

Settlement Strategy OBJ 8

To ~~develop the public realm and amenities of Navan so that quality of life for residents can be improved.~~ facilitate the provision of an improved public realm and enhanced amenities within Navan through the implementation of the Public Realm Plan

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 the preparation of 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

~~Four no. Framework Plans are designated within the Navan Development Plan envelop:~~

- ~~• 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.~~

Master Plans

A master plan shall be agreed in writing with the Executive of the Planning Authority and shall ~~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.

There are two 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. Given that the Action Area Plans were prepared a significant time ago and in the interests of simplicity it is not intended to require development to be in accordance with these outdated plans. Rather any planning applications on the said lands must be accompanied by a new master plan for lands. Pre planning consultations would be advisable in this regard.

Therefore the ~~The~~ areas identified as requiring new or updated master plans to be prepared are as follows:

- Master Plan 1 (formerly Action Area Plan 1 prepared in 2008): Lands east of the N51 and north of the R147 which are zoned for mixed use commercial activity.
- Master Plan 2 (formerly Action Area Plan 2 prepared in 2008): Lands north of the R147 which are zoned predominantly for mixed use commercial activity.
- 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.
- Master Plan 9: Lands comprising of the existing Pairc Tailteann GAA Stadium with frontage onto Brews Hill and Commons Road
- Master Plan 10: Lands at the Trim Road which are zoned as White Lands (Strategic Land Reserve)
- Master Plan 11: (Formerly FP1) 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.

- Master Plan 12: (Formerly FP2) These lands are located to the east of Navan in the townlands of Athlumney, Alexander Reid, Bailis, Farganstown and Ballymacon and are zoned for a mix of uses, primarily residential, commercial and employment uses.
- Master Plan 13: (Formerly FP3) these lands are situated between the Trim Road and the Commons Road and are zoned for a mix of uses, primarily residential.

~~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: 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: 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:~~

- ~~1. The timely delivery of LDR 3 Local Distributor Road linking the Rathaldron Road to the Athboy Road~~
- ~~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.~~

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

~~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 ~~16~~ 19 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. Masterplans will be subject to appropriate assessment and any other ecological assessments deemed necessary by the Council.

New Master Plans shall be prepared for the following areas:

Master Plan 1 relates to lands to the east of the N51 and north of the R147 which are zoned for mixed use commercial activity. The development of the lands shall also provide for, inter alia, the following:

- Site at the junction of Rathaldron Road and Inner Relief Road, designated a Gateway in the Development Plan. It is envisaged that this building will take the form of a slender 5 storey landmark building adjacent to the junction stepping down to 4 stories where the proposed building turns the corner parallel to the Inner Relief Road.
- The designated gateway sites identified fronting the R147 to provide for a maximum of 10 storey landmark buildings with a high quality design
- A high quality design, finish and layout throughout with strong profiles along the inner relief road and the Rathaldron Road
- Provision of amenity walkways and landscaping along the river
- Provision of adequate public lighting and footpaths throughout the lands
- Provision of suitably landscaped surface car-parking

Master Plan 2 relates to lands to the north of the R147 which are zoned predominantly for mixed use commercial activity. The development of the lands shall also provide for, inter alia, the following:

- The restoration and reuse of existing buildings (where appropriate) on the lands which shall be informed by a Conservation Method Statement prepared by a person competent in that field
- The provision of suitably designed buildings accommodating a suitable mix of uses (with a maximum of 30% residential provision)
- Provision of amenity walkways and landscaping along the river
- Provision of adequate public lighting and footpaths throughout the lands

Master Plan 3 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: • The timely delivery of LDR 4 Local Distributor Road within the Master Plan boundary; • A neighbourhood centre; • A medical centre, and; • Community/Resource Centre. 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. All future development within the MP3 lands will have to take full account of the sensitivities of the receiving environment. Proposals for development which would be likely to have a significant effect on European sites will only be approved if it can be ascertained, by means of an appropriate assessment, that the integrity of these sites will not be adversely affected

Master Plan 4 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 to provide for community, recreational and education facilities, and shall

also provide for inter alia the following: • 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. 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.

Master Plan 5 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.

Master Plan 6 relates to land ~~adjoining the core retail area and identified as a secondary commercial quarter located to the north of the former rail line 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: • 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. 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. 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 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.

Master Plan 7 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 and will accommodate the expansion of Mullaghboy Industrial Estate-

Master Plan 8 relates to 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; • The provision of a maximum of 300 no. residential units within the life of the Development Plan on a phased basis as follows: o 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). o 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 vehicle turning. 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.

Master Plan 9: relates to a rectangular block of land formed by the Trim Road, the former Navan-Dublin Rail Alignment and lands adjoining the Borallion Road. Development of these lands shall only proceed on the basis of an agreed overall Master Plan, the availability of water and waste water services associated infrastructure including the phased provision of these services and the provision of suitable access arrangements. This area is intended to provide an option for the Regional Hospital and ancillary healthcare uses and shall also provide for inter alia the following:

1. A high standard of design, finish and layout;
2. A comprehensive landscaping plan;
3. Infrastructural requirements including delivery of strategic roads and other infrastructural requirements, access for vehicles, pedestrians, cyclists and people with disabilities, car parking and vehicle turning, and;
4. Provision of adequate public lighting and footpaths throughout the lands.

It is not anticipated at the time that this Strategic Land Reserve will serve any other purpose other than a Regional Hospital and ancillary healthcare provision.

Master Plan 10: relates to the lands comprising of the existing Pairc Tailteann GAA stadium and ancillary grounds fronting Brews Hill and Commons Road. This area is intended to provide for a modern sports hub comprising of an upgraded Pairc Tailteann with associated and complimentary uses. Any Master Plan for these lands should provide for inter alia the following:

1. A high standard multi-phase upgrade of Pairc Tailteann
2. A comprehensive landscaping strategy inclusive of the provision of a high quality public plaza at the junction of Brews Hill and Commons Road
3. Infrastructural requirements including access for emergency vehicles, pedestrians, cyclists and people with disabilities, and;
4. Provision of adequate public lighting and footpaths throughout the lands.

Master Plan 11: This Master Plan 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, during the period of the Plan, primarily for community facilities to provide for the Regional Hospital and ancillary healthcare uses and shall also provide for inter alia the following:

1. The timely delivery of LDR 3 Local Distributor Road linking the Rathaldron Road to the Athboy Road
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.

Master Plan 12: These lands are located to the east of Navan in the townlands of Athlumney, Alexander Reid, Bailis, Farganstown and Ballymacon and are zoned for a mix of uses, primarily residential, commercial and employment uses. These lands were previously the subject of Framework Plan Area 2 which shall be renamed to Master Plan 12. Any development proposals shall accord with the Master Plan for this area. The Master Plan shall be updated to consider the additional lands now proposed to have an E1/E2 zoning objective as well as the reconfiguration of the zoning objectives on the lands. The updated Master Plan shall promote the concept of a sustainable integrated “live work” community based planning model. All future development within the MP12 lands will have to take full account of the sensitivities of the receiving environment. Proposals for development which would be likely to have a significant effect on European sites will only be approved if it can be ascertained, by means of an appropriate assessment, that the integrity of these sites will not be adversely affected.

Master Plan 13: relates to lands situated between the Trim Road and the Commons Road and are zoned for a mix of uses, primarily residential. These lands were previously the subject of a Framework Plan 3 (included in appendix V of this plan). The Plan is renamed to Master Plan 13 and development proposals shall accord with this plan or an updated version of same, which shall be agreed with the Executive of the Planning Authority.

~~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.~~

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.~~

Primary Land Use Zoning Objectives

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, Research & Development, Major Comparison, 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, Enterprise Centre, Garden Centre, Research and Development, Light Industrial / Warehouse, Motor Sales / Repair, Office use where the services are not principally for visiting members of the public, Petrol Station, Restaurant / Café, Take-Away / Fast Food Outlet, Science and Technology Based Enterprise, 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 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, Research & Development, 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.

~~Uses not listed under the permissible or 'open for consideration' categories will be assessed on their own merits, however any such uses shall not conflict with the primary land-use objective to provide for the creation and production of enterprise and employment~~

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~~

~~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. 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, **Leisure Facilities**, Motor Sales, Offices 100 – 1,000 sq. m., Petrol Station, Restaurant / Café, Veterinary Surgery, Waste Recycling / Transfer / Sorting Centre, Wholesale Warehousing / Cash and Carry.

Uses not listed under the permissible or ‘open for consideration’ categories will be assessed on their own merits, however any such uses shall not conflict with the primary land-use objective to provide for the creation and production of enterprise and employment

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 2 no. sites 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. Should the Planning Authority be satisfied that a project proposed for lands with a white land designation would assist with the implementation of the Economic Strategy, these lands can be released for development during the plan period.

3.3.1 Development Management Standards

Chapter 11 of the Meath County Development Plan 2013 – 2019 set outs Development Management standards for new planning applications in County Meath. For the purposes of the Navan Development Plan 2009 – 2015 and to ensure consistency with the county standards, please refer to Chapter 11 of the Meath County Development Plan 2013-19 for development management requirements. Note: It is proposed as part of this Variation to delete Chapter 8 of the Navan Development Plan.

NOTE: Primary Land Use objectives remain unchanged for A1, A2, F1, G1, R1 and H1

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~~ provision of a secondary commercial quarter 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 delivery of a viable 'live work' community at the Nevinstown and Farganstown lands is a signature focus of this plan as recommended by the Economic Development Strategy.

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.

NOTE: Sections 3.4, 3.5, 3.6, 3.6.1, 3.7, 3.8, 3.8.1, 3.8.2, 3.8.3, 3.8.4, 3.8.5, 3.8.6, 3.8.7, 3.8.8, 3.8.9, 3.8.10, 3.8.11, 3.10, 3.11 and 3.12 remain unchanged

CHAPTER 4: ECONOMIC DEVELOPMENT STRATEGY

4.0 Introduction

The 2011 Census² 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~~ 2009-2015 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 Local Authority role has expanded to provide a greater emphasis on promoting economic development at local level. Local Authorities are expected to lead and mobilise economic development locally in conjunction with relevant agencies. The primary-a significant role of the ~~Planning Authorities~~ Local Authority 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 is critical~~will be closely monitored over the life of the Plan. In particular there is a need for further representation of the FDI Sector in Navan, which could be facilitated by the further build out of the IDA Business Park as identified in the Economic Development Strategy for the County. In this regard Planning Permission was obtained in December 2016 for the construction of an Advanced Technology Building within the IDA Park.~~

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~~

² (No employment data for the 2016 Census has been published at time of writing)

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.

Since the publication of the Government Strategy document for Local Government Reform “Putting People First – Action Programme for Effective Local Government” (October, 2012), Local Authorities have been tasked with greater emphasis on promoting economic development at local level. Local Authorities are expected to lead and mobilise economic development locally in conjunction with relevant agencies, and to draw up local economic development plans in conjunction with the overall County Development Plan. Meath County Council has taken a very proactive approach to leading economic development in the County with the setting up of the Meath Economic Forum in 2013 and the publication of the Meath Economic Development Strategy 2014 – 2022 which sets an ambitious

yet achievable jobs target of creating 7,500 additional jobs in the County over that period. Leading economic development at local level is one of the key priorities for Meath County Council.

The promotion of economic development in general, and industry and enterprise in particular, depends heavily on the policies, objectives and guidelines set out in other Sections of this Development Plan. The promotion of economic development requires a multi-pronged approach, the key components of which are:

- Identifying key sites for employment generation in Navan and promote economic growth locally;
- Providing and facilitating the provision of requisite physical infrastructure;
- Reserving sufficient employment zoned land in suitable locations for industry and enterprise uses;
- Facilitating relevant bodies on the availability of high-speed telecommunications;
- Facilitating relevant energy suppliers on availability of clean and reliable sources of energy;
- Promoting and facilitating appropriate educational/training measures to ensure a suitably skilled local workforce;
- Encouraging research and development linkages between industry/business and third-level institutions
- Forging mutually-beneficial linkages and partnerships with the business and third level community;
- Securing high standards of landscape and environmental protection/enhancement;
- Ensuring that the town remains attractive to investment, and;
- Offering a good quality of life to those who wish to both live and work in Navan and reduce unsustainable long distance commuting patterns for employment. -

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~~ Enhanced accessibility when the Navan – Dublin Railway line is delivered and the prospect of the delivery of the ~~Dublin~~ Leinster Outer Orbital Road (~~D~~ LOOR) in the longer term³. 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~~ 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

³ The NTA Transport Strategy for the Greater Dublin Area 2016-2035 states that Phase II of the rail line will not be developed pending the next review of the Strategy (2022). Pending that review, the Strategy requires that the corridor previously identified for a rail link to Navan should be protected from development intrusion.

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 Home park and Mullaghboy Industrial Estate which has recently expanded.

4.1.1 Economic Strategy of the Navan Development Plan 2009-2015

The Economic Development Strategy seeks to implement measures which will provide for the potential of Navan to be maximised to ensure that the town becomes a key driver within the economy of the County. The Primary Economic Growth Town of Navan is to be promoted as an anchor of regional enterprise and benefit from locational advantages in terms of access to strategic rail and road networks to gateways, ports and airports. As such Navan is to be prioritised for economic development and investment to redress the imbalance of residential development and jobs and the emergence of dormitory areas.

This Strategy focuses investment in Navan as the primary centre of economic development and employment in this county. This will rebalance the provision of jobs so that residents of Navan have access to opportunities for employment within easy distance from their homes, thereby reducing levels of commuting in the area as a whole. The Strategy 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.

~~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.~~

- ~~o 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.~~
-
- To promote Navan as a 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.
 - To promote the further development of the Navan IDA Business & Technology Park as one of the 5 key strategic sites for employment in Meath as identified in the Meath Economic Development Strategy 2014-2022;
 - 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 to the wider region;
 - To recognise the significance of the Navan Rail Line and Regional Hospital as catalysts for significant employment opportunities in the wider area having regard to the RPGs acknowledgement that a HSE study found Navan to be the most suitable location for a new Regional Hospital;
 - 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 by way of the preparation and implementation of a public realm plan for Navan;
 - To promote Navan as a national exemplar of SMARTER Travel working in close co-operation with the National Transport Authority and Department of Transport;
 - To seek to develop Navan as a national cycling hub town on the National Cycling Network and a significant hub in the Boyne Valley for cycling and walking;
 - To encourage the development of a 'Boyne Valley Food Hub' on suitable lands in Navan
 - To facilitate redevelopment of Pairc Tailteann as a future "sports hub"

~~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.

The Economic Development Strategy identifies the IDA Business and Technology Park within Navan as one of 5 key strategic employment sites within the County. The strategy identifies that approximately 27 ha of land is available for development within the IDA Park and these lands have the potential to accommodate both people and product intensive economic activity including E1 High Technology – knowledge –oriented services and manufacturing. Whilst the park has been a relative success over the lifetime of the previous Development Plan, it is considered that there is significant scope to attract additional employment creation. In this regard a proactive approach to marketing and delivering economic development on the lands is promoted within the Economic Development Strategy. Planning Permission has been obtained (Dec 2016) for the construction of an

~~Advanced Technology Building within the IDA Park, which will provide an enhancement and expansion of industry and employment, which would assist Navan in sustaining its economic competitiveness and importance as a Development Centre in the Greater Dublin Area. 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. The addition of E1/E2 zoned lands will enhance the employment provision and will also enable the delivery of a sustainable live work community model with complementary land uses such as residential, community, recreation and employment uses at this location. 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 ~~Authority~~ 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. There are small tracts of land zoned for E2 'General Enterprise and Employment' at Liscarton and Whistlemount and it is proposed, as part of this variation to provide additional E2 zoning at Liscarton in order to facilitate opportunities for expansion of the Industrial Estate at this location and to maximise the potential of the lands which have a high degree of connectivity to both Navan and Kells. All future development at Liscarton will have to take full account of the sensitivities of the receiving environment. Proposals for development which would be likely to have a significant effect on European sites will only be approved if it can be ascertained, by means of an appropriate assessment, that the integrity of these sites will not be adversely affected.~~

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:~~

<u>ECON DEV POL 1</u>	<u>To implement the policies, actions and recommendations of the Economic Development Strategy for County Meath as they relate to Navan</u>
ECON DEV POL <u>21</u>	To facilitate and encourage the development of Navan as a 'Large Growth Town 1' in the hinterland of the Metropolitan Area of the Greater Dublin Area and as the economic driver for Co. Meath.
ECON DEV POL <u>32</u>	To encourage the development of Navan as a Primary Economic Growth Town in a Core Economic Area with Trim and Kells.
ECON DEV POL <u>43</u>	To support the activities of agencies involved in the promotion of employment generating opportunities in Navan including the <u>Meath County Enterprise Board Local Enterprise Office</u> , Enterprise Ireland and the Industrial Development Agency (IDA Ireland).
ECON DEV POL <u>54</u>	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 <u>65</u>	To encourage local/small scale offices in neighbourhood centres.
ECON DEV POL <u>76</u>	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 <u>87</u>	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 ~~9~~ 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.~~

~~**ECON DEV POL 10**~~

~~To seek to consider noise emissions in accordance with good practice and relevant legislation.~~

Objectives

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

ECON DEV OBJ 1

To support, be proactive and implement the spatial dimension of the Economic Development Strategy for County Meath 2014-2022 with particular regard to the development of the IDA Business and Technology Park

ECON DEV OBJ ~~2~~ 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.

~~**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.~~

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.

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.

~~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.~~

ECON DEV OBJ 5.6

~~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 hasve identified 3 possible locations within the town 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.

ECON DEV OBJ 6

To support the redevelopment of Pairc Tailteann as a modern "sports Hub"

ECON DEV OBJ 7

To provide for small and medium sized industries to develop on lands zoned for E2 (General Enterprise and Employment Use) to the north of MP4 lands including the upgrading of the Clonmagadden Lane serving the lands.

ECON DEV OBJ 8

To support the delivery of the Boyne Valley food hub on lands at Farganstown.

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 Navan~~ is well placed in the centre of the County between the major heritage sites of Newgrange, the Hill of Tara, Sliabh 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 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~~ Solstice 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 ~~implementing the public realm plan 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.

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.

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.

TOU POL 3 To co-operate with Fáilte Ireland, Tourism Ireland, Boyne Valley Tourism, Louth County Council, and any other relevant bodies in the implementation of the Boyne Valley Tourism Strategy 2016-2020 and Ireland's Ancient East Programme.

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.

TOU OBJ 8 To implement the recommendations of the Boyne Valley Tourism Strategy 2016-2020 as they apply to the town of Navan and its environs.

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 Trim gate Street;
- (iv) Investigate measures for improving the retail offer and public realm (in line with the Navan Town Centre-Enhancing Our Town Public Realm Study) 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.

Definition of Navan's Core Retail Area, Secondary Commercial Quarter & 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, Trim gate 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. The Navan Development Plan includes for the provision of a secondary commercial quarter to include Railway Street and the previously identified Town Expansion lands along Carriage Road.

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~~ secondary commercial quarter 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 secondary commercial quarter ~~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 in line with the Public Realm Plan, which embraces and celebrates the strong history and heritage in the town. This is consistent with the recommendations of the Integrated Development Framework Plan.

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 “Town Centre” land use zoning objective to include the identified ~~area for town centre expansion~~ secondary commercial quarter 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 4 <u>6</u>	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 'Town Centre' land use zoning objective.
RET DEV POL 7	To facilitate a competitive and healthy environment for retail in Navan.
RET DEV POL 5 <u>8</u>	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 6 <u>10</u>	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 7 <u>11</u>	<p>To support proposals for new retail and other mixed use development in the town centre where the proposal:</p> <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); <p>Provides adequate facilities for the recycling of waste packaging generated by the proposal, including a bring centre where required;</p> <ul style="list-style-type: none"> • Has negligible impact on existing urban residents; • Has due regard to the heritage value of Navan.
RET DEV POL 8 <u>12</u>	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.

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 secondary commercial quarter identified town centre expansion area (both areas located on lands identified with a B1 "Town Centre" land use zoning objective), in accordance with the sequential test as outlined in the County Meath Retail Strategy.

~~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.~~

~~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.~~

~~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.~~

~~RET DEV OBJ 5~~

~~To initiate enforcement proceedings where an unauthorised use or unauthorised development occurs.~~

RET DEV OBJ 3 6

~~(a) To promote the development of a discount retail outlet off the Trim Road.~~
(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:

- 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 'Town Centre' 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 in Core Retail Areas, and;
- Promote activities including festivals, events, street markets and farmers/country markets in Navan.

RET DEV OBJ ~~4.7~~

~~To ensure that sufficient lands are identified to meet the needs for retail warehousing floor space in Navan.~~

~~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 ~~5.8~~

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.

RET DEV OBJ ~~6.10~~

To consider discount food stores proposals of an appropriate scale as part of the convenience shopping component being provided at proposed Neighbourhood Centres.

<u>RET DEV OBJ 7</u>	<u>To promote the redevelopment of the County Council offices on Railway Street as a key town centre opportunity site</u>
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RET DEV OBJ 11	To promote the development of a discount foodstore off Brews Hill.
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NOTE: Chapter 5 unchanged, save for references to Navan Town Council

Chapter 6 Social Strategy

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
- Fitness Centres located in Mullaghboy Industrial Estate

~~@Jackie Skelly Leisure Centre~~

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

Objectives

In terms of sport and recreational facilities it is an objective of Meath County Council ~~and Navan Town Council~~:

SOC OBJ 17

To assist in the strategic planning for the development of a modern sports hub at Pairc Tailteann.

Chapter 7

7.6 Public Transport

Rail- Navan Railway Line

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 ~~Area 2016-2035~~ 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. ~~The Transport Strategy states that Phase II of the rail line will not be developed pending the next review of the Strategy (2022). Pending that review, the Strategy requires that the corridor previously identified for a rail link to Navan should be protected from development intrusion. 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 Authority ~~yes~~ considers 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 ~~is 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.

CHAPTER 8: DEVELOPMENT MANAGEMENT GUIDELINES & STANDARDS

Chapter 11 of the Meath County Development Plan 2013 – 2019 set outs Development Management standards for new planning applications in County Meath. For the purposes of the Navan Development Plan 2009 – 2015 and to ensure consistency with the county standards and the other previous Town Development Plans of Kells and Trim, **it is proposed to delete Chapter 8 in its entirety and refer to Chapter 11 for the development management requirements.**

NOTE: Chapter 9 unchanged, save for references to Navan Town Council