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CHAPTER 1: POLICY CONTEXT



SECTIONS IN THIS CHAPTER

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1.0 Introduction

Under the Planning and Development Act 2000 each Planning Authority is obliged to make a Development Plan every six years. The Navan Development Plan was adopted by Meath County Council and Navan Town Council on the 2nd and 3rd of November, 2009 respectively, and remains in force until 1st 2nd November, 2015, unless superseded by a new Development Plan for Navan before this date. Development Plans comprise of a written statement and attendant maps that provide a graphic representation of the objectives contained in the Plan. All Development Plans must have regard to national, regional and ministerial policy. The aim of this Plan is to establish a framework for the planned, co-ordinated and sustainable development of Navan and for the conservation and enhancement of its natural and built environment over the Plan period and beyond. This chapter outlines the statutory and policy context for the preparation of the Navan Development Plan 2009-2015.

This Development Plan has been prepared in accordance with the requirements of the Planning and Development Acts 2000 to 2007. Section 10 (2) of the Planning and Development Act 2000 as amended by the Water Services Act 2007 outlines the objectives which a Development Plan shall include:

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

- the control, having regard to the provisions of the Major Accidents Directive and any regulations, under any enactment, giving effect to that Directive, of—
 - (i) siting of new establishments,
 - (ii) modification of existing establishments, and
 - (iii) development in the vicinity of such establishments, for the purposes of reducing the risk, or limiting the consequences, of a major accident;
- the provision, or facilitation of the provision, of services for the community including, in particular, schools, crèches and other education and childcare facilities, and;
- the protection of the linguistic and cultural heritage of the Gaeltacht including the promotion of Irish as the community language, where there is a Gaeltacht area in the area of the Development Plan.

1.1 Plan Context & Structure

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

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

1.2 Navan Town Boundary Alteration Order 2009

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

1.3 Planning and Development Act 2000

The Act, as amended, provides 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. The policies and control mechanisms of the Navan Development Plan 2009-2015, will apply for a six year period, commencing four weeks from the date of adoption of the Plan by Navan Town Council and Meath County Council. A report will be prepared by the Manager, not more than two years after the commencement of this Plan on the progress achieved in securing the objectives of the Plan.

1.4 Navan Development Plan 2009-2015

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

1.5 Policy Context

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

1.5.1 National Spatial Strategy 2002-2020

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

1.5.2 Regional Planning Guidelines for the Greater Dublin Area 2004-2016

The Regional Planning Guidelines outline how the national spatial structure relates to each of the regions. Following on from the Strategic Planning Guidelines for the Greater Dublin Area, published in 1999, the Regional Planning Guidelines for the Greater Dublin Area (RPG's) were published in July 2004 and apply to two Regional Authority areas – the areas of the Dublin Regional Authority and the Mid-East Regional Authority for the purposes of regional planning. The objective of the Guidelines is to establish a broad planning framework for the Greater Dublin Area providing a strategic context and clear guidance as to the types of policies to be included in Development Plans for each Planning Authority. The Guidelines distinguish between the 'Metropolitan Area' and its immediate environs, the 'Hinterland'. One of the primary aims of the RPG's is to provide for the sustainable development of the overall Greater Dublin Area through the consolidation and

concentration of growth in the Metropolitan Area and selected urban centres in the Hinterland Area.

The area covered by the Navan Development Plan 2009-2015 is located in the Hinterland. The aim of the RPG's, for the Hinterland Area is to concentrate development into towns. Under the classifications set out in the RPG's, Navan is identified as a Large Growth Town I along with Wicklow Town and Naas. Collectively Navan, Kells and Trim form a Primary Dynamic Cluster where it is envisaged these centres will form a symbiotic dynamism which will facilitate the development of a self sufficient critical mass of complimentary towns. The RPG's also encourages the inclusion of policies;

- to protect and preserve the architectural, natural and cultural heritage;
- to encourage adequate provision of open space and recreation;
- to sustain green belts, and;
- to provide for social, community and cultural infrastructure as well as social inclusion.

1.5.3 Meath County Development Plan 2007-2013

Meath County Council adopted a County Development Plan (CDP) in March 2007 to replace the County Development Plan which was adopted in 2001. The Meath County Development Plan 2007-2013 sets out the vision, policy framework and specific objectives for future development in County Meath for a 6 year period. Navan is identified as a Large Growth Town in the CDP, consistent with the principles of the NSS and RPG's. Navan is located within a Primary Dynamic Cluster with Kells and Trim in the Meath County Development Plan 2007-2013. The CDP states that it is critical that such towns should develop in a self sufficient sustainable manner in the longer term and that future growth should ensure that they do not become dormitory towns for the Metropolitan Area. The CDP states as follows, "To ensure that all of the Large Growth Towns and Moderate Growth Towns will in so far as practical be self sufficient incorporating employment activities, sufficient retail services and social and community facilities. Residential development will only be permitted if sufficient progress is made in providing employment, retail, social and community facilities within the settlement. The Council will give consideration to the capacity of existing appropriately zoned and serviceable and undeveloped land to deliver sustainable mixed use communities in advance of zoning previously unzoned Greenfield land for new development."

Dynamic clusters' have been identified as being of most benefit in delivering local job creation. A key component of job creation is the development of a critical mass of population necessary to supply a work force and/or to support services such as retail, public transport etc. Navan is, as per the RPGs, expected to support a range of these services. This goal is further complimented by Navan's placement in a primary dynamic cluster with Kells and Trim. The CDP includes as a strategic objective to prepare a thematic spatial strategy for industrial development and enterprise to ensure that industrial development occurs in a planned manner. The Planning Authority is committed to the sustainable development of the County and aims to embrace and promote the natural synergy and dynamism which exists between these centres.

It is considered that the main principles set out in the County Development Plan relevant to the future development of Navan include the following:

- to have regard to the natural and architectural heritage assets to ensure that development will be balanced, with due regard for the protection of the inherent qualities of the area;
- to encourage land-use planning measures which facilitate transportation efficiency, favourable economic returns on transport investment, reduction of environmental impacts and a shift towards the use of public transportation;

- encourage the provision of quality employment and residential developments in proximity to each other, to facilitate a reduction in both travel trips and the dependency on private car transport;
- to have regard to natural, archaeological and cultural heritage assets;
- concentration of development into those centres that can be economically provided with high quality transport and other services and to promote high quality, sustainable integrated transport systems and to encourage co-ordination between all agencies involved, and;
- promotion of relatively compact urban form, increasing residential densities where appropriate, and;
- to provide for the supply of zoned serviced land in line with actual needs and the provisions of the RPG's to avoid over-zoning and consequent difficulties in co-ordinating development.

1.5.4 County Meath Housing Strategy

The County Development Plan included a Housing Strategy which set out the quantum of housing to be provided in County Meath for a six year period up to the 31st December 2013. The purpose of the Housing Strategy is to;

- ensure that there is sufficient zoned and serviced land available in designated development centres in the county to accommodate the estimated housing requirements of the respective centres during the Plan period;
- provide for social and affordable housing as per the obligations under Part V of the Planning & Development Acts, and;
- provide directly for social and affordable solutions through its, house building programme, assistance to other agencies and individuals, acquisitions of dwellings and other special programmes.

Based on the population and household size projections it is estimated that there will be 29,508 additional housing units constructed in the County over the lifespan of the Plan. One of the main findings of the housing strategy point to the fact that there is at present adequate serviced (or planned to be serviced) and zoned land in the County to satisfy the overall housing requirement for this period, though not necessarily in its distribution. The Strategy states that 'the extent of residentially zoned lands will be revised in the context of the individual Local Area Plan or Development Plan review for each centre and does not preclude additional zoning in specific locations where the Planning Authority is satisfied that a clearly established need for such zoning is required'.

1.5.5 North East Regional Waste Management Plan

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

1.5.6 Meath County Tourism Strategy

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

1.5.7 Retail Strategy for the Greater Dublin Area 2008 - 2016

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

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

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

1.5.8 Le Cheile An Integrated Strategy for Meath to 2012

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

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

1.5.9 Integrated Development Framework Plan

The Navan Integrated Development Framework Plan was prepared in December 2002 (and updated in 2009) and has a time frame up to 2016 which covers the current Navan Development Plan. The overall Masterplan for Navan seeks to make the town a more accessible and attractive town that could accommodate an ultimate population horizon of 60,000 persons. Central to the overall strategy is the objective of making Navan a self sustaining community in both economic and environmental terms and to provide a quality urban environment for its citizens.

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

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

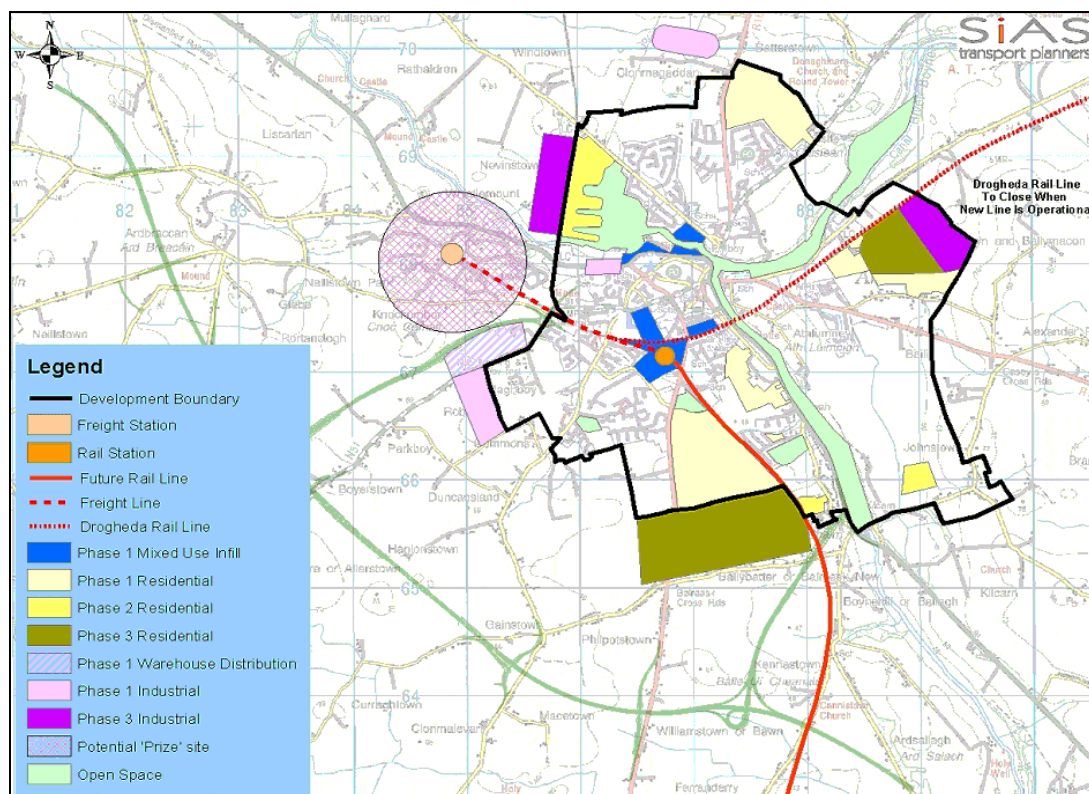


Figure 1; Masterplan from Navan Integrated Development Framework Plan

1.5.10 Local Area Plans/Action Area Plans

The Navan Development Plan 2003-2009 included an objective to prepare an individual Local Area Plan (LAP) for a number of identified locations within the Navan Development Plan development boundary. These included:

- LAP 1 pertaining to lands adjoining the existing town centre identified primarily for Town Centre Development;
- LAP 2 pertaining to lands in between the Trim Road, the line of the former Navan-Dublin railway and the southern boundary of the Development Plan envelope.
- LAP 3 pertaining to the lands between the Trim Road and the Commons Road, bounded by the Local Distributor Road.
- LAP 4 pertaining to lands at Athlumney, Bailis, Alexanderreid and Ferganstown and Ballymacon.
- LAP 5 pertaining to lands north of the existing Local Distributor Road linking the Proudstown Road and Ratholdren Road and south of Kilsaran Lane.

Two of these plans were delivered namely LAP 3 which was adopted on the 24th of July 2006 and LAP 4 which was adopted on the 1st of October 2007. It is proposed to readopt LAP 3 and LAP 4 as part of this plan. The preparation of LAP 1, LAP 2 and LAP 5 remained outstanding at the commencement of the Development Plan review process. Therefore the development of these lands falls under the remit of this Development Plan. The Navan Development Plan 2003-2009 also included an objective to prepare an individual Action Area Plan (AAP) for a number of identified locations within the Navan Development Plan development boundary. These included:

- AAP 1 pertaining to land east of the Navan Inner Relief Road Phase 2A and including the Rathaldron Road, Lower Flower Hill and the N3 Inner Relief Road.
- AAP 2 pertaining to land west of the Navan Inner Relief Road Phase 2A and including the area south of Silverlawns as far as the proposed Town Park, Balmoral Industrial Estate and the N3 Inner Relief Road.
- AAP 3 pertaining to land within and adjoining the former demesne of Blackcastle House.
- AAP 4 pertaining to an area of land designated for Clonmagadden Strategic Development Zone. (The requirement to prepare and adopt an Action Area Plan for this area was not required in the advent of the Planning Scheme for this area being granted.)
- AAP 5 pertaining to residentially zoned lands between the proposed Navan Town Park and the existing Navan – Kingscourt Rail line.
- AAP 6 pertaining to lands adjoining and including St. Martha's College, Johnstown.

Two of these plans were delivered namely AAP 1 and AAP 2, which were approved in early 2008. It is proposed to readopt AAP 1 and AAP 2 as part of this plan. Furthermore, the 'Clonmagadden SDZ Planning Scheme' was adopted in December 2004. The preparation of AAP 3, AAP 5 and AAP 6 remained outstanding at the commencement of the Development Plan review process. Therefore the development of these lands falls under the remit of this Development Plan.

1.6 Strategic Environmental Assessment

Strategic Environmental Assessment (SEA) is carried out in response to the requirements of the European Communities, Council Directive of 2001 on the Assessment of the Effects of Certain Plans and Programmes on the Environment, Directive 2001/42/EC, which came into effect on 21st July, 2004. The enabling statutory instruments (S.I.'s) which 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. The purpose of the Environmental Report is to provide a clear understanding of the likely environmental consequences of decisions regarding the future growth of Navan. The Environmental Report is composed of a number of sections. A description of these and the key findings from each section is provided in Table 1.

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

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

Table 1: Key findings in Environmental Report

Section	Description	Key Findings
Non Technical Summary	This section provides an overall summary of the environmental report using non scientific language.	n/a
Strategic Environmental Context	This section provides the background context to the SEA process including a description of the Development Plan, legislative requirements for the SEA and other relevant plans and policy documents.	SEA legislation has specific requirements on topics to be addressed in the Environmental Report. These were fully considered in the preparation of the Report. The Navan Development Plan and Environmental Report are situated within a hierarchy of plans, including national plans and guidelines, regional planning guidelines and the Meath County Development Plan.
Methodology	This section outlines the methodology used in the preparation of the Environmental Report.	n/a
Baseline Environment	This section describes the current state of the environment with the aim of identifying specific desirable environmental objectives.	Information was gathered and trends examined in the areas of population statistics, land use and housing completions. These noted the significant proportion of the population in the 25-34 age bracket and pattern of lengthy commuting. The physical environment of the Plan area was also studied with key findings in the areas of topography and landscape, water resources, municipal facilities and soils noted. Areas subject to location based protection were identified. These include the River Boyne and River Blackwater cSAC and the Navan Town Architectural Conservation Area. Items subject to point protection (e.g. trees, species, structures) were also listed.
Consideration of Alternatives	This section outlines the process whereby a number of alternative development scenarios were evaluated for their likely significant effects on the environment.	Four scenarios were assessed: compact town; high density development; sprawl development and do-nothing. The outcome was that the 'compact town' scenario was most suitable from an environmental perspective.
Plan Impacts on Protected Places	This section investigates the scale of any of impacts that the Navan DP will have on protected places which include European Sites, Protected Structures, Monuments and Places and Architectural Conservation Areas.	No significant impacts were identified on any protected places.
Plan Impacts on Environmental Assets	This section investigates the scale of any impacts that the Navan Development Plan will have on	Impacts were assessed using 11 categories: biodiversity, flora and fauna; population and human health; soil; water;

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

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

(Settlement Strategy OBJ10); the integration of employment locations with other lands use and the transport network (ECON DEV POL8); the use of walking and cycling and reducing reliance on the private car (Settlement Strategy OBJ11) and the neighbourhood strategy (neighbourhood centre policies 1, 2 and 3).

In addition to influencing the overall development strategy for Navan, the Environmental Report also identified mitigation measures which would assist in achieving the strategic environmental objectives identified in the report. The issues raised in the mitigation measures were taken into account in the formulation of general text in the Development Plan as it related to the topic. For example, the measures relating to cultural heritage, landscape and biodiversity objectives (objectives C1, L1, B1, B2, B3) are comprehensively addressed in Chapter 5 of the Plan and elsewhere where necessary (e.g. policy and objectives SOC POL 23, SOC OBJ 7 and SOC OBJ 8 which include clarifying text to state that particular works cannot have negative impacts on the Natura 2000 site within the Plan area). It was possible to implement some mitigation measures through discrete policies or objectives, such as objective P2 which related to minimising noise and vibration and was addressed through policy ECON DEV POL6 (incorporation of buffer zones around industrial sites) and Section 8.4 which deals with standards for development and includes noise limits. Other, more wide ranging mitigation measures were referenced as necessary in a number of chapters. For example, Strategic Environmental Objective A4 relates to the need to reduce travel. In the Development Plan, this was mitigated through strategic settlement objectives OBJ4, OBJ7 and OBJ10 (which related to promoting a more compact urban form, consolidation of the town centre and re-use of brownfield sites and derelict buildings) and specific objectives addressing neighbourhood centres (Neighbourhood Centre POL1-3), location of commercial development (ECON DEV POL8 and RET DEV OBJ7), heritage (HER POL3) and infrastructure (INF POL9).

1.7 Appropriate Assessment

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

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

1.8 Sustainable Development

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

environment, without compromising the quality of that environment, and with responsibility towards present and future generations and the wider international community'. This process cannot be completed by the Strategy document itself, but requires a continuing adaptation and review of policies, actions and lifestyles. The Strategy highlights, among other things, the unsustainable development of 'Urban Generated one-off houses' and recommends a move towards increasing densities in towns as a way to counter this. The Strategy pays particular attention to the development of rundown or derelict buildings or sites for this purpose. Agenda 21 calls upon Local Authorities worldwide to draw-up 'Local Agenda 21 (LA 21)' Plans to promote sustainability at local level. They are intended to translate sustainable development principals and objectives into practical local action.

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

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

1.9 Pre-Draft Consultation

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

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

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



Booklet which was distributed during the public consultation meetings

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

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

CHAPTER 2: NAVAN IN CONTEXT



SECTIONS IN THIS CHAPTER

- 2.0 Location & Physical Context**
- 2.1 Historical Context**
- 2.2 Present Day Context**
- 2.3 Urban Form**
- 2.4 Population Context**
- 2.5 Household Formation**
- 2.6 Employment Context**
- 2.7 Tourism Context**
- 2.8 Social and Community Context**
- 2.9 Heritage Context**
- 2.10 Piped Infrastructure**
- 2.11 Movement**

2.0 Location & Physical Context

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

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



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

2.1 Historical Context

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

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

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



Kilcarn Bridge

2.2 Present Day Context

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

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

2.3 Urban Form

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

2.4 Population Context

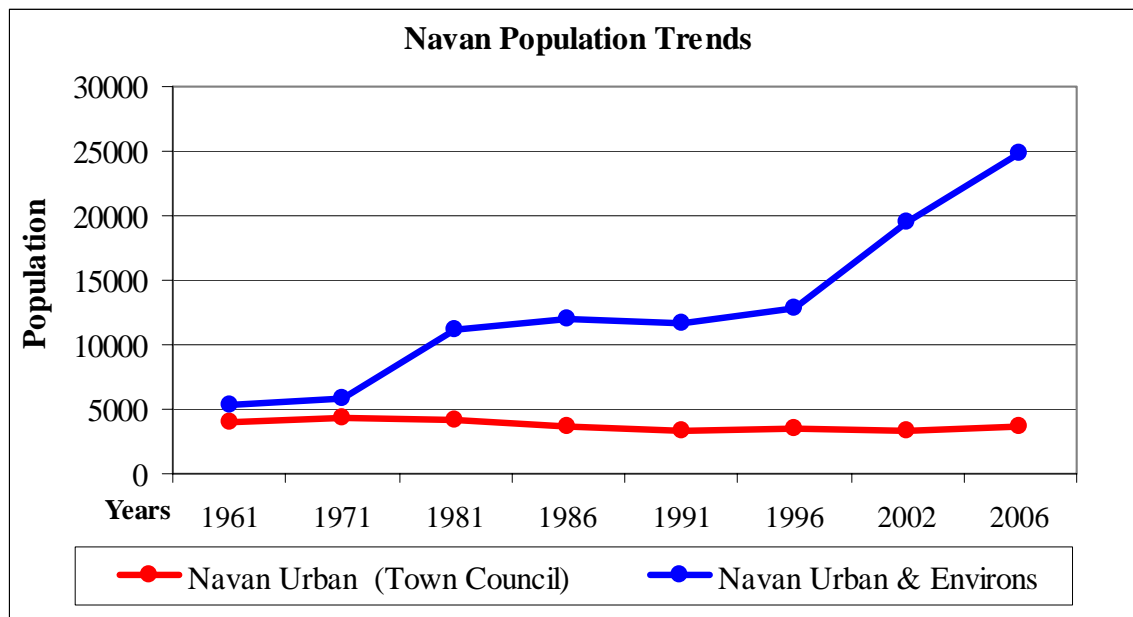
The standard source for population statistics is the census information published every 5 years by the Central Statistics Office (CSO). Navan maintained steady growth at each census from 1961 to 1996 with a particular spurt of population growth evident in the 1970's. However it was the period from 1996 to 2006 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%. Overall the Navan Town and Environs population increased by a phenomenal 94% between 1996 and 2006. An Post Geodirectory data would indicate that at the time of writing the current population of Navan is c.30,500 persons.

The next Census of Population which is due to be carried out by the Central Statistics Office in 2011 and published in 2012 will provide an up-to-date population figure for the Town midway through the life of this Development Plan. It is certain however that the population of the Town will exceed the population of the Environs for the first time in over 30 years in light of the Navan Town Boundary Alteration Order 2009, which substantially extended the boundary of the legally defined town.

Table 1; Population Trends in Navan from 1961 – 2006

CSO, Census of Population Statistics 1961 – 2006, for Navan, Co. Meath				
Year	Navan Urban Population (i.e. Town Council)	% Increase or Decrease	Overall Navan Population (incl. Environs)	% Increase or Decrease
1961	3998	N/A	5255	N/A
1971	4367	+9.2%	5907	+12.4%
1981	4124	-5.6%	11136	+88.5%
1986	3660	-11.3%	11929	+7.1%
1991	3415	-6.7%	11706	-1.9%
1996	3447	+0.9%	12810	+ 9.4%
2002	3406	-1.2%	19417	+51.6%
2006	3710	+8.9%	24851	+28%
Town Council Growth 1961-2006 = -7.2%			Overall Town Growth 1961-2006= 372.9%	

(Source: Central Statistics Office)

Figure 2; Population Trends in Navan from 1961 – 2006

2.5 Household Formation

Census 2006 found that the national average household size was 2.8 persons. The 2006 Census states that County Meath has 53,938 private households, with an average size of 2.99 persons, slightly above the state average.

The Meath County Development Plan 2007-2013 has provided a settlement strategy which will affect household formations in Navan up to 2013. The strategy sets out a household and population distribution framework for each settlement centre (Table 6). Table 6 of the County Development Plan provides details on the number of households permissible in each urban centre over the period up to the end of 2013. The table states that there is a total of 1,496 committed units, which are currently under construction or yet to be constructed. Applying an average household occupancy of 2.9 for that period, it is predicted that the population of Navan would be in the region of c. 35,000 people once all permitted developments in the town are constructed and occupied.

As of October 2008, 298 ha of land zoned for residential development in the Navan Development Plan 2003 -2009, remains available for development (this figure excludes lands zoned for C1 'mixed use' development). These lands would have a capacity for approximately 10,430 housing units based on the current permitted densities (i.e. 35 per ha). A further 18 ha has the benefit of planning permission granted but remains undeveloped. The current quantum of residential zoned lands in Navan could potentially accommodate approximately 30,000 new residents. It is therefore clear Navan can meet its Regional and County housing needs from existing zoned lands.

Having regard to the extent of committed residential development and estimated household targets the Planning Authority will undertake detailed phasing and prioritisation of the release of the remaining residential zoned land bank. Also, policies with regard to the release of subsequent phases of residential lands in Navan will be included in this Development Plan, which will meet agreed targets in relation to development and occupation of the substantial industrial and employment generating land banks identified in the Development Plan.

2.6 Employment Context

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

A key step towards the implementation of many of the economic development policies in the previous Development Plan occurred in July 2007 when An Bord Pleanála upheld Meath County Council's decision to grant planning permission for 7,370 sq. m. of floor space to Quinn Direct, primarily for office and call centre use. This development which at the time of writing is nearing completion has the potential to double the amount of employment in the Navan IDA Business Park. However it should be noted that the park still has great potential to be further developed for employment creating purposes as disregarding lands that are already developed or to which planning permission has been granted but not yet constructed, over half of the land at the Business Park is available for development.

Mullaghboy Industrial Estate and Beechmount Home Park to the west of the town also continue to develop with a high uptake of units. The 2006 Census recorded 13,434 persons in Navan in the "Total at work and unemployed" bracket. 1,067 of these were unemployed which represents an unemployment rate of 7.9% which is a significant rate of unemployment. Notwithstanding this, the percentage figure is likely to be higher now as a result of the global economic difficulties that emerged in 2008. The 2006 Census recorded that the majority of people in Navan worked in Clerical, Management or Government jobs followed by positions in the Professional, Technical and Health sectors. Sales and Commerce was the third biggest employment category. Significant numbers were also employed in Manufacturing and Construction.

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



Athlumney House, Navan,

2.7 Tourism Context

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



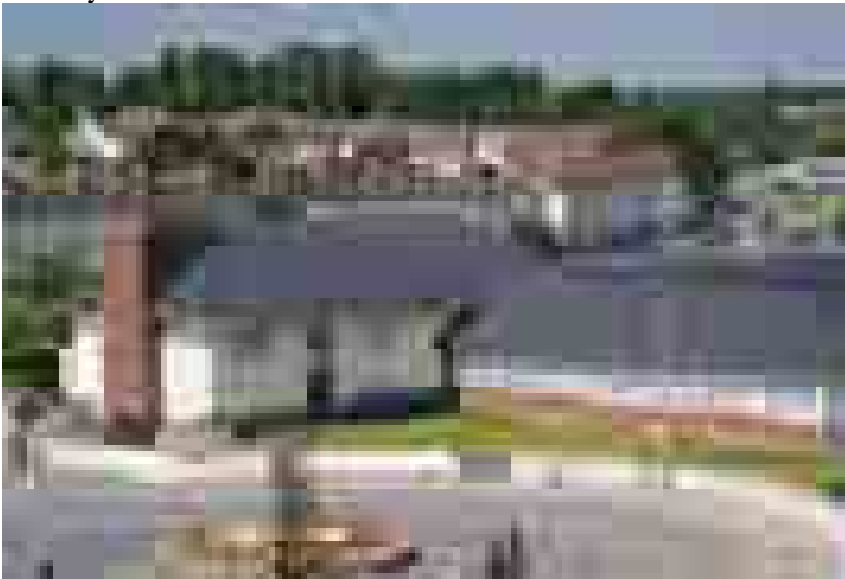
Navan Racecourse

2.8 Social and Community Context

2.8.1 Education

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

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

Primary Schools

Scoil Mhuire, Abbey Road

There are 12 no. primary schools in Navan as listed in Table 2 below.

Table 2, Navan Primary Schools

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

The majority of the above primary schools are operating beyond capacity, with limited opportunity to expand. Three of the schools (Scoil Naomh Eoin, Educate Together Primary School and St. Stephen's Primary School) are in temporary accommodation having only been established in recent years.

A planning application was received in April 2008 from the Board of Management of Scoil Naomh Eoin for the provision of a new 2 storey school incorporating 16 No. classrooms with associated general purpose room, library and resource room, multi-purpose room, staff room, special tuition rooms and teacher's room. The Planning Authority of Meath County Council engaged in extensive pre-planning discussions with the applicants prior to the application being lodged. The application was granted in December 2008.

St. Stephen's Primary School currently occupies a building at St. Martha's College to the east of the town. The current facilities are unsuitable in the longer term and there is an immediate need for a purpose built permanent school at this location.

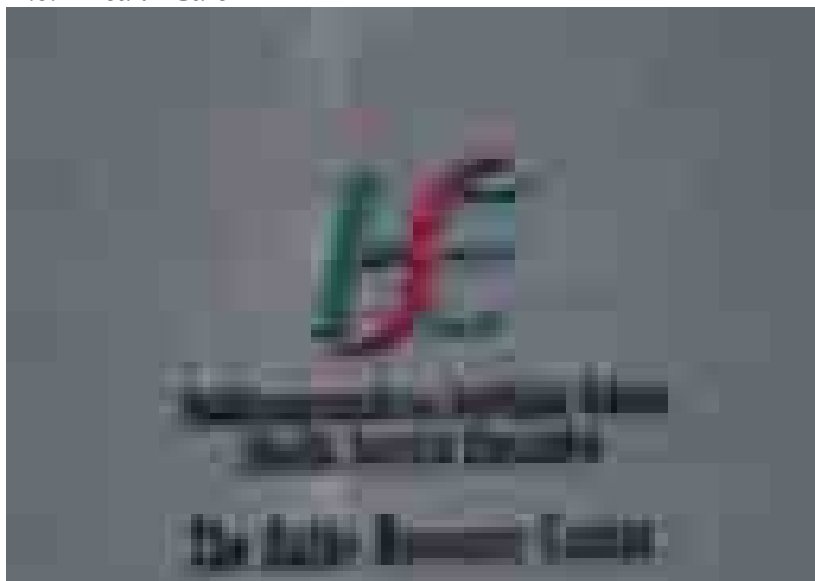
A more detailed analysis of primary education provision and future needs is provided in Chapter 8.

Table 3; Navan Post Primary Schools

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

There are currently no definite proposals or plans for additional secondary school provision in Navan however, 2 no. sites have been identified in the Navan Development Plan 2009-2015 adjacent to St. Martha's College and Clonmagadden respectively. A more detailed analysis of post primary education provision is provided in Chapter 8.

2.8.2 Health Care



Bailis Resource Centre, Navan

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

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

2.8.3 Recreational, Sport and Leisure Facilities and Open Space

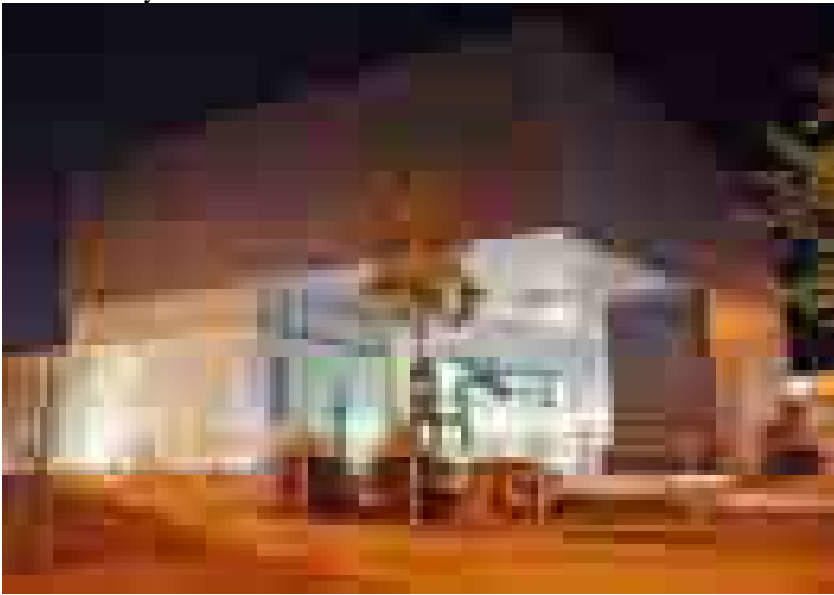


Navan Race Course and Golf Course

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

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

2.8.4 Library and Arts Facilities



Navan Arts Centre and Library

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

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

2.8.5 Childcare Facilities

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

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

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

2.8.6 Fire Service

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

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

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



Navan Fire Station's Class B fire tender

2.9 Heritage Context

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

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

The 2003-2009 Navan Development Plan identified;

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

2.10 Piped Infrastructure

2.10.1 Water Supply

There is currently limited spare capacity available in the Navan water supply. However, a new Navan & Mid Meath Water Supply Scheme is at an advanced stage of planning and is included in the Water Services Investment Programme 2007-2009. This scheme has been designed to provide for the water demands for the Navan & Mid Meath area to the year 2026. The scheme has been broken into a number of contracts for ease of procurement.

2.10.2 Wastewater

The Navan wastewater treatment plant at Ferganstown has a design capacity of 40,000 p.e. The current loading is approximately 38,000 p.e. The plant has scope to treat 50,000 pe with little modification required to the plant. The treatment plant capacity could be expanded to cater for 60,000 p.e. by 2013, if the demand required, subject to the availability of funding. Construction work on the Johnstown/Kilcarn Sewer Improvement Works scheme has recently been completed. The pumping stations are now commissioned and fully operational. As well as addressing the previous environmental and public health problem of wastewater discharges to the Boyne flood plains, this scheme provides the required capacity for the high population growth areas of Kilcarn and Johnstown.

2.10.3 Surface Water Drainage

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

2.11 Movement



Navan Inner Relief Road Bridge

Navan functions as a major transportation mode in Co. Meath. The town is strategically located on the N3 National Primary Road 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 R153, R161, and R162. The town experiences high levels of through traffic as a result. The town will greatly benefit from the construction of the M3 Clonree to North of Kells Motorway Scheme which will provide a bypass for the town with a southern interchange accessible from Kilcarn 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 Eireann 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, Drumcondra, 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. This is the subject of a current rail alignment study. The scoping phase is complete in which 8-9 route options were considered. A feasibility study is currently being undertaken on 2 routes at the time of writing. It is estimated that the feasibility study will take 1 year to complete. The target date for the delivery of this project is 2015.

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



Navan Slí na Sláinte Route

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

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

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

CHAPTER 3: SETTLEMENT STRATEGY & HOUSING



SECTIONS IN THIS CHAPTER

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

3.0 Introduction

This chapter of the Development Plan sets out Navan Town Council's and Meath County Council's strategic vision for the future development of Navan and includes the housing strategy for the plan period. The policies and objectives of the National Spatial Strategy, the Regional Planning Guidelines for the Greater Dublin Area and the Meath County Development Plan 2007-2013 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 in the Regional Planning Guidelines with a population threshold of 25,000-40,000. It is anticipated that Navan will grow in the longer term to a population threshold of 60,000 persons.

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 as part of a primary dynamic cluster together with Kells and Trim and as an economic driver within the County and Region.

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

Sustainability:	To provide for and accommodate the social, cultural and economic development of the town without compromising such aims for future generations.
Competitiveness:	To promote the development of Navan as a Large Growth Town as part of a primary dynamic cluster 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.

Polices

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 and promote its status as a primary dynamic cluster in partnership with Trim and Kells and as a key economic driver in line with the policies prescribed in the County Development Plan 2007-2013 & Regional Planning Guidelines 2004-2016;
Settlement Strategy POL 2	To promote the development of Navan as a self sustaining centre incorporating employment activities, sufficient retail services and community facilities.

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

Objectives

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

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

3.2 Local Area Plans & Framework Plans

As stated in Chapter 2 it was an objective of the Navan Development Plan 2003-2009 to prepare a number of Local Area Plans for specific areas within the Navan Development Plan area, namely LAP 1, LAP 2, LAP 3, LAP 4 and LAP 5. Two of these plans were delivered namely LAP 3 which was adopted on the 24th of July 2006 and LAP 4 which was adopted on the 1st of October 2007. It is proposed to readopt LAP 3 and LAP 4 as part of this plan. The preparation of LAP 1, LAP 2 and LAP 5 remained outstanding at the commencement of the Development Plan review process. Therefore the development of these lands falls under the remit of this Development Plan.

The Navan Development Plan 2003-2009 also included an objective to prepare an individual Action Area Plan (AAP) for a number of identified locations within the Navan Development Plan development boundary, namely AAP 1, AAP 2, AAP 3, AAP 4, AAP 5 and AAP 6. Two of these plans were delivered namely AAP 1 and AAP 2, which were approved in early 2008. It is proposed to readopt AAP 1 and AAP 2 as part of this plan. Furthermore, the 'Clonmagadden SDZ Planning Scheme' was adopted in December 2004. The preparation of AAP 3, AAP 4, AAP 5 and AAP 6 remained outstanding at the commencement of the Development Plan review process. Therefore the development of these lands falls under the remit of this Development Plan.

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

Having regard to the preparation and approval of future Framework Plans the Planning Authority considers that for proposals with a resultant population less than 2,000 persons, the approval of the Executive of the Planning Authority will be required. Framework Plans with a resultant population greater than 2,000 persons will be subject to a public consultation process and the approval of the Elected Members of the Planning Authority. The use of Framework Plans has not been confined to residentially zoned lands; Framework Plans have also been sought for lands intended for other uses.

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

- Proposals in relation to the overall design of the proposed development including maximum heights, external finishes of structures and the general appearance and design, including that of the public realm;
- The types and extent of any proposed development indicating how these uses integrate with surrounding development and land uses;
- Proposals in relation to transportation including public transportation and non motorised modes, vehicular roads layout and access arrangements, loading/unloading provision, the provision of parking spaces and traffic management;
- Proposals in relation to the provision of services in the area including the provision of waste and sewerage facilities and water, electricity and telecommunications services, oil and gas pipelines, including storage facilities for oil and gas;
- The element of residential development shall include proposals relating to the provision of amenities, facilities and services for the community including crèches and other childcare services, community and resource centres;

- The facilitation of public access to the proposed amenity areas located within the Plan boundaries and beyond, and;
- To make provision for sport and recreational infrastructure commensurate with the needs of the development as an integral element of any proposals;
- To make provision, where appropriate for educational facilities.

One Local Area Plan and Seven Framework Plans are designated in the Development Plan as detailed below. It is noteworthy that some of the previously designated Local Area Plans and Action Area Plans are redesignated as Framework Plans and Local Area Plans in this Development Plan.

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 Local Area Plans for lands designated LAP 1 (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 adopted Local Area 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:

LAP 1 relates to lands adjoining and including St. Martha's College, Johnstown. This area is intended for general development, primarily to provide for community, education, residential and recreational facilities, and shall also provide for inter alia the following:

1. The reservation of an 11 acre site for the provision of 1 no. primary school and 1 no. special school provided in an educational campus
2. The reservation of a 12 acre site for the provision of a secondary school provided in an educational campus
3. The reservation of a 1.5 acre site for the provision of a primary health care unit
4. A community/resource centre
5. A comprehensive landscaping scheme.
6. Provision of pedestrian and other non vehicular linkages from the site to the residential areas to the west.
7. Provision of adequate public lighting and footpaths throughout the lands and along the R153 to the north of the site and the L5050 to the east of the site.
8. Provision of improvement works to the County Road L5050 to include its realignment, traffic calming measures and public footpaths and lighting.
9. The reservation of 5.5 acres of the F1 zoned lands for the purposes of soccer playing pitches to serve the needs of Johnstown and Athlumney;
10. The provision of a playground.

The development of these lands shall be on a phased basis. No residential development shall be occupied on these lands prior to the delivery of the following:

- a) The primary school and the special school
- b) The area of public open space.
- c) Provision of adequate public lighting and footpaths throughout the lands and along the R153 to the north of the site and the L5050 to the east of the site.
- e) Provision of improvement works to the County Road L5050 to include its realignment, traffic calming measures, public footpaths and lighting.

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

Settlement Strategy OBJ 17: To prepare Framework Plans for lands designated FP1, FP2, FP3, FP4, FP5, and FP6 and FP7 (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 land adjoining the existing town centre which provides primarily for the area designated for town centre expansion and will benefit from the influence of the proposed Public Transport Interchange. This area shall accommodate primarily town centre uses but shall also include ancillary uses, providing for inter alia the following:

1. A public transport bus and rail interchange providing bus station and a rail station serving the Navan-Dublin rail line.
2. A civic plaza
3. Park and ride facilities
4. Pedestrian and cycle linkages from the site to the Town Centre and Brews Hill Areas.
4. Statement buildings of innovative high quality architectural design.
5. A community building
6. Residential uses
7. Entertainment and cultural uses with links to the Solstice Centre.
8. High quality design and layout
9. A comprehensive landscaping scheme
10. Provision of adequate public lighting and footpaths throughout the lands
11. Infrastructural requirements including access for vehicle, pedestrians, cyclists and people with disabilities, car parking and vehicle turning

The development of these lands shall be on a phased basis with the public transport interchange and park and ride facilities forming part of Phase 1.

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

FP 2 relates to lands north of the existing Local Distributor 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:

- 1) The timely delivery of RT3 linking the Windtown Road to the Kells Road including a bridge over the Blackwater. (along with FP 4)
- 2) A primary school and secondary school as part of an educational campus
- 3) Childcare facilities
- 4) A Community and resource centre
- 5) A Medical centre
- 6) Employment generating uses
- 7) Local shopping facilities, etc. provided they are appropriate in scale and do not unduly interfere with the predominant community, recreational and educational land use.
- 8) Upgrade works to Kilsaran Lane
- 9) Provision of adequate public lighting and footpaths throughout the lands
- 10) High quality design, finish and layout.
- 11) Pedestrian and cycle linkages from the site to the adjoining residential areas.

- 12) Infrastructural requirements including access for vehicle, pedestrians, cyclists and people with disabilities, car parking and vehicle turning.

The development of these lands shall be on a phased basis. Phase 1 shall include the delivery of the following:

- a) A primary school
- b) A medical centre
- c) Community/resource centre
- d) Retail uses
- e) Upgrade works to Kilsaran Lane

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

FP 3 relates to an area adjoining the former demesne of Blackcastle House. This area shall be for residential development to include redevelopment proposals for Blackcastle House and shall also provide for inter alia the following:

- a) A comprehensive landscaping scheme.
- b) Provision of adequate public lighting and footpaths throughout the lands
- c) High quality design, finish and layout.
- d) Infrastructural requirements including access for vehicle, pedestrians, cyclists and people with disabilities, car parking and vehicle turning

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

FP 4 relates to residentially zoned lands between the proposed Navan Town Park and the existing Navan – Kingscourt Rail Line. This area is intended for general development, primarily to provide for residential, community, recreational, education facilities and employment uses and shall also provide for inter alia the following:

The timely delivery of RT 3 Distributor road from the Windtown Road to the Athboy Road including the bridge over the Boyne.

- 1) A neighbourhood centre
- 2) A medical centre
- 3) Community/Resource Centre
- 4) High quality design, finish and layout
- 5) The provision of childcare facilities
- 6) Provision of pedestrian and other non vehicular linkages from the site to the proposed Town Park and to the Town Centre.
- 7) A comprehensive Landscaping Scheme.
- 8) Infrastructural requirements including access for vehicles, pedestrians, cyclists and people with disabilities, car parking and vehicle turning.
- 9) Provision of adequate public lighting and footpaths throughout the lands.

The development of these lands shall be on a phased basis. No residential development shall be provided on these lands prior to the delivery of the section of the RT 3 Distributor Road linking the Windtown Road to the Athboy Road.

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 are additional specific objectives pertaining to this lands in relation to park and ride facilities and the proposed northern train station. (Map no. 2 Development Objectives refers) Regard shall be had to these objectives as part of the Framework Plan.

FP 5 relates to lands off the Athboy Road immediately south of the motorway interchange at Knockumber. The area is intended primarily for retail warehousing 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 access for vehicles, pedestrians, cyclists and people with disabilities, car parking and vehicle turning.

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

FP 6 relates to lands off the Ratholdren 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 ST 3 Distributor Road linking the Ratholdren 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;
- 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.

FP 7 relates to a triangle of land formed by the Trim Road, former Navan-Dublin Rail Alignment and southern boundary of the Development Plan envelop. 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;

- 1) ST 1 The Local Distributor Road linking the Dublin Road with the Trim Road;
- 2) Provision of a large area of public open space;
- 3) The reservation of a 4 acre site for the provision of a primary school;
- 4) Childcare facilities;
- 5) The provision of a 1 ½ acre/0.6 hectare site for the provision of a medical centre;
- 6) The provision of a Community/Resource Centre;
- 7) A comprehensive landscaping scheme;
- 8) Provision of adequate public lighting and footpaths throughout the lands;
- 9) High quality design, finish and layout;
- 10) Infrastructural requirements including access for vehicle, pedestrians, cyclists and people with disabilities, car parking and vehicle turning;
- 11) Park and Ride Facilities;

The development of these lands shall be on a phased basis. No residential development shall be provided on these lands prior to the delivery of the following;

- a) The section of the ST 1 Distributor Road linking the Trim Road to the Dublin Road;
- b) The transfer of the primary school site to the Department of Education and Science or Navan Town Council;
- c) A large area of public open space/amenity;

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 proposed Regional Hospital. (Map No. 2 Development Objective refers) Regard shall be had to this objective as part if any FP.

As per INF OBJ 47 All development proposals in this area shall demonstrate full compliance with the guidance and recommendations of the completed Flood Risk Assessment Management Study (FRAMS) i.e. 'Swan River Flood Risk Assessment, March 2008'.

The provision of the large area of public open space/amenity *may* be included in the calculation of public open space in certain circumstances within a given development in FP7. However, in considering open space requirements in the area the priority shall be the delivery of the public open space/amenity area.

The Framework plans shall be drawn up and agreed in writing with the Planning Authority prior to the approval of any applications on these lands. They will facilitate the integration of individual applications with the overall development objective for each area. It shall be a requirement of the Planning Authority that all development proposals are in accordance with the provisions of the Framework and Local Area Plans, where appropriate.

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.

Table 4; Land Use Zoning Objectives

Use Zone Objective Code	Use Zone Objective
A1	To protect and enhance the amenity of developed residential communities.
A2	To provide for new residential communities and community facilities and to protect the amenities of existing residential areas in accordance with an approved framework plan.
A3	To conserve and protect the character and setting of institutional complexes and heritage buildings in residential development and infill proposals in accordance with an approved framework plan.
A4	To provide for new residential communities with ancillary mixed uses to include community facilities, neighbourhood facilities and employment uses utilising higher densities in accordance with an approved framework plan.
A5	To provide for low-density residential development in accordance with an approved framework plan and individual dwelling design.
B1	To protect and enhance the special physical and social character of the existing town and village centre and to provide for new and improved town centre facilities and uses.
B2	To provide for major new town centre activities in accordance with approved framework plans and subject to the provision of necessary physical infrastructure.

B3	To protect, provide for and improve local and neighbourhood shopping facilities.
B4	To provide for the development of a retail warehouse park in accordance with an approved framework plan and subject to the provision of necessary physical infrastructure.
B5	To protect, provide for and improve local shopping and service facilities in Johnstown Village.
C1	To provide for and facilitate mixed residential and business uses in existing mixed use central business areas.
C2	To provide for and facilitate mixed residential and business uses in edge of town locations.
D1	To provide for visitor and tourist facilities and associated uses.
E1	To provide for industrial and related uses subject to the provision of necessary physical infrastructure.
E2	To provide for light industrial and industrial office type employment in a high quality campus environment subject to the requirements of approved framework plans and the provision of necessary physical infrastructure. Expansion of existing authorised developments will be supported, where appropriate.
E4	To provide for small and medium sized industries of a local type nature to develop in accordance with appropriate Framework Plan and subject to the provision of necessary physical infrastructure.
F1	To provide for and improve open spaces for active and passive recreational amenities.
G1	To provide for necessary community, recreational and educational facilities.
H1	To protect the setting, character and environmental quality of areas of high natural beauty.

Explanatory Notes

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

In **A2 & A4 zones**, these are intended to be the main areas for new residential development. In the case of A4 zones, the layout of such schemes would be determined by the preparation of framework plans which will dispense with the field by field planning approach which has become common place throughout this county. It is envisaged however that before development should proceed in the identified A4 zones which envisage higher residential densities, framework plans will be required to be carried by the applicant under the Planning Authorities' direction, to set an overall context for a given proposal. The requirements of a Framework Plan are outlined section 3.3. It is envisaged that in the interest of sustainability that the larger tracts of A2 and A4 zoned lands could accommodate ancillary uses such as employment generating uses, community facilities, local shopping facilities, etc. provided they are appropriate in scale and do not unduly interfere with the predominant residential land use.

In **A3 zones**, the Planning Authorities will be particularly concerned with the conservation of heritage buildings, e.g. Blackcastle House whose setting and architectural qualities are such as to demand much sensitivity in reuse or adaptation to new purposes. Again it will be important that applications for proposals in such zones are determined in a framework plan context.

In **A5 zones** where lower densities are envisaged, it will be encouraged that given development proposals will be set in a framework plan context, developed by an applicant under the direction of

the Planning Authority with special cognisance being afforded to the setting and visual qualities of the subject lands.

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

In **B1, B2 & B3 zones**, it is intended to accommodate the majority of new commercial and retail uses. In particular, B2 zones have been identified to accommodate new retailing functions such as shopping centres and malls. B3 zones apply in some cases to new development areas where it is intended to secure the provision of local shopping facilities but not major centres.

The objective of **B4 zones** is to provide for the development of retail warehouse parks. There are two identified **B4 zones**, north and south of the M3 Motorway Interchange at the Athboy Road.

B5 zone relates to Johnstown Village and recognises the existence of a sub centre, at a level lower to that of a Neighbourhood Centre. It is envisaged that the scale of commercial development in Johnstown Village will reflect that sub centre status.

C1 and C2 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.

D1 zones have been identified to provide for tourism type uses such as accommodation, entertainment, and temporary accommodation in the vicinity of tourism areas.

E1 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 provide employment opportunities. Non industrial uses are limited to prevent land use conflicts.

E2 zones provide for light industrial and industrial office type development in a high quality campus environment.

E4 zones provide for small and medium sized industries of a local type nature to develop and will facilitate the development of a furniture school of excellence, ancillary workshops and showrooms, and allow for the displacement of non compatible commercial and industrial uses from the town centre.

F1, G1 and H1 zones are self-explanatory and relate to community and amenity uses or designations. No residential development shall be permitted on lands that are subject of a deed of dedication or identified in a planning application as open space to ensure the availability of community and recreational facilities for the residents of the area.

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

3.4 Zoning Matrix

Uses other than the primary use for which an area is zoned may be permitted provided they are not in conflict with the primary use zoning objective. The Zoning Matrix illustrates the acceptability or unacceptability in principal of various uses for each of the zoning objectives. The land use zoning matrix is intended to provide guidance to potential developers. It is not intended to supplant the

normal planning process. An indication that a proposal would be 'permitted in principle' from the matrix should in no way be taken to imply a granting of permission, or indeed that a planning application may be necessarily successful. Individual applications are a matter for the Planning Authority to decide and the final decision rests with them, taking into consideration the merits of individual cases and circumstances that may be relevant at a specific time or at a specific location. The matrix relates to land use only and important factors such as density, building height, design standards, traffic generation, etc., are also relevant in establishing whether or not a development proposal would be acceptable in a particular location.

A= Will Normally be Acceptable

A use which will normally be acceptable is one which the Local Authorities accepts in principle in the relevant zone. However, it is still subject to the normal planning process including policies and objectives outlined in the Plan.

O= Are Open for Consideration

A use which is open for consideration means that the use is generally acceptable except where indicated otherwise and where specific considerations associated with a given proposal (i.e. scale) would be unacceptable, or where the development would be contrary to the objective for a given area.

X= Will Not Normally be Acceptable

Development which is classified as not normally being acceptable in a particular zone is one which will not be entertained by the Planning Authorities except in exceptional circumstances. This may be due to its perceived effect on existing and permitted uses, its incompatibility with the policies and objectives contained in this Plan or the fact that it may be inconsistent with the proper planning and sustainable development of the area.

The expansion of established and approved uses not conforming to use zone objectives will be considered on their merits.

Table 5: Zoning Matrix

Use Classes	A1	A2	A3	A4	A5	B1	B2	B3	B4	B5	C1	C2	D1	E1	E2	E4	F1	G1	HI	WL
A.T.M. (In Commercial Premises)	A	A	X	A	X	A	A	A	A	A	A	O	A	X	X	O	X	X	X	O
Abattoir	X	X	X	X	X	X	X	X	X	X	X	X	X	O	X	X	X	X	X	X
Adverts	O	O	X	O	X	A	A	O	A	O	O	O	O	A	O	A	X	X	X	A
Outdoor Advertising Structures	X	X	X	X	X	O	O	O	O	X	O	X	X	A	O	X	O	X	X	O
Agri-Business	X	X	X	X	X	O	O	X	O	X	O	X	X	A	X	O	X	X	X	X
Amusement Arcade	X	X	X	X	X	O	O	X	X	X	X	X	X	X	X	X	X	X	X	X
B&B	A	A	A	A	A	A	A	X	X	O	A	A	A	X	X	X	X	X	X	X
Bank / Financial Institution	X	O	X	O	X	A	A	O	X	X	X	X	X	X	X	X	X	X	X	X
Betting Office	X	O	X	O	X	A	A	O	X	O	O	O	X	X	X	X	X	X	X	X
Bring Banks	A	A	A	A	A	A	A	A	A	A	A	A	O	A	O	A	O	O	X	A
Car Park (Commercial)	X	X	X	X	X	O	A	X	X	X	O	X	O	O	O	O	X	X	X	A
Caravan Park	X	X	X	X	X	X	X	X	X	X	X	X	A	X	X	X	O	X	X	X
Car Dismantler / Scrap Yard	X	X	X	X	X	X	X	X	X	X	X	X	X	O	X	O	X	X	X	X
Cash & Carry	X	X	X	X	X	O	A	X	X	X	O	X	X	A	X	O	X	X	X	X
Casual Trading	X	X	X	X	X	A	A	X	X	X	O	X	O	X	X	X	X	X	X	X
Cemetery	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	A	X	X
Church	X	O	X	O	O	A	A	A	X	A	A	A	A	X	X	X	O	A	X	O
Cinema	X	X	X	X	X	A	A	X	O	X	O	X	O	X	X	X	X	A	X	X
Community Facility / Centre	O	A	O	A	O	A	A	A	X	A	A	A	A	X	X	X	O	A	O	A
Conference Centre	X	O	O	O	X	O	A	X	X	X	O	X	A	X	X	X	X	X	X	A
Construction & Demolition Waste Recycling Centre	X	X	X	X	X	X	X	X	X	X	X	X	X	O	X	X	X	X	X	X
Crèche / Childcare Facility	O	A	O	A	A	A	A	A	O	A	A	A	O	O	O	O	X	A	X	O
Cultural Facility / Use	O	O	O	O	O	A	A	O	X	O	A	A	A	X	X	X	O	A	X	X
Dance Hall / Night Club	X	X	O	X	X	A	A	X	X	X	O	X	X	X	X	X	X	X	X	X
Doctors / Dentists	O	O	O	O	O	A	A	A	X	A	A	O	X	X	X	X	X	O	X	O
Drive Through Restaurants	X	X	X	X	X	O	O	X	O	X	O	X	X	X	X	X	X	X	X	X
Education	O	O	A	O	O	A	A	A	X	A	A	A	X	X	X	X	X	A	X	O
Energy Installation	X	X	X	X	X	X	X	X	X	X	X	X	X	A	O	X	X	X	X	X
Enterprise Centre	X	O	X	O	X	O	O	X	X	X	O	A	X	A	A	A	X	X	X	X
Fuel Depot - Domestic	X	X	X	X	X	X	X	X	X	X	X	X	X	A	X	O	X	X	X	X
Fuel Depot - Petroleum Products	X	X	X	X	X	X	X	X	X	X	X	X	X	A	X	O	X	X	X	X
Funeral Home	X	O	X	O	X	A	A	X	X	O	O	O	X	X	X	X	X	A	X	O
Garden Centre	X	X	X	X	X	X	O	X	O	X	O	O	X	A	X	O	X	X	X	X

Use Classes	A1	A2	A3	A4	A5	B1	B2	B3	B4	B5	C1	C2	D1	E1	E2	E4	F1	G1	H1	WL
Guest House	O	A	A	A	O	A	A	X	X	O	A	A	A	X	X	X	X	X	X	X
Halting Site / Group Housing Scheme	O	A	O	A	O	X	X	X	X	X	O	A	X	X	X	X	X	O	X	X
Health Centre	O	O	O	O	O	A	A	A	X	O	A	A	X	X	X	X	X	A	X	A
Heavy Goods Vehicle Car Park	X	X	X	X	X	X	X	X	X	X	X	X	X	A	X	O	X	X	X	X
Home Based Economic Activities	O	O	O	O	O	O	O	O	X	O	O	O	O	X	X	X	X	X	X	X
Hospital	X	O	O	O	O	X	A	X	X	X	A	A	X	X	X	X	X	A	X	A
Hostel	X	O	O	O	O	A	A	X	X	X	A	A	A	X	X	X	X	X	X	X
Hotel / Motel	X	O	A	O	X	A	A	X	X	X	A	A	A	X	X	X	X	X	X	O
Industry – General	X	X	X	X	X	X	X	X	X	X	X	X	X	A	O	A	X	X	X	X
Industry – Light	X	O	X	O	X	X	X	X	X	X	O	O	O	A	A	A	X	X	X	X
Leisure / Recreation	X	O	O	A	O	A	A	O	O	O	O	O	A	X	X	X	O	A	O	O
Library	X	A	O	A	O	A	A	A	X	A	A	A	A	X	X	X	X	A	X	O
Motor Sales / Repair	X	X	X	X	X	O	O	X	O	X	O	X	X	A	X	A	X	X	X	X
Offices <100m2	X	O	O	O	X	A	A	A	X	A	A	O	O	X	X	X	X	O	X	O
Offices 100 to 1000 m2	X	X	O	O	X	A	A	O	X	X	A	O	X	X	A	X	X	X	X	O
Offices >1000m2	X	X	X	O	X	A	A	O	X	X	A	O	X	O	A	X	X	X	X	X
Open Space	A	A	A	A	A	A	A	A	X	A	A	A	A	O	X	A	A	A	A	A
Park and Ride	X	X	X	O	X	X	O	X	X	X	O	A	X	A	A	A	X	X	X	O
Petrol Station	O	O	X	O	X	O	O	O	X	X	O	O	X	X	X	X	X	X	X	X
Plant & Tool Hire	X	X	X	X	X	X	O	X	X	X	O	O	X	A	X	O	X	X	X	X
Public House	X	O	X	O	X	A	A	O	X	A	A	A	O	X	X	X	X	X	X	X
Public Services	A	A	A	A	A	A	A	A	X	A	A	A	A	A	A	A	A	A	X	A
Quarrying & Ancillary Works	X	X	X	X	X	X	X	X	X	X	X	X	X	O	X	X	X	X	X	X
Recycling Facility / Civic & Amenity	X	X	X	X	X	X	X	X	X	X	X	X	X	A	O	A	X	A	X	O
Refuse Transfer Station	X	X	X	X	X	X	X	X	X	X	X	X	X	A	X	X	X	X	X	X
Residential	A	A	A	A	A	O	O	O	X	A	A	A	X	X	X	X	X	X	X	X

Use Classes	A1	A2	A3	A4	A5	B1	B2	B3	B4	B5	C1	C2	D1	E1	E2	E4	F1	G1	H1	WL
Residential Institution	O	O	A	O	O	O	O	O	X	O	O	O	X	X	X	X	X	O	X	O
Restaurant / Café	X	X	O	O	X	A	A	A	O	A	A	A	O	O	O	O	X	O	X	O
Retail Warehouse	X	X	X	X	X	O	O	X	A	X	X	X	X	O	X	X	X	X	X	X
Retirement Home	O	A	O	A	O	X	X	X	X	O	O	A	X	X	X	X	X	A	X	X
Science & Technology Based Enterprise	X	X	X	X	X	O	O	X	X	X	O	O	X	O	A	O	X	X	X	X
Shop - Local **	O	A	O	A	X	A	A	A	X	A	A	A	O	O	O	O	X	X	X	O
Shop - Major	X	X	X	O	X	A	A	A	O	X	O	X	X	X	X	X	X	X	X	X
Shopping Centre	X	X	X	X	X	A	A	X	X	X	X	X	X	X	X	X	X	X	X	X
Sports Facilities	O	O	O	A	O	O	O	X	O	O	O	O	A	X	X	X	A	A	X	O
Take-Away	X	X	X	O	X	A	A	O	X	O	O	O	X	X	X	X	X	X	X	X
Telecommunication Structures	X	X	X	X	X	A	A	O	A	O	O	O	O	A	A	A	O	O	X	O
Third Level Educational Institution	X	X	O	O	X	X	X	X	X	X	O	O	X	X	O	X	X	A	X	X
Tourism Complex	X	X	O	O	X	A	A	X	X	X	A	A	A	X	X	X	A	A	X	X
Transport Depot	X	X	X	X	X	X	X	X	X	X	X	X	X	A	X	O	X	X	X	X
Veterinary Surgery	O*	O*	X	O*	O*	A	A	O	X	O	O	O	X	X	X	X	X	X	X	X
Warehouse	X	X	X	X	X	X	X	X	X	X	X	X	X	A	O	A	X	X	X	X
Water Services ***	A	A	A	A	A	A	A	O	A	O	A	A	A	A	A	A	A	A	O	A
Wholesale Warehousing	X	X	X	O	X	O	O	X	O	X	O	O	X	A	X	O	X	X	X	X

*: Where this use would be ancillary to the use of the overall dwelling as a normal place of residence by the user of the office.

** A local shop is defined as a convenience retail unit of not more than 200 square metres in gross floor area.

*** Refers to public utility installations.

3.5 Residential Development

The Planning Authority have a statutory obligation to ensure that sufficient land is zoned for all types of housing to meet the towns projected housing requirements over the lifetime of the plan and to ensure that an undue shortage does not arise. In order to ensure a sustainable pattern of development, the expansion of Navan needs to address the various opportunities and constraints presented by:- the existing traditional pattern, the natural environment, infrastructure and service provision, the projected population change for the settlement and its environs, and recent residential building trends. Regard must also be had to the role of the town within the local context and its status as a Large Growth Town as per the “Regional Planning Guidelines for the Greater Dublin Area”. It is considered that Navan has significant potential in a regional context to become a self sustaining town in the Hinterland Area of the Greater Dublin Area. It is accepted that Navan along with Drogheda Environs, Dunboyne, Clonee and Pace, will accept the majority of the County’s share of regional growth going forward and will continue to accommodate a significant level of immigrants, primarily from the Dublin Area. As stated previously, the Settlement Strategy will ensure that only the quantum and scale of projected residential development will take place, to ensure that the Development Plan accords with the policy framework contained in the NSS, RPG’s and CDP 2007-2013.

3.6 Existing Residential Development

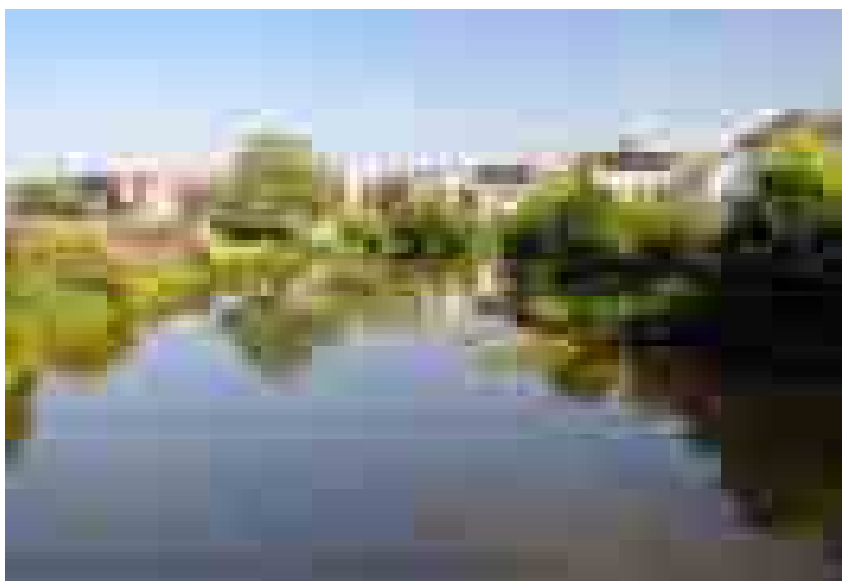
Up until recent times the land use pattern in Navan and its environs was characterised by a very low percentage of residential uses within the town centre and expanding residential developments of relatively low density conventional housing developments on the outer fringes of Navan. These low density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



Social & Affordable Housing, Windtown

Within the town centre, streets such as Brews Hill, Ludlow Street, Bridge Street, the Old Cornmarket, Abbey Road, Canon Row and Railway Street have a strong residential character. The protection and promotion of residential uses within the town centre is crucial to creating a vibrant and safe town centre and the recent trend towards apartment living in Navan town centre is encouraging. Additional accommodation in the town centre close to all facilities reduces the need to travel by car and thereby supports a sustainable land use pattern.

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



Apartments on the Waterfront

3.7 Residential Land Bank

The population of Navan as a designated Large Growth Town is expected to lie between 25,000 persons and 40,000 persons. The Regional Planning Guidelines for the Greater Dublin Area envisage that Large Growth Towns should 'be economically self-sustaining'. In such instances, residential development should only be permitted if sufficient progress is made in providing employment, retail, social and community facilities within the settlement. It is important to state that the population projection of Navan has not been produced in isolation, this projection must be compliant with the overall settlement strategy outlined in the Regional Planning Guidelines for the Greater Dublin Area.

To assess whether sufficient lands are zoned to cater for the projected population growth, the following factors are examined as illustrated in Table 6.

- The existing population of Navan
- The developments presently under construction but are not yet completed
- Remaining zoned undeveloped lands

Table 6: Location of Household Growth 2006-2013

Urban Centre	Planning Permission Granted- No. Construct Started	Houses Under Construction	Committed No. of Units	Projected Number of H'holds 2006-2009	Projected Number of H'holds 2010-2013	Total 2006-2013	No. of Units to Meet H'hold Target	Remain. Undev. Resid. Zoned Land (Ha)	Density per hectare	Yield of Remaining Undev. Resid. Zoned Land
LARGE GROWTH TOWN										
Navan	1,064	432	1,496	2,000	2,750	4,750	3,254	386	35	13,510
Drogheda Environs	1,111	227	1,338	1,100	2,400	3,500	2,162	56	35	1,963
METROPOLITAN AREA – MODERATE GROWTH TOWNS										
Dunboyne / Clonée / Pace	473	190	663	1,150	2,400	3,550	2,887	78	50	3,920
Kilcock	0	0	0	150	1,000	1,150	1,150	59	35	2,070
Maynooth	0	0	0	0	500	500	500	0	35	0
HINTERLAND AREA – MODERATE GROWTH TOWNS										
Ashbourne	1,701	545	2,246	1,700	900	2,600	354	11	35	389
Dunsh'ghlin	77	268	345	600	400	1,000	655	86	25	2,145
Kells	237	224	461	600	360	960	499	56	25	1,402
Trim	936	459	1,395	1,000	1,500	2,500	1,105	88	25	2,199

As Table 6 indicates, 386ha (March 2006) of residentially zoned land remained undeveloped (as per zonings in Navan Development Plan 2003-2009) which could accommodate substantial new residential development in Navan. Following the adoption of the County Development Plan, additional development has commenced which provides for 264 units and additional planning permission has been granted accounting for 772 units. Taking an average household occupancy of 2.9, it is predicted that the population of Navan could be increased by 2,238 persons once all permitted developments in the town are constructed and occupied.

Excluding the zoned lands with extant planning permissions, the Planning Authority estimate that 265ha of land zoned for residential development remains available in Navan. Applying a density of 35 dwellings per hectare as indicated in the County Development Plan, equates to 26,897 persons. Navan has therefore potential to accommodate in the region of *c.* 26,897 additional persons on existing available zoned land.

With a current estimated population of 31,099 (An Post Geo Directory), it is evident that Navan could potentially grow to a population in the region of 60,234 persons by building on lands currently zoned. On this basis, the anticipated population for Navan, as provided for under the Regional Planning Guidelines, can be met without the need to zone additional land. Therefore there are sufficient lands zoned within the existing Development Plan envelope to cater for the anticipated population growth of Navan for the development plan period 2009-2015.

Large proportions of land were zoned for residential purposes during the Navan Environs Development Plan 1997 which remain undeveloped. Two Local Area Plans, namely LAP 3 which is zoned for primarily residential development between the Trim Road and the Commons Road and LAP 4 which relates to lands at Athlumney, Bailis, Alexandereid, Ferganstown and Ballymacon, remain undeveloped. Other large tracts of land zoned for residential development that remains outstanding include lands to the south of the town, bounded by the Trim Road (FP 7), and lands located at Blackcastle which form part of the Clonmagadden SDZ. There are also other smaller pockets of land that were also zoned or rezoned for residential purposes that also remain available.

3.8 Residential Development-Key Principles

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

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

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

Residential POL 1 To promote a high standard of design and layout in new residential developments with regard to the local character of the townscape and landscape;

Residential POL 2 To ensure that services and utilities in residential developments are provided concurrent with the construction of new dwellings;

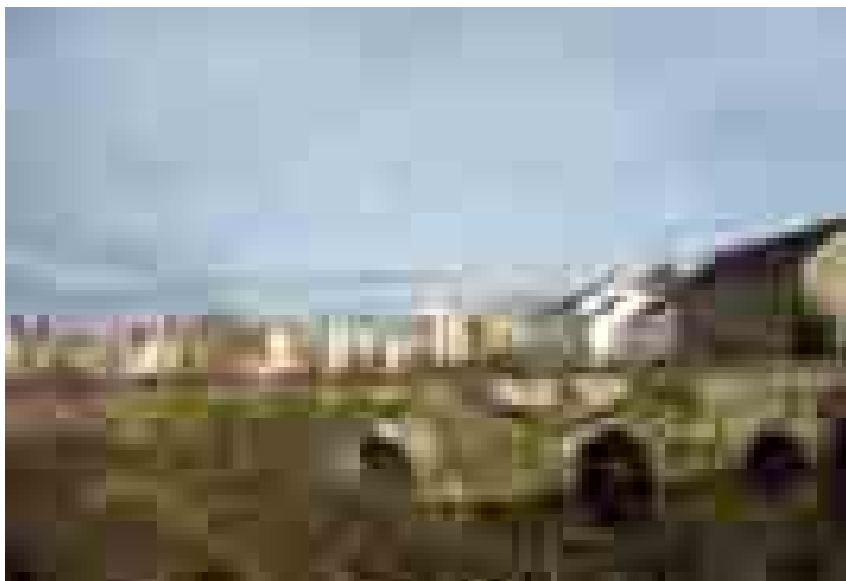
Residential POL 3 To ensure that all new residential developments incorporate a detailed landscape plan, which shall be an integral part of the implementation of the development. Maximum use should be made of the opportunities presented by existing landscape features (including tree groups, hedgerows and streams);

Residential POL 4 To encourage and in some cases, require the use or incorporation of local place names for new housing developments.

Residential POL 5 To promote energy efficiency both during the construction phase and during the lifetime of the development by sensitive design and layout taking into account topography, orientation and surrounding features.

3.8.1 Design of Residential Areas

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

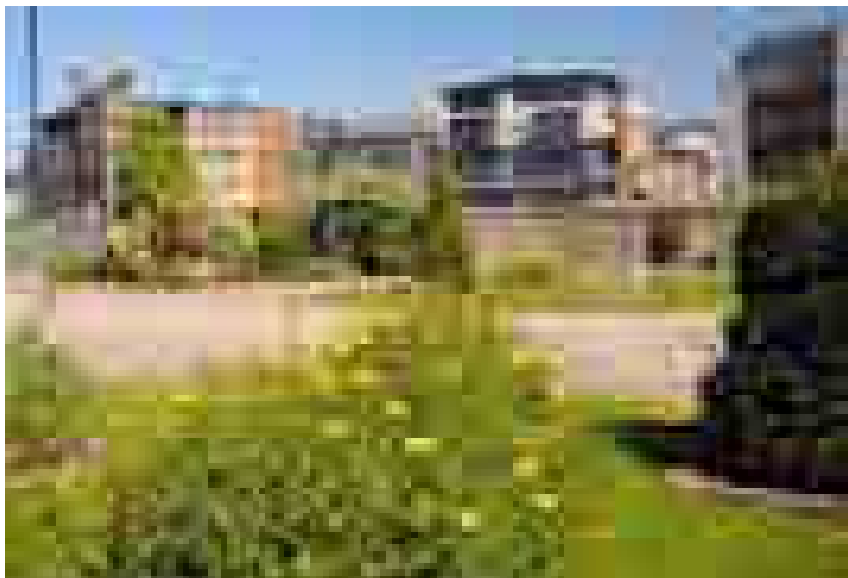


Riverside Residential Development

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

- Place:** Design that respects history, geology, and its natural landscape and encourages individual character of a development and a sense of belonging of development to a place. It discourages soulless, anonymous development.
- Public Space:** A recognition that the design of public areas including “Street Furniture”, signage, and lighting, is as important as the design of private spaces, and any design shall have cognisance of this.
- Permeability:** Urban design in which blocks of buildings are fully permeated by an interconnected street network. This allows ease of access and a greater speed of traffic movement and effectively discourages inefficient movement and an oppressive sense of impenetrability.
- Hierarchy:** A clear and legible ordering system which recognises a hierarchy between different types of buildings or roads and their individual parts.
- Longevity:** Design that creates streets and buildings that will cope with a variety of uses during their lifetime.
- Scale:** Towns and buildings which, whatever their size, relate to human proportions. A relationship between people & their built environment is encouraged whilst a feeling of being overwhelmed and alienated is discouraged.
- Enclosure:** Design which establishes clear distinction between town and country, public and private space, thus encouraging appropriate activities within each where public areas are suitably supervised by design. This encourages safe environments and the full and appropriate use of available space whilst discouraging wasteland and degraded no-go areas.
- Decoration:** Design that encourages visual identity and interest, as well as fine craftsmanship and discourages functional anonymity.

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



Contemporary Residential Design

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

Policies

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

Residential POL 6 To promote the creation and maintenance of a satisfactory residential environment which meets the needs and as far as possible, the preferences of residents and fosters the development of a community.

Residential POL 7 To provide for the integration of new housing into the natural and built environment in a manner that makes a positive contribution to the overall environment in the locality.

Residential POL 8 To ensure the needs of pedestrians and cyclists are provided for in the design and layout of residential areas. Residential areas should be designed so as to provide for a hierarchy of spaces and places which provide a range of social functions and facilities and respect the amenities of residents.

Residential POL 9 To encourage infill residential development in the older parts of the town in a manner which will maintain the character of these areas, and to avail of the existing services and facilities.

Residential POL 10 To protect the existing housing stock both in the town centre and environs.

Residential POL 11 To encourage the re-use of existing buildings where appropriate.

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

Residential OBJ 1 To develop brownfield sites before green-field land to encourage compatible land uses to co-exist where appropriate, and to promote sustainable economic expansion.

Residential OBJ 2 To ensure a holistic approach is taken in the design and planning of residential areas, which incorporates the provision of essential and appropriate facilities, amenities and services so that viable communities emerge and grow.

Residential OBJ 3 To achieve an appropriate mix of dwelling size, type and tenure, and adequate accessibility in all new residential developments.

Residential OBJ 4 To ensure that proposals for residential development shall have full regard to the Department of the Environment, Heritage and Local Government's Sustainable Residential Development in Urban Area, Guidelines for Planning Authorities.

3.9 Energy Performance of Buildings Directive 2002/91/EC

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

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

3.10 Housing Strategy

This section addresses the Councils' housing policy towards the achievement of the settlement strategy. The County Housing Strategy which was prepared as part of the Meath County Development Plan 2007-2013 is a statutory document prepared under Part V of the Planning & Development Acts, 2000 to 2007. The Meath Housing Strategy will be adopted by all Local Authorities within the County of Meath, and form part of their respective Development Plans. Therefore the Navan Development Plan incorporates the new Meath County Housing Strategy 2007-2013. The housing comprises of three main elements;

- To ensure that sufficient zoned and serviced land is available in designated development centres and other settlements within the County to accommodate the estimated housing requirements of such settlements during the life of the Development Plan;

- To further provide for social and affordable housing through Part V of the Planning & Development Act, 2000, as amended, and;
- To provide directly for social and affordable housing solutions through its own house building programme, assistance to other agencies and individuals, acquisitions of dwellings and other special programmes.

3.10.1 Progress to date in Navan

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

3.10.2 Housing Requirements and Supply

The County Housing Strategy establishes the level of housing need which exists at the commencement of the strategy period and that which is likely to arise during the life of the Strategy. Navan's Housing need over the period 2009 to 2015 will arise from:

- Increase in the number of households required over the period 2009-2015
- Obsolescence of the existing stock (including existing habitable dwellings that become second homes);
- Additional vacancies required to facilitate movement of persons within the stock of housing.

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

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

3.10.3 Social and Affordable Housing Requirements

The Meath Local Authorities Action Plan for Social & Affordable Housing covers the period 2004-2008 (currently under review). The challenge is to ensure the delivery of this programme and achievement of the maximum amount of social and affordable housing, thereby providing quicker and more affordable access to housing for people of limited means. The Council's are committed to

promoting and facilitating the use of a number of social and affordable housing options, as set out in the following sections.

In accordance with the County Meath Housing Strategy, as a general policy, Meath County Council and Navan Town Council will reserve the maximum permissible 20% of land zoned for residential, or for a mix of residential and other uses. As part of this policy, in relation to development to which Part V of the Planning & Development Act 2000 applies, 10% shall be social housing and the remaining 10%, shall be affordable housing.

Social housing is concentrated in certain sectors of Navan, primarily on the Windtown Road and the Commons Road areas of Navan. The larger concentrations of social housing have led to a social imbalance in their respective areas of the town. In order to redress this imbalance, Meath County Council and Navan Town Council intend to restrict, any significant, additional social housing in these areas. So as to avoid an undue concentration of social housing in any particular area it is intended that the planning authorities may seek up to 20% affordable housing in lieu of the maximum 10% social and 10% affordable housing requirement, which will be sought elsewhere in Navan. Furthermore, where demand for affordable housing so indicates, the Council may require applicants/developers pay a financial contribution, or other arrangement provided for under the Planning & Development (Amendment) Act 2002, in lieu of the full 20% affordable housing on site. This provision may apply to the lands zoned primarily for residential purposes at the following locations: between the proposed Local Distributor Road Link connecting the Commons Road and the Trim Road, between the Commons Lane and the Commons Road, and identified lands west of the Navan Town Park.



Social & Affordable Housing, Windtown

3.10.4 Special Needs Accommodation

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

- Location – be accessible to public transport;

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

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

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

3.10.5 Homeless Persons

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

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

3.10.6 Traveller Accommodation

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

Meath County Council and Navan Town Council have made extensive progress in the provision of accommodation for travellers during the last plan period. All targets established in the Meath County Council's Five Year Traveller Accommodation Plan were met for the Navan area. Complete refurbishment of St. Patrick's Park, 16 bay halt site on the Athboy Road has been completed and is now fully operational. A remedial work scheme was completed in Claremount as part of a RAPID

Programme. Townspark applied for a remedial work scheme in 2005, consultation and design was completed in 2006. €14 million in funding has been committed to this project by the DoEHLG to date. At present full remedial works to the halting site in St. Francis Park, Windtown is being carried out. The Meath County Council Housing Department is also presently working on the production of a draft for the next 5 Year Traveller Accommodation Programme 2009-2013, which will outline details of future plans for the provision of accommodation for Travellers in the Navan area.

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

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

3.10.7 Part V of the Planning & Development Acts 2000-2007

Section 96 of the Planning and Development Acts 2000-2007 provides that the objectives of the Housing Strategy in relation to social and affordable housing shall be implemented by means of conditions attached to planning permissions for residential development. All residential development in excess of 4 housing units or any site for residential development in excess of 0.1 hectares is to be subject to the provision of “Social/Affordable” housing at a maximum requirement of 20%. Calculations must be applied across the County. In determining how this figure should be distributed throughout the County, regard must be had to those areas where there are also larger concentrations of existing Social Housing or a greater potential for the development of such housing on lands in the ownership of the Local Authority & Voluntary sector. Navan accounts for 31.53% of 1st preferences of those included on the Assessment of Needs. The next most popular area as assessed by 1st preferences is Kells (8.5%), followed by Trim (7.5%).

It is considered necessary to implement a sliding scale in the County of the ratio of social to affordable housing from the overall 20% reservation based on the level of existing and projected demand over the plan period. A ratio of 10% social and 10% affordable shall apply in Navan. The application of this ratio and the need to review the maximum 20% reservation for social and affordable housing shall be re-evaluated on an annual basis.

3.10.8 Methods of Providing Affordable/Social Housing

The requirement under Part V of the Planning and Development Acts 2000 to 2007, as amended, for Social/Affordable housing in developments may be met by the following methods or by a combination thereof:

- a) The transfer of a portion of the site which is the subject of the planning application to the Planning Authority which will enable the Authority to provide the appropriate number of units thereon in satisfaction of the requirements of the Strategy;
- b) The direct provision of the required number of housing units on completion as determined in accordance with the strategy, integrated as part of the overall development of a site;

- c) The disposal of a number of fully or partially serviced sites within the site to the Planning Authority which will enable the Authority to provide the appropriate number of units thereon in satisfaction of the requirements of the Strategy.
- d) The transfer to the Planning Authority of the ownership of any other land within the functional area of the Planning Authority in satisfaction of the requirements of the Strategy;
- e) The building and transfer, on completion, to the ownership of the Planning Authority of houses on land within the functional area of the Planning Authority (as outlined in d) above) in satisfaction of the requirements of the Strategy;
- f) The transfer of a number of fully or partially serviced sites, to the ownership of the Planning Authority (as outlined in d) above) in satisfaction of the requirements of the Strategy;
- g) A payment of such an amount as specified in the agreement of the Planning Authority;
- h) A combination of a transfer of land referred to in paragraph a) and the doing of one or more of the things referred to in the preceding subparagraphs, in satisfaction of the requirements of the strategy, and;
- i) A combination of the doing of 2 or more options referred to in paragraphs b) and g).

The Planning Authority in reaching agreements under Section 96 of the Planning and Development Acts, 2000-2007, as amended, shall have due regard to the Housing Strategy and the Development Plan objectives. In Navan options a) – d) provided under the Planning and Development Acts 2000-2007 are the preferred option to the Planning Authority in satisfying the social the affordable housing requirements of the Housing Strategy. Where the transfer of land, serviced or partially serviced sites or of completed houses at a location other than where the scheme which is being developed, the preferred option of the Planning Authority would be within the Electoral Area of the development which is subject to the requirements of Part V. Where binding arrangements have already been entered into in relation to particular sites for the provision of Social/Affordable housing prior to the adoption of this strategy, these arrangements shall be acknowledged as being in full satisfaction of requirements for those sites under the Strategy. The other options provided for under the Planning and Development Acts 2000-2007 will only be accepted for apartments that do not have ground floor own door access and under exceptional circumstances for conventional housing developments at the request and prior written agreement of the Planning Authority.

Notwithstanding the above, to avoid an undue concentration of social housing in any particular area, it is intended that the local authorities may seek up to 20% affordable housing in lieu of the maximum 10% social and 10% affordable housing requirement, which will be sought elsewhere in Navan. Furthermore, where demand for affordable housing so indicates, the Council may require applicants/developers pay a financial contribution, or other arrangement provided for under the Planning & Development (Amendment) Act 2002, in lieu of the full 20% affordable housing on site. As noted previously, this provision may apply to the lands zoned for residential purposes at the following locations: between the proposed Local Distributor Road Link connecting the Commons Road and the Trim Road, between the Commons Lane and the Commons Road, and identified lands west of the Navan Town Park.

The Councils will operate Part V of the legislation in a way that encourages and facilitates a level of supply, which will meet the demands of all sectors of the market. It would frustrate the objectives of the Housing Strategy if its implementation were to result in any undue slow-down in or interruption of housing supply, which would not meet the demands of all sectors of the market. In so far as it is known at the time of the agreement, the Council will indicate to the developer its intentions in relation to the provision of social/affordable housing, including a description of the proposed houses, on the land or sites to be transferred, where such lands form part or parts of the lands which are subject to the application for permission as is, or are specified by the agreement as being parts required to the reservation for the provision of housing.

The Councils, in making such agreements, will have regard to:

- The Development Plan and relevant Local Area plans;
- The need to ensure the overall coherence of the development to which the planning application relates;
- The views of the developer in relation to the impact of the agreement on the proposed development, and
- The need for social integration.

The Planning Authority will encourage developers to whom the 20% quota will apply to discuss the likely terms of the Part V agreements as part of pre planning consultations. Both the Councils and the developer shall thus have a common understanding of the nature of the likely agreement before a decision to grant permission is made. It shall be the Council's objective to finalize the agreement within two months at the latest following the grant of permission, in order to avoid delaying the housing development. All social housing provided under Part V of the Planning and Development Acts 2000-2007 in accordance with this strategy shall be allocated to persons on the waiting list for that allocation area in accordance with the Council's Scheme of Letting Priorities. All affordable housing provided under Part V in accordance with the terms of this housing Strategy shall be allocated in accordance with a Scheme of Priorities for affordable housing as adopted by the Council.

3.10.9 Housing Provision for the Elderly

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

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

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

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

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

3.10.10 The Housing Needs of People with Disabilities

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

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

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

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

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

Figure 3; RAPID Designated Areas in Navan

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

Navan Town Council

Dean Cogan Place
St. Benildus Villas
Connolly Avenue

Emmet Terrace
Mc Dermott Villas
St. Brigid's Villas

St. Patrick's Terrace
Parnell Park

Meath County Council

Woodview Estate
Clogherboy / Oaklawns

St. Columban's Crescent
Townspark

Claremont Estate
Reask Estate

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

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

Policies

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

Housing Strategy POL 1 To ensure the provision of a suitable range of housing types and sizes to facilitate the changing demographic structure of modern society, and in particular, the increasing trend towards smaller household sizes;

Housing Strategy POL 2 To encourage the development of mixed and balanced communities to avoid areas of social exclusion;

Housing Strategy POL 3 To have regard to the “Quality Housing for Sustainable Communities” (DoEHLG 2007);

Housing Strategy POL 4 To integrate new social housing into the existing social and urban fabric of Navan;

Housing Strategy POL 5 To recognise the need for people with special needs to enjoy a decent living environment and to support local communities, health authorities and other agencies involved in the provision of facilities to people with special needs;

Housing Strategy POL 6 To support the voluntary sector in the development of housing for people with special needs;

Housing Strategy POL 7 To support the concept of independent living for older people and people with disabilities and ensure where possible that housing for such groups is integrated with mainstream housing in their existing communities;

Housing Strategy POL 8 To encourage the provision of adequate small, self contained living units with a complex of facilities for persons with special needs to maintain privacy and independence whilst having the protection of a more sheltered environment;

Housing Strategy POL 9 To permit the suitable extensions of an existing dwelling to accommodate the elderly or people with disability in the family home, subject to the normal planning requirements;

Housing Strategy POL 10 To provide for traveller accommodation in halting sites, individual dwellings or in group housing schemes for travellers who normally reside in Navan and require such accommodation in accordance with the adopted ‘Accommodation Programme for Traveller Families 2005-2008’ and subsequent Accommodation Programmes;

Housing Strategy POL 11 To consult with travellers and their representative organisations and with the local settled community in relation to the siting, planning and design of future halting sites or group housing schemes so as to avoid social conflict and promote social inclusion;

Housing Strategy POL 12 To provide and manage halting sites in a manner compatible with the local environment and the needs of the travelling community. Any area zoned for residential development is deemed to be suitable for a halting site development. All halting site developments will be the subject to the detailed design standards as outlined in the Department of the Environment’s Guidelines for Residential Caravan Parks for Travellers, October 1997 and normal development control standards;

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

Objectives

In terms of Housing Strategy it is an objective of Navan Town Council and Meath County Council:

Housing Strategy OBJ 1 To ensure that 20% of all eligible residential sites are set aside for the development of new social and affordable units, except under exceptional circumstances;

Housing Strategy OBJ 2 To carry out a complete refurbishment of St. Patrick's Park, Halt Site on the Athboy Road, to include the demolition of existing service blocks, their replacement with new service blocks comprising living areas, provision of two additional bays and the upgrading of the internal roads and services;

Housing Strategy OBJ 3 To continue to improve the residential amenity of major housing estates, notably Claremount & Townspark, through enhanced estate management, road improvements, landscaping, tree planting and other environmental improvements, including litter control;

Housing Strategy OBJ 4 To support the identification of a suitable site for a Homeless Shelter in Navan.

Housing Strategy OBJ 5 To examine funding possibilities under the R.A.P.I.D. (Revitalising Areas, by Planning, Investment & Development) Programme and support the realisation of the strategic objectives of the Navan RAPID Programme.

Housing Strategy OBJ 6 To give priority to improving the accommodation of the elderly who lack the basic amenities of indoor sanitary facilities and to provide for increasing disability.

Policies

In terms of Social and Affordable Housing it is the policy of Meath County Council and Navan Town Council:

Housing Strategy POL 14 To require that developers comply with Part V of the Planning and Development Act 2000, as amended. In general, options a) – d) provided under the Planning and Development Act, 2000 as amended shall be used in satisfying the social housing requirements of this Housing Strategy. Where the transfer of land, serviced or partially serviced sites or of completed houses at a location other than where the scheme which is being developed, the location of same must be within the Electoral Area of the development which is subject to the requirements of Part V.

Objectives

In terms of Social and Affordable Housing it is a policy of Meath County Council and Navan Town Council:

Housing Strategy OBJ 7 To require that 20% of land zoned for residential development or for a mix of residential or other uses, shall be made available for the provision of social and affordable housing. This figure may be modified in line with any revision to the Housing Strategy carried out during the period of the County Development Plan. In general a ratio of 10% social and 10% affordable shall apply in Navan.

Housing Strategy OBJ 8 Subject to an assessment of the social housing requirements and social structure in these areas, which shall will be reviewed on a biannual basis, the Councils may seek up to 20% affordable housing in lieu of the maximum 10% social and 10% affordable housing requirement, at the locations outlined below, which will be sought elsewhere in Navan. Furthermore,

where demand for affordable housing so indicates, the Council may require applicants/developers pay a financial contribution, or other arrangement provided for under the Planning & Development (Amendment) Act 2002, in lieu of the full 20% affordable housing on site. This provision may apply to the lands zoned proposed primarily for residential purposes at the following locations: between the proposed Local Distributor Road Link connecting the Commons Road and the Trim Road, between the Commons Lane and the Commons Road, and identified lands west of the Navan Town Park.

Housing Strategy OBJ 9 To continue to implement the “Meath Local Authorities Plan Social and Affordable Housing 2004-2008 and any subsequent Action Plans adopted during the life of this Development Plan.

Housing Strategy OBJ 10 To incorporate the County Housing Strategy annually and, if required, to review the reservation policy outlined in this strategy inclusive of the breakdown of social and affordable units.

Housing Strategy OBJ 11 The social housing provision figures contained in the Development Plan shall be amended following the adoption of subsequent Meath Local Authorities Action Plan for Social and Affordable Housing.

Housing Strategy OBJ 12 To promote the active delivery of social housing over the development plan period through the acquisition / purchasing of land or other mechanisms in accordance with the Housing Needs Assessment.

3.11 Neighbourhood Strategy

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

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

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

community, recreational, crèche/childcare, banks, small-scale office and other appropriate employment uses, leisure uses, together with residential units. This reinforces the role of the sub centres. The scale, size and number of units will be restricted to ensure that they serve local needs.

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

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

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

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

The indicative network of Neighbourhood Centres is identified on the Development Objectives Map. In addition to the existing and approved Neighbourhood Centres at Blackcastle, Beechmount, Bailis, LAP 3, LAP 4 and Clonmagadden SDZ, additional neighbourhood centres are designated at Clonmagadden and Windtown / Abbeylands as part of Framework Plans.

In terms of the Neighbourhood Strategy it is the policy of Meath County Council and Navan Town Council to:

Neighbourhood Centre POL 1 To promote the development of new neighbourhood centres to serve the needs of new or expanded residential areas with basic facilities, such as local convenience shopping, community facilities, children's playgrounds, etc.;

Neighbourhood Centre POL 2 To implement the neighbourhood strategy in order to provide for the development of sustainable neighbourhoods, focused on neighbourhood centres with a mix of uses, densities and public services in accordance with the proposed area action plans;

Neighbourhood Centre POL 3 To retain, protect and improve the environmental qualities of the existing suburban areas, to reinforce their neighbourhood centres and to provide for additional community services, amenities and facilities as identified in this Development Plan.

3.12 Treatment of Gateway/Landmark Sites

The Navan Development Plan 2003-2009 identified a number of key gateway sites as throughout the town and a critical gateways and entry points to the town. It is considered appropriate to retain these

designations as part of the Plan. The majority of the identified sites are situated at critical road junctions and intersections. The sites are highly visible and as such, it is essential that they are designed to the highest standards, as their development will set the town for the town, and influence the public perception of it. It is accepted that certain sites however, are more suitable for pieces of art and sculptor set in a landscaped civic space than being suitable of accommodating a landmark building.

In terms of Gateway Sites, it is an objective of Navan Town Council and Meath County Council

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

3.13 Housing Protection Areas

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

These measures are intended to ensure that:

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

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

The following areas are included as Housing Protection Areas;

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

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

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

3.13.1 Development/Design Briefs

There are a number of sites that are in multiple ownership or which display certain constraints in relation to car parking and access, which require a particularly sensitive approach to their design and layout due to the presence of, or proximity to, Protected Structures. For these reasons, a number of sites have been identified for the preparation of 'Development/Design Briefs', which seek to establish a coordinated approach to the redevelopment of sites and offer a guide to potential

developers and landowners as to the site's redevelopment potential. These briefs and plans may also provide the basis for compulsory acquisition i.e. the use of Compulsory Purchase Order powers in the public interest.

These identified sites focus on the town centre, since it is not considered appropriate to divert the focus of renewal upon outer area localities when several sites are in need of attention. Their identification in this context does not necessarily make them suitable only for built development, but merely acknowledges they are suitable for re-use of some description, be it for business, residential, community, retail use or civic, cultural or environmental amenity.

The sites are as follows and are not prioritised;

1. The New Lane Area,
2. Academy Street – Bridge Street,
3. Bakery Lane / Cornmarket,
4. Canon Row,
5. Kennedy Road / Abbey Road.

While not identified for renewal/redevelopment, in the event that the lands zoned for G1 use off Abbey Road (which include Scoil Mhuire, the Fire Station and VEC buildings) are redeveloped over the lifetime of the Development Plan an accompany Design Statement/Development Brief shall be sought.

In terms of the Development/Design Briefs, it is an objective of Navan Town Council and Meath County Council:

DES OBJ 1 To require the preparation of site development/design briefs for a number of areas throughout the town as identified on the Development Objectives Map.

3.14 Rural Settlement Strategy

The commencement of the Navan Town Boundary Alteration Order 2009 on the 1st May 2009 resulted in substantial areas of rural greenfield lands being transferred into the administrative area of Navan Town Council. This has necessitated the need for the Navan Development Plan 2009-2015 to include a Rural Settlement Strategy to ensure that the bona fide rural housing needs of the community in these areas can be accommodated while also ensuring that the future strategic growth of the Town is not compromised by random and haphazard development.

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

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

The publication of the Guidelines resulted from the National Spatial Strategy which called for settlement policies in development plans and their implementation to take into account both the differing demands for rural areas and varying rural development contexts. Key to the debate, is the differentiation between urban generated housing and rural generated housing. Urban generated housing is housing in rural locations sought by people living and working in urban areas, including

second homes / holiday homes whereas rural generated housing is defined as housing needed in rural areas within the established rural community by people working in rural areas or in nearby urban areas. With regard to urban generated housing in the open countryside, the NSS asserts that development driven by urban areas should take place within built-up areas or land identified through the development plan process, and that rural generated housing needs should be accommodated in the areas in which they arise, subject to good planning practice.

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

Persons who are an Intrinsic Part of the Rural Community

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

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

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

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

The Planning Authority recognises the interest of persons local to or linked to a rural area, who are not engaged in significant agricultural or rural resource related occupation, to live in rural areas. Certain special needs are also recognised in terms of tradespeople, persons with rural family linkages

and social needs. For the purposes of this policy section, persons local to an area are considered to include:

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

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

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

Where an applicant has resided in a rural area for a considerable period of time, being a period of time in excess of the previous 5 consecutive years, in a dwelling attached to their business, such as farming, and the business inclusive of dwelling house is being sold for retirement or other circumstances, such applications will be considered on their individual merits, where the applicant satisfies local housing need criteria. The planning officer shall specify the nature of documentation required in preplanning consultations to support such a planning application or upon request in writing. This consideration does not override the other normal assessment criteria as set out in this Development Plan for a one off house.

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

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

RD POL 1 To ensure that individual house developments in rural areas satisfy the housing requirements of persons who are an intrinsic part of the rural community in which they are proposed, subject to compliance with normal planning criteria.

RD POL 2 To facilitate the housing requirements of the rural community as identified while directing urban generated housing to areas zoned for new housing development.

RD POL 3 To protect rural areas falling within in this Area Type from urban generated and unsightly ribbon development and to maintain the identity of Navan and so safeguarding its future strategic development.

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

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

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

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

RD POL 4 It shall be the policy of the Planning Authority to attach an occupancy condition to all individual one off rural dwellings, pursuant to Section 47 of the Planning and Development Act 2000, restricting the use of the dwelling to the applicant and their immediate family, as a place of permanent residence. The period of occupancy will be limited to a period of 5 years from the date of first occupation.

RD POL 5 To facilitate the creation of golf courses, pitch and putt courses and driving ranges in rural areas provided such development does not contravene any other policies or objectives of this Development Plan.

RD POL 6 To promote the viable re-use of vernacular dwellings without losing their character and to support applications for the sensitive restoration of disused vernacular or traditional dwellings.

RD POL 7 To encourage and facilitate the appropriate refurbishment of existing housing stock in rural areas and in certain limited cases the replacement of existing dwellings subject to development

assessment criteria outlined below.

RD POL 8 To oppose the demolition and replacement of traditional or vernacular rural houses in order to protect the varied types of housing stock in rural areas of the Town and to preserve the rural architectural heritage.

RD POL 9 To consider the limited conversion of outhouses and other structures attached to large country houses or other heritage structures where acceptable conservation practice is observed in line with the other policies and objectives of this plan and where acceptable site suitability has been established in terms of access, car parking, open space, wastewater disposal and maintaining the setting and amenities of the main structure.

RD POL 10 That in respect to the sensitive restoration and conversion to residential use of disused vernacular or traditional dwellings or traditional farm buildings, including those which are Protected Structures, such proposals shall not be subject to the Rural Housing Policy (i.e. local need) that applies to new dwellings.

RD POL 11 To actively promote the retention and restoration of thatched dwellings as a key component of the architectural heritage of Co. Meath.

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

- That in the case of refurbishment and extension proposals, that the scale and architectural treatment of proposed works are sympathetic to the character of the original structure and the surrounding area including adjoining or nearby development;
- That in the case of replacement dwellings, to require that the original structure was last used as a dwelling and that its roof, internal and external walls are generally intact;
- That replacement dwellings are provided at locations where safe access and acceptable wastewater disposal arrangements can be put in place and where specific development objectives or other policies of the Planning Authority are not compromised, and;
- That the size and scale of the replacement dwelling should be similar to the existing house and not more than 300 sq. m., except in the case where the original dwelling exceeds 300 sq. m., and;
- In the assessment of whether a house which is proposed to be replaced is habitable or not, the Planning Authority will reply on the definition contained in Section 2 (Interpretation) of the Planning & Development Act 2000.

A “Habitable House” means a house which

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

Strategic Corridors

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

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

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

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

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

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

RD POL 12 To develop and maximise the opportunities of the Town's national primary and secondary roads as key strategic infrastructure vital to the county's continued economic development and to protect this strategically important infrastructure from unplanned ribbon development or random one-off development.

RD POL 13 That direct access for future development shall not normally be permitted to any national primary and secondary road outside of the appropriate speed limit zones for urban areas. Development Management policy should, in the first instance, seek to channel traffic from new development onto existing local roads and in this way use established access points to gain entry onto national roads. Where development is to be permitted off National Primary or Secondary Routes, this shall be in exceptional circumstances and shall, in addition, be in accordance with the development assessment criteria outlined.

RD POL 14 To ensure that all development accessing off the Town's road network is at a location and carried out in a manner which would not endanger public safety by way of traffic hazard.

RD POL 15 To protect those non-national roads of regional or local importance (as identified in the Meath County Development Plan 2007-2013) from unnecessary and excessive individual access / egress points, which would prejudice the carrying capacity and ultimately the function of the road.

RD POL 16 The removal of existing roadside boundaries, except to the extent that this is needed for a new entrance, should be avoided where at all possible except where required for traffic safety purposes.

RD POL 17 In assessing individual planning applications for individual houses in the countryside, it is the policy of the Planning Authority to ensure that the required standards for sight distances and stopping sight distances are in compliance with current road geometry standards as outlined in the NRA document Design Manual for Roads and Bridges (DMRB).

Wastewater treatment for rural development

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

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

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

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

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

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

RD POL 18 To ensure that new development is guided towards sites where acceptable wastewater treatment and disposal facilities can be provided, avoiding sites where it is inherently difficult to provide and maintain such facilities – sites prone to extremely high water tables and flooding or where groundwater is particularly vulnerable to contamination.

RD POL 19 The site area shall be large enough to adequately accommodate an on-site treatment plant and percolation area.

RD POL 20 A proprietary treatment plant and polishing filter / percolation area shall satisfy the criteria set out in the Wastewater Treatment Manual Treatment Systems for Single Houses, as amended or replaced, by the Environmental Protection Agency.

RD POL 21 The site characterisation form must be furnished by a suitably qualified competent person. Notwithstanding this, the Planning Authority may require additional tests to be carried out under its supervision.

RD POL 22 A maintenance agreement or other satisfactory management arrangements must be entered into by the applicant to inspect and service the system as required. A copy of this must be submitted to the Planning Authority.

RD POL 23 Pending the installation of the treatment plant and polishing filter / percolation area, the applicant will be required to lodge a deposit with the Planning Authority. The deposit shall be refunded on receipt of a certificate from a competent person confirming that all necessary works have been carried out in accordance with the manufacturer's instructions.

RD POL 24 The direct discharge of effluent from on site waste water disposal systems to surface water is not acceptable. Septic tanks shall be permitted only in exceptional circumstances, and shall comply with the requirements of the Environmental Health Officer and the standards set in SR6 of 1991, or as may be amended.

CHAPTER 4: ECONOMIC DEVELOPMENT STRATEGY



SECTIONS IN THIS CHAPTER

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

4.0 Introduction

The 2006 Census carried out by the Central Statistics Office in April 2006 found that 12,367 persons were at work in Navan (aged 15 and over). This figure represents a 35.1% increase over the figure of 9,149 recorded at work by the 2002 Census. Employment in manufacturing accounted for 16.7% of the total employed, with wholesale and retail applicable to 14.8% and the construction industry accounting for 10.1% of employment. The next largest employment category was health and social work, which 8.9% of Navan respondents stated as their line of work. The above figures show in particular the importance of the manufacturing and construction sectors to the residents of the town. The two sectors combined provide employment to approximately 26.8% of those in work. These figures should be cautiously welcomed as the construction and manufacturing industries have proven to be somewhat volatile and vulnerable to external shocks. In terms of unemployment 1,067 persons were classified as unemployed in Navan by the 2006 Census having lost or given up their previous job. A further 194 were looking for their first job.

When groups such as the retired or students are discounted it is evident that Navan enjoyed a high rate of employment in 2006 however in line with national trends the rate of unemployment is likely to be much higher now given the global economic difficulties that emerged in 2008. As previously mentioned a large quantum of employment is in industries which have not historically offered the greatest level of job security given their dependence on the central economy for growth. It shall be the challenge for the planning authorities to attract more sustainable forms of employment to Navan over the plan period to stimulate economic growth locally and to counter existing unsustainable commuting patterns.

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

The Regional Planning Guidelines for the Greater Dublin Area, as well as the Meath County Development Plan, designate Navan as a Large Growth Town within the primary dynamic cluster of Navan, Trim and Kells. The Guidelines state "It is envisaged that, principally, the Large Growth Towns are most likely to be successful in attracting a concentration of major employment-generating investment and should have the greatest accessibility/connectivity and will therefore require a location on a main radial/orbital intersection and high quality rail service." Notwithstanding the success of the IDA Business Park and as with other centres in County Meath, employment generating development has not kept pace with the level of residential development in the town. A key issue to be tackled in Navan is the creation of a sustainable settlement in accordance with the Regional Planning Guidelines, i.e. a balance of residential and other uses including employment generating uses.

4.1 Economic Development

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

Navan accounts for approximately 33% of total registrations received so far. The group registrations display the same skills sets as the full database: i.e. 19% work in the financial services/insurance sectors; 17% work in IT/Software; the predominant age is 26 - 30; a high level of educational qualifications are held; and the predominant income brackets are €31-45K and €15-30K.

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 will also go live in early 2009, where all Meath businesses will have access to a free listing service for their business.



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

Positives for Navan in terms of employment creation include:

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

Key Economic aims of the Navan Development Plan 2009-2015:

- 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.
- Encourage environmental improvements in the town centre area which will assist in generating a 'feel good factor' in the town which will have a positive impact on potential employers/employees locating in the town.
- Continue to improve the piped infrastructure serving the town.
- To cooperate with and facilitate subject to proper planning, organisations involved in job creation.
- Realise the relocation of unsuitable land uses from the town centre to more appropriate and accessible locations on appropriately zoned land.



St Mary's Credit Union

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 forming part of a Primary Dynamic Cluster. The Development Plan clearly identifies land for industrial and commercial development which is capable of generating the requisite level of job creation needed to provide 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.

The Planning Authorities are limited in its actions in support of economic development, which will be determined in the first instance by market forces, and secondly by agencies with a remit for specific intervention in this area. The Planning Authorities can assist the development of all economic sectors by the implementation of policies relating to:

- The provision of an adequate and efficient transportation system
- The zoning of sufficient and appropriately located lands for industrial and commercial development
- The provision of sanitary services and other urban infrastructure
- The provision, in conjunction with other agencies, of enterprise centre provision and training provision related to small and medium sized enterprises (SME) such as Navan Enterprise Centre
- The zoning of adequate residentially zoned lands and the creation of an attractive urban domain to facilitate residency of the projected labour force
- Developing the public realm and amenities of Navan so that the quality of life of employees and residents can be improved.

Employment and enterprise land uses have been provided for at a number of strategically identified locations within the context of the balanced development of Navan, to the north, west, south west and south east of the town. Navan IDA Business 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. The development of a new purpose built office for Quinn Direct Insurance has the potential to double the level of employment within the Business Park over the period of the Development Plan. It is considered that a more than adequate quantum of land remains available within the Business Park to provide for substantial additional employment creation over the lifetime of the Plan.

Large areas of land have also been identified at Clonmagaddan, Mullaghboy and Knockumber to provide for industrial and office development. A linear tract of land has also been identified at Knockumber to specifically provide for small and medium sized industries of a local nature (including entrepreneurial start up businesses) and will allow for the displacement of non compatible and industrial uses from the town centre and other locations. Beechmount Home park has evolved over the lifetime of the Development Plan from a furniture manufacturing centre to largely a retail showcase centre for home furnishing. The Planning Authorities will continue to support the development of Beechmount in this manner supporting both manufacturing and retail uses related to home furnishings. The opening to traffic of the M3 Motorway incorporating its bypass of Navan, is likely to provide an additional stimulus to aid the development of commercial and industrial land uses in the town over the period of the Navan Development Plan 2009-2015.

Small tracks of lands zoned for E1 'Industrial Use' are also identified off the Kells Road at Liscarton and Whistlemount.

The Meath Motorway Interchanges study which it is an objective of the Meath County Development Plan 2007-2013 to undertake, will examine the two interchanges on the M3 Motorway serving Navan and it will inform the type and scale development that will be permitted adjacent to these important transport nodes to ensure that the economic potential of this infrastructure is utilised while ensuring the transport function of this infrastructure is not undermined.

Policies

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

ECON DEV POL 1 To facilitate and encourage the development of Navan as a 'Large Growth town' in the hinterland of the Metropolitan Area of the Greater Dublin Area and as the economic driver for Co. Meath.

ECON DEV POL 2 To encourage the development of Navan as a dynamic economic cluster with Trim and Kells.

ECON DEV POL 3 To support the activities of agencies involved in the promotion of employment generating opportunities in Navan including the Meath County Enterprise Board, Enterprise Ireland and the Industrial Development Agency (IDA Ireland).

ECON DEV POL 4 To ensure that an adequate quantity and range of land is available for industrial development and that the appropriate infrastructure including roads, sanitary services, energy supply and telecommunications, training infrastructure and housing is provided.

ECON DEV POL 5 To encourage local/small scale offices in neighbourhood centres.

ECON DEV POL 6 Where industrial sites are developed adjacent to residential areas and community facilities, buffer zones shall be provided as well as adequate screening in the form of planting, landscaping and mounding as appropriate.

ECON DEV POL 7 To apply a flexible approach to the zoning of entrepreneurial start up business and small scale industrial and employment generating activities, where it can be demonstrated that the proposed use would have minimal impact on adjoining uses, primarily residential property.

ECON DEV POL 8 To encourage the integration of employment locations with other land uses and the transportation network, and in particular, ensure that the location of employment intensive land uses are located in proximity to existing and planned strategic routes, where public transport is viable.

Objectives

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

ECON DEV OBJ 1 To zone suitable lands to facilitate employment generation and to facilitate the development of employment creating land uses at these identified locations in accordance with the principles of proper planning.

ECON DEV OBJ 2 To provide sites for the relocation of non compatible town centre commercial uses on a site zoned for E4 Industrial Use (See Zoning Objectives Maps).

ECON DEV OBJ 3 To provide for small and medium sized industries to develop on lands zoned for E4 Industrial Use (See Zoning Objectives Maps).

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.

4.2 Rural Enterprise & Industry

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

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

RURAL ENT POL 1 To ensure that both rural and urban areas play their roles in driving the development of the Town in a balanced and sustainable way.

RURAL ENT POL 2 To normally permit development proposals for the expansion of existing industrial or business enterprises in the countryside where the resultant development is of a size and scale which remains appropriate and which does not negatively impact on the character and amenity of the surrounding area; and the proposal demonstrates that it has taken into account traffic, public health, environmental and amenity considerations and is in accordance with the policies, requirements and guidance contained in this plan. In all instances, it should be demonstrated that the proposal would not generate traffic of a type and amount inappropriate for the character of the access roads or would require improvements which would affect the character of these roads.

RURAL ENT POL 3 To permit development proposals for industrial or business enterprises in the countryside only where, the proposed use has locational requirements that can only be accommodated in a rural location and this has been demonstrated to the satisfaction of the Planning Authority, the resultant development is of a size and scale which remains appropriate and which does not negatively impact on the character and amenity of the surrounding area; and the proposal demonstrates that it has taken into account traffic, public health, environmental and amenity considerations and is in accordance with the policies, requirements and guidance contained in this plan. In all instances, it should be demonstrated that the proposal would not generate traffic of a type and amount inappropriate for the character of the access roads or would require improvements which would affect the character of these roads.

RURAL ENT POL 4 To encourage new and high quality investment in the tourism industry in Navan with specific reference to leisure activities (golf, equestrian, walking, cycling, angling, outdoor pursuits and family orientated activities).

RURAL ENT POL 5 In the development of tourist facilities, regard will be had to the landscape's ability to accommodate such development.

RURAL ENT POL 6 To encourage proposals to reinstate, conserve and / or replace existing ruinous or disused dwellings for holiday homes subject to normal planning considerations relating to design, safe access the provision of any necessary wastewater disposal facilities.

RURAL ENT POL 7 To accommodate small scale enterprises, such as the renovation of barns, outhouses or other existing structures and the construction of one or two holiday homes for short term rental (less than 3 months at any one time to any person / family) associated with an existing permanent residence or active farm / agri-tourism enterprise. It shall be a condition of permission that such holiday homes be retained within the ownership of the complex / permanent dwelling and shall not be sold to form a separate permanent residence.

RURAL ENT POL 8 To consider the provision of caravan and camping sites at suitable locations where they are consistent with the Settlement Strategy for the Town and to ensure a high standard of layout, design and amenity in such proposals.

RURAL ENT POL 9 To ensure that development for aggregates / mineral extraction, processing and associated concrete production does not significantly impact on the following areas:

- 1) Existing & Proposed Special Areas of Conservation (SACs);
- 2) Special Protection Areas (SPAs);
- 3) Existing & Proposed Natural Heritage Areas (pNHAs);
- 4) Other areas of importance for the conservation of flora and fauna;
- 5) Areas of significant archaeological potential;
- 6) In the vicinity of a recorded monument, and;
- 7) Sensitive landscapes.

RURAL ENT POL 10 To ensure that extractive industries do not adversely affect the environment or adjoining existing land uses and are carried out in such a manner so as to minimise detracton from the visual quality of the landscape.

RURAL ENT POL 11 To promote forestry development of an appropriate scale and character whilst ensuring that the development does not have a negative visual impact on the countryside or cause pollution or degradation to wildlife habitats, natural waters or areas of ecological significance.

4.3 Agriculture

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

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

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

AGRI POL 1 To encourage and facilitate agricultural diversification into agri-businesses such as organic foods, rural tourism and small to medium sized enterprises subject to the retention of the holding for primarily agricultural use and the proper planning and sustainable development of the area.

AGRI POL 2 To facilitate the development of agriculture while ensuring that natural waters, wildlife habitats and conservation areas are protected from pollution.

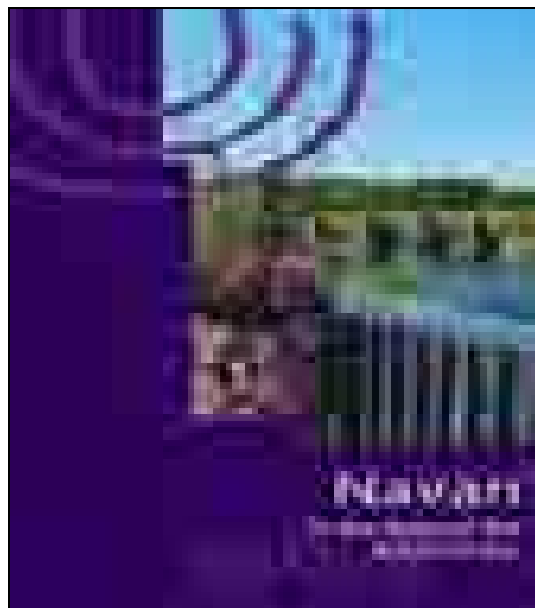
AGRI POL 3 To protect agricultural or agri-business uses from unplanned and / or incompatible urban development.

AGRI POL 4 To protect and enhance the visual qualities of rural areas through the sensitive design of necessary development.

AGRI POL 5 To resist proposals to remove woodland, boundary trees or hedgerow planting, where such planting is of benefit to the visual and ecological amenity of an area.

4.4 Tourism

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



The Meath County tourism strategy entitled 'Ireland's Heritage Capital, Marketing Tourism in Meath, 2005-2010' identifies heritage as the County's Unique Selling Proposition (USP) and the County is accordingly branded as "Ireland's Heritage Capital". While Navan does not benefit directly from the presence of a major heritage tourism attraction, it is well placed in the centre of the County between the major heritage sites of Newgrange, the Hill of Tara, 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 Arts Centre provides a 320 seat theatre with café/bar facilities and state-of-the-art visual art galleries and exhibition spaces. For children and the young at heart there are playgrounds and fun centres.

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



Tourism Map of Navan

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

Opportunities for Navan are identified and include:

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



Navan Racecourse

Policies

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

TOU POL 1 To promote and encourage the development of Navan as a tourism gateway to Meath in co-operation with Meath Tourism, Fáilte Ireland and other relevant agencies.

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

Objectives

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

TOU OBJ 1 To promote a tourist signage strategy for Navan in conjunction with Meath Tourism.

TOU OBJ 2 To promote and maintain the amenity of the Slí na Sláinte walking route in Navan and the Ramparts walking route.

TOU OBJ 3 To facilitate the improvement of existing sign posted walking/cycling routes within the town and environs and where possible develop new ones.

TOU OBJ 4 To promote the development of a range of high quality tourist accommodation and ancillary facilities, especially those facilities which provide conference and leisure facilities.

TOU OBJ 5 To encourage and promote festivals and other appropriate cultural events.

TOU OBJ 6 To encourage the removal of unsightly elements at historically sensitive locations within the town such as inappropriate advertising, poles, wires and antennae.

4.5 Retail and Commercial Development

4.5.1 Background

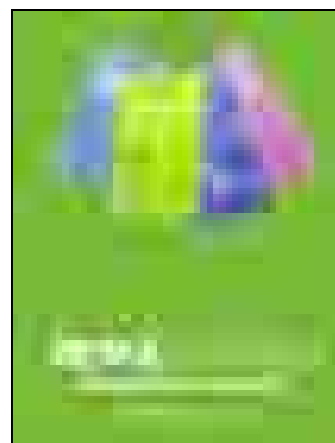
The Retail Planning Guidelines (2005) require that the following be included in all Development Plans:

- Confirmation of the Retail Hierarchy, the role of the centre and size of the main town centre;
- Definition of the boundaries of the core retail area;
- Broad assessment of additional floor space requirements;
- Strategic guidance on location and scale of retail development;
- Preparation of policies and action initiatives to encourage improvement of the town centre, and;
- Identification of criteria for the assessment of retail developments.



4.5.2 Retail Strategy for the Greater Dublin Area 2008-2016

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



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

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

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

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

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

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

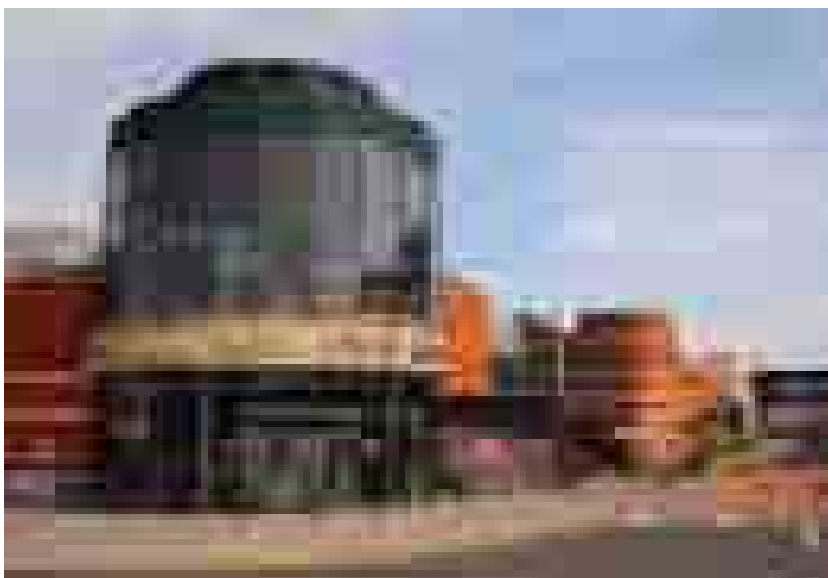
4.5.3 Meath County Retail Strategy 2003

The Meath County Retail Strategy, 2003 was prepared in accordance with the retail planning guidelines, 2000. These guidelines assisted Planning Authorities in their assessment of retail planning applications and the formulation of retail policy in development/local area plans until they were revised in 2005. The objective of the guidelines is to ensure that the optimum location for new retail development is established which is accessible to all sections of society and is of a scale which allows the continued prosperity of traditional town centres and existing retail centres.

Navan is a Level 2 County Town Centre in the GDA hierarchy. The County Retail Strategy states “in the early years of the Strategy, there is scope and potential for additional retail floorspace to be located in and around the core retail area. Taking a longer term view, and one that goes to and beyond 2011 – the timescale of the County Retail Strategy, it has to be recognised that Navan is set to become an even more major town in both the GDA retail hierarchy and national settlement hierarchy. The existing town centre will be too small to accommodate the quantum and quality of retail floorspace that is needed to support what will be in essence a small city in the national context. Land requires to be identified for an expansion of the town centre.” Navan has a relatively high market share of retail expenditure in that it attracts a large proportion of people living in Meath, particularly from the north and west of the County. However it has a more limited penetration across the GDA due to the proximity of the Blanchardstown Centre, Dublin City and Drogheda.

Amongst actions identified for Navan, the County Retail Strategy advocates the following:

- Achieving consolidation and intensification of retail development and other town centre uses should be a priority over the period of the Retail Strategy to 2011.
- Provision of prime pitch locations at the heart of the town centre to attract brand name national and international comparison multiples.
- Forward planning in respect of the development of Navan into a city and regional capital over the period to 2016. Decisions today must therefore not compromise what will be required to sustain and expand the town centre over the years that follow.
- Provision of neighbourhood centres to serve residential communities where appropriate.



Navan Shopping Centre

Navan has a relatively compact town centre and retail core formed by Trimgate St., Market Sq. Ludlow Street and Kennedy Road along with the purpose built shopping centre. The retail core provides a wide variety of higher/middle comparison goods in a range of retail outlet sizes. Shopping provision in the town is based on a hierarchy of centres. The current retail hierarchy in Navan is as follows:

- Navan Town Centre (including Navan Shopping Centre)
- Neighbourhood Centres (Blackcastle, Beechmount, Bailis)
- Local Corner Shops and Forecourt Outlets

Navan Town Centre

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



Figure 4; Navan Core Retail Area

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

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

Navan Shopping Centre

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

Definition of Navan's Core Retail Area & Town Centre

Figure 4, above identifies the Core Retail Area of Navan and identifies the potential for expansion. The Core Retail Area consists of the Navan Shopping Centre and Kennedy Road, Trimgate Street, Market Square, the south-western end of Watergate Street and the northern end of Ludlow Street. This remaining area of Navan Town Centre includes Abbey Road (including St. Ultan's Terrace), the remainder of Watergate Street and Ludlow Street, Timmons Hill, Bridge Street including the frontage of the N3 Inner Relief Road, the Fair Green, Circular Road, Railway Street and Brews Hill. 1 The Core Retail Area is normally defined as the area including and immediate to the 'prime pitch'. That is the area that achieves the highest rentals, best yields, is highest in demand from operators, is overwhelmingly retail floorspace and has the highest footfall of shoppers.

In order to meet the aims of the *'County Meath Retail Strategy'*, the Navan Development Plan has adopted the *'Sequential Approach'* on the preferred location for future retail development. The *'Sequential Approach'* defines that the preferred location for future retail development, where practicable and viable, is within Navan town centre. Where it is not possible to provide the form and

scale of development that is required on a site within Navan town centre, then consideration can be given to a site on the edge of the town centre so as to encourage the possibility of one journey serving several purposes. An edge of centre site is taken to be one, which is within an easy and convenient walking distance from the primary shopping core of the town centre, i.e. 300-400 metres from the edge of the Core Retail Area. Only after having assessed the size, availability, accessibility and feasibility of developing both sites and premises, firstly within Navan town centre and secondly on the edge of the town centre, should alternative out of centre sites be considered where it can be demonstrated that there are no town centre or edge of town centre sites which are suitable, viable or available. 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. Site appraisals indicated a range of suitable locations similar to those identified in the '*Integrated Development Framework Plan*', namely within the existing town centre, the Fair Green, and the lands around the proposed public transport interchange. To sustain the strength of the town centre it is important that town centre development/expansion, as far as is practicable, moves sequentially across this area and that all proposals ensure a continuum and real linkage.

The long-term expansion of the town centre is envisaged towards the proposed integrated public transport interchange. This area is currently characterised by under utilised industrial and commercial uses, which could be better utilised as an extension of the commercial and retail development of the urban core. It is intended that this area would also be served in the longer term by rail infrastructure, a feature that must be maintained for possible future use. It proposes the creation of a new attraction pole (retail, business and an element of residential) around this bus and rail station, which together with the existing Shopping Centre will establish the broad axis in which most densification and mix of uses should occur.

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

Strategic Guidance on the Scale of Retail Development

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

At present, Navan has a relatively limited range of high street brand name national and international comparison multiples and this is the market sector that it should seek to attract in order to stem the flow of this expenditure from the town and county to other centres. The potential operators will require prime pitch locations at the heart of the town centre. The potential already exists for this to be achieved through greater intensification of development within the town centre, through the redevelopment of the central car parking areas that dominate the heart of the centre and the designated town centre expansion area. This will ensure that retail and other town centre uses are retained within the town centre rather than dissipated to more peripheral areas which could result in the displacement of the prime shopping focus and impact on the vitality and attraction of the existing core retail area. Achieving consolidation and intensification of retail development and other town centre uses within this area should be a priority over the period of the '*Meath County Retail Strategy*' to

2011. It is acknowledged that the achievement of consolidation and intensification objectives has associated traffic, car parking and other transportation issues, which will need to be addressed in parallel. Nonetheless, these transportation issues must not be allowed to constrain major town centre development as this will effectively result in Navan failing to achieve its potential or sustain its existing competitiveness.

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

Policies

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

RET DEV POL 1: To promote and encourage major enhancement and expansion of retail floorspace and town centre functions in Navan in a southerly direction towards the proposed central interchange in order to sustain its competitiveness and importance as a designated County Town Centre and 'Level 2 Centre' in the Greater Dublin Area.

RET DEV POL 2: To protect and enhance the vitality of Navan Town Centre and promote this area as the main commercial core where an appropriate mix of commercial, retail, recreational, civic, cultural and residential uses are provided.

RET DEV POL 3: To adhere to the provisions of the Sequential Approach to retailing and the application of retail thresholds to proposed development in line with the requirements of the Retail Planning Guidelines

RET DEV POL 4: To ensure that lands adjacent to and extending from the town centre are protected from development that would compromise the longer term town centre expansion proposals being realised.

RET DEV POL 5: To promote the continued development of the town centre in a manner which provides permeability between the existing town centre and designated expansion areas.

RET DEV POL 6: To encourage a range of shopping facilities in Navan town Centre

RET DEV POL 7: To facilitate a competitive and healthy environment for retail in Navan

RET DEV POL 8: To site retail development in locations that encourage multi-purpose shopping, business and leisure trips on the same journey

RET DEV POL 9: To encourage and support the enhancement of the retail offer of Navan while respecting the heritage value of the town.

RET DEV POL 10: To encourage and support proposals for the re-use and regeneration of derelict land and vacant properties in the town centre with due cognisance to the sequential approach.

RET DEV POL 11: To support proposals for new retail and other mixed use development in the town centre where the proposal:

- 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);
- Provides adequate facilities for the recycling of waste packaging generated by the proposal, including a bring centre where required;
- Has negligible impact on existing urban residents;
- Has due regard to the heritage value of Navan.

RET DEV POL 12: To continue to improve and expand the environmental improvement and urban design schemes in the town centre in order to enhance the attractiveness of the main shopping area, and the vibrancy and vitality of the central core.

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 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 6: To promote the development of a discount retail outlet off the Trim Road.

4.5.4 Retail Warehousing/ Retail Parks

Navan currently has two retail parks located off the Kells and Athboy roads respectively. Retail warehousing trades in bulky goods^[2] such as carpets, furniture, electrical goods, garden products and DIY items. The Retail Planning Guidelines, 2005 recognises that retail warehousing development cannot be readily accommodated within town centres due to their size and servicing requirements and the need for extensive car parking. Retail warehousing at appropriate locations to serve the future needs of Navan and its hinterland will be encouraged subject to proper planning.

Retail warehousing should be restricted to truly 'bulky goods', otherwise it could have a damaging material impact on the commercial viability of the Navan Town Centre. In order to reduce the adverse impact of car traffic, it is considered appropriate to group retail warehousing on a single site to facilitate multiple shopping trips using a shared or communal surface car park. There is a large area of land has been specifically identified adjoining the Athboy Road for retail warehousing development. Part of these lands immediately to the south of the motorway interchange at Knockumber are designated for the purposes of a Framework Plan (FP 5 refers). Chapter 3 details the requirements of this Framework Plan.

Policies

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

RET DEV POL 13: To encourage the provision of retail warehousing at appropriate locations and appropriate scale having regard to the 'Retail Strategy for the Greater Dublin Area' and the 'County Meath Retail Strategy',

^[2] As defined by the Retail Planning Guidelines, 2005

RET DEV POL 14: To restrict retail warehouse development solely to the sale of 'bulky comparison goods.

Objectives

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

RET DEV OBJ 7: To ensure that sufficient lands are identified to meet the needs for retail warehousing floor space in Navan.

4.5.5 Local/Neighbourhood Shopping Facilities

(Also refer to Chapter 3, Section 3.12)

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

Objectives

In terms of Local Shopping Facilities, it is the policy of Meath County Council and Navan Town Council:

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

4.5.6 Petrol Filling Stations

Petrol filling stations are a growing sector in retail in Ireland as the retail offer of some forecourt shops have expanded extensively in the recent past. Ministerial retail guidance indicates that the retail use of a site as a petrol filling station, depending on the scale of such convenience store, can adversely impact on traditional retail outlets such as local corner shops. The Retail Planning Guidelines state that the size of a shop associated with any petrol filling station should take account of the following factors:

- Large stores tend to attract additional custom which can lead to additional car borne trips primarily for shopping purposes;
- Large numbers of parked cars in station forecourts can cause disruption and queuing for those simply wishing to use the petrol pumps, and;

- The preferred location for retailing is in town centres, not isolated sites outside these preferred locations (sequential approach/test).

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

4.5.7 Discount Food Stores

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

Policies

In terms of Discount Food Stores, it is the policy of Meath County Council and Navan Town Council:

RET DEV POL 15: To facilitate the provision of discount food stores in suitable locations subject to the appropriate protection of the vitality and viability of the town centre and the need to confine their use to the sale of largely convenience goods.

RET DEV POL 16: To ensure that the design of discount food stores is of high quality which respects the heritage value and visual integrity of Navan.

Objectives

In terms of Discount Food Stores, it is an objective of Meath County Council and Navan Town Council:

RET DEV OBJ 9: To promote the development of a discount food store off the Trim Road on the lands designated for the purposes of FP 7 (Please refer to Development Objectives Map).

RET DEV OBJ 10: To consider discount food stores proposals of an appropriate scale as part of the convenience shopping component being provided at proposed Neighbourhood Centres.

RET DEV OBJ 11: To promote the development of a discount foodstore off Brews Hill on lands designated for the purposes of FP1.

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

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

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

4.5.9 Access and Facilities in Shopping Centres

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

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

Policy

In terms of Access and Facilities in Shopping Centres, it is the policy of Meath County Council and Navan Town Council:

RET DEV POL 17: To require adequate provision to be made in new shopping developments for the following;

- Access and facilities for people with disabilities including car-parking spaces;
- Secure parking for cyclists, and;
- Support facilities for shoppers in general and for people with children in particular, with regard to the provision of toilets and other facilities including baby changing / feeding and crèche facilities.

Policy

In terms of Non Retail Uses, it is the policy of Meath County Council and Navan Town Council:

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

4.5.10 Assessment of Retail Development

Every applicant must demonstrate that any retail proposal complies with the policy direction of the Development Plan. All applications for significant retail developments should be assessed against a range of criteria. The County Retail Strategy identifies significant as 1000 sq.m. gross floor area for convenience development and 2000 sq.m. gross of comparison development. This criteria will include:

- Testing the proposal against the sequential approach;

- The potential impact on Navan town centre;
- The ability of the proposal to deliver linkages to the town centre;
- The baseline data and capacity impact assessment is fit for the purpose and is transparent;
- That there is a demonstrated need for the development;
- The relationship of the proposal to any development plan allocation;
- Contribution to the existing town centre;
- Contribution to site/ area regeneration;
- Quality of access by all modes of transport;
- Role in improving competitiveness of the county;
- Extent to which it may be necessary to consider imposition of restrictions on range of goods permitted for sale, and;
- Any other development plan allocation.

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

4.6 Advertising

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

Policy

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

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

Objective

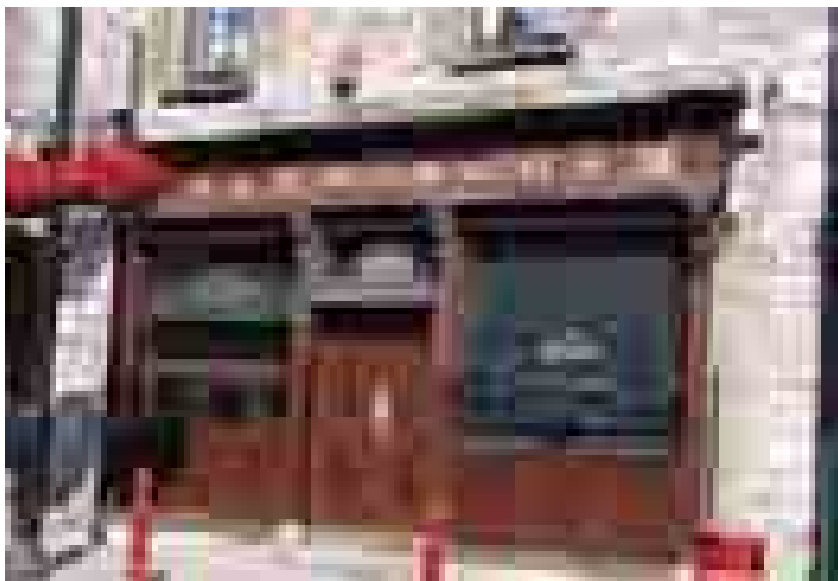
In terms of Advertising, it is an objective of Meath County Council and Navan Town Council:

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

4.6.1 Shopfronts

Shopfronts make a major contribution to the visual amenities of a town and many have strong heritage value which should be preserved. New shopfront design must respect the scale and proportions of the streetscape by maintaining the existing grain of development along the street and respecting the appropriate plot width. Generally, individually mounted lettering or hand painted lettering is required. Letter design should be simple and legible. If shop lights are used, the arms should be short and the hoods of the lights treated to match with the background. The choice of materials should compliment the character of the building and integrate with the overall visual unity of the street scheme. Timber window frames are appropriate in traditional context and also work

well when combined with stone. External roller shutters will not normally be permitted within the town centre and will normally only be considered in industrial type settings.



Traditional Shop Front

Policies

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

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

4.7 Derelict and Obsolete Land and Buildings

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

Policies

In terms of Derelict and Obsolete Land and Buildings, it is the policy of Meath County Council and Navan Town Council:

DER POL 1: To implement the provisions of the Derelict Sites Act, 1990 (as amended) and regulations made thereunder to prevent or remove injury to amenity arising from dereliction.

DER POL 2: To identify and secure the redevelopment of obsolete areas, including areas of backland, derelict sites and incidental open spaces.

4.8 Prevention of Major Accidents

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

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

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

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

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

In establishing whether the Regulations apply to a particular establishment, the primary criteria to be assessed is whether dangerous substances are present in quantities equal to or in excess of those listed in the First Schedule of the Regulations. There are two tiers of industries; lower and upper tiers, depending on the quantity of substances used, handled or stored on site. The regulations require different duties of operators for lower and upper tier establishments. Lower tier establishments are required:

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

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

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

Policies

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

SEVESO POL 1: To comply with the Seveso II Directive in reducing the risk and limiting the

potential consequences of major industrial accidents.

SEVESO POL 2: To require planning permission for the modifications of existing establishments where the nature and quantity of dangerous substances handled, used or stored on existing sites is to be altered.

SEVESO POL 3: To ensure that land use policies must take account of the need to maintain appropriate distances between future major accident hazard establishments and residential areas, areas of substantial public use and areas of particular natural sensitivity or interest.

SEVESO POL 4: To have regard to the advice of the Health and Safety Authority when proposals for new SEVESO sites are being considered.

Development Assessment Criteria

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

- The SEVESO Directive and Major Accident Regulations;
- HSA generic land-use planning advice;
- Potential adverse impacts on public health and safety, and;
- The need to maintain appropriate safe distance between residential areas, areas of public use and areas of particular natural sensitivity.

CHAPTER 5: ARCHITECTURAL & NATURAL HERITAGE



SECTIONS IN THIS CHAPTER

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

5.0 Introduction

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

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

- The conservation and protection of the environment, including in particular the archaeological and natural heritage and the conservation and protection of European sites and any other sites which may be prescribed for the purposes of this paragraph;
- The protection of structures, or parts of structures, which are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest;
- The preservation of the character of Architectural Conservation Areas, and;
- The preservation of the character of the landscape, where and to the extent that, in the opinion of the planning authority, the proper planning and sustainable development of the area requires it, including preservation of views and prospects and the amenities of places and features of natural beauty or interest.

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

5.1 Architectural Heritage

Architectural heritage refers to all manmade features in the environment including buildings and other structures such as bridges, wells, archaeological sites, field boundaries and pumps. The development plan must consider both individual structures and the townscape in the historic core. Historically development has influenced how the town evolved, to arrive at its current form. Development can have a positive impact and can conserve, enhance and provide new uses for older structures. However, development can also threaten and damage the character of Navan both in the form of individual developments which may involve the demolition of buildings of architectural and historic interest, have a negative visual impact, or the cumulative impact of a number of small scale developments. Inappropriate alterations such as the removal of historic sash windows, traditional gutters and downpipes, and render, the addition of inappropriate signage and lighting proposals all detract from the character of individual buildings and have a cumulative negative impact on the streetscape. Promote both the conservation and redevelopment of the architectural fabric of Navan.

Policies

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

HER POL 1: To preserve, protect and enhance the architectural heritage of Navan and to ensure that new development makes a positive contribution to the historic character of Navan.

HER POL 2: To seek the retention of historic shop fronts and pub fronts as part of the streetscape of Navan.

HER POL 3: To encourage the development of compact urban forms by consolidating existing development boundaries and utilising brownfield sites in preference to expanding urban areas into the countryside and adjoining settlements.

5.1.1 Architectural Conservation Areas

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

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

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

Objectives

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

HER OBJ 1: To preserve the character of the Navan Historic Core Architectural Conservation Area.

HER OBJ 2: To achieve the preservation of the special character of places, areas, groups of structures and townscapes within the town and environs by:
Encouraging local initiatives which promote the preservation of the special character of Architectural Conservation Areas.

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

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

5.1.2 Navan Historic Core Architectural Conservation Area

Boundary

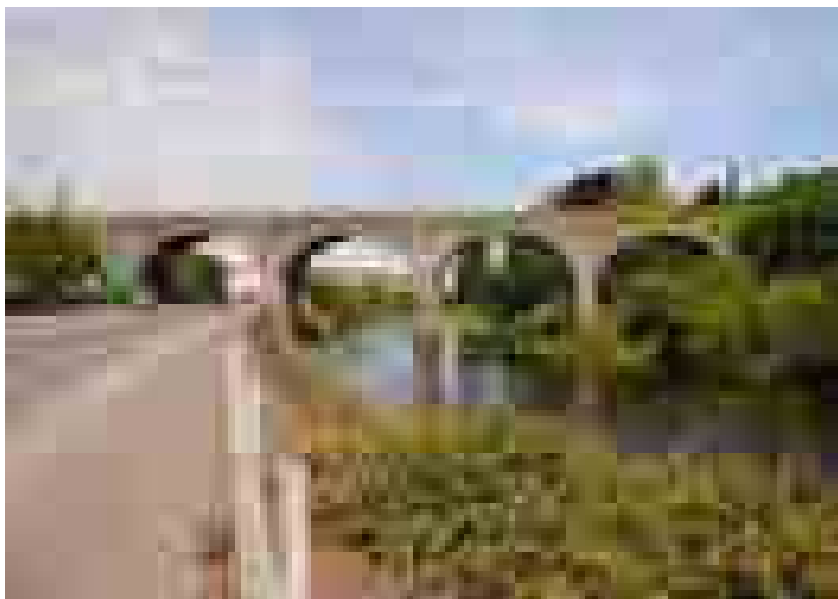
The Navan Historic Core Architectural Conservation Area (ACA) was included in the Navan Development Plan 2003-2009 and covers the area of the historic town core of Trimgate Street, Market Square, Watergate Street, Ludlow Street, Bridge Street, Church Hill, the Fair Green and Railway Street between Trimgate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

Historical Development

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

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

and Navan came into operation in 1862 and operated for over 100 years before being finally closed in 1963.



Navan Railway Viaduct (1850)

Street Pattern and History

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

Abbey Road

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

Academy Street

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

Bedford Place

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

Boreen Keel

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

Canon Row

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

Commons Road

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

Flower Hill

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

Kennedy Road

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

Ludlow Street

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

Trimgate Street

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

Watergate Street

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

Architectural Form and Materials

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

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

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

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

The buildings in Navan are predominantly plastered and painted in a variety of colours. A number of red brick buildings can be found on the Trimgate Street. However the more important institutional and commercial buildings have dressed stone facings. There are several impressive houses around the town with stone facades, and a small number of late 19th century commercial buildings have brick

facades with interesting detailing. In common with many Irish towns, the roofscape of Navan consists of pitched slated roofs with chimneystacks.



Trimgate St. forms part of the Navan Architectural Conservation Area

Policies

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

HER POL 5: To support and encourage the re-use of suitable redundant or obsolete buildings within the ACA.

HER POL 6: To encourage the retention and protection of all structures which contributes in a positive manner to the character of the ACA.

HER POL 7: Within the Architectural Conservation Area to have regard to:

- The impact of proposed development on the character and appearance of the Architectural Conservation Area in terms of the height and massing of built forms, and the compatibility of design, materials, colour and finishes.
- The impact of proposed development on the character and integrity of the area and the approaches thereto, and will promote compatible uses within compatible forms of infill development.
- The need to retain architectural and townscape elements such as shop fronts, sash windows, gutters and down pipes, decorative plasterwork, etc. that contribute to the character and appearance of the ACA.

HER POL 8: To encourage the retention of all architectural and townscape elements which contribute to the character of the ACA.

HER OBJ 3: It is the intention of the planning authorities by the designation of the Navan Historic Core Architectural Conservation Area:

- To protect and enhance the architectural heritage of Navan for future generations.
- To preserve the historic street pattern within the core of the town.
- To require that all new developments shall observe the existing scale of the town.
- To protect the character of the existing streetscape by giving consideration to the suitability of style, construction materials, colour and decoration to be used in any proposals for development taking place within this area.
- To encourage appropriate new uses for empty and under-utilised buildings.
- To avoid the destruction of minor historic elements whose cumulative loss would severely erode the cultural significance of the town.

5.1.3 Implications of an Architectural Conservation Area for the Public

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

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

5.1.4 Protected Structures

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

A protected structure unless otherwise stated in the RPS includes the interior of the structure, the land lying within the curtilage of the structure, any other structures and their interiors lying within that curtilage and in addition all fixtures and features which form part of the interior or exterior of these structures. Among the town's major features of historic, architectural and archaeological interest are the 12th Century Castle Motte at Moathill, Athlumney Castle c.1500, Athlumney Motte-1700, Blackcastle House-1828, Boyne Cottage Well-c.1870 and St. Mary's Catholic Church-1835-1850. In addition, there are a number of fine houses and features along Trimgate St., Ludlow Street,

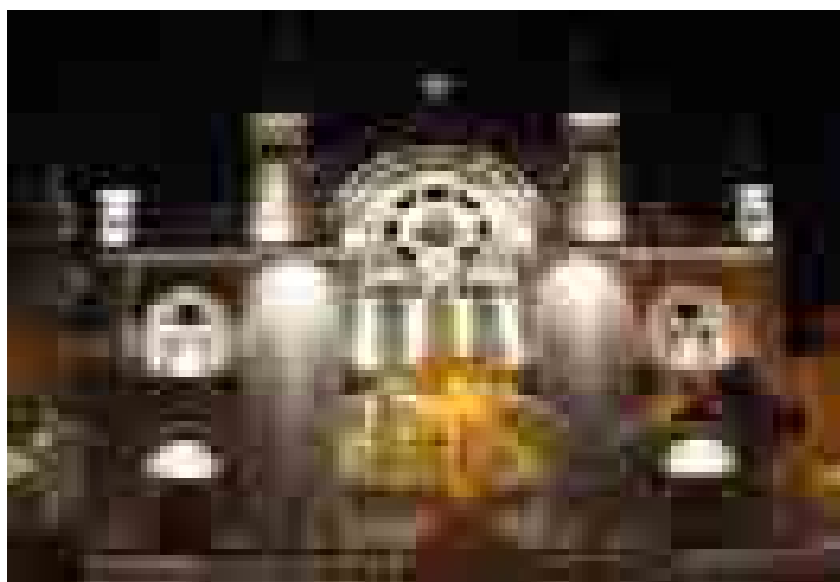
Church Hill, Bridge Street and Watergate Street. Furthermore, Navan still maintains small sections of the medieval defensive wall, which surrounded the town centre in the medieval period. The review of the RPS for the Navan Development Plan 2009-2015 has been undertaken. In total 186 structures are included in the record of protected structures. One structure has been removed from the Record included in the Navan Development Plan 2003-2009 and there have been no additional structures added.

Policies

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

HER POL 9: The following shall be the policy of the planning authorities with regard to protected structures in the Navan Development Plan area:

- To refuse permission, either in whole or in part, for the demolition of protected structures, save in exceptional circumstances.
- To resist removal or modification of features of architectural importance.
- To resist interventions which would negatively affect the character of a structure, either externally or internally.
- To resist development that would adversely affect the setting of a protected structure.
- To require that all planning applications relating to protected structures shall be accompanied by drawings and documents sufficient to describe the impact of the proposed development on the character of the structure.
- To encourage the retention of all features of architectural heritage importance;
- To encourage works of renovation and renewal which maintain and enhance the character of a protected structure, either externally or internally;
- To encourage development which has a positive impact on the setting of a protected structure'.



St. Mary's Church, a protected structure within the ACA

5.1.5 Implications of a Protected Structure designation for the Public

Structures which are listed in the Record of Protected Structures do not benefit from exempted development rights under the Planning and Development Acts 2000 to 2007, as amended, or regulations made thereunder, unless the works would not materially affect the character of the structure or any element of the structure which contributes to its special architectural, historical,

archaeological, artistic, cultural, scientific, social or technical interest. Therefore any alteration, extension or partial demolition of the structure or any works within the curtilage of the structure, that would materially affect the character of the structure, will require planning permission. An owner or occupier of a protected structure may make a written request to the planning authority within whose area the structure is situated, to issue a declaration under Section 57 of the Planning and Development Acts 2000 to 2007, as amended, as to the type of works which it considers would not materially affect the character of the structure or any element of the structure. In order to assist property owners in the upkeep of protected structures the planning authorities (Navan Town Council & Meath County Council) will seek to provide grant aid through its administration of the Department of the Environment, Heritage and Local Government's Conservation Grants Scheme. The Scheme will be advertised on an annual basis and applications will be prioritised on the basis of the council's adopted 'Scheme of Priorities'.

5.1.6 Views and Prospects

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



Protected view of the Railway Viaduct

Objectives

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

HER OBJ 4: That the following views shall be protected, as illustrated on an associated map:

- VP01 Towards the old Kilcarn Bridge from the new Kilcarn Bridge on the N3 Dublin Road
- VP02 Towards the old Kilcarn Bridge from the N3 Dublin Road, heading south east

- VP03 Towards the Motte and the Railway Viaduct, on the N3 Dublin Road
- VP04 Towards the Railway Viaduct, on the N3 Dublin Road, heading south east
- VP05 Towards Athlumney Bridge, the Rivermill and the Confluence of the River Blackwater and Boyne, from the N3
- VP06 Towards Athlumney Bridge, the Rivermill and Athlumney Road from Timmons Hill
- VP07 Of the Confluence of the River Blackwater and Boyne, from the Viewing Area adjoining the N3
- VP08 Towards Ruxton's Lock at the Ramparts heading east
- VP09 Towards Ruxton's Lock at the Ramparts heading west
- VP10 Towards the remains of Blackcastle House, from the Ramparts
- VP11 Of St. Mary's Church of Ireland from Upper Flower Hill
- VP12 Towards the Rivermill and the Railway Viaduct from the ancient Navan - Kells walkway
- VP13 Of Darker's Mill along the bank of the Blackwater River from the area of open space on the opposite side of the River along the N3
- VP14 Of the Blackwater River and Weir from Blackwater Bridge looking east
- VP15 Towards Spicer's Mill from the proposed Town Park
- VP16 Towards the Blackwater Railway Bridge from the northern bank of the Blackwater, west of the proposed Town Park
- VP17 Of Athlumney Castle from Convent Lane, heading south east
- VP18 Of Athlumney Castle from Convent Lane, heading north west

5.2 Archaeological Heritage

The Minister for the Environment, Heritage and Local Government is responsible for the protection of our archaeological heritage, including the licensing of archaeological excavations, through the exercise of powers under the [National Monuments Acts 1930 to 2004](#).

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

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

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

Archaeological heritage includes structures, constructions, groups of buildings, developed sites, moveable objects, monuments of other kinds as well as their contexts where in land or underwater. An understanding of the archaeology of Navan is critical in assessing how best the character of the town can be conserved. The Urban Archaeological Survey for County Meath (OPW 1985) addresses

the urban heritage of Navan and identified a zone of archaeological potential which was included in the 2003-2009 Navan Development Plan and which is included in this plan, please see the relevant map. The significance of Navan from an archaeological viewpoint is without question, the town is a recorded monument in the Record of Monuments and Places, (ME 025-044). Within this area are a number of archaeological sites and monuments. The value and significance of this archaeological heritage is acknowledged by Navan Town Council and Meath County Council and through their policies they seek to ensure the effective protection, conservation and enhancement of archaeological sites, monuments and their settings.

Policies

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

HER POL 10:

- (a) To protect (in-situ where practicable or as a minimum, preservation by record) all monuments included in the Record of Monuments and Places (including those newly discovered).
- (b) To seek to protect, where practicable, the setting of and access to sites. In securing such protection the planning authorities will have regard to the advice and recommendations of the Department of the Environment, Heritage and Local Government.
- (c) To require that all applications for development within the zone of archaeological potential are accompanied by a professional archaeological impact assessment.
- (d) Where remnants of burgage plots do remain intact, development proposals on such plots should reflect this character within the design and layout of proposals. In order to promote the renewal of such areas, design guidance will be provided, if necessary, for such sites at pre-planning stage.

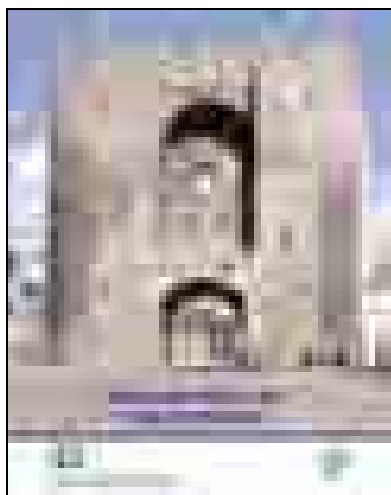
Objectives

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

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

5.2.1 Town Wall

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



The Department of the Environment, Heritage and Local Government issued a policy directive on Town Defences in November 2008 which states "The known and expected circuits of the defences (both upstanding and buried, whether of stone or embankment construction) and associated features of all town defences are to be considered a single national monument and treated as a unit for policy and

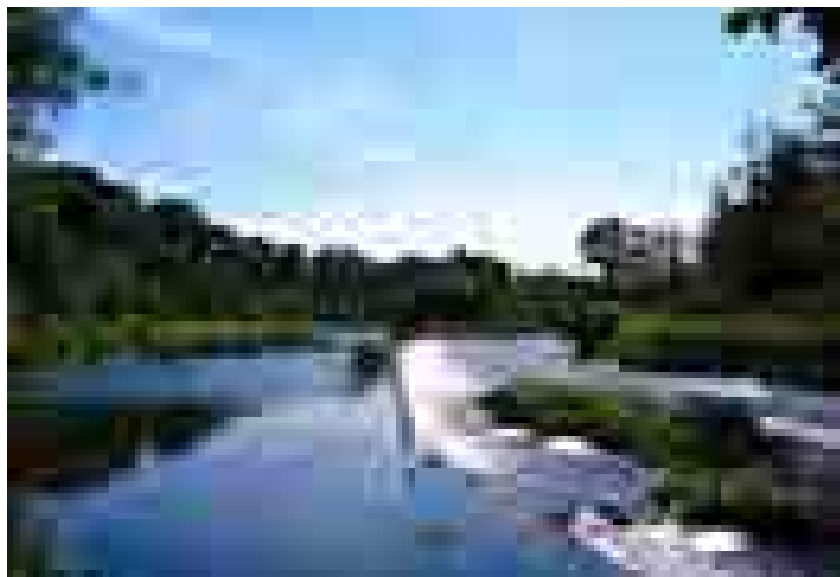
management purposes. There should be a presumption in favour of preservation in-situ of archaeological remains and preservation of their character, setting and amenity.’ Having regard to this the Planning Authorities will impose archaeological monitoring conditions on appropriate developments in the area of the Navan Town monument, including those areas where it is believed the town wall once stood.

5.3 Natural Heritage

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

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

The National Heritage Plan (2002) “Places heritage at the heart of public life” and recognises that protection of heritage must begin at local level enabling everybody to become actively involved in preserving and enhancing that which belongs to us all. The National Heritage Plan requires all counties to prepare 5 year heritage plans. The County Meath Heritage Plan 2007-2011 has yet to be adopted at the time of writing.



River Boyne flowing near Blackcastle Demesne, Navan

Policy

In terms of Natural Heritage, it is the policy of Meath County Council & Navan Town Council:

HER POL 11: To protect, conserve and enhance the biodiversity and natural heritage of Navan including wildlife (flora & fauna), and particularly all Annex II species, habitats, geology, landscapes and/or landscape features of importance to wildlife or which play a key role in the conservation and management of natural resources such as rivers, streams, canals, lakes, and associated wetlands including reed-beds and swamps, ponds, springs, bogs, fens, trees, woodlands and scrub, hedgerows and other boundary types such as stone walls and ditches which occur outside of designated areas providing a network of habitats and corridors essential for wildlife to flourish.

HER POL 12: To use native species wherever possible in Navan Town Council's and Meath County Council's own landscaping work and on Council property.

HER POL 13: To discourage development that would lead to a loss of, or cause damage to, the character, the principal components of, or the setting of parks, gardens and demesnes of special historic interest.

HER POL 14: To protect rivers and stream corridors and valleys by reserving land along their banks for ecological corridors and maintain them free from inappropriate development, and discourage culverting or realignment, unless done for environmental reasons, including flood prevention or flood abatement. The Planning Authority shall consult with the Regional Fisheries Board and other statutory bodies as required by the planning regulations in respect of this and shall have regard to their comments in the making of any planning decision'.

HER POL 15: To require that runoff from a developed area will not result in the deterioration of the quality of downstream watercourses or habitats.

Objectives

In terms of Natural Heritage, it is an objective of Meath County Council & Navan Town Council:

HER OBJ 6: To encourage and promote the appropriate management and enhancement of Navan's biodiversity.

HER OBJ 7: To promote an awareness and appreciation of the natural heritage of Navan in conjunction with the County Meath Heritage Forum and through the implementation of the County Meath Heritage Plan 2007-2011 and County Meath Biodiversity Action Plan 2008-2012.

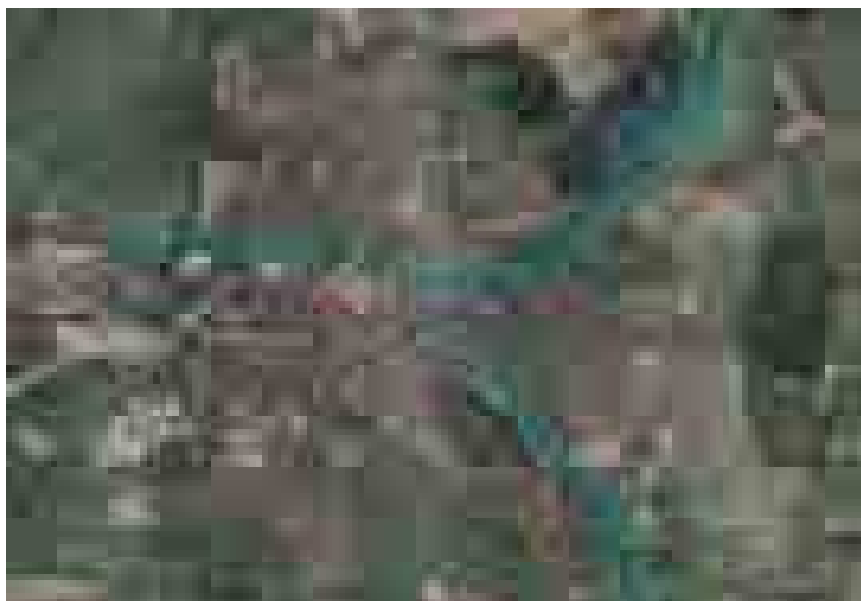
HER OBJ 8: To promote the sustainable usage of the River Boyne for amenity/recreational use including the creation of an urban habitat.

5.3.1 Heritage Designations**Candidate Special Area of Conservation (cSAC)**

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

The 1992 Habitats Directive (92/43/EEC) is the legal basis for site selection. This Directive seeks to protect wildlife and its habitats. The European Communities (Natural Habitats) Regulations, 1997

and European Communities (Natural Habitats) (Amendment) Regulations, 2005 set out how these SACs are to be protected and managed by the relevant planning authorities. The cSACs enjoy full protection under the EU Habitats Directive, the term 'candidate' refers to the fact that the sites are currently under consideration by the European Commission.



Extent of the River Boyne & River Blackwater cSAC

Protected Species

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

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



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

Policies

In terms of Natural Heritage, it is the policy of Meath County Council & Navan Town Council:

HER POL 16: To maintain, protect and where possible enhance, the conservation value of the cSAC in Navan and any additional sites that may be proposed for designation during the lifetime of this Plan and to ensure that development within the Navan Development Plan boundary will not give rise to negative impacts on the River Boyne and River Blackwater cSAC outside of the Plan area.

HER POL 17: To have regard to the views and guidance of the National Parks and Wildlife Service of the DoEHLG in respect of proposed development where there is a possibility that such development may have an impact on the River Boyne and River Blackwater candidate Special Area of Conservation.

HER POL18: To require any planning application that proposes development within or adjacent to the area designated as a cSAC to be accompanied by an ecological impact assessment carried out by appropriate professionals. The Ecological Impact Assessment will be forwarded to the National Parks & Wildlife Service of the Department of the Environment, Heritage & Local Government for their comments prior to the making of a decision by the appropriate planning authority.

HER POL 19: To permit development in a designated SAC or those proposed to be designated over the period of this plan, only where an assessment carried out to the satisfaction of the Planning Authority and National Parks & Wildlife Service of DoEHLG, indicates that it will have no significant adverse effect (such as disturbance, pollution or deterioration of habitat quality) on the protected area.

HER POL 20: To prohibit any development that would be harmful or that would result in a significant deterioration of habitats and/or disturbance of species.

HER POL 21: To ensure that development does not have a significant adverse impact, incapable of satisfactory mitigation, on plant, animal or bird species protected by law.

5.3.2 Habitats and Species Outside Designated Sites

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

In national terms, protected areas (NHAs, SACs, SPAs, etc.) cover a substantial area, however in the region of 90% of land lies outside of this network. The protected area network essentially comprises of sites which are of national or European importance. Outside of this network, there are many sites or features which are of local nature conservation importance – though information on such areas is frequently limited or non-existent. Apart from such sites of national or local biodiversity importance, it is also necessary to maintain, and where possible enhance, in so far as possible, biodiversity in the broader countryside irrespective of how intensively used it is. Amongst the most important means of providing for the conservation and sustainable use of biodiversity in the wider countryside is the planning system.

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

Policies

In terms of Natural Heritage, it is the policy of Meath County Council & Navan Town Council:

HER POL 22: To ensure that, where possible, proposals for development protect and enhance biodiversity by minimising adverse impacts on existing habitats, (whether designated or not,) and by including mitigation and/or compensation measures.

HER POL 23: To establish ecological corridors within new development which permit the potential movement of wildlife and which include indigenous vegetation and which will link with existing biodiversity features and ecological networks.

HER POL 24: To encourage the use of native tree and hedgerow species in the landscaping of new developments.

HER POL 25: To restrict the cutting of hedges during the bird-nesting season (1st March until August 31st), except in certain legally defined circumstances, in accordance with the provisions of the Wildlife (Amendment) Act 2000.

HER POL 26: To promote the environmentally sensitive management of hedgerows in the town in accordance with best practice guidelines.

5.3.3 Public Rights of Way

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

Policies

In terms of Public Rights of Way, it is the policy of Meath County Council & Navan Town Council:

HER POL 27: To preserve for the common good all existing public rights of way which contribute to amenity.

HER POL 28: To create new rights of way or extend/enhance existing rights of way in the interest of recreational amenity.

5.3.4 Landscape

The Landscape Character Assessment of the Meath County Development Plan 2007-2013 identifies Navan in a number of landscape character areas. The Boyne Valley is identified as being of exceptional value while the Blackwater Valley is considered to be of very high value. The North and West Navan Lowlands are only considered to be of moderate value. Development within the Plan area should take cognisance of the special qualities of these landscape and resulting impacts on the landscape. Development shall be of an appropriate design, scale and density that will enhance the landscape and ensure that no adverse impacts on the landscape will be caused. The impact of development on scenic landscapes adjoining the development plan area shall also be taken into account in the design of development. Reference should be made to the landscape character assessment of the Meath County Development Plan 2007 – 2013 which provides a detailed breakdown and guidance for each of the landscape character areas.

Policy

In terms of Natural Heritage, it is the policy of Meath County Council & Navan Town Council:

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

5.3.5 Trees and Woodlands

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

Policies

In terms of Natural Heritage, it is the policy of Meath County Council & Navan Town Council:

HER POL 30: To retain trees and hedgerows of value as illustrated on the relevant map forming part of this development plan.

HER POL 31: To have a presumption in favour of the retention of existing trees and their incorporation into any new development unless this can be shown to be impractical, and to protect, preserve and ensure effective management of trees and groups of trees considered to be of special amenity value and to prepare Tree Preservation Orders where considered appropriate.

CHAPTER 6: SOCIAL STRATEGY



SECTIONS IN THIS CHAPTER

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

6.0 Introduction

The Planning Authority recognises the important role social infrastructure plays when forming sustainable communities. Social, community and cultural facilities are fundamental elements to achieve social inclusion, personal enhancement and a good sense of community. The Regional Planning Guidelines for the Greater Dublin Area 2004-2016 reiterate this fact: “The timely and adequate provision of educational, health care, retail and other community facilities are central to enhancing the quality of life for the citizens of the Greater Dublin Area”. The chief function of the Planning Authority in terms of social infrastructure is in the reservation of sufficient lands to accommodate social, community and recreational facilities. Sustainable transport links to and from these facilities is also a vital detail to be taken into consideration. The provision of multi-functional open / recreational spaces and community facilities is the approach recommended by the Planning Authorities as facilities in this manner can fulfil a variety of needs of different sectors of the population.

Section 10(2) of the Planning and Development Acts 2000 to 2007, as amended, sets out a list of mandatory objectives to be included in a Development Plan. A number of these objectives deal with social infrastructure, either directly or indirectly. These include:

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

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

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

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

6.1 Educational Facilities

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

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

6.1.1 Primary Education

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

Table 7; Enrolment Figures for Navan Primary Schools

Name	Location	Approx. no. of Students 1996*	Approx. no. of Students 2002	Approx. no. of Students 2008
St. Oliver Plunkett's	Blackcastle	580	695	552
St. Paul's	Rathaldron Rd.	570	510	588
St. Anne's	Fairgreen	290	296	322
St. Joseph's	Railway St.	380	331	459
Scoil Mhuire	Abbey Rd.	350	150	304
Scoil Eanna	Abbey Rd.	240	143	208
Flowerfield N.S.	Trim Road	60	60	59
St. Ultan's Special School	Flowerhill	120	110	103
St. Stephen's Special School (270)	Athlumney	N.A.	66	270
St. Mary's Special	Johnstown	N.A.	N.A.	67

School				
Educate Together	Academy St.	N.A.	40	62
Scoil Naomh Eoin	Clonmagadden	N.A.	N.A.	322
Total		2,590	2,401	3,316

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

The majority of the above schools are operating beyond capacity, with limited opportunity to expand. Three of the schools (Scoil Naomh Eoin, Educate Together Primary School and St. Stephen's Primary School) are in temporary accommodation having only been established in recent years. Below is a brief synopsis of each of the primary schools and current capacities:

St Oliver Plunkett's National School

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

St. Paul's National School

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

St. Anne's National School

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

St Joseph's National School

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



St. Joseph's National School

Scoil Mhuire National School

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

Flowerfield National School

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

Scoil Eanna

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



Scoil Eanna, National School

St. Ultan's Special School

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

Educate Together

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

Scoil Naomh Eoin

Scoil Naomh Eoin opened in 2003. This school caters for 179 females and 143 males, 322 students in total. The school is currently in temporary accommodation comprising of prefabricated structures. Scoil Naomh Eoin however, has obtained a site to the north of Navan Town at Clonmagadden with the view to providing a permanent school at this location.

St. Stephen's Primary School

St. Stephen's Primary School is currently located in temporary accommodation at St. Martha's College to the east of the Navan town. This area has been identified to accommodate one or more schools. In the Navan Development Plan 2003-2009 a site was identified in this location to facilitate the provision of a permanent school building for St. Stephen's NS. Meath County Council is currently engaging in consultations with the Department of Education and Science and the landowner to provide for the release of these lands. Following consultation with the Department it is evident that there is a requirement for a site of 5 acres for the permanent location of St. Stephen's Primary School to cater for a 32 classroom facility.

St. Mary's Special School

St. Mary's Special School is located in Johnstown. It caters for children with special needs from all over the county. There are currently 67 pupils attending, this total also accounts for the full capacity that the school can cater for. Lands were identified in the Navan Development Plan 2003-2009 for an education campus in the vicinity of St. Martha's College. Negotiations are currently ongoing between the Dept. of Education, Meath County Council and the landowner to provide for the release of these lands to accommodate St. Stephen's and St. Mary's Special School.

6.1.2 Additional Primary Educational Requirements

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

The provision of a site for a Primary School for the area of land boarded by the Trim Rd, the line of the former Navan-Dublin railway and the southern boundary of the Development Plan envelope has also been reserved. Two further sites for primary schools are also reserved, one is located in the south west of the town centre, the area located between the Trim Road and the Commons Road as part of LAP 3 and the other site is located to the east of the town centre as part of LAP 4. Having regard to the aforementioned and following consultation with the Department of Education, it is considered that adequate lands are identified and reserved in Navan to cater for existing and future educational needs over the lifetime of this plan.

6.1.3 Post Primary Schools

There are 4 post primary schools in Navan. They serve a wide catchment area, accommodating students not only Navan but from a 10 – 15 mile radius.

Table 8; Enrolment Figures for Navan Post Primary Schools.

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

* Figures taken from 1997 Navan Environs Development Plan

St. Patrick's Classical School

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

St. Michael's Loreto Convent

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

St. Joseph's

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

Beaufort Community College

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



Beaufort Community College

6.1.4 Additional Post-Primary Educational Requirements

Currently there is adequate provision of post-primary facilities in the town. However, many of the existing post primary facilities have inadequate provision of sports facilities and little room for expansion to meet the needs and demands of the current student population, most notably St. Patrick's Classical School. There is also a longer lead in time for the existing pressures experienced in national schools' enrolment extending to post primary schools. There are currently no definite proposals or plans for additional secondary school provision in Navan. Nonetheless, having regard to the projected and potential population of Navan in 2015, the Planning Authorities have made provision for an integrated educational campus to the east of Navan south of St. Martha's College and to the north of the town at Clonmagadden, adjoining the Swimming Pool site. The adequacy of the existing Post Primary Schools to cater for the increases in population will be monitored on an ongoing basis.

6.1.5 Dual Use of School Buildings

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

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

Policies

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

ED POL 1	To ensure the provision of primary and secondary educational facilities in concert with the planning and development of residential areas in order to maximise opportunities for walking, cycling and the use of public transport.
ED POL 2	To encourage, support and develop opportunities to open up new and existing schools to wider community use.
ED POL 3	To encourage and support the development of further educational facilities and training programmes for children and adults with special needs.
ED POL 4	To encourage the integration of those with special needs into the education system of streamlined schools, where possible.
ED POL 5	To ensure that adequate land and services are reserved to cater for the establishment, improvement or expansion (where possible) of primary and post primary educational facilities.
ED POL 6	To encourage, support and develop opportunities to open up new and existing schools to wider community use.

Objectives

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

ED OBJ 1	To zone sufficient lands at appropriate locations to cater for the needs of primary and post primary schools and educational facilities in Navan.
ED OBJ 2	To reserve lands at Johnstown (LAP 1) and at Clonmagadden (FP 2) for the development of integrated primary and post primary educational campuses, in consultation with the relevant educational authorities.

ED OBJ 3	To facilitate the Department of Education and Science and reserve a site for the provision of a primary school in Blackcastle (as part of the Clonmagadden Strategic Development Zone).
ED OBJ 4	To facilitate the Department of Education and Science and reserve a site for the provision of a primary school in the area of land bordered by the Trim Rd., the line of the former Navan-Dublin railway and the southern boundary of the Development Plan envelope. (FP 7)
ED OBJ 5	To facilitate the Department of Education and Science and reserve a site for the provision of a primary school in lands located between the Trim Rd. and the Commons Road (as part of LAP 3).
ED OBJ 6	To facilitate the Department of Education and Science and reserve a site for the provision of a primary school in land located to the east of Navan Town Centre (as part of LAP 4).
ED OBJ 7	To facilitate the development of sports, recreational and cultural facilities for schools in Navan.
ED OBJ 8	To promote, in consultation with the relevant School Authorities and Boards of Management the development of sustainable means of transport for school going children, to include walking, cycling, bus and car-pooling.
ED OBJ 9	To actively encourage links with third level institutions in adjoining Counties.

6.1.6 Third Level Facilities/Adult Education

There is currently no Third Level Education facility in Navan. However, great effort has been made on the part of the joint Councils and various other organisations within the town to develop third level educational initiatives. The development of a new designated third-level hub facility for Navan is critical to the achievement of the objectives of the strategy in the longer term. Analysis indicated that three sites were considered suitable in this regard and required further investigation, namely the development of a hub on a green field site in Navan, the Navan Business Park or in the Navan Enterprise Centre. In considering these options a number of key issues will arise for further examination including the possibility of the purpose-building of Phase 3 of the Enterprise Centre, proximity to proposed rail and road access, availability of suitable sites and proximity to planned industrial development. The identification of a suitable site for a third level education facility warrants further investigation and consideration during the time period of this plan.

Policies

In terms of Third Level Education it is the policy of Meath County Council and Navan Town Council:

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

Objectives

In terms of Third Level Education it is the policy of Meath County Council and Navan Town Council:

ED OBJ 10	To actively encourage the development of links with third level institutions in adjoining Counties.
ED OBJ 11	To investigate and reserve the provision of a suitable site for a third level educational facility in Navan.
ED OBJ 12	To co-operate with the County Development Board in the preparation of an integrated county strategy for education and training provision.

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

6.2 Community & Resource Centres

Having regard to the existing and intended population of Navan, Community & Resource Centres are required within the residential areas of Navan to serve the wider needs of residents across many services and activities. The combining of the Community & Resource Centres with another use such as a school or a crèche is generally a more economical means of providing such facilities or they could be provided as part of a Neighbourhood Centre alongside the retail provision. Provision is made for community & resource centres as part of the Local Area Plans adopted at Duffslane and Ferganstown/Ballymacon namely LAP 3, LAP 4 respectively and at Blackcastle as part of the Clonmagadden SDZ Planning Scheme. However, to facilitate the development of community facilities to meet the needs of Navan, its environs and its catchment population there is a requirement for additional community centres to be provided at (1) Clonmagadden, north of the Leisure Link Leisure Centre as part of FP 2 (2) Johnstown south of St. Martha's College as part of LAP 1, (3) Balreask Old as part of FP 7, (4) Carriage Road Area as part of FP 1 and (5) in the Windtown Area as part of FP 4.

Objectives

In terms of Community & Resource Centres, it is an objective of Meath County Council and Navan Town Council:

ED OBJ 13	To assist in the provision of community and resource centres and to encourage and promote the shared use of such facilities between clubs, social groups etc, by the identification and reservation of suitably located sites including sites within the landbanks of the Local Authorities, by assisting in the provision of finance for their development through the provisions of the Planning & Development Act 2000.
ED OBJ 14	To reserve lands in the vicinity of Clonmagadden (FP 2), Windtown (FP 4), Carriage Road (FP 1), Trim Road (FP 7) and Johnstown (LAP 1) to facilitate the provision of community resource centres in the residential suburbs of Navan.

6.3 Childcare Facilities

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

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

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

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

Policies

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

SOC POL 1	<p>To encourage and promote the provision of childcare facilities in Navan in accordance with national policy and the DoEHLG Planning Guidelines on Childcare Facilities. Such provision will be required at an appropriate scale and in appropriate locations which include:</p> <ul style="list-style-type: none"> -On appropriately located sites in existing and new residential areas; -Industrial estates/business parks/retail warehousing developments and other locations where there are significant numbers working; -In the vicinity of schools; -Neighbourhood centres and; -Adjacent to public transport routes.
SOC POL 2	<p>To seek to realise the objectives of the “Meath County Childcare Committee Strategic Plan 2007-2010” as pertinent to Navan, to ensure the balanced provision of quality childcare facilities throughout the town.</p>

SOC POL 3	To consider childcare needs in future framework plans and all residential planning applications.
SOC POL 4	To permit childcare facilities in existing residential areas provided that they do not have a significant impact on the character or amenities of an area, particularly with regard to car parking, traffic generation and noise disturbance. Where proposed facilities relates to properties which have been designed and built as dwellings, and are surrounded by other houses, a significant residential element should be retained.

Objective

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

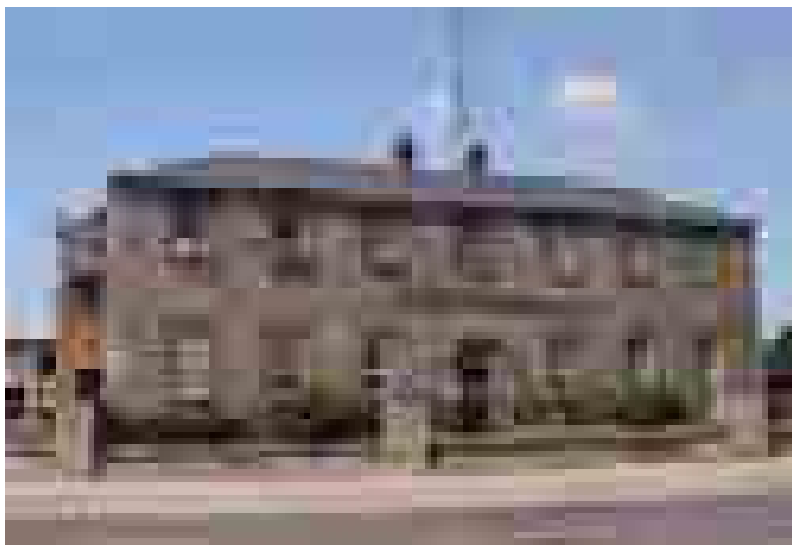
SOC OBJ 1	To encourage the provision of additional full day care childcare places, drop in facilities and work place crèches.
SOC OBJ 2	To encourage the provision of childcare facilities in tandem with proposals for new residential developments. Generally, one childcare facility with places for 20 children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

6.4 Healthcare Facilities

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

There is a range of health services provided by the HSE within the Navan Area. Our Lady's Hospital located on the Athboy Road in Navan is an acute Regional Orthopedic Hospital for the North-Eastern Region. Services at Our Lady's Hospital, Athboy Road include medical, surgical, orthopedic, intensive care, out patients, casualty, maternity out reach clinic, ophthalmics, orthodontic and dental services, diagnostic services (radiology, pathology) and psychiatric.

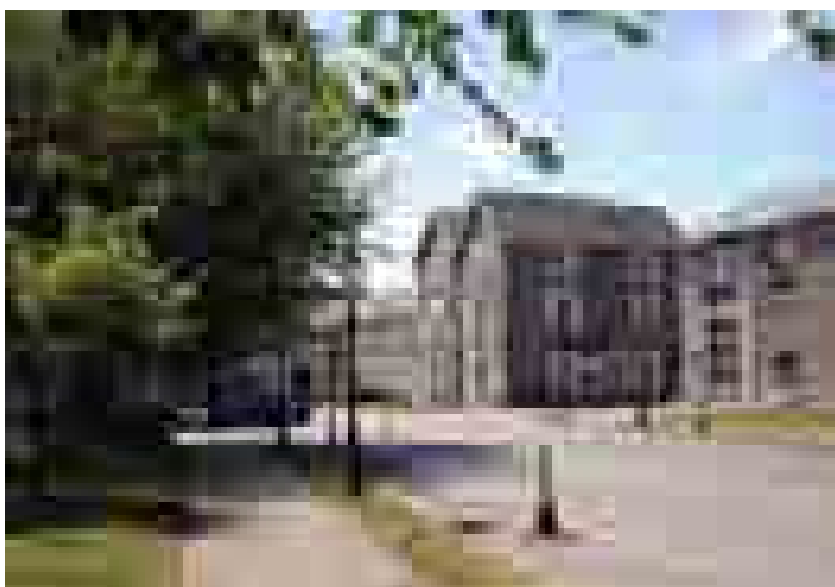
Community clinics available within the grounds of Our Lady's hospital include speech and therapy language, occupational therapy, physiotherapy, psychology, public health nursing, area medical service, nutrition/dietetics and social work. It is hoped to develop a Primary Care team in this unit. An afterhours 'Doctor on Call' service is also based within the Athboy Road Campus. An efficient and effective ambulance service, covering the County of Meath, is also based at Our Lady's Hospital.



Ambulance Service HQ

Further medical health services are also provided at the Tain Day Centre at the County Infirmary, located at the Fair Green, and at Clonard House, Market Square, which offers outpatient psychiatric services, family therapy, alcohol counselling and behavioural therapy. The process of building the replacement County Infirmary in the grounds of our Lady's Hospital on the Athboy Road is due to commence in 2009. It is anticipated that this will be operational by 2011.

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



Our Lady's Hospital

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

adequate lands available in their ownership to cater for expansion of the hospital, if required, during the lifetime of this plan.

There are also a number of private Medical Practitioners (approx. 10) located throughout the town. However, there are only two main private health care units, one at Abbey House and the other at Church Hill. The Primary Care Health Strategy produced by the HSE promotes the provision of a health care unit for at least every 7,000 people. Provision is made for medical centres as part of the Local Area Plans adopted at Duffsland and Ferganstown/Ballymacon namely LAP 3, LAP 4 respectively and at Blackcastle as part of the Clonmagadden SDZ Planning Scheme. However, to facilitate the development of health services to meet the needs of Navan, its environs and its catchment population and to ensure compliance with the Primary Health Care Strategy, there is a requirement for three additional centres in Navan on sites of approximately three-quarters of an acre or integrated within a Neighbourhood Centre to ensure the provision of an efficient health service to the existing and future population of the town. Sites are required in the Johnstown area, the Trim Road area and the Windtown Road area of the town.

6.4.1 Regional Hospital

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

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

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

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

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

Policies

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

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

Objectives

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

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

6.5 Policing

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

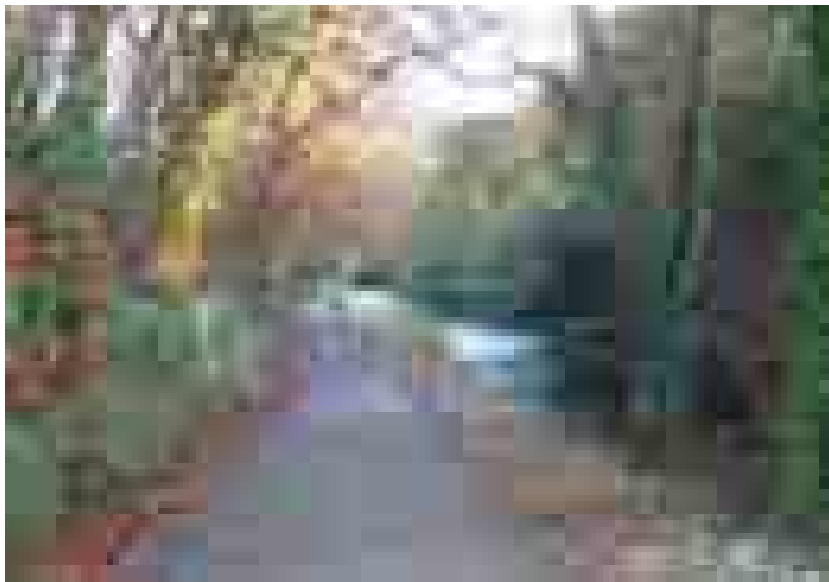
Policies

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

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

6.6 Open Space & Recreation

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



The Boyne Navigational Canal (The Ramparts)

6.6.1 Public Open Space

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

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

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

6.6.2 Playgrounds

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

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

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

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

Development of Poolboy View	
Poolboy View (1& 2)	High quality paving, artistic feature, decorative railing, landscaped open space area at the convergence of the Rivers Boyne & Blackwater

Clogherboy Project	
Clogherboy Project	Development of an open space area to include all weather multi use games area

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

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

6.6.3 Navan Town Park

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

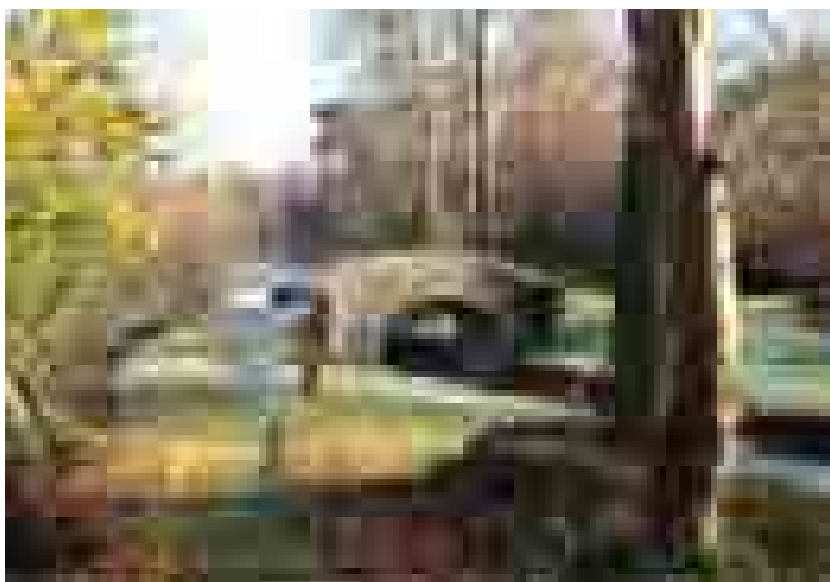
It is envisaged that the proposed Public Park will be used as actively as possible and accommodate a variety of different experiences, both passive, active, ecological and providing a visual break in the urban form, in order to ensure a perception of safety to users. The accommodation of an element of sports grounds and playground facilities would be a suitable way to develop an active recreational element. The development of a series of walkways and cycle paths through the Park would provide both active and passive recreation. The development of an arboretum and wildflower meadows would represent the development of environmental ecosystems. The Park would also allow the holding of concerts and development of attractors, such as a tea room or café, which would represent a socio economic function. The internal cycle and pedestrian network layout will allow trips through the Park as well as alternative routing within it. The Park should also be well integrated with the surrounding residential areas and be used as a route to the town centre for cyclists. It is estimated that the development of this park will cost in the region of €17m. An application had been made to the Department of Arts, Sports & Tourism for funding under the Sports Capital Grant Scheme and a grant of €750,000 approved. Meath County Council is currently examining ways in which to maximise funding, i.e. through Development Contributions (amenity) or any other funding mechanism available.

6.6.4 The Ramparts

The area of the Ramparts along the River Boyne represents an important amenity for the town of Navan. While the Ramparts is the actual walkway along the towpath of the Boyne Navigation Canal, locally it refers to the area which incorporates the River Boyne and the Boyne Navigation Canal

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

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



Ruxton Bridge, The Boyne Navigational Canal (The Ramparts)

6.6.5 Riverside Parks

There are a number of riverside areas in Navan, which have the potential to become attractive amenity areas. The Mollies, along the northern banks of the Blackwater is another riverside area, which if further developed would represent a valuable amenity resource. As part of Navan Action Area Plan 1 (The Mollies) detailed landscape proposals were included for the linear parks north and south of the river. It is a requirement that the provision of the linear park shall be development driven and either provided as part of development proposals in this area or by way of a special financial contribution pursuant to Section 49 of the Planning and Development Act, 2000.

6.6.6 Fair Green

The Fair Green is recognised as an historic public space important to the civic amenity of Navan. The Fair Green presently provides an important facility in terms of car parking for retail and general commercial activity in Navan. Located on the southern periphery of the town centre, it provides a key gateway to the centre from the direction of both Dublin and Trim and provides a balance to the

more extensive car-parking facilities available on the northern side of the town centre. The Fair Green is also the historic location of the weekly market. Although this market has changed in character from the livestock trade at the start of this century to the present activity of licensed traders with dry goods stalls, the market remains an important and vibrant element of the town's tradition.

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

Policies

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

SOC POL 19 To promote and facilitate the redevelopment of the Fair Green as a new civic amenity and gateway to the town centre in accordance with the Integrated Development Framework Plan.

SOC POL 20 To ensure pedestrian permeability to allow optimum usage of the area by pedestrian movements between the existing town centre and the proposed area of town centre expansion around the rail and bus station.

6.6.7 Kennedy Road Plaza

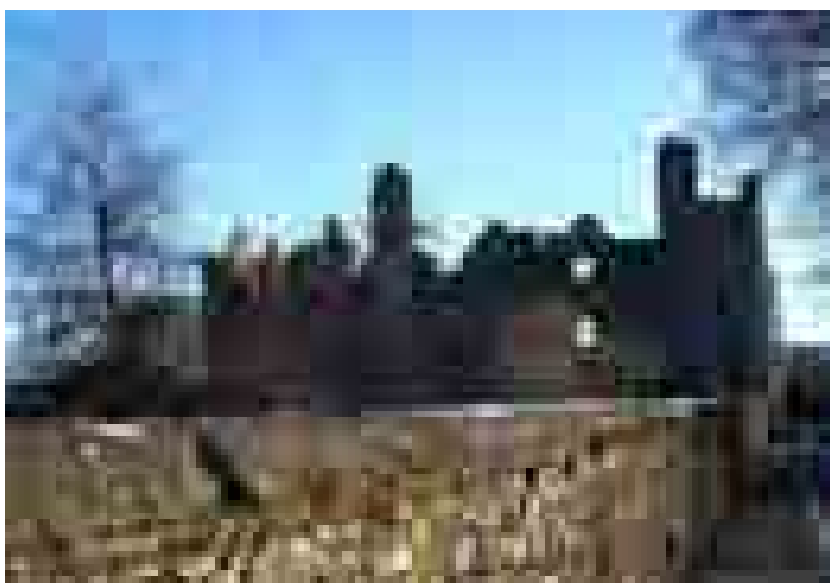
The Civic Space at Kennedy Road has been developed and is open to the public. The civic space gives priority to pedestrians accessing the shops, offices and other businesses, surrounding this area. 110 no. car parking spaces have been provided and the access for deliveries and collections is improved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

6.6.8 Integration with Historical Features

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

- The Motte located to the west of the town, off the Athboy Road, that should be developed with public access. It has an attractive and important viewing point over the whole town and environs;
- Athlumney Castle is located to the south-west of the town with a view of Navan overlooking the river valley of the Boyne. It is an important relic of the past and is surrounded by a largely green and rural setting, despite being a short distance from Navan town centre. The Castle could be made more accessible to the public and incorporated into a potential heritage tour of Navan;
- A Motte located within 70m of Athlumney Castle, overlooking the Boyne and the centre of Navan;

- The old railway line is an important link between east and west Navan. This Railway Viaduct, which is currently under-utilised, could provide a pedestrian/cycle/bus link that would improve considerably the accessibility of the eastern areas of Navan;
- Donaghmore church and the 10th century Round Tower are situated approximately 1 km from Navan on the Slane Road;
- The Swan River forms a natural boundary at the south of Navan and sections of this tributary of the Boyne could be developed as an attractive link for pedestrians and cyclists between the Trim Road and Dublin Road.



Athlumney Castle

6.6.9 Public Open Space in Residential Areas

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

- Quality of the space;
- Use of existing natural features within the site;
- Accessibility;
- Gradient, and;
- Degree to which the space can contribute to a network of spaces for creation of ecological corridors.

A hierarchical system of open space should be distributed throughout housing areas and neighbourhoods, ranging from small areas where children can play in view of their homes to larger areas where older children can partake in casual ball games and other play activities. It is desirable that large areas of public open space be located adjacent to existing or proposed neighbourhood centres, community facilities and educational campuses in order to facilitate multi-purpose use.

In certain circumstances, where these standards cannot be met and more intensive recreational facilities may be desirable, the provision of such facilities in lieu will be considered or contributions may be levied towards the provision of public facilities, as provided for in Part III, Section 48 of the Planning and Development Act, 2000. As per SOC POL 22, it is a specific policy of Meath County Council and Navan Town Council to resist the loss of existing public open spaces (This is also applicable to public open spaces within existing residential areas).

6.7 Public Open Space Standards

Public open space in residential developments shall be provided at a minimum rate of 15% of the total site area. A variety of types and sizes of open spaces should be provided to cater for the active and passive recreational needs of children and adults of all ages. The minimum requirements per 1,000 population (in excess of 350 conventional housing units) for the different types of open space is set out below. It is the intention of the Planning Authorities that, where practical, additional open space shall be provided at a minimum rate of 3.2 hectares (8.0 acres) per 1000 population. Discretion is required to take account of the composition of different housing units and the different demographic characteristics which may result from same. The preferred make up of this open space is outlined below:

Proposed Use	Minimum Standard
Children's Play Area	0.4 hectares
Urban Parks	1.2 hectares
Playing Fields	1.6 hectares
Total Requirement	3.2 hectares

Table 9; Public Open Space Requirements

The general amenity space / urban parks is in addition to the provision of playing fields and is for more informal play than the playing fields which may also be used for local sports organisations, as considered appropriate. A minimum of 4000 sq.m. of children's play area is required for a development of 40 dwellings or more (based on average occupancy of 2.9 persons per house). No account will be taken of incidental open space such as grass margins, left over areas, nor any area due to its nature (e.g. marshy) or topography (slope) which is deemed unsuitable.

The location, siting and design of the open space will have regard to the following:

- Be well designed and of a high visual standard so that it is functional and accessible to all;
- Provide for the retention of existing natural features;
- Include proposals for drainage and landscaping of the public open space;
- Houses shall not be permitted to back onto open spaces;
- Provide high levels of natural surveillance and overlooking by as many houses as possible;

Be provided with a boundary fence / wall where such open space is adjacent to a main access road or Local Distributor Road.

Policies

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

- | | |
|------------|---|
| SOC POL 21 | To encourage a balance in the location and types of open space provided within the town and environs and to ensure the development of high quality open space areas, for both active and passive use, and formal and informal activities of the population of Navan. |
| SOC POL 22 | To resist the loss of existing public open space, unless alternative recreational facilities are provided in a suitable location. |
| SOC POL 23 | To develop an integrated green structure for the town, linking open spaces along the riverbanks of the Boyne & Blackwater with the town centre and its environs and historical features, in such a manner so as not to significantly negatively impact on the cSAC either alone or in combination with other objectives in this or other plans. |
| SOC POL 24 | To encourage local community involvement in the upgrading and improvement of open spaces. |
| SOC POL 25 | To facilitate the development of children's playgrounds in proximity to existing and proposed neighbourhood centres, where feasible. |
| SOC POL 26 | No residential development shall be permitted on lands that are subject of a deed of dedication or identified in a planning application as open space to ensure the availability of community and recreational facilities for the residents of the area. |

Objectives

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

- | | |
|------------|--|
| SOC OBJ 5 | To develop the lands as identified at Abbeylands (between Silverlawns and the River Blackwater) for the purpose of providing a major public park. |
| SOC OBJ 6 | To provide and encourage the further improvement of the Ramparts, in conjunction with An Taisce, and the promotion of waterbased activities. |
| SOC OBJ 7 | To develop a system of linear parks and waterfront amenity areas with walkways and cycleways, subject to the availability of resources, along the Banks of the Boyne and Blackwater Rivers, in such a manner so as not to significantly negatively impact on the cSAC either alone or in combination with other objectives in this or other plans. |
| SOC OBJ 8 | To promote the provision of pedestrian and cycle links across rivers to ensure full accessibility, integration and usage of public open space in such a manner so as not to significantly negatively impact on the cSAC either alone or in combination with other objectives in this or other plans. |
| SOC OBJ 9 | To ensure pedestrian and cycle permeability through all new open space developments. |
| SOC OBJ 10 | To investigate existing public open spaces and carry out improvements where necessary to increase their usefulness as recreational spaces. |
| SOC OBJ 11 | To investigate the possibility of developing the site of the two Anglo Norman Mottes as a viewing point and heritage areas for the town. |

SOC OBJ 12	To develop open space and recreational programmes for the lands zoned for public open space at Duffslane, Clonmagadden and Bailis / Alexander Reid.
SOC OBJ 13	To provide for appropriate play provision in accordance with the Meath Local Authorities Play Policy 2008-2012.
SOC OBJ 14	To provide a playground to serve the needs of the Johnstown and Athlumney areas over the lifetime of the Development Plan

6.8 Sports and Recreational Facilities

Meath County Council and Navan Town Council recognise the importance of sporting, recreation and leisure activities to the quality of life enjoyed by the people of Navan. The provision of, and access to appropriate recreational, leisure and sporting facilities is considered essential to Navan's future development.

Navan is generally served well with sporting, recreational and leisure facilities, there is a wide variety of clubs and organisations which are scattered throughout the town and the surrounding area. The main facilities within the town are:

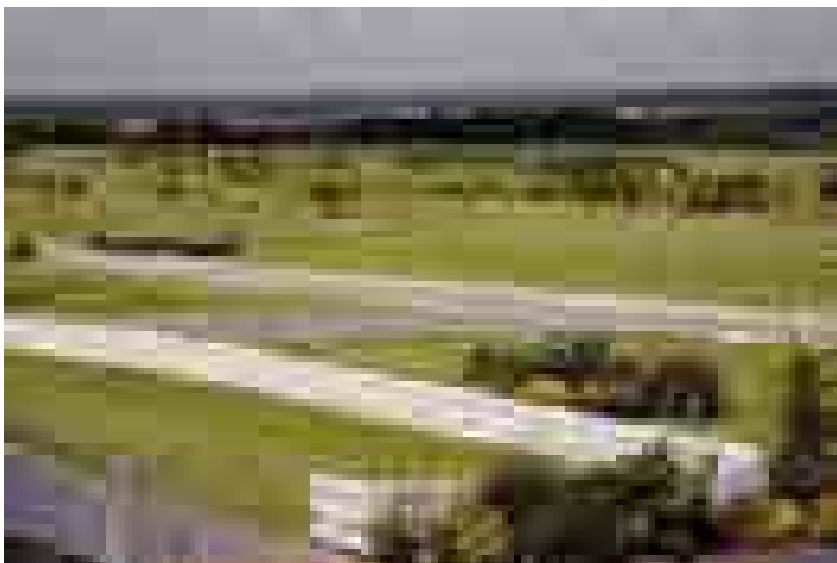
- Pairc Tailteann (County G.A.A. Grounds)
- Navan Athletic Club, Claremount
- Pitch and Putt Grounds
- Navan O'Mahony's G.A.A Club
- Simonstown Gaels G.A.A Club
- Leisure Link
- Navan Tennis Club
- Navan Rugby Club
- Jackie Skelly Leisure Centre



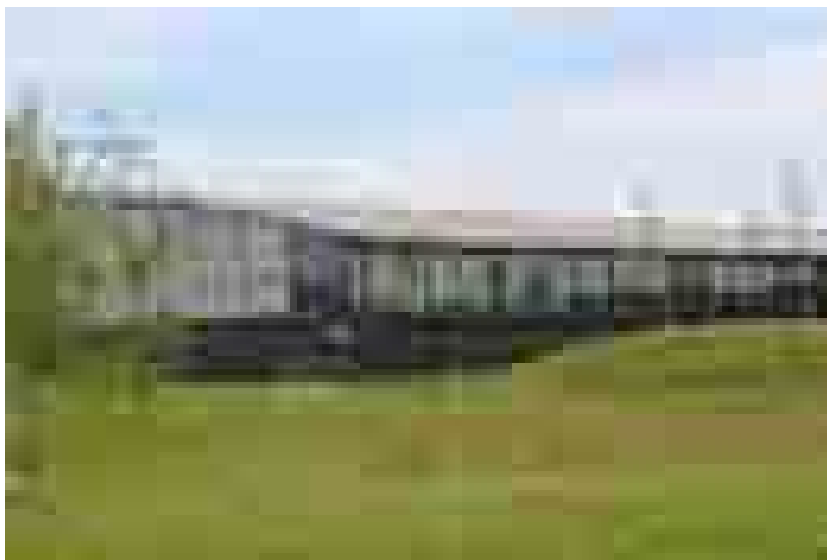
Páirc Tailteann GAA Grounds

There are also a number of additional sports/recreation facilities located outside the development area of Navan. These include:

- Navan Racecourse
- Golf Club & Driving Range
- Moorepark Golf Club
- Royal Tara Golf Course
- Walterstown GAA Club
- Bective GAA Club
- Meath and District League Soccer Grounds
- Trim Road and Knockharley Cricket Grounds



Navan Race Course



Leisure Link Swimming Pool

Meath County Council have acquired 48 acres of land close to Liscarton, on the Navan – Kells Road which are zoned as part of this Plan for F1 ‘Public Open Space’. It is envisaged that part of these lands could be developed for a mix of active sporting and amenity uses, to include the provision of additional playing pitches over the lifetime of the Development Plan.

Policies

In terms of Sport and Recreational Facilities it is the policy of Meath County Council and Navan Town Council:

SOC POL 27	To encourage the provision of indoor sporting/community facilities in co-operation with local community groups.
SOC POL 28	To support local sports and community groups in the development of facilities through the reservation of suitable land and the provision of funding where available and appropriate.
SOC POL 29	To facilitate the greater use of existing school sporting facilities by the public and of existing private sporting facilities by school children. The construction and maintenance of community and sporting facilities can be both costly and demand a lot of resources. The Local Authorities will promote a partnership approach between clubs, social groups and the school boards to facilitate such initiatives.
SOC POL 30	To support Public Private Partnership initiatives to enable the financing of various recreational programmes.
SOC POL 31	To work with disability groups to ensure that recreational and sporting facilities provided are user friendly.
SOC POL 32	To cater for the sporting and recreational needs of all sectors and ages of the community and promote the integration of those with special needs into the sporting and recreational environment.
SOC POL 33	To ensure that developers make provisions for sport and recreational infrastructure commensurate with the needs of the development as an integral element of their proposals.

SOC POL 34	The loss of existing public or private recreational open space will normally be resisted by the Planning Authorities unless alternative recreational facilities are provided in a suitable location, or it can be demonstrated that there is no longer sufficient demand to sustain the facility.
SOC POL 35	The Councils will investigate ways of improving the quality and capacity of existing sporting and recreational facilities through initiatives in both the public and private sector. Sources of funding will be investigated to achieve this at government level through the Lottery, with the governing bodies of the Sports and through private development proposals.

In terms of Sport and Recreational Facilities it is an objective of Meath County Council and Navan Town Council:

SOC OBJ 15	To develop a recreational programme for the lands zoned for public open space at Liscarton, off the Kells Road.
SOC OBJ 16	To reserve 5.5 acres for the purposes of soccer playing pitches to serve the needs of the Johnstown and Athlumney areas over the lifetime of the Development Plan.

6.9 Library Facilities

It is recognised by Navan Town Council and Meath County Council that the library service plays a vital role in underpinning many cultural activities. The Navan Branch Library and County Library Headquarters, located at Railway Street offer a wide and varied range of services to the public. In addition to the adult and children's library, there is an audio-visual section, information technology facilities and an entrance exhibition area available to local groups for exhibitions, recitals and readings. The building also houses a local studies section, which includes books, maps photographs, manuscripts etc. It functions as a source of local and historical information and in many instances supports and underpins the local authorities archive service.

The demands on the library services exceed present resources, and it is proposed to upgrade the county library and investigate the provision of a new branch library in the developing neighbourhoods of Navan. In April 2005, Meath County Council approved the Five Year Development Plan 2005-2009 which sets out a number of measures to be implemented by 2009, one of which being an upgrade of the Navan library.

Policy

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

SOC POL 36	To recognise the important role that the library service plays in the community and to facilitate the library service in enhancing its service delivery to the public, subject to the principles of proper planning and sustainable development.
SOC POL 37	To continue to expand the library service to meet the needs of the community, subject to the availability of finance.

SOC POL 38	To expand and improve the library service in line with the objectives and priorities outlined in the Meath County Council Library 'Development Plan 2005-2009'.
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Objective

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

SOC OBJ 17	To enhance library facilities in Navan and to retain its function as library Headquarters for the county.
SOC OBJ 18	To provide for additional library services, including new branch libraries and services, where appropriate, in the newly developing neighbourhoods of the town.

6.10 Arts & Culture

The arts sector has experienced significant development in Navan during the timeframe of the previous Navan Development Plan 2003-2009. During this time the Council adopted an Arts Development Strategy (2005-2007), the principal aim of this strategy was to support the development of the arts countywide and to encourage artists and arts organizations to live and work in County Meath.

In addition to this and the most notable achievement in terms of the arts, has been the development of the state of the art architecturally designed "Solstice" Arts Centre on Railway St. This was opened in April 2006 and illustrated the local authorities belief in the importance of a living, expressive and diverse culture that enriches the lives of the people of Meath. Solstice is the first major cultural centre provided in the county and is already being recognized as the finest centre outside Dublin. It maintains a diverse range of high quality programmes of particular local interest delivered to international standards. This centre has been delivered at a cost of €13.5m which has been funded by a grant of €2.9m from the Department of Arts, Sport and Tourism, some local contributions and the significant balance from Meath County Council and Navan Town Council.

The Arts Office has also initiated a number of successful residencies and projects which have taken place across a wide variety of arts disciplines. Meath County Council and Navan Town Council also acknowledge the valuable work undertaken by local arts groups in the town and their contribution to arts activities to date. In recognition of this, Navan Town Council and Meath County Council will continue to support the efforts of local groups and endeavour to provide a balanced cultural provision to Navan, with regard to music, film, theatre, dance, visual arts, literature and opera.



Solstice Arts Centre, Railway Street.

Policies

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

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| SOC POL 39 | To continue to enhance the range and quality of arts provision in Navan town and its environs. |
| SOC POL 40 | To endeavour to create increased opportunity for arts activities in Navan and an environment in which they can develop. |
| SOC POL 41 | To endeavour to ensure that all sectors of the community have access to and can participate in, as wide a range of art forms and events as possible. |
| SOC POL 42 | To liaise with the County Arts Officer on any development proposal that is likely to have a significant impact on the arts. |
| SOC POL 43 | To promote the provision of public art, including temporary art and sculpture, through such mechanisms as the government supported Percent for Art Scheme and the development management process. |
| SOC POL 44 | To require major new commercial and private residential developments to incorporate works of public art into such schemes. |

Objectives

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

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| SOC OBJ 19 | To provide practical advice and assistance to persons in Navan, who wish to carry out or initiate arts activities. |
| SOC OBJ 20 | To assist with the strategic planning for the development and expansion of professional arts in Navan whilst at the same time recognising, and supporting amateur arts in the Town. |

6.11 Places of Worship & Burial Grounds

There are four main churches of two denominations serving the population of Navan

i) Roman Catholic Churches:

- St. Mary's Church
This church situated off Trimgate Street dates from 1836 and has a seating capacity for approximately 1400 people.
- St. Oliver's Church
This church situated in the neighbourhood of Blackcastle, to the north of the town, was opened in 1977 and has a seating capacity for approximately 700 people. It also provides rooms for meetings, classes etc.
- The Church of the Nativity of Our Lady, Johnstown
This church located in Johnstown Village to the east of the town dates from 1837 and has a seating capacity for approximately 350 people. It is renowned for its stained glass windows.

ii) Church of Ireland:

- St. Mary's Church
This is an early 19th Century building located at Church Hill.

The above provision of religious facilities is considered adequate to meet the needs of existing and future population.



St Mary's Church

Local Authorities have a statutory responsibility to provide for burial facilities, although the majority of facilities in Meath are provided by religious bodies. There are a number of burial grounds in Navan. The largest, St. Mary's which is located on the Boyne Road is at capacity. An additional second burial ground facility was introduced into Navan in recent years, St. Finian's cemetery which is a multi-denominational facility located on the Athboy Road. This cemetery, unlike St. Mary's cemetery, is owned and maintained by Meath County Council and is considered adequate to cater for the needs of Navan during the lifetime of this Development Plan. The Planning Authority recognizes the need to protect the heritage value of the existing graveyards. The following policies shall guide the development, expansion and conservation of burial grounds in the town:

Policy

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

SOC POL 45	To continue to monitor the adequacy of St. Finian's Cemetery to cater for the needs of Navan and to ensure that lands are reserved free from development to allow for the sequential expansion of the facility.
SOC POL 46	To encourage local community groups to develop, manage and maintain new burial facilities.
SOC POL 47	To protect the cultural heritage of historical burial grounds in Navan and encourage their management and maintenance in accordance with conservation principles.

6.12 Fire Service

Navan Fire Station, Abbey Road

Fire fighting is an important safety service provided by the local authority. The fire service also has a responsibility in relation to fire safety standards in the design of new and improved buildings, changes of use and also in relation to the fire service aspects of the daily use of buildings which are accessed by the public.

A seven bay Fire Station is located off the Inner Relief Road in Navan. There are currently 13 part-time fire fighters employed by Meath County Council, as well as a Chief Fire Officer, two Assistant Chief Fire Officers, one full time station officer and clerical support staff. The current fire station is considered adequate to cater for present and future needs of Navan. The Planning Authority supports the Fire Service, in the delivery of a first class fire service. In addition to this, it is noteworthy that Meath County Council is preparing a plan for the development and expansion of emergency services in the County in line with best practice and the Fire Service Change Programme.

Policy

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

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|------------|---|
| SOC POL 48 | To continue to provide a modern and effective fire service for Navan and to facilitate the accommodation of fire service facilities in locations that allow ease of access and safe functioning with the respect to the road network. |
| SOC POL 49 | To facilitate the expansion of the Fire Service as the needs arise subject to proper planning and development. |

CHAPTER 7: INFRASTRUCTURE



SECTIONS IN THIS CHAPTER

- 7.1 Transportation-Introduction**
- 7.2 Goals**
- 7.3 Roads**
- 7.4 Pedestrians and Cyclists**
- 7.5 Public Transport**
- 7.6 Park & Ride, Parking, Loading & Taxi Ranks**
- 7.7 Street Furniture & Lighting**
- 7.8 Keeping the Street Clean**
- 7.9 Water Supply & Sewerage Treatment & Disposal**
- 7.10 Flooding**
- 7.11 Sustainable Urban Drainage Systems**
- 7.12 Telecommunications**
- 7.13 Broadband**
- 7.14 Solid Waste Collection & Disposal**
- 7.15 Energy**

7.1 Transportation-Introduction

The context for this chapter is provided in Chapter Two of this Development Plan. The key to Navan's sustainable growth is the development of an integrated land use and transportation system which provides for a development pattern that protects Navan's architectural and natural heritage while providing for growth and economic development. The integration of land use and transportation policies, both in the town centre and outer suburban areas underpins the transportation strategy as outlined below.

7.2 Goals

It is the goal of Navan Town Council and Meath County Council to create vibrant urban areas with good provision of public transport, reduced traffic congestion and an attractive urban centre, which is not dominated by the car. It is the main objective of the Planning Authorities to create an integrated and environmentally sound system, with particular emphasis on:

- Accessibility and choice of transport for all;
- Strong integration between transportation planning and land use planning;
- General reduction in the need to travel, especially by car, through land use planning which promotes a sustainable mix of uses;
- Optimum use of existing infrastructure by traffic management, prioritised bus operations, and reduced travel times by sustainable modes and reduced congestion;
- Increasing the modal share of walking and cycling around Navan;
- Shift from car to more environmentally friendly modes of transport;
- Provision for the future transportation needs of Navan including rail,
- Protect the town centre from the impact of traffic congestion and examine the possibility of introducing pedestrianisation where appropriate.



It is an aim to promote a variety transport modes and to reduce conflict between them

7.3 Roads

Navan functions as a major transportation node in County Meath. The town is served by the N3 and N51 national roads along with the important R153, R161 and R162 regional roads. Transport 21, the Government's framework for the development of the national transport network to 2015, includes an objective to deliver the M3 Motorway which will bypass the town and significantly enhance its transport network.

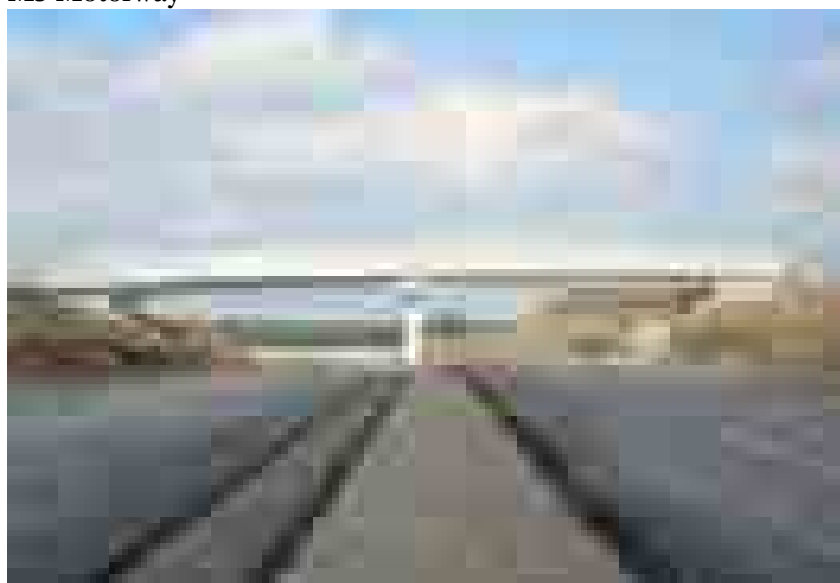
Navan is heavily reliant on the local road network for public and private transport as well as the movement of commercial goods. The growth in population and the consequential increase in the number of vehicles on the roads is placing pressure on this critical road infrastructure. The pivotal location of Navan within the County means that improvements to the existing road network are of critical importance to the economic development of Navan and the quality of life attainable for the inhabitants of the town. The timely development of road infrastructure in and around the town not

just provides the necessary traffic capacity that will be required as the town grows, but also provides an excellent opportunity to enable appropriate enhancement of the public realm.

National Primary and National Secondary Roads

A “national road” is the highest statutory class of road under the Roads Acts 1993 to 2007. The Minister for Transport may by order classify any existing public road or any proposed public road as a national road. In April 2006 the Minister signed the Roads Act 1993 (Classification of National Roads) Order 2006 (S.I. No 187 of 2006). In Navan the order confirmed the N3 as a national road and the N51 as a national secondary road. It also confirmed that the M3 Motorway would become part of the N3 national route when completed.

M3 Motorway



M3 Motorway under construction in late 2008

The M3 Motorway is a key part of the Transport 21 plan to upgrade the overall national roads network. It will significantly improve road transport connections between the North West and the East of the country. The existing single carriageway N3 national primary road is coming under pressure from high traffic volumes which have been brought about by large population growth in towns such as Dunshaughlin, Navan and Kells over the last decade. Average annual daily traffic (AADT) movements on the N3 are in far excess of that recommended for a single carriageway road, though traffic levels on the N3 did reduce to some extent after the opening of the N2 Ashbourne bypass in May 2006 to which some traffic has diverted. This only further underlines the inadequacies and shortcomings of the existing N3 national road.

Notwithstanding their higher permitted speed limit, motorways are statistically proven to be the safest roads in the State, given the physical separation of the carriageways and given that access is limited to grade separated interchanges many kilometres apart. In this way, the M3 will offer Navan residents the opportunity to avail of a safer and faster transport option to Dublin and the Northwest. The project will also act as an incentive to enterprise to develop in Navan, thereby boosting the local economy through the creation of employment.

The Leinster Orbital Route

The proposal to develop an outer orbital route is included as a key objective of the Regional Planning Guidelines for the Greater Dublin Area 2004-2016 (RPG'S) and was also identified in other strategies such as the Dublin Transportation Office strategy “A Platform for Change”. Its importance is given more prominence within the context of the sustainable regional planning

strategy and the importance attached to providing accessibility and connectivity between large growth towns in the hinterland of the Greater Dublin Area.

It is envisaged that the alignment of the Leinster Orbital Route would run within the vicinity of urban areas such as Drogheda, Navan, Trim, Enfield and Naas. In April 2007, the National Roads Authority (NRA) completed an updated feasibility study which built on an earlier study carried out in 2001, looking in particular at the costs and benefits of such a route. The 2001 study had concluded that an outer orbital route had significant merit and was feasible on engineering and environmental grounds. Apart from identifying a possible corridor for an outer orbital, the 2001 report did not consider route options, appropriate road type and costs as it simply constituted a high-level strategic study of the concept.

As part of the 2007 study various possible route corridors were examined in detail. A corridor linking Drogheda, Navan and Naas was identified as the optimum route. The proposed motorway would begin south of Drogheda, and continue on towards Navan, pass around Navan running close to Trim before ending near Naas, Co Kildare. It would provide a high quality road link between the M1, N2, M3, M4 and M7 Motorways and provide a safe and viable alternative to the M50 Motorway in this regard. The NRA has recommended that a Compulsory Purchase Order and an Environmental Impact Statement be prepared for the project.

The primary objective of the Leinster Orbital Route is to provide an alternative bypass of Dublin for national road traffic not wishing to access the metropolitan area and to provide a transport link between development centres in the hinterland area of the Greater Dublin Area, in a way which supports their sustainable, physical and economic development. This important route would bring major economic and environmental benefits as well as improved road safety in attracting long distance traffic off the existing regional and local road network in County Meath. The combined effect of this strategic initiative will make it easier to market the potential of a large growth town such as Navan as a major economic investment location. It will help fulfil the aim of bringing jobs closer to those living in the hinterland area of the Greater Dublin Area and as a result reduce the numbers who currently have to commute to Dublin City on a daily basis.

However delivery of the project is not a short term objective of the Government as the project is not included in either Transport 21 or the National Development Plan 2007-2013 and so the project is unlikely to be delivered during the lifetime of the 2009-2015 Navan Development Plan. Nevertheless the Planning Authorities recognise the potentially immense positive impacts that this project could bring about and therefore consider it prudent to plan for its delivery during the current Development Plan period.

Regional Roads

A “regional road” is statutory class of road under the Roads Acts 1993 to 2007. The Minister for Transport may by order classify any existing public road or any proposed public road as a regional road. In April 2006 the Minister signed the Roads Act 1993 (Classification of Regional Roads) Order 2006 (S.I. No 188 of 2006). This Order classified the following roads in the Navan Development Plan area as regional roads.

- R153: Navan – Kentstown - Balrath
- R161: Navan – Trim – Kinnegad
- R162: Navan – Kingscourt – Monaghan Town
- R895: Canon Row (and continuing north to junction with the N3)
- R896: Ludlow Street and Bridge Street

Under Article 4 and Schedule 3 of the Roads Act 1993 (Classification of National Roads) Order 2006 (S.I. No 187 of 2006) the M3 Motorway legally forms part of the N3 national route once it is completed and so the current N3 which runs through Navan will be reclassified as a Regional Road, namely the R147.



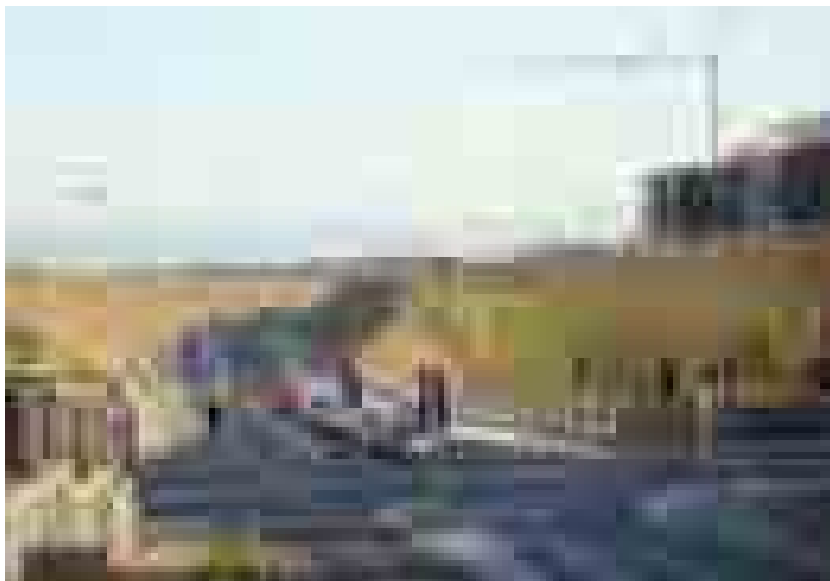
R161 Trim – Navan road improvements were completed in 2008

Over the life of the 2003-2009 Navan Development Plan major investment was made in the regional road network serving Navan. In particular the R153 Kentstown Road benefitted from significant structural improvement while the R161 Trim Road benefitted from major structural improvements including partial realignment and signage refurbishment.

Boulevard of Navan

The construction of the N3 Inner Relief Road in the late 1980's along the banks of the River Boyne and River Blackwater relieved the town centre of significant traffic congestion; however as a late addition to an established urban landscape, the road had little connection with the existing urban fabric of the town. For example while the old road's alignment through the town was addressed by the buildings that opened onto it, the new N3 Inner Relief Road was aligned to the rear of the established building line. This was and remains to some extent aesthetically unsatisfactory. It presents a poor image of Navan to through traffic and in addition represents an underutilisation of potential key edge of town centre lands.

The existing N3 is a noisy, dirty and unpleasant atmosphere for pedestrians due to the large number of vehicles that use this road. The River Blackwater currently cannot be seen from the existing N3 as trees and high artificial road embankments hide it from view. The development of the proposed "Boulevard of Navan" between Fire station and 'the Academy Square Development' off the Dublin Road, would create a quiet, traffic calmed area between Navan town centre and the River Blackwater, creating an attractive public place with significant potential for development that would reinvigorate this area at the heart of Navan. The downgrading of the N3 to regional road status and the resultant decrease in through traffic resulting from the provision of the M3 Motorway and local distributor road network provides the impetus required to realise this important objective of the previous Development Plan that heretofore could not be secured.

Distributor Road and Local Roads

L-50555 local distributor road from the Dublin Road to Bailis

The construction of the local distributor road network is critical to the implementation of the masterplan contained in the Integrated Development Framework Plan that underpins the Development Strategy proposed in this Development Plan. The proposed local distributor road network 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.

An important consideration in the recommended alignment of the local distributor road network was the location of the proposed M3 Motorway by-pass of Navan and the two proposed interchanges. The proposed network splits the potential traffic from the town towards the two interchanges and the network is not looped. Traffic originated in the northern section of Navan will be channelled towards the south-west in the direction of the Athboy Road Interchange to the Motorway, while the traffic originated in the eastern areas of the town will access the Motorway via the Kilcarn Interchange. The traffic generated to the south of the town will have both interchange options available.

The ideal road network for any development area is a local distributor road configuration to minimise severance, which allows direct access to cells or parcels of development. Direct access between cells is not possible for vehicular traffic. Cell to cell movements by car must be undertaken via the local distributor road, but cells are permeable to bus and non-motorised modes. An area where permeability is allowed only for sustainable modes and car access is limited to a single or small number of accesses to a local distributor road is known as traffic cells. Such a structure allows for residential and other areas to be free of through traffic and for traffic to be directed and assigned to appropriate roads where amenity will not be significantly affected.

It shall be a key objective of this development plan to secure the provision of the local distributor road network as outlined in this chapter of the development plan and indicated on its attendant maps.

New Road Schemes



N51 Inner Relief Road Phase 2A

For the overarching goals of the Planning Authorities to be secured and for the road hierarchy to be implemented several new road schemes will be required in order to support the sustainable development of the town. The construction of new and improved roads will also facilitate the reallocation of road space on the existing road network to pedestrians, cyclists and /or public transport users. This Development Plan maintains the objective to complete the local distributor road network as contained in the 2003-2009 Navan Development Plan which was initially informed by the Land Use, Urban Design and Transportation Framework for Navan published in December 2002. The 2003 -2009 Navan Development Plan contained a number of specific “RT” or Road and Transportation objectives. A number of these were significantly advanced during the 2003-2009 plan period such as the M3 Motorway and N51 Navan Inner Relief Road Phase 2B as well as part of “RT 6” which involved the provision of a new bridge over the River Boyne and local road which connects the N3 to the Forfás Road. The other schemes remain outstanding and it will be a key objective of the Planning Authorities to progress these during the life of the Development Plan. Some sections of the Distributor Road network have been re-classified in the Development Plan from RTs road objectives to Strategic Transport road objectives in recognition of their strategic importance, namely RT 5, RT 6 and RT 7 as detailed below.

ST 1 (Formerly RT 6 and RT7) Construction of Distributor Road between Trim Rd (R161) and the N3 at Limekiln Hall and construction of link road between Trim Rd and the M3 (Kilcarn Interchange) slip road to N3 at Kilcarn including traversing the Borallion

This road will provide an important link between R161 and N3, thereby reducing congestion in Town Centre. It will complete a link between R161 and R153 as the eastern portion (R153 to N3) is already completed. This road will also provide an important link between R161 and M3, and new development in the Commons Road and Trim Road areas.

ST 2 (Formerly RT 5) Construction of Local Distributor Road between the Athboy Road N51 to the Trim Road R161 intersecting the Commons Lane and Commons Road

This route extends approximately 2.5 kilometres. The section of the road from Commons Road to the Trim Road will be constructed commensurate with the development of the LAP 3 lands at Duffslane and Balreask Old, and will be developer driven.

ST 3 Completion of Local Distributor Road between the Athboy Road and the Ratholdren Road including the provision of a bridge over the Blackwater. The section of the road will provide access to the lands to the north west of the town to be developed for community facilities to include the provision of the Regional Hospital.

RT 1 Construction of the M3 Motorway providing for a by-pass of Navan and direct access to Navan via two interchanges

This major road project is currently under construction and is due for completion during the first year of this development plan.

RT 2 Completion of Distributor Road between Slane Rd (N51) and Ratholdren Road.

This road will serve as a distributor for traffic in the Clonmagadden Strategic Development Zone. It will provide an important link between R162 and N51, thereby reducing congestion at the Round'O junction. It extends some 1,100m in length. It has an estimated cost of €4.7m and it has an estimated delivery timeframe of 5 years.

RT 3 Construction of Distributor Road between Ratholdren Rd and the Kells Road (N3)

This road will improve access to lands in the north of the town between the Ratholdren Road and the Kells Road including Clonmagadden SDZ. It will also reduce traffic congestion at the Round'O junction and in the Town Centre.

RT 4 Construction of the Local Distributor Road Link between the existing N3 Kells Road with the proposed M3 Motorway Interchange on the N51 Athboy Road.

This road will improve access onto the M3 motorway.

RT 8 Construction of link road between Duleek Rd (R153) and the Boyne Rd Navan including crossing the Navan/Kingscourt railway line by underbridge

This road will provide an important link between R153, the Old Athlumney Road and the Boyne Road by opening up access to lands in the LAP 4 development boundary and linking east and west of the Drogheda Railway line by means of an underbridge. Taken along with RT6 and the Bailis Distributor Road, this will form an outer loop for the southeast quadrant of Navan creating good access for commercial, industrial and tourism industries. This road extends to some 1600m and has an estimated delivery cost of €10.5m excluding land acquisitions.

RT 9 Phase 2B of the Navan Inner Relief Road linking the N3 Kells Road via Moathill with the N51 Athboy Road

This road will provide an important link between the Kells and Athboy Roads. This road is substantially complete.

Policies

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

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| INF POL 1 | To implement a programme of road construction / improvement works and local measures to improve road safety closely integrated with existing and planned land uses. |
| INF POL 2 | To co-operate with the National Roads Authority and other Local Authorities to provide the proposed Leinster Orbital Route as proposed in the Regional Planning Guidelines for the Greater Dublin Area. |
| INF POL 3 | To regulate, control and improve signage throughout the town. |

INF POL 4	In accordance with the “Traffic Management Guidelines” issued by the Department of the Environment, Heritage & Local Government / Department of Transport / Dublin Transportation Office, Traffic and Transport Assessments, undertaken by and at the expense of the developer, shall be carried out to assess the impacts of developments on local and regional roads in accordance with guidelines given in Section 1.11 and Table 1.4 of the document which lists thresholds above which a Traffic and Transport Assessment is mandatory. The Traffic and Transport Assessment will be assessed by the Planning Authority and any additional works required as a result of the Traffic and Transport Assessment shall be funded by the developer.
INF POL 5	To require developers to provide a Traffic and Transport Assessment, as carried out by competent professionals in this field, where new developments will have a significant effect on travel demand on a National Road, having regard to the “Traffic and Transport Assessment Guidelines” published by the National Roads Authority in September 2007. Where a Traffic and Transport Assessment identifies necessary on and off site improvements for the development to be able to proceed, the developer will be expected to fund the improvements by entering into a formal agreement with the appropriate planning authority. Any additional works required as a result of the Traffic and Transport Assessment shall be funded by the developer.
INF POL 6	To provide for the future transportation needs of Navan and environs in a sustainable manner which provides for different transport modes.
INF POL 7	To integrate land use planning and transportation planning.
INF POL 8	To consolidate development in areas which are served by public transport and a good road network.
INF POL 9	To reduce the need to travel, especially by car, by compact development with mixed uses.
INF POL 10	To concentrate developments which generate large numbers of trips, such as offices, shops and labour intensive employment along existing and proposed transportation corridors.
INF POL 11	To locate development that generates large numbers of heavy goods vehicle movements close to major roads.
INF POL 12	To ensure new road construction is integrated into the urban fabric of Navan.
INF POL 13	To establish a clear road hierarchy, in which each of the road links has a function and where the mixing of national, regional and local traffic is reduced to the minimum possible.
INF POL 14	To provide additional road capacity, subject to environmental and conservation considerations, in order to remove the volume of through traffic from the central streets of the town, and to improve circulation within the town centre.
INF POL 15	To facilitate the development of the national and regional road network in line with the provisions of the ‘National Development Plan’ and ‘Transport 21’, in accordance with the policy of the Department of Transport and National Roads Authority.

INF POL 16	To promote the provision of telematics such as electronic variable information signage on the approach roads to the town centre to inform motorists about the availability of car parking spaces in car parks.
INF POL 17	To construct the Local Distributor Road Network and ensure its integration into the urban area of Navan.
INF POL 18	To provide for and carry out the improvements to sections of regional roads and county roads that are deficient in respect of realignment, structural condition or capacity, where resources permit and to maintain that standard thereafter.

Objectives

In terms of Roads Infrastructure it will be an objective of Navan Town Council and Meath County Council

INF OBJ 1 To promote the development of a Boulevard between the Fire Station and the 'Academy Square Development' off the Dublin Road following the downgrading of the N3 to regional road status.

INF OBJ 2 To preserve and secure from further development a route for the future provision of Distributor Road Corridors for the development of the following routes:

-ST 1 (Formerly RT 6 & RT 7) Construction of Local Distributor Road link between the Trim Road R161 to the existing section of Local Distributor Road at Limkilin and construction of a Link Road connecting the aforementioned section of the Local Distributor Road with the Kilcarn Interchange to the Motorway, including traversing the Borallion,

-ST 2 (Formerly RT 5) Construction of the Local Distributor Road link between the Athboy Road N51 to the Trim Road R161 intersecting the Commons Lane and Commons Road,

-ST 3 Construction of the Local Distributor Road link between the Athboy Road and the Ratholdren Road including a new bridge over the Blackwater,

-RT 1 Construction of the M3 Motorway providing for a by-pass of Navan and direct access to Navan via two Interchanges,

-RT 2 Completion of the Local Distributor Road link between the Slane Road and the Rathaldron Road,

-RT 3 Construction of the Local Distributor Road link between the Rathaldron Road and the Kells Road (N3), including a new bridge over the Blackwater River,

-RT 4 Construction of the Local Distributor Road Link between the existing N3 Kells Road with the proposed M3 Motorway Interchange on the N51 Athboy Road,

-RT 8 Construction of the Local Distributor Road Link between the Boyne Road to the Kentstown Road R153 including the construction of a bridge over the existing Navan – Drogheda Rail Line and traversing the Old Road, Athlumney,

-RT 9 Phase 2B of the Navan Inner Relief Road linking the N3 Kells Road via Moathill with the N51 Athboy Road,

-LOR The construction of the Leinster Orbital Route (LOR) providing for the development of a National Primary Route to facilitate growth in the primary and secondary development centres (as originally designated in the Strategic Planning Guidelines) and provide for a strategic by pass of Dublin.

INF OBJ 3 To examine roads and streets within the development plan area over the period of the plan and to devise a phased program for the improvement of those of poor quality. Such improvements may incorporate realignment, paving works, new parking arrangements, and footpath and street furniture installation.

INF OBJ 4 To carry out road/street improvement works along the following urban roads;

-UR 1 Kentstown Road, beyond St. Michael's Loreto Convent as far as Casey's Cross

-UR 2 Old Road, Athlumney, including junction treatment with Kenstown Road at Gaffney's Filling Station

-UR 3: Swan Lane

-UR 4: Mill Lane/Blackcastle Lane

-UR 5: Kilsaran Lane

INF OBJ 5 To carry out street lighting improvements as required, but including at the following locations;

-Along the Proudstown Road

-Along the Athboy Road at Our Lady's Hospital and beyond

-Along the Rathaldron Road

-Along the Commons Road

-At Beechmount Homepark

-Along the Boyne Road

-Along the L5050 at Johnstown

INF OBJ 6 To provide footpaths and cycleways at the following locations;

-In Johnstown Village (From Carne Hill Housing Development to the Local Distributor Road)

-Along the L5050 at Johnstown

-Along the eastern side of the Trim Road from the entrance to Beaufort College to the extent of the Development Plan envelope

INF OBJ 7 To provide footpath improvements at the following locations;

-Along the eastern side of the Trim Road from Woodlands Housing Development to the entrance to Beaufort College

-Along the northern side of the Athboy Road from the junction of the Boreen Keel to St. Patrick's Classical School

-Along the southern side of the Athboy Road from the junction with the Commons Road, past the entrance of Our Lady's Hospital to Mullaghboy Industrial Estate

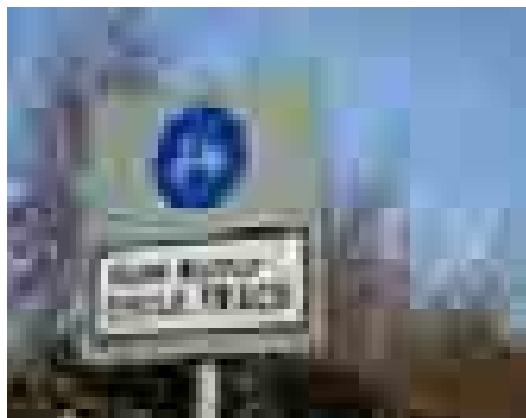
-Along the Commons Road towards the entrance with Claremount Stadium

INF OBJ 8 Promote the redevelopment of the lands between the Trim Road, Carriage Road and the Dan Shaw Road as a major transportation node in County Meath, with a multi-modal interchange, catering for rail, bus (local and regional), car parking and bicycle facilities.

INF OBJ 9 To improve the junction arrangement at the intersection of Circular Road / Bridge Street / Academy Street.

INF OBJ 10	To prepare a Traffic Management and Circulation Study of Navan following the completion of the M3 and the downgrading of the N3 to regional road status.
INF OBJ 11	To examine over the lifetime of the Plan the requirement and case for a bridge crossing and distributor road link connecting the Slane Road to the Boyne Road.
INF OBJ 12	The Planning Authority shall require that redevelopment proposals at the Round O Gateway site adequately address traffic management issues.

7.4 Pedestrians and Cyclists



Facilities for Pedestrians and Cyclists on the N51 Navan Inner Relief Road Phase 2A

The European Charter of Pedestrian Rights which was comprised in a resolution adopted by the European Parliament in 1988, states that: The pedestrian has the right to live in a healthy environment and to freely enjoy the amenities offered by public areas under conditions that adequately safeguard both physical and psychological well-being. In order to achieve sustainability, walking and cycling must be encouraged. The compact nature of Navan town centre means that improvements to pedestrian facilities in this area to make the town centre a safer and more pleasant place in which to walk would inevitably increase the number of people who would rather walk than drive.

Existing pedestrian facilities particularly in the town centre are generally of a good standard with a number of pedestrian crossings where traffic must give way to pedestrians when they step out onto the crossing. In other areas pedestrians benefit from signal controlled crossings. Cyclist facilities, however, are very limited forcing cyclists to share road space with other road users. This has the effect of discouraging cycling as a mode of transport as it poses an increased road safety hazard to the cyclist. This is unfortunate as the topography of the town lends itself very favourably to cycling as a mode of transport. It is considered that retro fitting cycleways into a town with an existing streetscape character such as Navan would be problematic due to the narrowness of the older streets however where this is deemed feasible it shall be investigated further. It would be less problematic to provide cycle lanes as part of new and existing sections of the local distributor road network and this will be examined. There is also a lack of bicycle parking facilities in Navan. The councils shall require that secure cycle parking facilities are provided for in new developments along with cycle lanes on any new access roads.

The DTO have recently published the 'National Cycle Policy Framework (NCPF) 2009-2020. The backdrop to this policy is the Government's new transport policy for Ireland 2009 - 2020 Smarter Travel - A Sustainable Transport Future. The vision is to create a strong cycling culture in Ireland and that all cities, towns, villages and rural areas will be bicycle friendly.

Pedestrianisation of Trimgate Street

Trimgate Street is Navan's main street and forms part of the N51 national secondary road. It forms part of the core retail area and many of the towns retailers and key service providers are located on this street. However, the vibrancy and conviviality of the Street could be significantly improved by the removal of vehicular traffic and the enhancement of the public realm. The completion of the M3 Motorway and local distributor road network will provide an opportunity for major pedestrian enhancements on this street and possible full pedestrianisation between Canon Row and Kennedy Road. In the longer term as part of subsequent phases the pedestrianisation of Watergate Street, Bakery Lane, Old Cornmarket will be explored.

The proposed pedestrianisation of Trimgate Street in the medium term would dramatically increase the attractiveness of Navan town centre with safer movement of pedestrians, reduction in exhaust emissions, reduction of ambient noise levels and reduced congestion in the narrow street pattern of Navan. This would encourage the uptake of environmentally sustainable modes of transport with quick access to the central public transport interchange and pedestrian and cycle routes to local residential and employment centres.

Policies

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

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|------------|--|
| INF POL 19 | To promote an attractive public realm of pedestrian footpaths, cycle ways, street landscaping, bus stops/shelters, street furniture, good signage and quality public lighting. |
| INF POL 20 | To promote the policies set out in the National Cycle Policy Framework 2009-2020. |

Objectives

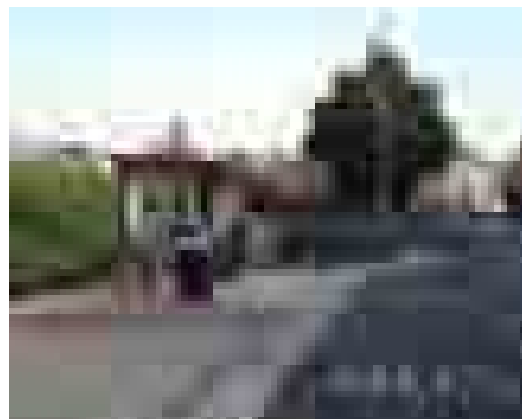
In terms of Pedestrians and Cyclists it will be an objective of Navan Town Council and Meath County Council;

- | | |
|------------|--|
| INF OBJ 13 | To improve accessibility and facilities for people with mobility impairments and /or disabilities. |
| INF OBJ 14 | To prepare an integrated pedestrian and cycle path network for Navan, inclusive of additional bridging points over the Boyne & Blackwater Rivers, and to implement the emerging network, subject to the availability of finances, resources and physical constraints. |
| INF OBJ 15 | To examine the feasibility of pedestrianising Trimgate Street from Cannon Row to Kennedy Road once the M3 Motorway has been completed and progress has been made in delivering the local distributor road network and if deemed feasible, to carry out the necessary works to facilitate the introduction of pedestrianisation. To similarly examine and implement where appropriate the pedestrianisation of Bakery Lane, Old Cornmarket and Watergate Street as part of subsequent phases. |

INF OBJ 16	To require that all new significant developments including new institutions, employment centres, sports complexes, leisure facilities and industries provide for adequate cycle facilities, in the form of bike parking, sheltered bike parking, lockers and shower facilities.
INF OBJ 17	To provide a pedestrian crossing on the Slane Road adjacent to the large residential areas over the lifetime of the plan.
INF OBJ 18	To promote and facilitate the development of cycling and walking facilities in the town.
INF OBJ 19	To encourage the successful incorporation of safe and efficient cycleways, accessible footpaths and pedestrian routes into the design scheme for town centres/neighbourhood centres, residential, educational , employment, recreational developments and other uses.
INF OBJ 20	To provide cycle ways, where appropriate, as part of all road improvement/redesign schemes.
INF OBJ 21	To ensure, where possible, that cycleways and footpaths are effectively separated from major vehicular carriageways.

7.5 Public Transport

Bus



A recently improved Bus Stop

The main public transport services in Navan are related to the demand for commuter trips towards Dublin and these are outlined in Chapter 2. The Bus Eireann 109 service, is the main bus service between Navan and Dublin in this regard and also provides residents with the ability to visit Cavan and Kells or Dunshaughlin and Blanchardstown. The 109A bus service connects Navan with Dublin City University and Dublin Airport as well as Ratoath. In addition to these main services Bus Eireann operates a wide range of services with the following routes serving the town; 107 Dublin - Kingscourt, 109N Dublin - NavanNightrider, 134 Navan – Dunsany and 136 Navan – Ross Cross, as well as a three route town bus service. Some bus services to Dublin from Navan are also provided by the private sector.

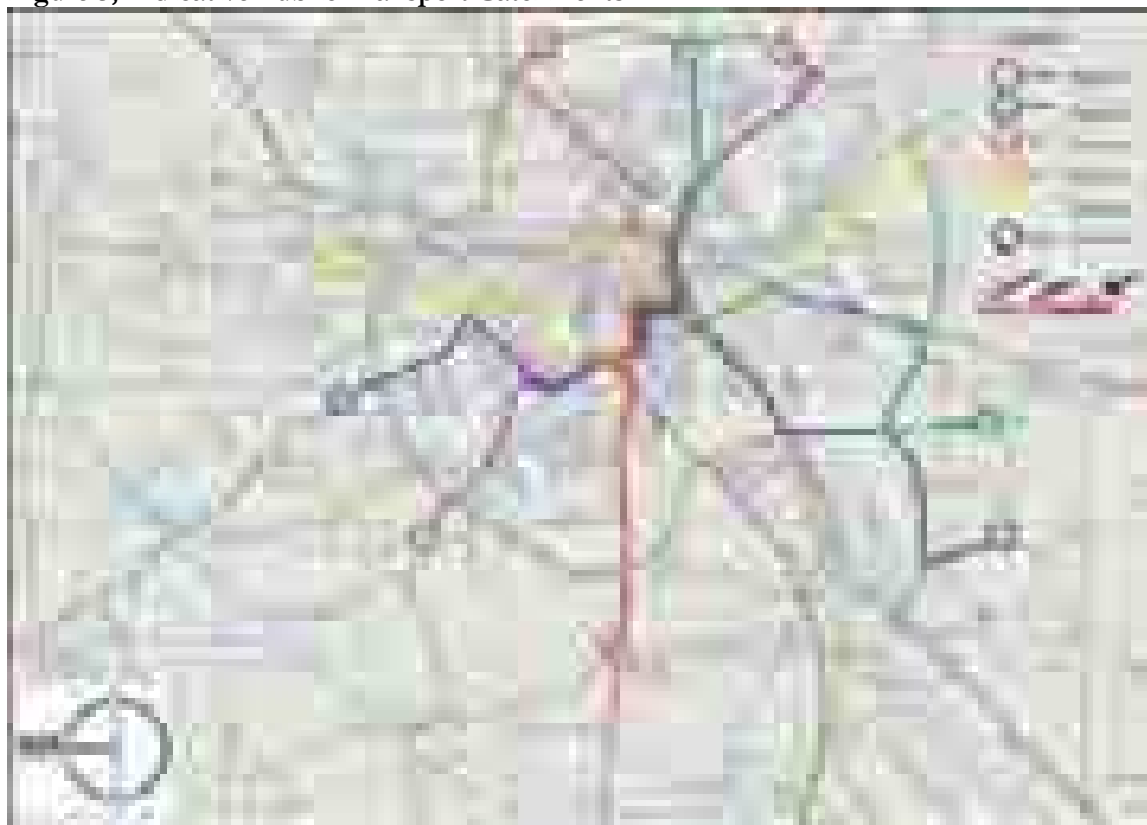
Flexibus rural transport service, Meath's Accessible Transport Project also services Navan. Flexibus is a limited company, run by a voluntary board. The company is funded under the National Development Plan through the Rural Transport Initiative. The Rural Transport Initiative is the response by the Government to the shortfall in available public transport in rural areas. This includes:

- People who live away from the main transport routes
- People with disabilities who need accessible transport
- Community groups with limited funding and transport needs
- People in rural areas with limited access to health care services

The Planning Authorities acknowledge that there will be an increased demand for external bus trips during the lifetime of this development plan, primarily to Dublin. The commuter bus service to Dublin will continue to play a critical role in the public transport system in this regard. In the longer term, it is expected that an element of this custom will be transferred to rail via the Navan-Dublin rail line. It also envisaged that increased bus stop provision or a bus station will be necessary in the town centre expansion areas as these areas develop. The provision of park and ride facilities would also encourage increased use of bus and rail services.

Quite unique for a town of its size, Bus Eireann operates a local service in Navan comprising of three different routes that link the residential periphery of Navan with the town centre. As Navan grows, the alignment of town bus routes in the town will need to be altered and new routes created to improve the convenience and accessibility of public transport and to reduce trip times. The Integrated Development Framework Plan recommended that additional local bus services be developed, phased and extended over time as development in the zoned areas is realised and the level of internal trips increases.

Figure 5; Indicative Public Transport Catchments



A network of 6 routes is proposed, taking into consideration the linkages between the town centre and the various residential neighbourhoods in the periphery. The network is shown on Map no. X including an indicative public transport population catchment. The proposed additional routes will pass through or near the existing town centre, thereby ensuring a quality service to all. The services will be provided at more regular frequencies of between 15 and 20 minutes throughout the day. The

Local Authorities will continue to work with Bus Eireann in establishing the integration between the bus service and future land use decisions.

Rail- Navan Railway Line



A modern rail service is critical to the sustainable development of Navan

Strategy 2000-2016: Platform for Change' was published by the Dublin Transportation Office in November of 2001 to support and complemented the strategic land use planning and transportation framework provided for by the Strategic Planning Guidelines. A Platform for Change provided for the construction of a new spur line off the Maynooth line near Clonsilla via Dunboyne to Navan. Córas Iompair Éireann (CIE) made an application to An Bord Pleanála on the 7th of September, 2007 for a Railway Order authorising the necessary railway works to enable the company to reopen a section of the old Navan railway line which runs between Clonsilla Station and a proposed new station to be constructed adjacent to the M3 Motorway in the townland of Pace, approximately two kilometres north of Dunboyne. An Bord Pleanála approved a Railway Order in respect of the project, also known as the Dunboyne (M3) commuter rail project, on February 28th 2008. The contract for this phase was officially signed on November 10th 2008 and construction commenced in December 2008. It is planned that all Dunboyne services will terminate at the Docklands Station. Services on phase 1 are scheduled to commence in 2010.

Iarnród Éireann is currently examining route options for Phase 2 of the Navan Railway line project. The 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. Two route options were placed on display by Iarnród Eireann in January 2009 for members of the public to consider and provide feedback as to their preferred route alignment. The two options included an alignment largely in keeping with the historic Navan rail alignment, with minor alterations, and a second alignment which would be altered to run closer to Dunshaughlin.

The Planning Authorities consider that the provision of a heavy rail link to Dublin together with a central and northern rail station is critical for Navan to achieve its objective as a Large Growth Town in the Regional Planning Guidelines for the Greater Dublin Area 2004-2016. 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

masterplan provides for more intensive redevelopment focused around a proposed new central rail station and public transportation interchange where that would be the focus of bus and rail transport in the town.

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 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 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, Dublin Transportation Office and other licensed bus operators.

Policies

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

INF POL 21 To co-operate with relevant transport bodies and authorities to support and encourage the provision of safe and suitable locations for bus services including bus shelter provision at bus stops.

INF POL 22 To promote and facilitate developments designed to improve public transport services in Navan.

INF POL 23 To explore, in conjunction with Bus Éireann, DTO and private bus operators, the provision of additional Park and Ride facilities in Navan.

INF POL 24 To promote and secure, in conjunction with Bus Éireann, the development of a Central Bus Station within the lifetime of this Development Plan at the optimum location of the Central Bus & Rail Station in the Carriage Road Area;

INF POL 25 To extend, re-route and create new bus routes to meet travel demands and reduce trip times within the development boundary of Navan and Environs

INF POL 26 To promote the routing of all new bus services so that they serve the town centre in the interim and longer term, the proposed transportation hub at the train and bus stations and also proposed Park and Ride facilities.

INF POL 27 To facilitate the promotion and enhancement of the public bus service, and by

ensuring that the design and layout of the neighbourhoods facilitate the expansion of the bus service.

INF POL 28 To promote and give priority to environmentally sound modes of transport, such as bus, cycling, walking and in the longer term rail.

INF POL 29 To encourage initiatives to ensure that people with limited or no access to private transport in areas, including rural areas, with no usable public transport and people with reduced mobility, are able to access the full range of employment, retail, cultural and leisure activities.

Objectives

In terms of public transport it is an objective of Navan Town Council and Meath County Council

INF OBJ 22 To facilitate the provision of a heavy rail link between Navan and Dublin City

INF OBJ 23 To promote the redevelopment of the lands between the Trim Road, Carriage Road and the Dan Shaw Road as a major transportation node in County Meath, with a multi modal interchange, catering for rail, bus (local and regional), car parking and bicycle facilities.

INF OBJ 24 To promote and secure, in conjunction with Iarnród Éireann the development of a multi modal interchange, catering for rail, bus, car parking and bicycle facilities to the north of the town in the vicinity of the Ratholdren Road.

INF OBJ 25 To promote and secure, in conjunction with Bus Éireann, the development of a central Bus Station within the lifetime of this Development Plan at the optimum location of the Central Bus and Rail Station.

INF OBJ 26 The reservation free from development of the disused priority measures on major routes to the town centre (medium to long term objective)

INF OBJ 27 To explore, with Iarnród Éireann, the sharing of the existing Railway Viaduct over the River Boyne to accommodate local bus, pedestrians and cyclists as part of the public transport integrated network.

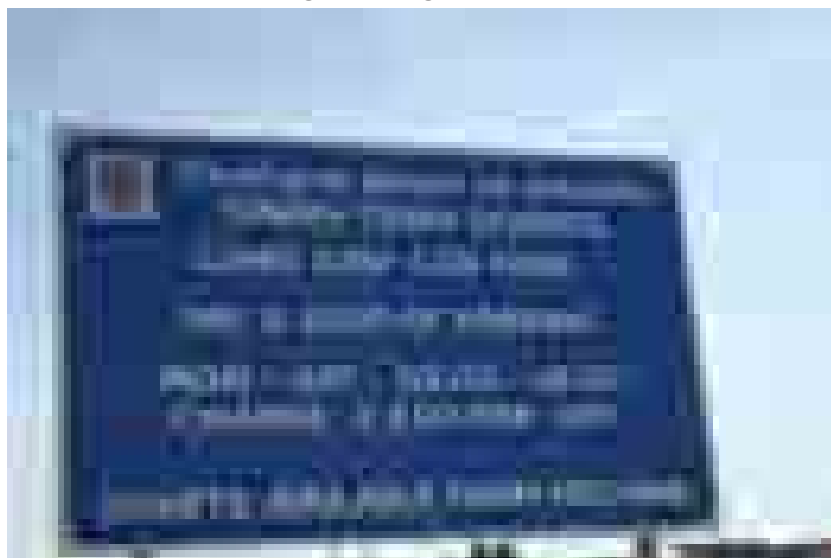
INF OBJ 28 To reserve the old Navan – Dublin Rail line free from development given it is a proposed alignment for the Phase 2 of the Navan railway line.

INF OBJ 29 To explore the provision of bus lanes and bus priority measures on major routes to the town centre.

INF OBJ 30 To encourage all major employers in Navan Town and Environs to prepare and implement Mobility Management Plans for their employees.

INF OBJ 31	To prepare in consultation with Iarnród Éireann, a local bus strategy for Navan with particular emphasis on linkages to the proposed rail/bus stations and proposed Regional Hospital site.
INF OBJ 32	To prepare an integrated transportation strategy for Navan in conjunction with Iarnród Éireann, Bus Éireann, Dublin Transportation Office and other licensed bus operators which reviews the local bus, pedestrian and cycle network with a view to maximising local accessibility and connectivity to the proposed train and bus stations.

7.6 Park & Ride, Parking, Loading & Taxi Ranks



Pay & display car parking is available at a number of locations in Navan

The introduction of paid parking has increased car parking space availability in the town. Car parking and loading bay provision for new developments will be required in accordance with the standards outlined in Chapter Eight which are fully in accordance with the Meath County Development Plan 2007-2013. Extensive areas of surface car parking will be discouraged and alternative options will be encouraged including underground and multi-storey parking.

The existing town centre encounters significant car parking problems. The main shopping streets around the Shopping Centre are dominated by traffic flows to the detriment of pedestrian activity. Pressure for short term on street parking continues to exist along the streets in proximity to the town centre where parking is permitted, reflecting people's desires to park as close as possible to their intended location, this tendency toward convenience parking has an effect on traffic flow and adds to congestion within the town centre.

The Integrated Development Framework Plan set out in broad terms a parking management strategy which would complement the overall land use, urban design and transport strategy for Navan. The car parking strategy intends to enable proper accessibility to the Town Centre and avoid excessive traffic through it. The parking strategy for Navan consists of a three-tiered parking network, based on parking cells accessible from the Local Distributor Road network.

Therefore, three levels of car parking facilities should be in place as follows:

1. An element of car parking should be located within the town centre perimeter (e.g. Shopping Centre, Kennedy Road and Fair Green), enabling the necessary short-term trips into the centre. The

charge policy for these car parks should discourage medium and long-term stay. It is crucial to keep a balance between the 3 car parks, in what number of spaces and charges are concerned.

2. A number of car parks should be located in the immediate periphery of the Town Centre, at the end of each of the radial routes. The following locations are identified (some of which are existing):

- On the Inner Relief Road, north of the Blackwater
- At the new public Transport Interchange Station
- On Brews Hill / Commons Road (near GAA grounds)
- On Academy Street
- On Athlumney Road, east of the Boyne

Their location at an average of 500 meters from the town centre area allows proper accessibility to all areas within the centre. These facilities will cater for medium duration trips to the centre, and their cheaper charges should discourage trips into the heart of Navan. Each of the car parks will be accessible by a radial route off the Local Distributor Road.

The provision of dedicated park and ride facilities will also be encouraged in the town. Specifically it is intended to examine the possibility of developing park & ride facilities at Nevinstown, in the Carriage Road area adjacent to the proposed rail/bus stations and also at Knockumber and Balreask.

Policies

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

- | | |
|------------|---|
| INF POL 30 | To promote where feasible and appropriate alternative options to surface car parking. |
| INF POL 31 | To apply the car parking standards as included in the Development Management Guidelines and Standards section of this Development Plan. |
| INF POL 32 | To explore, in conjunction with the Dublin Transportation Office (or any office replacing it), Bus Eireann and private bus operators, the provision of Park & Ride facilities within the Development Plan envelope. |
| INF POL 33 | To co-operate with relevant transport bodies and authorities and to support and encourage the provision of additional safe and suitable locations for bus and taxi services. |

In terms of car parking, it an objective of Navan Town Council and Meath County Council:

- | | |
|------------|--|
| INF OBJ 33 | To further develop and implement the recommendations of the Car parking Strategy contained in the Navan Integrated Development Framework Plan. |
| INF OBJ 34 | To implement the proposed recommendations of the Traffic Management Plan for Navan Town Centre. |
| INF OBJ 35 | To discourage through traffic from penetrating the town centre, by adopting a circulation system that directs cars to the Local Distributor Road Network, providing car parks on the edge of the town centre, pedestrianising streets within the centre, restricting on street parking and undertaking environmental improvements. |

INF OBJ 36	To adopt car parking management standards within the town centre that reduce on street car parking in favour of off-street car parking and a restriction on long term car parking facilities in favour of off-street car parking and a restriction on long term car parking facilities in favour of short term business, retail and leisure use.
INF OBJ 37	To encourage the provision of facilities for the parking of commercial trucks and vans and to identify a suitable site for the development of a commercial car park for the parking of such vehicles.
INF OBJ 38	To control the amount, pricing and location of parking.
INF OBJ 39	To support in conjunction with the Dublin Transportation Office (or any office replacing it), Bus Eireann and private bus operators, the provision of Park & Ride facilities at Knockumber, Nevinstown, Balreask, and the Carriage Road areas and other suitable locations.

7.7 Street Furniture & Lighting



Signage indicating the location of important Civic Buildings in Navan

Street Furniture includes refuse bins, seats, signage posts, bollards and telephone booths. Careful selection of street furniture, as part of any environmental improvements, is essential. That chosen should complement the existing built form of the town by means of an appropriate design style. Achieving this can enhance and add to the town's tourism potential and the urban environment in general. Adequate signage also can reduce traffic congestion and guide pedestrian to key trip generators in the town.

7.8 Keeping the Streets Clean

The Planning Authorities believe litter greatly reduces the appeal of a town and discourages people from making return trips there. If it is considered that a development may lead to the creation of litter, developers shall be obliged by condition to place or contribute towards the placement of public litter bins outside their premises, and any such litter bins shall be in keeping with the character of the area by means of appropriate design and styling to be agreed with the appropriate Planning Authority. It is noteworthy that significant progress has been made with respect to reducing litter in the town and this is reflected in the 2008 IBAL Anti Litter League results where Navan's was ranked in 21st place.

Policies

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

INF POL 34 To ensure that the people of Navan and its environs continue to enjoy a litter free environment through a partnership approach for the benefit of all who live, work in and visit Navan.

INF POL 35 To require the provision of public litter bins where there is a risk in the opinion of the Planning Authorities that a development would result in increased levels of litter on the public road or street.

Objectives

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

INF OBJ 40 To implement the Meath County Council, Litter Management Plan 2006 – 2009.

7.9 Water Supply and Sewerage Treatment and Disposal



Navan Waste Water Treatment Plant at Ferganstown (2008)

Adequate water services provision is critical to ensure the ongoing protection of the environment, to facilitate development, and also in the interests of public health. Chapter Two of this Development Plan provides a detailed context in respect of water services in Navan. The legislative framework for the provision of water services underwent radical change during the period of the previous development plan and this culminated in the enactment of the Water Services Act 2007. The Act defines water services as “all services, including the provision of water intended for human consumption, which provide storage, treatment or distribution of surface water, groundwater or water supplied by a water services authority, or waste water collection, storage, treatment or disposal.”. The Act also states that any previous reference to a sanitary authority should now be read as reference to a “water services authority”. The Act also includes a new provision for the preparation of a “water services strategic plan”. It states a water services strategic plan shall contain such objectives as seem to the water services authority or water services authorities concerned to be reasonable and necessary—

- (a) to protect human health and the environment,
- (b) to facilitate the provision of sufficient water services for domestic and non-domestic requirements in the area to which the plan relates, and

(c) to support proper planning and sustainable development, including sustainable use of water resources,

The Act states the objectives included in the water services strategic plan shall be deemed to also be objectives of the development plan for the area for the purposes of planning. Importantly, any objective in a water services strategic plan shall override an objective contained in a development plan where a conflict exists. The Planning Authorities are obliged to have regard to the water services strategic plan for the area in the preparation of a development plan. However at the time of writing the relevant section of the Water Services Act 2007 had not been commenced and brought into operation and so there was no water services strategic plan applicable to Navan.

Over recent years Meath Local Authorities have invested heavily in upgrading and maintaining Navan's water services network. Much of the funding which facilitated this was secured from central government, and this has facilitated Navan in achieving its strategic role as a Large Growth Town. It is considered that subject to the planned works outlined in the Navan & Mid Meath Water Supply Scheme been delivered, in addition to the delivery of the projects contained in the DoEHLG water services investment programme, that adequate services will be available in terms of water supply and waste water disposal to cater for the projected level of residential and commercial / industrial development over the plan period.

Policies

In terms of water supply and waste water treatment, it is the policy of Navan Town Council and Meath County Council:

INF POL 36	To continue the development and upgrading of the water supply system so as to ensure that an adequate, sustainable and economic supply of piped water of suitable quality is available for domestic, commercial, industrial, fire safety and other uses for the sustainable development of the town in accordance with the settlement structure identified in this Plan and as finances permit.
INF POL 37	To promote public awareness and involvement in water conservation measures by households, businesses and industries.
INF POL 38	To implement the Water Conservation Programme, in order to conserve valuable resources by reducing wastage.
INF POL 39	To utilise the existing water supply in an efficient and fair manner and in the best interests of the proper planning and sustainable development of the area.
INF POL 40	To ensure that all drinking water complies with the European Union Drinking Water Directive 98/83/EC and Directive 2000/60/EC as given effect in Irish law by the European Communities (Drinking Water) (No. 2) Regulations 2007, as may be amended.
INF POL 41	To protect groundwater resources having regard to the County Meath Groundwater Protection Plan.
INF POL 42	To develop groundwater protection schemes in line with the recommendations contained within the DoEHLG / GSI / EPA publication 'Groundwater Protection Schemes, 1999' or any revised or replacement publication.
INF POL 43	To maintain, improve and enhance the environmental and ecological quality of water by implementing the measures set out in the River Basin Management Plans and associated Programmes of measures that will emerge from the Eastern River Basin Districts Projects in co-operation with all organisations and major

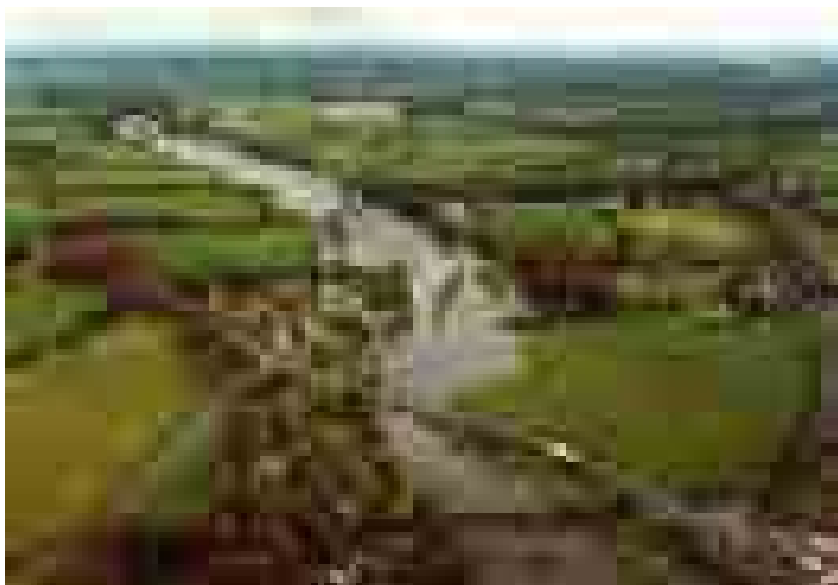
	stakeholders for the protection of drinking, ground and surface waters as part of the implementation of the EU Water Framework Directive.
INF POL 44	To protect surface water and groundwater resources and their associated habitats and species including fisheries and in particular Annex II listed species.
INF POL 45	To require the submission of a Water Conservation and Management Plan for all major new developments in accordance with Meath County Council Water Bye-Laws 2007 Part 3 Water Conservation.
INF POL 46	To ensure that septic tanks and proprietary treatment systems, or other waste water treatment and storage systems, and associated percolation areas where required as part of a development, comply with the recommendations of the Environmental Protection Agency and that they are employed only where site conditions are appropriate.
INF POL 47	To require that all individual dwellings connect to the public wastewater treatment system where possible and where capacity is available in lieu of utilising septic tanks or waste water treatment systems.
INF POL 48	To continue the development and upgrading of the waste water system serving Navan to ensure that an adequate treatment capacity is available for the sustainable development of Navan as finances permit.

Objectives

In terms of Water Supply and Waste Water Treatment, it is an objective of Navan Town Council and Meath County Council:

INF OBJ 41	To implement the Water Services Investment Programme 2007-2009.
INF OBJ 42	To continue the upgrading and rehabilitation of water main networks.
INF OBJ 43	To reduce leakage and wastage from the water supply system wherever possible in the interest of achieving efficiency and sustainability.
INF OBJ 44	To apply Water Pricing to the existing and future non-domestic development in accordance with the Polluter Pays Principle.
INF OBJ 45	To replace the cast iron water mains in Navan.
INF OBJ 46	To prepare plans for increasing the capacity of the Navan Waste Water Treatment Plant to cater for the growth in demand from the residential, commercial and industrial sectors over the lifetime of the plan.

7.10 Flooding



River Boyne having burst its banks at Kilcarn, Navan (Source: OPW)

The First Schedule of the Planning and Development Act, 2000 indicates that development plans can include objectives regulating, restricting or controlling development in areas at risk of flooding (whether inland or coastal), erosion and other natural hazards. The OPW is charged at a national/central government level to monitor and address situations pertaining to flooding. The Planning Authorities shall control development to minimize the risk of flooding, taking into account any relevant guidance from the Department of the Environment, Heritage and Local Government (DoEHLG) or the Office of Public Works (OPW) such as the Flood Risk Management Planning Guidelines.

Meath County Council & Navan Town Council will consider the impacts of climate change in relation to likely increase of flooding. The issue of climate change should be taken into account in flood risk assessments and surface water management.

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

INF POL 49 To control development in the natural flood plain of rivers and to take into account any guidelines regarding flooding issued by the DoEHLG or OPW.

INF POL 50 To require all significant developments impacting on flood risk areas to provide a Flood Impact Assessment, to identify potential loss of flood plain storage and how it would be offset in order to minimize impact on the river flood regime.

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

INF OBJ 47 All development proposals in this area (i.e. LAP 3 & FP7) shall demonstrate full compliance with the guidance and recommendations of the completed Flood Risk Assessment Management Study (FRAMS) i.e. 'Swan River Flood Risk Assessment, March 2008.

INF OBJ 48 To ensure that existing wetland habitats are adequately protected, managed and where appropriate enhanced where flood protection/management measures are necessary.

7.11 Sustainable Urban Drainage Systems

Rainfall on a greenfield site is either absorbed into the ground or runs off slowly to the nearest watercourse. With development, much of the area becomes impermeable with runoff being piped to the nearest watercourse or storm drain. Thus both the volume and rate of runoff can dramatically increase, which may lead to flooding or increased overflows from combined sewers, neither of which is acceptable. It is the policy of the Planning Authorities to prevent flooding caused by poorly drained runoff. In order to do this, Sustainable Urban Drainage Systems (SUDS) will be incorporated into developments in order to reduce and ultimately prevent flooding. The Draft (2008) DoEHLG Planning Guidelines on Flood Risk Management encourage greater use of Sustainable Drainage Systems (SuDS) generally including the use of permeable paving techniques and porous surfacing.

Policies

INF POL 51 To ensure that all new developments have satisfactory drainage systems in the interest of public health and to avoid the pollution of ground and surface waters.

INF POL 52 To require all new large scale developments to provide 'Sustainable Urban Drainage Systems' (SuDS) as part of their development proposals.

7.12 Telecommunications

Satellite dishes and telecommunications apparatus, if badly sited, can be visually obtrusive and affect the character and appearance of historic buildings and townscapes. Therefore, it is important in the interests of the townscape to ensure that further telecommunication and related development does not have a detrimental impact on the appearance or character of the town. The erection of domestic antennae and satellite dishes is restricted by the Planning and Development Regulations 2001-2008.

Objective

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

INF OBJ 49 To have regard to the following in considering proposals for the development of telecommunications masts, antennae and ancillary equipment:

- a) The visual impact of the proposed equipment on the natural, architectural and historic environment.
- b) The removal or modification of features of architectural importance.
- c) The impact any such development may have on protected structures or their setting.
- d) The potential for co-location of equipment on existing masts.
- e) The Department of the Environment "Telecommunications Antennae and Support Structures, Guidelines for Planning Authorities" (July 1996).

7.13 Broadband

High speed broadband is an important asset in order to attract inward investment into Ireland. As the private sector was failing to invest at the level necessary to keep pace with the demand for broadband, the Department of Communications, Energy and Natural Resources regional broadband programme was put in place. One element of the programme is addressing the telecommunications infrastructure deficit by building high speed, open access broadband networks, in association with the local and regional authorities, in major towns and cities.

A Metropolitan Area Network (MAN) broadband system to serve Navan was commissioned in 2007. The Metropolitan Area Networks (MANs) enable telecommunications companies to provide

cheap ‘always-on’ high-speed access to the Internet, a vital tool for industry and business to be efficient and competitive. It is also invaluable for educational institutes, health and research bodies and private consumers. The MANs will facilitate new entrants, new services and more competition for broadband throughout Ireland.

The MANs are publicly owned, while allowing all telecommunication operators open access to the networks. They are fibre-based and technology neutral resilient networks, which will ensure adequate capacity for generations to come.



Figure 6; Navan Broadband Metropolitan Area Network

Objective

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

INF OBJ 50	To implement the broadband strategy for Meath County Council as it relates to Navan by supporting the roll out of broadband infrastructure in Navan to serve the needs of business and residents.
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7.14 Solid Waste Collection and Disposal



Navan Recycling Centre, Mullaghboy Industrial Estate

Development will generate demand for domestic and commercial waste disposal and collection services. The construction phases of developments will also produce significant volumes of waste. Section 26 of the Protection of the Environment Act 2003 states that in performing their functions under the Planning and Development Acts, planning authorities and An Bord Pleanála “shall ensure that such measures as are reasonably necessary are taken to secure appropriate provision for the management of waste (and, in particular, recyclable materials) within developments, including the provision of facilities for the storage, separation and collection of such waste (and, in particular, such materials) and the preparation by the appropriate persons of suitable plans for the operation of such facilities.”

Developers may be obliged to submit a construction and waste management plan prior to the commencement of proposed construction activities. All waste material generated during both the construction and operational phases of development must only be collected by appropriately licensed waste contractors and disposed of in licensed waste facilities. The Planning Authorities may also impose conditions on developers to provide for the separation and collection of waste, in particular recyclable materials, in a development.

Policies

In terms of solid waste collection and disposal, it is the policy of Navan Town Council and Meath County Council:

INF POL 53 To promote education and awareness on all issues associated with waste management, both at industry and community level. This will include the promotion of waste reduction by encouraging the minimization, re-use, recycling and recovery of waste within the county.

INF POL 54 To implement the policies and objectives of the Waste Management Plan for the North East Region.

INF POL 55 To require the provision of bring banks, bottle banks or other appropriate recycling facilities as part of the overall development in the case of new or extended shopping centre developments and commercial neighbourhood centres, educational, sports, and recreational facilities. The sites shall be made available to the Local Authority at the developer's own expense and will be maintained by the local authority or its agents.

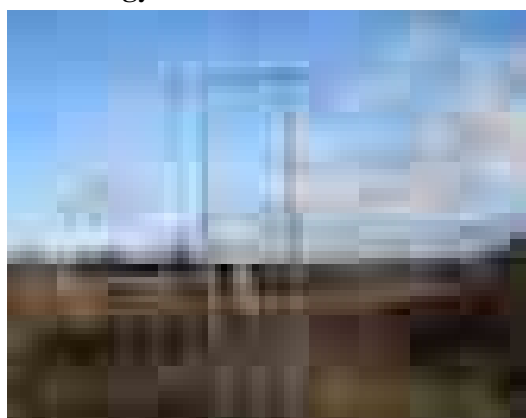
INF POL 56 To promote and encourage the recycling of construction and demolition waste in accordance with approved construction and demolition waste management plans.

INF POL 57 To ensure such measures as are reasonably necessary are taken to secure appropriate provision for the management of waste (and, in particular, recyclable materials) within developments, including the provision of facilities for the storage, separation and collection of waste.

In terms of solid waste collection and disposal, it is an objective of Navan Town Council and Meath County Council:

INF OBJ 51 To require the submission of a waste management plan for developments which meet the threshold for such plans as set out in the 'Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects' (DoEHLG 2006) or its replacement.

7.15 Energy



The Planning Authorities support national and international initiatives for limiting emissions of greenhouse gases and encouraging the development of renewable energy sources. New technologies have enabled the development of sustainable energy sources. These include, wind, biomass and waste, solar, hydro, combined heat and power, geothermal heat transfer, etc.

The Planning and Development Regulations 2001-2008 exempt a range of micro renewable technologies from the need to apply for planning permission. On top of this the Planning Authorities will seek to promote all appropriate technologies through the development management process. Developments should strive to attain high standards of energy efficiency and environmental sustainability, including bioclimatic site design, water conservation, ventilation, energy efficient strategies for housing design, daylight analysis, and high insulation standards. This is particularly important given the necessity for Building Energy Rating certificates as part of the conveyancing process.

Meath County Council & Navan Town Council is committed to improving energy efficiency through the promotion of the rational uses of energy, renewable energies and waste reduction. At macro level this plan seeks to ensure sustainable land use planning, inclusive of transport connections and a reduction in car trip generation. At a micro level and in particular in relation to building design, this plan seeks to facilitate development which provides high energy efficiency, reduced CO₂ emissions and water conservation measures. In line with other Planning Authorities in the GDA, Meath County Council seeks to significantly improve the energy and associated environmental performance relevant to prevailing practices.

Residential Development

Meath County Council & Navan Town Council will seek a collective average reduction of at least 60% in CO₂ emissions deriving from energy usage for space and water heating within the housing development, relative to a baseline of prevailing regulatory and design practice. This initial baseline of comparison is to be represented by the provisions of Technical Guidance Document L (TGD L) to the Building Regulations, 2002 using a conventional gas fired heating boiler with an assumed seasonal efficiency of 75%. The calculation is to be carried out using the Heat Energy Rating Method in TGD L, pending adoption of the official national methodology for determining energy performance of housing for the purposes of the EU Energy Performance of Buildings Directive (EPBD). In meeting this CO₂ performance target, the development shall include:

- A collective average reduction of at least 60% in energy consumption for space and water heating, relative to the baseline of existing regulatory and design practice and using the methodology outlined above; and
- A contribution of 30% by renewable energy supply systems to meet the collective space and water heating requirements within the housing development.

Non-residential Development

A collective reduction of at least 60% in CO₂ emissions deriving from total energy usage (space heating, water heating, lighting, other) arising from all services within the development, relative to a baseline of existing regulatory and design practice. This initial baseline of comparison is to be represented by the provisions of TGD L to the Building Regulations, 2006. In the absence of an official national methodology for determining the energy performance of non-domestic buildings, this calculation is to be carried out using a method compliant with the draft European Standard prEN 13790. In meeting this CO₂ performance target, the development shall include:

- A collective average reduction of at least 60% in energy consumption for all services, relative to the baseline of existing regulatory and design practice and using a methodology as outlined above; and
- A contribution of 30% by renewable energy supply systems to meet the collective energy requirements within the development.

To illustrate the above, using the Heat Energy Rating methodology, the baseline energy performance of new housing is typically 125 kWh/m²/year for space and water heating when constructed to the minimum requirements of Building Regulations, 2002, and using a boiler with a seasonal efficiency of 75%. This translates into a CO₂ performance of 23.7 kg/m²/year using a gas fired heating system. Meath County Council requires that new housing developments should achieve a 60% reduction in CO₂ emissions associated with space and water heating (i.e. to below 9.5 kg/m²/year), which must include a reduction in energy use for this purpose (i.e. to below 50 kWh/ m²/year) and a contribution of at least 30% by renewable energy systems to meet the collective space and water heating requirements within the development.

In pursuit of these targets, a menu of design and specification options will include the following:

- Site layout and associated bio-climatic/ passive solar design measures;
- Enhanced levels of insulation in walls, roofs, floors, glazing and doors;
- Reduced uncontrolled air infiltration losses;
- Use of healthy and controllable ventilation systems;
- Heat recovery systems;
- Use of daylight;
- Water conservation measures;
- More sustainable building materials;
- Improved heat generation appliance efficiency, e.g. condensing boilers;
- Intelligent heating system configuration and time/temperature/ zone/ function controls;
- Efficient provision of domestic hot water;
- Fuel switching to low or zero CO₂ emitting fuels;
- Energy efficient lighting systems;
- Incorporation of renewable energy systems, e.g. active solar, heat pumps, biomass;

- Provision of appropriate group or district heating systems.

In the case of non-domestic buildings, additional options include:

- Heating, ventilation and air conditioning systems and controls;
- Electrical energy use including motive power;
- Efficient lighting systems and controls;
- Building Energy Management Systems;
- Occupancy controls;
- Monitoring and Targeting systems;
- Combined Heat and Power (CHP).

Other measures which can contribute to the energy efficiency and renewable energy targets can also be considered. This menu approach enables designers and developers to adopt approaches which are responsive to site and client circumstances and constraints, and offers the flexibility to explore and employ different mixes of options on a case by case basis, to maximise technical and economic feasibility.

Policies

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

INF POL 58 To promote energy efficient solutions to fulfill the energy requirements of development. In deciding applications for medium to large scale residential, commercial and industrial development the Planning Authorities will require that all micro-renewable energy technologies are explored towards the achievement of increased sustainable energy use.

INF POL 59 To support and facilitate the development of enhanced electricity supplies, and associated networks, to serve the existing and projected residential, commercial, industrial and social needs of Navan.

INF POL 60 To locate service cables, wires, piping, including electricity, telephone and TV underground, where possible, and that existing overhead cables and associated equipment should progressively be located underground with future capacity considered and appropriate ducting put in place.

INF POL 61 To ensure high standards of energy efficiency in all housing developments and encouraging developers, owners, and tenants to improve the environmental performance of the building stock, including the deployment of renewable energy.

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

INF OBJ 52 To seek a collective average reduction of at least 60% in energy consumption for space and water heating in dwellings, relative to the baseline of existing regulatory and design practice and a contribution of 30% by renewable energy supply systems to meet the collective space and water heating requirements within the housing development.

INF OBJ 53 To seek a collective average reduction of at least 60% in energy consumption for all services, relative to the baseline of existing regulatory and design practice in non residential development and a contribution of 30% by renewable energy supply systems to meet the collective energy requirements within the development.

CHAPTER 8: DEVELOPMENT MANAGEMENT GUIDELINES & STANDARDS



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- 8.1 Residential Development**
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- 8.4 Retail and Office Development**
- 8.5 Other Commercial Development**
- 8.6 Shopfront Design**
- 8.7 Car Parking Standards**
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8.0 Introduction

This chapter sets out Development Management Guidelines and Standards for development.

8.1 Residential Development

It is the policy of Meath County Council and Navan Town Council to encourage the establishment and maintenance of sustainable residential communities within County Meath. It is an objective of the Meath County Development Plan 2007 to prepare updated Housing Estate Design Guidelines. These Guidelines will address issues including inter-alia, traffic calming measures, parking, children's play areas, landscaping, open space design, provision and maintenance of active and passive recreational areas and community buildings etc. These guidelines will also be applicable to Navan. They will be facilitated by:

- The creation and maintenance of a satisfactory residential environment which meets the needs and as far as possible, the preferences of residents and fosters the development of community;
- The integration of new housing into the natural and built environment in a manner that makes a positive contribution to the overall environment in the locality;
- The encouragement of energy efficiency both during the construction phase and during the lifetime of the development by sensitive design and layout and taking into account the topography, orientation and surrounding features of each site;
- The use of design briefs and qualitative and quantitative criteria in assessing applications for residential development.

The successful design of residential development will depend on a coherent and unambiguous design brief. In dealing with applications for residential development over 0.2 hectare (0.5 acre) or for more than 15 residential units, the Planning Authority will require the submission of a design brief as part of the application documents:

The principal functions of a design brief will be:

- To ensure that the key characteristics of the local context are taken into account from the outset;
- To establish the overall form of the development, based on the density and layout of buildings and spaces;
- To indicate how the layout of roads, streets and open spaces contribute to the spatial hierarchy, as well as linking the development to the rest of the vicinity;
- To indicate how the quantitative and qualitative criteria, which inform the design have been adhered to.

Quantitative criteria refer to density, private open space, public open space, roads, footpaths, car parking standards and internal space standards. Qualitative criteria refer to consideration of safety, privacy, sense of place, variety functions, convenience and aesthetics.

The design of residential development should not be based solely on compliance with quantitative standards. The creation of residential areas with a sense of place should be the priority. In the making of places, road layout and the movement of vehicles should not dictate the internal layout of a housing estate. The design of new residential development should provide for a network of functional and aesthetically pleasing public, semi-private and private spaces rather than merely a hierarchy of roads. It is not the road layout that should be paramount, the design should provide for a network of spaces rather than a hierarchy of roads.

8.1.1 Residential Density

The Planning Authorities in assessing planning applications for residential development will have regard to the recently published '*Sustainable Residential Development in Urban Areas*' Guidelines to Planning Authorities. These guidelines supersede the Departments '*Residential Density Guidelines*' (1999), which advocate the dispensing with the prescription of maximum residential densities.

8.1.2 Qualitative Criteria

In planning any new housing development regard should be had to the department of the Environment, Heritage and Local Government publication "Quality Housing for Sustainable Communities" (2007) and "Sustainable Residential Development in Urban Areas" Guidelines for Planning Authorities (2008).

- Pedestrian and vehicular movement within housing areas should be convenient, safe and pleasant. Within larger housing areas, a clear hierarchy of spaces and roads should be apparent. Movement through estates should be guided by the principles of security, with opportunities for crime and anti social behaviour minimised.
- Estate design should be guided by the principle of lifetime use and recognise the role of housing areas in children's play activities and the needs of the elderly and of persons with a disability. In particular, the layout of roads, footpaths and open space, should facilitate children to move freely and safely around their neighbourhood, and to be able to play in front or within sight of their homes.
- Every effort should be made to eliminate through traffic and long straight roads should be avoided. Where shared surfaces are proposed, vehicle design speeds should be at or near walking pace. This shall be achieved by design features such as curves, ramps, pinch points and other features where appropriate. Parking should generally be off the carriageway, principally within the curtilage of each house.
- In housing developments containing 15 or more units, a mix of house types and sizes should be provided. Variety in design, within a unified concept, is desirable. This may be achieved through scale and massing, roof profiles, materials and decorative details. In smaller schemes, i.e. less than 15 units, uniformity in design and finishes may be desirable and necessary. A strong mix of housing type allows for a greater diversity in the population profile of Navan.
- Public open space within residential developments should be designed so as to complement the residential layout and be informally supervised by residents. They should be visually and functionally accessible to the maximum number of dwellings. The landscape design of open spaces, including the retention of existing features such as an important stand of trees, stream or rock outcrop, must be incorporated into the initial design process. Where such features are being retained, they should be situated in open space to ensure their visual setting and protection. The design and layout of the network of public open spaces should take into account, and make provision for, the need for level areas of sufficient size to accommodate informal sports activities for children. Narrow tracts of open space, which are difficult to manage, are not acceptable.
- Privacy defined as freedom from undue observation is an essential factor in residential layout. Privacy can be ensured by attention to the alignment of new residential buildings and their relationship to each other. Good design in housing layouts, the configuration of houses and their relationship to each other, to open spaces and roads, should aim to provide layouts with adequate private open space and screening so as to achieve freedom from observation.

- New development will be encouraged to optimize usage of orientation and natural sun lighting with single aspect housing being discouraged and multiple aspects being considered an advantage in apartment type development.
- Parking requirements will normally be of the order of one or two spaces per dwelling, depending on dwelling size, access to public transport and accessibility to town centre facilities. Curtilage parking will not necessarily be mandatory with grouped parking an option subject to ensure a high degree of passive surveillance. Underground parking will also be an option subject to acceptable access, circulation and parking space dimension standards, provision of good ventilation and standards of personal safety. Proper provision must always be made in all layouts for access by fire appliances and refuse freighters.

8.1.3 Houses

- All houses should have an area of private open space, exclusive of car parking, to the rear of the building line. Minimum rear garden size shall conform to the recommendations of the Sustainable Residential Development in Urban Areas, Guidelines for Planning Authorities.
- A minimum of 22 metres, between directly opposing windows shall be observed. Where sufficient private open space is provided and privacy is maintained, this depth may be reduced for single storey dwellings.
- Screen walls, 2.0 metres in height and constructed in accordance with I.S. 325 shall be provided where the boundaries of the house sites abut roads, pedestrian ways or open spaces, and where the areas of private open space are below the minimum standards outlined above. The walls shall be capped and rendered or other decorative finish consistent with the design/finish of the house design.
- A minimum distance of 2.3 metres shall be provided between dwellings for the full length of the flanks in all developments of detached, semi detached and end terrace houses. This area shall be equally divided between the dwellings so separated. Where garages are provided as single storey annexes to houses, the above separation distance may be reduced, providing a direct through access from front to rear of the dwelling is maintained.
- Public open space shall be provided for in residential development at a minimum rate of 15% of total site area. In areas, which the Planning Authorities have decided that a Framework Plan should be prepared, public open space shall be provided at a minimum rate of 15% of total site area. Where residential developments are close to existing facilities or natural amenities or where in the opinion of the Planning Authority it would be in the interests of the proper planning and sustainable development of the area, the Planning Authority may require a financial contribution towards the provision of public open space or recreational facilities in the wider area in lieu of public open space within the development.
- The use of hard landscaping elements such as paving, cobbled areas, etc. should play an increasingly important role in the design and presentation of open space concepts. Hard play areas such as all weather surfaces should also be taken into account when assessing new proposals.

8.1.4 Apartments

The Planning Authority is aware that in areas of multiple occupancy developments, there are a gather number of people. This can adversely affect the amenities of the area – increased traffic generated coupled with car-parking requirements, lack of commitment to (public and private) open space maintenance (particularly when residents may not be home owners), increased noise, nuisance and general disturbance. The subdivision of existing dwelling houses into apartments/flats will not generally be permitted within residential estates designed and developed for single family occupancy.

Planning applications for the development of apartments are subject to the following guidelines and standards:

- Apartment development should have a high quality of building design and site layout and have due regard to the character of the adjoining streetscape or landscape. They will not normally be permitted on sites surrounded by or gaining access through family occupied suburban housing estate development. They may be acceptable within housing developments when planned or constructed as part of such development but will only be permitted where a satisfactory degree of separation from standard suburban housing, in terms of design, height and layout is achieved to the satisfaction of the Planning Authority.
- The Planning Authority will have regard to the principles as outlined in the Department of the Environment, Heritage and Local Government (2008) publication on “Sustainable Residential Development in Urban Areas” Guidelines for Planning Authorities, in considering the density and layout of housing estates. Housing densities should be appropriate to the location of the development and have regard to pattern and scale of adjoining development.
- The maximum heights of apartment developments in residential zones or in areas with a suburban residential character will be determined on a site by site basis by the Planning Authority. A significant consideration will be the manner in which the adequacy of the site area allows the building to be sited in a manner which will not interfere with the scale, amenities or visual quality of existing development. To this end, it will be necessary to have adequate open space in addition to parking space and tree screening so that a satisfactory transition from the scale of any neighbouring buildings of lower height may be achieved.
- In the case of apartment blocks, particular attention must be paid to the location of communal open space for the residents. This open space should not be unduly overshadowed by the blocks and be laid out in such a fashion as to provide for ease of maintenance. Secluded sunny areas and shade should be provided by a careful choice of planting. Public open space shall be provided at a minimum provision of 15% of the total gross area of the site. Fuel and bin storage areas shall be provided.
- Car parking should be broken up by planting and located where they do not obtrude onto the layout and yet provide for reasonable convenience of users. Only minor areas of car parking, primarily for visitors, will be permitted between the block and the road boundary.
- Car parking space will be calculated on the basis of 1.5 - 2 spaces per residential unit. Where development is likely to involve significant letting, an innovative car-parking layout should be proposed to accommodate increased car parking within the curtilage of the site above the standards outlined above. Visitor car parking will be calculated on the basis of 1 space per 2 apartments.
- The Planning Authority will generally seek apartment units larger than the minimum standards set out in the DoEHLG Planning Guidelines on Sustainable Urban Housing: Design Standards for New Apartments (2007 or as may be superseded).

8.1.5 Family Flat Extensions

The creation of a family flat, generically referred to as ‘granny flats’, to be occupied by a member of the occupant family is generally acceptable, provided it is not a separate detached unit, and it is possible to provide direct access to the remainder of the house. There shall be no permanent sub division of the garden / private amenity space. The flat shall not be let or sold, other than as part of the overall property and shall revert to being part of the original house when no longer occupied by the family member. The design should ensure that the flat forms an integral part of the main dwelling unit capable of reintegration for single family use.

8.1.6 Extensions

In assessing an application for a house extension, the Planning Authority will have regard to the following:-

- The Department of the Environment, Heritage and Local Government (2008) publication on “Sustainable Residential Development in Urban Areas – Guidelines for Planning Authorities” in considering the existing site density and remaining private open space.
- The need for high quality designs for extensions will be required that respect and integrate with the existing dwelling in terms of height, scale, materials used, finishes, window proportions etc.
- Pitched roofs will be required except on some single storey rear extensions. Flat roof extensions visible from public areas will not normally be permitted.
- Impact on amenities of adjacent residents, in terms of light and privacy. Care should be taken to ensure that the extension does not overshadow windows, yards or gardens or have windows in the flank walls which would reduce a neighbour’s privacy.
- Effect on front building line – extensions will not generally be allowed to break the existing front building line. However a porch extension which does not significantly break the front building line will normally be permitted. In terrace and semi-detached situations, extensions which significantly protrude beyond the front line building line and/or along the full front of the house will not be permitted.
- In the case of a single storey extension to the side of a house, the extensions should be set back at least 150mm from the front wall of the existing house to give a more satisfactory external appearance.
- In some circumstances a gap of 1m is to be retained between the extension and the neighbouring dwellings so as to prevent dwellings which were intended to be detached from becoming a terrace.
- Dormer extensions should not obscure the main features of the existing roof, i.e. should not break the ridge or eaves lines of the roof. Box dormers should be provided.
- Front dormers should normally be set back at least three-tile courses from the eaves line and should be clad in a material matching the existing roof.
- Proposed side extensions must retain side access to the rear of the property where possible.
- Ability to provide adequate car parking within the curtilage of the dwelling house.

8.1.7 Conversion of Existing Houses

Conversions of houses and apartments to other uses will not normally be permitted. The conversion of part of a dwelling to a medical or dental surgery will normally be permitted where the dwelling remains as the main residence of the practitioner. The conversion of houses to apartments in predominantly single family dwellings will not normally be permitted as such conversions would lead to deterioration in the residential amenities of these areas. However, in the subdivision of large houses and houses on primary traffic routes in the town centre may be permitted under certain circumstances, where such factors as the extent of open space within the site boundaries, tree planting, car parking spaces, etc. would permit satisfactory conversions. Design considerations include that the internal space accords with the DoEHLG recommended standards. Individual units should be self-contained with their own bathroom facilities and refuse bin storage area and washing/drying facilities which are accessible to the occupants of that unit.

8.1.8 Home Based Economic Activity

Home based economic activity is defined as small scale commercial activity carried out by residents of a house which is subordinate or ancillary to the use of the dwelling as a place of residence. In dealing with applications for such developments, the Planning Authorities will have regard to the following:

- The nature and extent of the work;
- The effects on the amenities of adjoining properties particularly as regards hours of operation, noise and general disturbance;
- The anticipated level of traffic generation;
- The generation, storage and collection of waste.

Permissions for such partial change of use will be restricted to use by the applicant and may be temporary, for a three year period, in order to enable the Planning Authorities to monitor the impact of the development. Permission will not normally be granted for such changes of uses in apartments.

8.1.9 Childcare Facilities

The provision of childcare facilities is subject to the Child Care Act and the Child Care (Pre School Services) (No.2) Regulations, 2006 and Child Care (Pre School Services) (No.2) (Amendment) Regulations 2006. The Planning Authorities recognise the need for properly run and conveniently located childcare facilities in Navan. It is the policy of Navan Town Council & Meath County Council to implement and be guided by the Planning Guidelines on Child Care Facilities, 2001.

Applications for childcare facilities in a residential area will be assessed on the basis of their impact in terms of noise, loss of residential amenity, traffic generation and general disturbance. In general, the factors to be considered in determining a planning application for a childcare facility are as follows:

- Compliance with the Child Care (Pre School Services) (No.2) Regulations, 2006 and Child Care (Pre School Services) (No.2) (Amendment) Regulations 2006;
- The suitability of the site and building;
- The size and nature of the facility proposed (i.e. seasonal or full day care);
- The effects on the amenities of neighbouring residents;
- The availability of easy access to public transport and the availability of safe and convenient arrangements for dropping off and collecting of children and for staff car parking;
- The adequacy of the local traffic circulation system and the prevailing local traffic conditions;
- The adequacy of outdoor play areas, separated from car parking and service areas;
- Ease of access for all.

Large detached properties, at/near the entrance to housing estates, with off street parking, provide the most suitable properties for conservation. Alternative sites may be considered subject to proposals adhering to proper planning criteria.

The Planning Authorities will consider proposals for purpose built or converted childcare facilities within residential estates, where they are suitably located and are of a scale appropriate to the area. Where a large housing development is proposed, i.e. 75 or more dwelling units, the Planning Authorities may require the designation of an appropriate house or the provision of a purpose built unit for childcare facilities and in deciding whether to do so shall have regard to the existing level of childcare provision in the area.

8.1.10 Parking in Front Gardens

The cumulative effect of removal of front garden walls and railings damages the appearance of suburban streets and roads. Consequently, proposals for off street parking need to be balanced against loss of amenity. Where permitted, “drive-ins” should:

- Not have outward opening gates.
- Have a vehicular entrance not wider than 3 metres.
- Have an area of hard standing (parking space of 2.5 m x 5 m).
- Retain the balance as garden.
- Have gates, walls and railings made good.

Where adjoining householders intend to construct drive ins, a more efficient use of garden space can be achieved by the use of a shared vehicular entrance to serve both houses. Alterations necessary to the footpath will be carried out by the Local Authority at the applicant’s expense or by the applicant at the applicant’s own expense under the supervision of Meath County Council.

8.2 Residential Site Development Standards

8.2.1 Services

In general, applications for housing development on unserviced and unzoned lands within the Development Plan boundary will be regarded as premature. Where water and / or sewerage infrastructure is privately provided, the type and design shall be in compliance with the standards set by the Planning Authorities. All sewerage systems should conform with the proper planning and sustainable development of the area and public health standards. Septic tanks, individual and/or group schemes will be required to connect up to the public sewerage scheme when it is provided. For guidance on services associated with residential developments, refer to ‘Recommendations for Site Development Works for Housing Areas’, 1998 by the Department of the Environment & Local Government.

8.2.2 Art Work

Proposals for medium to large scale housing developments shall provide a monument/art feature or similar.

8.2.3 Screen Walls and Boundaries

Screen walls, 2 metres in height and constructed in accordance with I.S. 325 shall be provided where the boundaries of the house sites abut roads, pedestrian ways or open spaces, and where the areas of private open space are below the minimum standards outlined above. The walls shall be capped and rendered or other decorative finish consistent with the design/finish of the house. A uniform treatment for the boundaries of individual sites shall be implemented throughout a residential development. In general front boundaries shall be defined by walls or fences at least 0.5 metres high in keeping with the house design. Open plan front gardens will only be acceptable in innovative layouts and where a high level of safety is achieved. Open plan gardens will not be allowed on main access roads.

8.2.4 Parking Provision

Car parking spaces will be calculated on the basis of one/two spaces per dwelling unit depending on dwelling size, access to public transport and local facilities. These may be provided on site or on street. Appropriately designed on-street car parking will be encouraged so as to facilitate increases in residential densities at appropriate locations. This parking may be provided as a shared parking area or bay, which may be integrated into the overall development, or provided on-street where road

widths are developed to adequate standards. In general, no more than 10-15 spaces will be provided in a shared parking cluster, in the interest of visual amenity. Within group parking areas, consideration will be given to the visibility of residents' cars (from their homes if possible), convenience, and the need to soften the impact of group parking by landscaping. In some older residential areas, small front gardens and original features such as railings are characteristic of the overall development scheme, and in such areas on site car parking in front gardens / patios may not be permitted. Proposals for off street parking need to be balanced against loss of amenity (visual and physical) and will be considered in light of traffic flows and car parking in the vicinity.

8.2.5 Name of Residential Developments

The name of residential and road developments shall be in Irish and reflect local place names, particularly townlands or local names which reflect the landscape, its features, culture and /or history, within which developments are located , including names of historical persons who have some association with the area as agreed by the Navan Area Committee and Navan Town Council. The names of roads shall be accompanied by an English translation, if appropriate. Name plates should be fixed to walls and buildings where they can be clearly seen. In order to assist the public and postal authorities, all houses within housing estates or in comprehensive street developments shall be provided with numbers and / or names, which shall be visible from the adjoining roadway. Street nameplates, in Irish & English, should be erected on all estate roads at a location that is clearly visible to the motorist. Ideally, they should be placed at junctions to be of maximum assistance to the navigating motorist, cyclist or pedestrian.

8.2.6 Maintenance & Management

Section 34 (4) (i) of the Planning & Development Act 2000, provides for the inclusion of conditions attached to a planning permission regarding the maintenance or management of a proposed development. This includes the establishment of a Management Company or the appointment of a person or body of persons to carry out such management or maintenance. Provisions for estate management should be put in place in order to maintain the amenity, quality and visual quality of a development once the development is complete. Details of the Management Company, inclusive of the framework of the Management Company, must be agreed with the Planning Authority prior to the commencement of development. There are a number of elements in good management practice, which should be adhered to, some of which are identified below:

- Establish a management agency, with a Board, including representatives of the residents, to oversee estate management.
- Develop policies in relation to the maintenance of common areas, lighting, security, cleaning, etc.
- Develop policies in relation to the overall appearance of the development.
- Formulate a code of conduct for all residents in relation to issues such as noise levels, parking, conduct of business from home, etc.
- Identify costs such as estate management and levy each household appropriately. The Planning Authority will make financial provisions for costs levied on social housing residents of a development.

8.3 Rural Development

Traditional buildings in the countryside evolved in response to their setting and function on the land. They blend sympathetically with their surroundings and do not appear incongruous in the landscape. It is essential that similar care is exercised in the sitting and design of new buildings to ensure they too can integrate harmoniously with their surroundings and thereby protect the amenity and character of the countryside.

The determination of whether a new building integrates into the landscape is not a test of invisibility, rather it requires an assessment of the extent to which the development of the proposed site, including necessary site works, will blend in unobtrusively with its surroundings. The main criteria against which the degree of visual impact will be considered include:

- The location of the site within the landscape, the position of the building within the site and its relationship with surrounding buildings. This will help determine whether the development will be a prominent feature in the landscape;
- The attributes of the site and its landscape surroundings and whether these provide sufficient enclosure for the new building. This includes the existence or otherwise of natural boundaries and/or a visual backdrop, and whether there is any intervening vegetation or natural features between the site and critical views; and
- The suitability of the design of the building for the site and its locality, including its form, scale and massing. The assessment of integration will be judged from critical views along stretches of the public road network, shared private lane-ways serving existing or approved dwellings, public rights of way and other areas of general public access and assembly, e.g. a car park.

New buildings that would read as skyline development or occupy a top of slope/ridge location or otherwise be a prominent feature in the landscape will be unacceptable. New buildings should be sited to take advantage of the opportunities afforded by existing mature planting, hills, slopes or other natural features to provide suitable enclosure. These features can provide a visual backdrop to development and equally where located in the foreground between the site and critical views can assist integration by filtering views of the new building. A group of existing buildings, such as a farm complex may also provide an opportunity to sensitively integrate a new building provided this does not adversely impact on rural character.

Where trees provide enclosure or a backdrop to a site they should be retained and where necessary augmented by new planting with native or other species characteristic of the area. This will assist the integration of the new building and help promote biodiversity. Care should be taken to ensure that an appropriate distance is maintained between tree root systems and building foundations, so neither is compromised.

While new tree planting for integration purposes will be considered together with existing landscape features, new planting alone will not be sufficient. A building on an unacceptable site cannot be successfully integrated into the countryside by the use of landscaping. New planting will inevitably take a considerable length of time to mature and in the interim will not mitigate the impact of new development. Similarly a new building that relies on significant earth works, such as mounding or cut and fill for integration will be unacceptable.

Due to the widespread views generally available in flat landscapes or exposed hill areas, it is all the more important to ensure that new buildings integrate well with their surroundings. In such areas, poor sitting and design carries with it a greater potential for adverse impact on visual amenity and rural character. Particular care is therefore required in site selection so that new buildings will integrate into these landscapes.

Design

The form and proportions of a new building are key elements in the design and strongly influence its visual impact on the landscape. If form and proportion are wrong, then little can be done with any

other features to mitigate the impact of a poor design. Where the scale, form or massing of a building would make it dominant or incongruous in the local landscape, planning permission may be refused.

The most successful rural designs are those which use the simple shapes and forms of traditional buildings. Where a return is provided, it is normally to the rear with only a porch on the front elevation. The roof is either gable or hipped depending upon the locality and chimneys are positioned along the ridgeline.

A good relationship of solid wall to openings, such as windows and doors, is extremely important in a rural setting. Windows are traditionally small and vertical in proportion. Secluded elevations screened from public view may provide opportunities for design innovation, provided the overall design and orientation are acceptable. New houses, particularly bungalows, favour larger areas of glass usually with a horizontal emphasis out of keeping with traditional design. Unusually large horizontal windows on elevations facing roads or footpaths are not acceptable and should be avoided. Picture windows, balconies and patio doors are more effectively located on the secluded elevations where shelter and personal privacy can be guaranteed, provided the overall design and orientation are acceptable. Unequal pitched roofs reflect the traits of suburban rather than rural architecture and will normally be unacceptable. Similarly, buildings where the roof is designed to span the length, rather than the width of the structure, will normally be unacceptable.

Relative simplicity of design and discretion in the use of materials, texture and colour will greatly enhance the appearance of a building. The use of non-traditional materials such as brick, concrete and random stone-cladding tends to introduce too much diversity of colour and texture. Combinations of materials on walls, the use of feature panels and excessive ornament should be avoided. Where appropriate, applications for buildings in the countryside should include details of proposals for site works, retention or reinstatement of boundaries, hedges and walls and details of new landscaping.

Access and Other Ancillary Works

New accesses are often a visible feature of new buildings in the countryside and on occasion can be more obtrusive than the building itself, particularly if they include ornate walls, gates and fencing. Wherever possible access to a new building should be taken from an existing lane-way. Where a new access drive and services, such as electricity and telephone lines, are required, they should be run unobtrusively alongside existing hedgerows or wall lines and accompanied by landscaping measures. Access driveways should respect site contours and cross them gently, thus integrating the building with its entrance and site. Sweeping driveways which create a suburban emphasis and access arrangements, will not be acceptable. The traditional field pattern should be preserved and roadside and field boundary hedges and stone walls retained or reinstated following any access works. Retention or reinstatement of boundaries, hedges and walls is an important element in mitigating the impact of new development and where necessary will be controlled by condition.

8.4 Retail & Office Development

8.4.1 General

Suburban shopping and office development is subject to control to avoid erosion of demand for town centre floorspace. Developers should bear in mind that:

- Infill development should reflect the architectural character of its surroundings in terms of height, massing, materials and design.
- In cases where car parking is permitted, a reasonably attractive layout incorporating and /or screening will be required.

8.4.2 Office Development

The Planning Authorities will encourage over counter office development to be located in the town centre. The use of vacant or underutilized upper floors for office development will be encouraged by

the Planning Authorities. Outside of the town centre, applications for office development will normally only be considered within the Industrial & Business Park, on industrially zoned lands or on appropriately identified 'Gateway' sites. All new office developments outside of the Town Centre will be required to provide a minimum of 10% Open Space. Where offices are proposed on lands zoned for industry, such development will be required to provide a minimum of 10% Open Space in addition to a minimum of three metre strip of landscaped open space along all roads.

8.4.3 Retail Development

Having regard to the recommendations of the 'Retail Planning Guidelines for Planning Authorities' published by the DoEHLG in 2005, and the 'Retail Planning Strategy for the Greater Dublin Area' 2008, it is generally the objective of the combined Planning Authorities to encourage central locations for new retailing activity and consider the needs of residential neighbourhoods in catering for local shopping needs.

8.4.4 Shopping Centres

Shopping Centres must conform to the highest urban design standards. The design must ensure that the proposed centre will be integrated with, and be complementary to, the streetscape where it will be located, or in accordance with detailed urban design framework.

It is a requirement of the Planning Authorities that proposals for major retail centres such as shopping centres and food outlets are accompanied by specific measures to address the following issues;

- The scale of the proposal in relation to its planned catchment and existing floorspace provision including a Retail Impact Study on established centres.
- The ability of the proposal to be adequately serviced in relation to car parking, public transport and pedestrian and cyclist access and facilities.
- The creation, and enclosure of, good pedestrian space at an appropriate scale.
- A good mix of uses to increase activity and passive security, particularly in the evening time.
- The provision, within the overall design of the centre, of public facilities such as childcare facilities, toilets, advice centres, public telephones, etc.
- The provision and design of street furniture including public art, telephones, seats, litter bins, etc.
- The provision of residential uses, particularly apartments and maisonettes, as an integral part of the centre, in order to increase the evening activity and security of the centre.

The design and layout of buildings, including materials, should discourage graffiti and other forms of vandalism. Service areas should be out of sight of surrounding residential and pedestrian areas. Tree planting and landscaping must form part of the overall design of the Centre, plans of which must be prepared by a fully qualified landscape architect.

In addition, the use of 'roll-down' or external type security screens will not normally be considered in retail development generally in central areas and where the provision of screens is considered imperative, the use of perforated external and back lit screens or translucent internal screens will be considered.

8.5 Other Commercial Development

8.5.1 Industry, Warehousing and Business Park Developments

Industrial and commercial developments on Greenfield sites will be required to satisfy minimum requirements for design regarding location, layout, finishes, access, tree planting and landscaping, boundary treatment, water supply, drainage, and effluent disposal. In addition, sufficient space shall be reserved within the curtilage of the site for parking of all employees and visitors cars for the loading and unloading of vehicles. It is intended that such developments should leave one-third of the site free from buildings and that adequate rear access to business premises be made. Adequately screened on-site storage shall be provided for raw materials, waste products and finished goods. A high standard of design, finish, layout and landscaping will be required for industrial, warehousing and business park development. Comprehensive landscaping plans must be prepared by a fully qualified landscape architect and shall be submitted at application stage. Where proposals for these type of developments would generate a large volume of HGV traffic, they shall not be located where they would encourage movement of such traffic through residential areas. It is essential that each industrial/warehousing unit be provided with adequate space for loading and unloading goods, including fuels, in an area clear of the public road and preferably behind the building line. Approximately one third of the site must be kept free from buildings. In the case of development for two or more industrial/warehousing buildings, a uniform design for boundary fences, roof profiles and building lines is essential. Areas between the building and the road boundary may include car parking spaces, provided an acceptable landscaping scheme is incorporated.

Industrial/warehousing/business park developments should present a pleasant aspect helped by tree planting, the careful design of signage, screening of storage space and unobtrusive loading and parking space. A variety of unit size shall be provided to cater for the different needs of potential occupants. There are also developing opportunities for enterprise in the areas of waste recycling and conservation. As part of the Planning Authorities' commitment to sustainable development and to positively discriminate towards such types of activities, the application of development levies for this type of activity will be reviewed in individual circumstances. The Planning Authority will require details of the nature of the proposed activities and of the means of controlling effluents, noise, light, solid waste and gaseous emissions from these activities together with ameliorative measures as part of a planning application.

In assessing an application for development, the Planning Authority will weigh the development against its impact on the environment. Applications for industrial/commercial developments will be considered having regard to the following:-

- **Zoning of area (if applicable)** – More favourable consideration will be given to development in their appropriate zones having regard to the Zoning Matrix Table.
- **Site coverage** – The maximum site coverage for industrial/commercial development on Greenfield sites shall be no more than 40% coverage. Site coverage is determined by dividing the ground floor area by the gross site area.
- **Sustainability Statement** – is required for all large scale industrial/commercial development above 5,000sq.m.
- **Design of buildings/structures on site** – In existing industrial estates, new developments may be required to adhere to an overall architectural theme to ensure uniformity and co-ordination.
- **Height** – The height of buildings should be no more than necessary for the operation of the business and should take account of the land-uses, character and amenities of the area.
- **Neighbourhood uses** – Location relative to adjacent land uses – if the development constitutes a “bad neighbour” it will not be permitted.

- **Use** – nature and scale of operations. Full details of proposed use, including industrial processes involved, any toxic materials, chemicals or solvents used should be submitted to the Planning Authority.
- **Hours of operation** – Particularly where the proposed development is located in proximity to residential areas.
- **Services** – Availability of adequate services to serve the development – water, sewerage, etc.
- **Access** – Traffic congestion, access and road safety. Generally one vehicular access point will be permitted to serve the development with a minimum carriage way width of 7.5 metres with a 2 metre wide footpath to either side. Adequate turning areas must be provided within the curtilage of the site unless satisfactory alternative arrangements are agreed with the Planning Authority.
- **Parking** – Functional parking provision (car parking for staff/visitors, loading/unloading areas etc.) in accordance with Planning Authority's vehicle parking standards.
- **Storage** – All external storage including bin storage, oil tanks, etc. shall be visually screened from the public areas with adequate screening by fencing or walls of not less than 2 metres in height.
- **Fuel & Waste Storage** – Proposals for and location of safe storage on site and disposal of waste is required. A storage area of sufficient size for all recyclable materials generated from the development to the requirements of the Waste Management (Packaging) Regulations 2003 to 2006, as amended, should be provided. All over ground oil chemical storage tanks should be adequately bunded to protect against spillage.
- **Boundary Treatment and Landscaping** – Proposal should be accompanied by a survey of existing vegetation on the site and a suitable landscaping scheme using native species to screen the development from public areas. Existing trees and hedgerows of amenity should be retained where possible. No security fencing will be permitted forward of the front building line of any industrial or warehouse facility other than during the construction phase of the development.
- **Lighting and Noise** – Impacts resulting from lighting and noise from sites should be minimised. A detailed study may be required prior to the commencement of development in sensitive locations (e.g. adjacent dwelling houses, nursing home etc.) to outline probable impacts and mitigation measures. Noise level arising from any development should not exceed 45 Db (A) Leq, when measured at the site boundaries by daytime and should not exceed 45 Db (A) Leq at any other time. Lower noise limits may apply in areas where background noise levels are particularly low.

8.5.2 Extractive Industry

General

The Council recognises the importance of extractive industry in the economic life of the County, and importance as a valuable source of employment in parts of the County. It is an objective of the Council to ensure that extractive developments do not adversely affect the environmental, tourism, local communities, residential qualities and/or any adjoining existing land uses in the area. In particular, the Council will seek to protect areas of geological or geomorphological interest, groundwater and important aquifers, important archaeological features and Natural Heritage Areas from inappropriate development. The Council will facilitate the exploitation of the County's natural resources where there is a proven need for a certain mineral/aggregate. Control will be exercised over the types of development taking place in areas containing proven or potential extractive

deposits in the interests of proper planning and sustainable development. In such areas, only development compatible with mining or quarrying activities will be permitted in areas being or likely to be used for these purposes.

In appropriate circumstances the Council shall seek the safeguarding of deposits of minerals from permanent development that would prevent or hinder their subsequent extraction. Transportation of minerals on public roads must be done in such a manner as not to cause nuisance to other road users. Such extractive operations should have good access to the National and/or Regional road network. A contribution towards the improvement of public roads serving a proposed and/or existing extractive development which are considered to be inadequate in width, alignment or structure to carry the size and weight of loads proposed as are necessary to safely accommodate such traffic, will be required by the Council as a condition of any permission granted. Where improvements cannot be achieved the proposal will be refused.

It is an objective of the Council to ensure that all worked-out pits be rehabilitated to suitable land uses and screened appropriately as part of an aftercare programme. To this end, bonds or levies and a comprehensive restoration/rehabilitation and landscaping plan will be required by the Council as a condition of any permission granted to ensure satisfactory reinstatement on completion of extraction. The need for a full Environmental Impact Assessment shall be investigated by the Applicant/Developer's legal advisors with direct consultation with the Planning Authority.

Permissions will normally be granted for a temporary period, usually for five years, allowing a development's impact to be assessed.

Rehabilitation

All extractive sites shall be subject to rehabilitation and landscaping programmes in phase with the extraction.

Bonding

Operators will be required to submit bonds, to secure proper rehabilitation of extraction sites. The past record of the operator will be taken into account.

8.5.3 Forestry

The Council recognises the economic and recreational potential of forestry. Forestry as a land use and its ancillary development will be encouraged in suitable areas subject to such development not interfering with significant views or prospects or being unduly obtrusive in the landscape. The Council will co-operate with the Forest Service in promoting greater recreational use of state forests in the County. In cases where forestry development is likely to adversely affect public roads, charges will be levied on developers to defray the improvement/maintenance costs of such roads. In order to avoid acidification of our soils and water courses from coniferous plantations and to promote biodiversity in so far as it is possible, the Council will actively promote the planting of deciduous trees.

Given the need to restructure agricultural practises the Council will assist the development of forestry particularly deciduous forestry as an alternative agricultural land use. The Council will endeavour to protect residential amenities of rural dwellers by the establishment of an appropriate area free from afforestation. The Council will endeavour to ensure that linear felling of trees is not encouraged in exposed or scenic areas.

8.5.4 Wind Energy

The Council is committed to assisting in the development of alternative energy sources for environmental as well as energy policy reasons. Regard will be had to guidelines in dealing with wind energy proposals in so far as they impact on the proper planning and development of the area, as detailed in 'Wind Energy Development – Guidelines for Planning Authorities' (DOEHLG, 2006), and any subsequent publication. Regard will also be had to the 'European Best Practise Guidelines for Wind Energy Development', (European Wind Energy Association). Guidelines are also published by the Irish Wind Energy Association (1997), NGO's (Irish Peatland Conservation Council,

Bridwatch Ireland, Earthwatch, An Taisce, Irish Wildlife Trust and Mountaineering Council of Ireland, 1996) and Friends of the Earth (1997). It is the policy of the Council to facilitate the development of the natural resources and renewable energy potential of the County to envelope the prime objectives of:

- A framework for Local Agenda 21 (Part 2. Management of Natural Resources);
- The National commitments of the Earth Summit 1992, and future commitments at Kyoto, Earth Summit, Dec. 1997;
- National and EU targets for renewable energy generation (30% of total electricity capacity by renewable resources by the year 2020), (Government white paper on energy).

Any proposals for the development of wind power will need to be supported by both a technical and an environmental statement prepared to an acceptable standard. In this regard applicant's applying for wind energy development are advised to consult with the Planning Authority before detailed proposals are drawn up. Consultations should also be held with the appropriate bodies, such as Department of Transport, Energy and Communications, The Irish Energy Centre and the ESB. In addition, potential applicants are advised to consult with the Department of Arts, Culture and the Gaeltacht, Forestry Service, Irish Aviation Authority and other appropriate statutory and non-statutory bodies in areas which may require special protection. In general the Council will encourage wind energy in so far as such developments would not have an adverse affect on residential amenities, views or prospects, Special Areas of Conservation, NHAs, SPAs, Protected Structures, aircraft flight paths, by reason of noise or visual impact.

The following conditions will apply where Wind Farms are permitted:

- (a) Blades must rotate in the same direction;
- (b) Layout should be compact;
- (c) Skylining should be avoided;
- (d) Three-bladed machines should be deployed;
- (e) Solid towers should be used;
- (f) Towers and blades should be finished in matt grey colour;
- (g) All grid connection within the site to be underground;
- (h) This may also be a requirement further afield in certain circumstances;
- (i) No fencing to be permitted on any part of the site;
- (j) Access roads to be unsurfaced;
- (k) Structures must be decommissioned at the life expiry of the farm and the site reinstated.

8.5.5 Agriculture

The design, scale, siting and layout of agricultural buildings should respect, and where possible, enhance the rural environment.

In visually sensitive areas, the Council will seek to group together and site buildings in an appropriate manner, and require the use of harmonious external materials to minimise obtrusion on the landscape. The use of dark coloured cladding, notably dark browns, greys, greens and reds are most suitable for farm buildings, and roof areas should be darker than walls.

The Council will require that agricultural developments comply with the Department of Agriculture's 'Guidelines on Control of Pollution and Farmyard Wastes', 1985, and as they may be amended. The Council will exercise its powers under the Planning Acts and under the Water Pollution Act to ensure that agricultural development will not cause pollution to watercourses. All new and existing agricultural developments will be required to ensure that all effluent, including yard run-off, is collected and stored within the confines of the development.

When assessing the adequacy of effluent handling facilities the following will be considered to be soiled waste:

1. Slurry;
2. Soiled water run-off;
3. Milk washings;

4. Silage effluent, and;
5. Dungstead.

New piggery developments exceeding 3,000 pig units (1 sow litter = 10.p.u, 1 pig = 1 p.u.) shall preferably be sited a minimum distance of 5 km from existing population centres exceeding 200 persons. The following shall be taken into consideration:

- (a) Where considered warranted by the Sanitary Authority, a treatment plant shall be provided for piggery developments;
- (b) The developer shall have all lands available for spreading in their ownership;
- (c) Management controls for slurry spreading shall have regard to:
 1. Spreading rates based on assessment of lands concerned;
 2. Storage tank capacities with at least 6 months winter storage;
 3. Time of spread;
 4. Distance from water-courses, with a minimum distance of 30 m in all cases, and;
 5. Distance from houses and public buildings, with a minimum distance of 100m except with the consent of the owner.
- (d) Band spreading or soil injection of all slurries shall be a prerequisite for all piggery developments. Slurry spreading by splash plates shall not be permitted. The use of odour masking agents when slurry spreading shall be required in appropriate developments;
- (e) Where other than the public water supply is being utilised as the source of water supply, the applicant shall satisfy the Planning Authority as to adequacy of source.

Where an application for an intensive piggery development is made the following will generally be the council's requirements:

1. Prior scoping with the developer of a comprehensive E.I.S. covering all relevant impacts both physical and socio-economic, and;
2. Acceptance of the E.I.S. only on the basis of proper treatment of all impacts on a multidisciplinary basis and inclusion of technological mitigating measures, where appropriate.

8.5.6 Automatic Teller Machines

The provision of Automatic Teller Machines (ATM's) will be strictly regulated, having regard to the following:

- The need to protect the character of the building or shopfront that they are incorporated into and in particular, Protected Structures including Proposed Protected Structures and within Architectural Conservation Areas.
- The design and location must be such that they are accessible to all.
- There should not be more than one ATM in any one shopfront so as to avoid the creation of a dead shop-front.
- The need to control the amount of litter generated by these machines.
- Signs and logos shall be discreetly incorporated into the overall design.
- The avoidance of a traffic hazard.
- The operators coming to a satisfactory arrangement with Navan Town Centre & Meath County Council in relation to litter control.

8.5.7 Takeaways, Amusement Arcades, Night Clubs & Licenced Premises

In order to maintain the appropriate mix of uses and protect night time amenities in a particular area, it is the objective of Navan Town Council & Meath County Council to prevent an excessive

concentration of the above uses and to ensure that the intensity of any proposed use is in keeping with both the scale of the building and the pattern of development in the area.

The provision of any of the above will be strictly controlled, having regard to the following, where appropriate:

- Noise at the boundaries will be carefully monitored and noise insulation measures will be required at the time of the submission of the planning application. Other effects of the development on the amenity of nearby residents must be assessed prior to the granting of planning permission, i.e. general disturbance, hours of operation, car parking, litter and fumes.
- New buildings must be designed to prevent noise escaping and with adequate provision for refuse disposal, storage and collection.
- The number and frequency of such facilities in the area.
- The need to safeguard the vitality and viability of shopping areas in the town centre and to maintain a suitable mix of retail uses.
- An important consideration for the Local Authorities is the number and frequency of events in such facilities.
- Façade design will be carefully controlled by the Planning Authority and in particular the type and degree of advertising signage and lighting. The design shall respect the character of the street and the buildings.
- Locations for larger scale night-time uses, such as super-bars or night clubs, should, wherever possible, have good access to public transport at closing time. An efficient and regular public transport service should be encouraged to serve the town centre late into the night and contributions towards funding this can be sought from developers via appropriate conditions.
- The operators coming to a satisfactory arrangement with Navan Town Council or Meath County Council in relation to litter control prior to the opening of the premises.

The larger leisure complexes which contain a mix of uses e.g. cinema, bowling and restaurant will be examined on their merits.

8.5.8 Nursing Homes

There is a continuing and growing need for nursing homes in Navan. In general, these facilities should be integrated wherever possible into the established residential areas of the town, where the residents can expect reasonable access to local services. In determining planning applications for change of use of a residential dwelling or other building to nursing / elder care home, the following factors should be considered:

- Compliance with the standards as laid down in Statutory Instrument No. 226 of 1993 i.e. Nursing Homes (Care and Welfare) Regulations, 1993, as may be amended.
- The affect on the amenities of adjoining properties.
- Adequacy of off street car parking.
- Suitable private open space.

- Proximity to local services and facilities.
- The size and scale of the facility proposed – the scale must be appropriate to the area.

Lands have been reserved in Johnstown Village to provide a retirement complex to include associated housing comprising of assisted living units, nursing home and associated medical facilities.

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

- DM OBJ 1** To provide a retirement complex to include associated housing which shall comprise of assisted living units, nursing home and associated medical facilities. Development of the subject site shall comply with the above objective. Any planning application for the development of this site must deliver the following;
- Design concept for the overall layout of the proposal;
 - Assisted living units;
 - Dedicated area of public open space;
 - Details on the access arrangements and parking arrangements;
 - Pedestrian linkages throughout the site;
 - Provision of footpaths and lighting linking the development site to Johnstown Village;
 - Careful consideration of the neighbouring residential units should be addressed in the layout of the proposed development.

8.6 Shopfront Design

Traditional shopfronts are frequently based on classical architectural features, adapted to the practical needs of shops and by changing fashions. A typical shopfront would comprise a display window, often divided with decorative glazing bars or mullions and transoms, surrounded by a stall riser below, pilasters on each side and a fascia, for signage, above. The door was often recessed beside the window. Decorative corbels or consoles were used at each end of the fascia. Good proportions and attractive designs were achieved by following these principles. The style of decoration has varied over the years and at different periods, classical, gothic, art nouveau and other styles have been used.

In the case of modern shopfronts, creative interpretation of traditional design principles can create innovative designs so generating visual interest whilst not detracting from the property or area generally. The Planning Authorities accept that retailers wish to trade on the basis of house colours and styles. However, a retailer's corporate identity should be balanced against the need to enhance the quality of an individual property or shopping area.

The following is a set of guidelines to ensure that all shopfronts are of a high quality design and that they do not detract from the appearance of the street scene. It is not intended to stifle original design principles which, if followed, would result in attractive well designed frontage.

8.6.1 Shopfront Framework

It is important to create a good visual frame for the shopfront. This will generally be formed by the pilasters, fascia and stall riser. A successful framing helps to contain the shopfront and provides a context for composing the shopfront elements within.

8.6.2 Materials

The choice of materials should complement the architectural character of the building and integrate with the overall visual unity of the street scheme. The decision to build a traditional shopfront or a modern one will, to a large extent, dictate the type of material used. Timber is the most appropriate material in historic buildings but a high level of attention to detail and standard of craftsmanship is required. The overuse of reproduction styles is not recommended by the Planning Authorities who encourage more examples of well designed, imaginative, modern shopfronts.

Some materials, including plastics, reconstituted stone and aluminium, can look visually bland, especially when used in a single plane. They can be improved with the introduction of effective modelling, detailing and the use of appropriate features. Modern style shopfronts tend to use a severe framing combined frequently with a simple glass screen or butt jointed glass planes. Existing stone fascias and pilaster provide excellent framing, within which a modern treatment can be inserted, the older traditional materials providing a good foil for modern display and lighting.

8.6.3 Corporate Images

Commercial interests which have adopted a 'Corporate Image' will not necessarily be permitted to use their standardised design, 'corporate colours' and materials. Compatibility with individual buildings and with the street scene will be considered more important than uniformity between the branches of one company.

8.6.4 Street Number

The Planning Authorities will require that well designed street numbers be provided on shop-fronts.

8.6.5 Stall Risers

It is desirable to provide a stall riser on shopfronts of at least 300 – 600 millimetres in height for visual reasons and to provide protection from fouling by dogs and splashing from the feet of passers by. This should be carried out in a durable material. The use of the public footpath for security stanchions or roller shutter fittings / fixtures is not acceptable.

The stall riser frequently aligns with the plinths of the pilaster. A stall riser also increases security, reducing the likelihood of the shopfront being rammed by vehicles in order to gain access to the goods on display. Timbers should never run directly to the ground. If timber stall risers or pilasters are preferred, a small stone recessed plinth should be provided between the timber and the ground.

8.6.6 Fascia

The design of the fascia is a key element in shopfront design. In traditional shopfronts, the depth of the fascia, i.e. from the cornice to the top of the window, is always quite small. In the main streets of the town centre, the overall height of the shopfront is frequently between 3 and 5 metres. The potential for elegance and verticality can be exploited by running the window high up to the underside of a narrow fascia band.

8.6.7 Window Frames, Doors and Entrances

Timber window frames are appropriate in traditional context and also work well when combined with stone. Modern materials such as plastic coated aluminium can be acceptable depending on the situation and the colour used. In a modern shopfront, door handles can be creatively used to introduce a feature. Shop doors are always required. The size of a door opening in a shopfront depends on the relationship of the opening to the width of the shopfront. In any case, a minimum window element parallel to the street and on the building line will be required.

8.6.8 Colour

Strong colours are a feature of traditional shopfronts. The colouring of a shop should be determined by the need to harmonise with the rest of the building and the streetscape. Generally timber work should be painted, with detailing picked out in a contrasting colour. The use of stain and varnish finishes should be avoided, as the high quality finish is seldom achieved and there is a continual problem of maintenance.

8.6.9 Projecting Signs

When projecting signs become over used in a locality, they become counter productive and in the process destroy the streetscape. In general, they will be severely limited to protect the environmental quality of the streetscape and the character of individual buildings. Where they are appropriate they should be of a high quality material and design. Hand painted timber (or stove enamelled metal) signs

are superior to the general plastic style signs. In Architectural Conservation Areas and on buildings of major architectural character, projecting signs on a black background with gold lettering and containing a limited amount of primary colour will be more sympathetically considered than signs based on mass produced products. The use of banner type projecting signs will be discouraged where they would lead to clutter and/or be out of scale or character with the building on which they are proposed to be erected.

8.6.10 Security Screens

Planning permission is required for the erection of roller shutters. External roller shutters will not normally be permitted within the town centre and will normally only be considered in industrial type settings.

8.6.11 Canopies

If sun canopies are required, they should be incorporated into the design of the shopfront with the blind box recessed. Only traditional style canvas, open-ended blinds are acceptable.

8.7 Car Parking Standards

Table 10; Car Parking Standards

Land Use - Residential	Car Parking Requirement
Dwellings	2 per conventional dwelling
Flats/ Apartments	1.25 per 1 & 2 bedroom unit 2 per 3 – 4 bedroom unit In all cases, 1 visitor space per 4 apartments
Hotel Accommodation (excluding bars, functions rooms, etc.)	1 per bedroom
B & B Guesthouses	1 per bedroom
Motel Accommodation	1 per bedroom
Hostel Accommodation	1 per bedroom or 1 per 10 bed
Self-Catering Accommodation	1 per unit
Institutions	1 per employee
Land Use-Employment	Car Parking Requirement
Manufacturing Industry	1 per 50 sq.m. gross floor area
Warehousing	1 per 100 sq. gross floor area
Offices	1 per 25 sq. gross floor area
Land Use-Commercial	Car Parking Requirement
Shops/Shopping Centres and Retail Warehousing	1 per 20sq.m. gross floor area
Cash and Carry	1 per 50 sq.m. gross floor area
Banks	1 per 20 sq.m. gross floor area
Restaurants	1 per 5 sq.m dining area
Bars, Lounges, Function Rooms incl. such spaces in hotels	1 per 4sq.m. of public area
Night Club/Dance Club	1 per 4sq.m. of public area
Service Garages	To be determined by the Planning Authority
Retail Outlets within Service Garages	1 per 10sq. m of net floor area
Land Use- Health and Education Facilities	Car Parking Requirement
Hospitals	1 per bed
Surgeries	2 per consulting room
Nursing Homes	1 per 3 beds and one space per employee
Schools	3 per classroom
Colleges	To be determined by the Planning Authority

Land Use- Community Facilities	Car Parking Requirement
Churches	1 per 4 seats
Libraries	1 per 20 sq.m. gross floor area
Cultural Buildings	To be determined by the Planning Authority
Crèches	1 per employee & dedicated set down area 1 per 5 children
Cinemas/Theatre	1 per 3 seats
Funeral Homes	1 per 5 sq. m. gross floor area
Community Centres	1 per 5 sq. m. gross floor area
Land Use: Sports Facilities	Car Parking Requirement
Sport Clubs-including swimming pools, tennis courts, etc.	2 per court, 5 per 100 sq.m.
Golf/ Pitch and Putt courses	3 per hole
Golf driving ranges	1 per 2m of base line/per trap
Bowling Alleys	5 per lane
Stadia	1 per 3 seats

Notes

- (1) In the case of any specific uses not listed in the above table, the Planning Authority will specify its requirements in relation to parking.
- (2) Non-residential car parking standards are set down as “maxima” standards.
- (3) Parking facilities for mobility impaired drivers and their vehicles shall be provided at the general rate of 2 per 100 spaces, such spaces shall be proximate to the entry points of the proposed buildings.
- (4) The parking standards shall be proximate to the entry points of the proposed buildings.
- (5) The parking standards for residential development will be reviewed in town centre locations and where innovative design principles are adopted. In such cases grouped parking will be encouraged.

Loading and Unloading

In addition to the general car parking requirements, service parking space may be required for cars or other vehicles necessary involved in the operation of the business or a particular building, e.g. delivery and collection of goods. In all major developments of an industrial/commercial nature, developers will be required to provide loading and unloading facilities sufficient to meet the likely demand of such development. Off-street loading facilities shall be designed to conform to the following requirements:

Design Criteria

- Each required space shall be not less than 3.7m in width, 6m in length and 4.3m in height exclusive if drives and manoeuvring space and located entirely on the site being served.
- Loading spaces may be enclosed within a structure and must be enclosed if located within 15m of the curtilage of the residence where the use involves regular night operation.
- There shall be appropriate means of access to a street or road as well as adequate maneuvering space.
- The maximum width of driveway openings at the street boundary shall be 6 metres and the minimum width shall be 3.6 metres. Loading facilities shall be provided and maintained so long as the use exists which the facilities were designed to serve. They shall not be reduced in total extent after their provision and all reasonable precautions shall be taken by the owner or sponsor of particular uses to assure availability of required facilities to the delivery and pick-up vehicles that they are designed to serve. However, the Planning Authority may

modify the requirements of loading and unloading facilities in any specific case where it appears that it would be in the interest of the proper planning and sustainable development of the areas to do so.

Heavy Vehicles

The indiscriminate parking of heavy commercial vehicles or machinery in residential areas detracts greatly from the amenities of these areas. It is the intention of the Planning Authorities to protect and improve residential amenities in all areas of the town. The Planning Authorities will co-operate with all other bodies that exercise control over this type of parking, to eliminate the nuisance created.

Cycle Parking

Secure cycle parking facilities shall be provided in new office, residential, retail and employment generating developments. Bicycle racks shall be provided in all cases where the Planning Authority deems bicycle parking necessary. Such facilities should be within 25 metres of a destination for short-term parking, (shops) and 50 metres for long term parking (school, college, and office). Where stands cannot be provided on site, a contribution will be required towards the provision of public cycle stands by the Local Authority at the rate of €100 per space required. The number of stands required will be a third of the number of car spaces required for the development, subject to a minimum of one stand. All long-term (more than three hours) cycle racks shall be protected from the weather. From a security viewpoint cycle racks should not be located in out-of-the-way locations. All cycle facilities in multi-storey car parks shall be at ground floor level and completely segregated from vehicle traffic. Cyclists should also have designated entry and exit routes at the car park. Cycle parking facilities shall be conveniently located, secure, easy to use, adequately lit and well posted. Weather protected facilities should be considered where appropriate. In addition, parking should be placed within a populated, well-supervised area, and monitored by CCTV where possible.

8.8 Petrol Service Stations

New petrol filling stations and refurbished existing stations will be required to have a high quality of overall design and architectural layout to ensure an attractive environment which integrates with and complements or enhances its surroundings. Proposals for petrol filling stations shall comply with the requirements of the Foras Forbatha document RT 181 “Geometric Design Guidelines (Intersections at Grade)” (1986) and the document “Design Manual for Roads and Bridges (DMRB)” National Roads Authority (2000) as well as the Dangerous Substances (Retail and Private Petroleum Stores) Regulations 1979 to 2008. Ancillary retail uses may be permitted but having regard to the impact of excessively scaled retail uses on established urban retailing areas and the considerations of public and traffic safety, it will be a requirement that any retailing component shall not exceed 100 square metres of retailing area. In assessing individual planning applications for new or refurbishment to existing petrol service stations, the following standards shall apply, where appropriate:

8.8.1 Design & Layout

- A minimum frontage of 30 metres shall be provided inside a 60 km/h (37 mph) speed limit zone and this frontage must be kept clear of any structure (apart from boundary fence) for a depth of not less than 4.5 metres from the roadside boundary of the site.
- Every new petrol filling station must be laid out in such a manner that vehicles are re-fueled, and can wait to be re-fueled, clear of the adjoining roadway. The means of access should be designed to give best visibility.
- The layout of new or redeveloped petrol filling stations shall permit safe access for delivery tankers (cab plus trailer) up to 15.25 metres in length, and an adequate off road area shall be provided for parking these vehicles safely without obstructing access to pumps while fuel is being delivered to petrol filling stations.

- The scale of buildings contained in a petrol filling station shall be related to the scale, character and form of adjoining structures to ensure an attractive development that integrates with and complements its surroundings.
- Car washing and vacuuming facilities are to be sited so as not to interfere with residential amenities or other adjoining sensitive land uses.
- Landscaping, including trees or shrub planting and suitable screening, shall be required to protect the amenities of the surrounding area and enhance the appearance of the development. A comprehensive landscaping scheme shall be prepared by a fully qualified Landscape Architect and submitted as part of the planning application.
- The surface of the forecourt shall be graded, surfaced with bitumen macadam or other suitable material and drained to the satisfaction of the Planning Authority. A petrol interceptor trap shall be fitted to the surface water drainage system. Provision shall be made for the storage and removal of refuse and waste material.

8.8.2 Location

- Such facilities will generally be required to locate within the 60 km/h (37 mph) and 50 km/h (31 mph) speed limit areas and they shall not be permitted where the amenities of nearby properties will be affected and or obstruction of traffic flows would arise.
- Petrol service stations will not generally be permitted adjoining residential areas, unless it can be clearly demonstrated that no significant damage to residential amenities will occur by reason of factors such as noise, visual obtrusion, safety considerations or fumes and smells. Hours of operation will be limited in residential areas.

8.8.3 Advertisements

- Standard corporate designing will have to be modified as required by local circumstances.
- Signs should be limited in number and design and located so as to generally form part of the buildings or other structures on the site.
- The placing of signs of any description on footpaths, grass verges or any part of a public roadway will not be permitted. No advertisements or other structures whether temporary or permanent shall be placed on the forecourt which would interfere with the sight lines of motorists.
- A proliferation of illuminated and non illuminated signs, flags and bunting will not be permitted as this leads to clutter and detracts from the visual amenities of the area.

8.8.4 Lighting

Forecourt lighting including canopy lighting should be limited to that which is necessary for the safe operation of a petrol filling station. The use of high level and powerful lighting should be avoided where possible and should not interfere with the amenities of adjoining premises or cause glare, hazard or confusion to public road users. All external lighting shall be cowled and diverted away from the public roadway to prevent a traffic hazard.

8.9 Advertising

The Planning Authorities recognise the role of well located and sympathetically designed advertising, whether attached to a building or free standing, to contribute to the character and vitality of commercial areas of Navan, particularly at night. However, whether by design, scale, location, proliferation or ancillary issues such as manner of lighting, advertising has the capacity to seriously injure the visual qualities of an area and on occasion, pose a hazard to motorists through distraction.

Advertisements also have the capacity to damage the character of individual buildings and streets and have a detrimental effect upon the historic, and the architectural heritage of Navan. The Planning Authorities will seek the removal of such advertisements and only permit advertisements which are used sensitively and sympathetically and which enhance the appearance and vitality of an area.

In Navan, it will be an objective of the Planning Authorities to limit advertising to commercial areas where it is already a feature and within such areas, the following considerations will arise:

- The size and scale of signs should not conflict with existing structures in the vicinity;
- Large scale commercial advertisement structures are not acceptable on or near buildings of architectural or historical importance, in parks, Architectural Conservation Areas and in areas of high amenity;
- Signs will not be permitted if they compete with road signs or otherwise endanger traffic safety;
- Free standing signs will generally be resisted;
- Signs should not interfere with windows or other façade features or project above the skyline.

An advertisement is an accepted part of commercial shopping activity, it can normally be allowed in commercial centres. Control shall be exercised to prevent an impression of clutter in any location. The number of signs attached to a building in such areas should be limited and no sign should be excessively obtrusive or out of scale with the building façade. The design should be simple and related to features of the building such as fenestration, cornices, string courses, etc. Ideally, the sign should be an integral part of the elevational design of the building. As with shopfront design, the Planning Authority will require commercial interests, especially chain outlets, to restrain the use of their corporate image advertising where these are considered to be too dominant.

8.9.1 Advertising Hoarding

Advertising hoardings, including tri-vision and three-dimensional signs, inappropriately located can constitute one of the most obtrusive elements of all forms of outdoor advertisement. They rely for their impact on size, scale and location and are thus usually detrimental to the character of the area in which they are situated and in some cases contribute to a traffic hazard. However, they can help to screen derelict or obsolete sites awaiting re-development, in certain circumstances.

- Outdoor advertising shall not be permitted on proposed or existing Protected Structures or within the vicinity of such, in such a way as to detract from the visual quality of their setting.
- In all other cases, regard to the visual impact of a proposed advertising hoarding and potential of traffic hazard arising from same will be imperative.
- The scale of display panels must be related to the scale of the buildings and streets in which they are located.
- Where illuminated hoardings are proposed, their effect on the streetscape during the hours of darkness and on the amenities of the area will be considered.
- Display panels may form part of the visual screening around building sites or sites awaiting re-development. In such cases, temporary permissions will be considered where appropriately sized panels form an integral part of an overall boundary treatment and do not comprise more than half of the total surface area of such treatment.

- As a general rule, planning permissions for outdoor advertising will be limited to a maximum of three years in the first instance, to enable the position to be reviewed by the Planning Authorities in light of changing circumstances at the end of that period.
- The number and scale of hoardings in the vicinity of the site will be a material consideration.

8.9.2 Fingerpost Signage

The erection of fingerpost signs may require a license or planning permission from the Planning Authority and should comply with the following:

- Directional signs for major tourist attractions and community purposes will be considered but product advertising will not be permitted.
- Signs must have a standard size and colour and where permitted will be provided by the licensee but will be erected by the Local Authority.
- Signs which interfere with the Local Authority's directional signs or which contribute to visual clutter will not be permitted.

8.9.3 Bus Shelters as Advertising Shelters

In considering applications for bus shelters, the Planning Authority will have regard to the particular circumstances of each case, such as location, scale and type of advertising proposed and the effect on the amenities of the area and the streetscape. Care must be taken with the location of shelters and attached advertising panels so that the public footpath, road traffic signs, pedestrian and wheelchair access and vehicular entrances are not obstructed. As priority is intended to be given to public transport, the desirability of adequate provision of bus shelters is not in question. However, poorly designed shelters, with an excessive amount of advertising can have a very unfavourable visual impact. Care must be taken with the location of shelters so that the public footpath, pedestrian and vehicular entrances are not obstructed.

8.9.4 Illumination

If external illumination is proposed, documentation shall be provided that clearly shows that the blight or glare from such illumination will not adversely affect pedestrian and vehicular traffic or adjacent properties.

8.9.5 Illuminated Signs

Illuminated signs in appropriate locations can provide both information and colour in the townscape after dark. The following guidelines will apply:

- The type of illuminated signs, internally or externally illuminated individual letter/neon tubes, should be determined by consideration of the design of the building and its location.
- The design of an illuminated sign should be sympathetic to the building on which it is to be displayed. It should not obscure architectural features such as cornices and window openings in the area. On new buildings they should be part of the integral design.
- The daytime appearance when unlit will be considered.
- Sky lines i.e. signs, which project in any part above the level of a building parapet or obtrude on the skylines, are regarded as objectionable in principle and will not be permitted.
- Neon tubular strip lighting is generally not acceptable.

- The number of illuminated signs in the area.

8.10 Commercial Site Standards

No maximum density or site coverage is specified in the Development Plan. Each application will be considered on its merits. In town centre locations, in order to encourage and facilitate the development of a compact business district, and to achieve desirable massing and heights of buildings, a plot ratio and site coverage of 1.5 and 70% respectively will generally be the norm. Moreover, for a development to be acceptable, it must not be prejudicial to the amenities of adjoining properties and must show appropriate provision for access, parking, storage and space for off loading and air circulation.

Developers should bear in mind that:

- Infill development should reflect the architectural character of its surroundings in terms of height, massing, materials and design.
- In cases where surface car parking is permitted, a reasonably attractive layout incorporating landscaping and/or screening will be required.
- Covered bicycle parking provision will be required, where appropriate, to facilitate visitors and employees. Where bicycle parking is provided for employees, adequate ancillary facilities, to include showers and locker storage space, shall be provided for.
- It is not intended to place undue restriction on individual innovative design possibilities and the Planning Authority will endeavour to accommodate same, where it is appropriate.

8.11 Telecommunications

An efficient telecommunications system is important in the development of the economy. However, in considering location requirements, the Planning Authority will take the following factors outlined in the Department of the Environment and Local Government's *Planning Guidelines for Telecommunications Antennae and Support Structures* (July 1996):

- Telecommunication installations will not be favoured in residential areas, on land on where development may be restricted or prevented for amenity reasons or in parts of the town centre which are architecturally important.
- Nor will they be favoured unless it is clear that the developer has made reasonable efforts to share with other existing users or proposed sites in the vicinity of the proposed mast. Telecommunications antennae should be located so as to minimise any negative visual intrusion on the surrounding area, especially on landscapes or streetscapes of a sensitive nature. The preferred location for telecommunication antennae is in industrial estates or areas zoned for industrial use or in areas already developed for utilities.

If the proposal is contrary to the above, the Planning Authority will need to be satisfied that the installation is of strategic importance if permission is to be granted. The use of tall buildings or other existing structures is always preferable to the construction of an independent antennae support structure. Support structures should be kept to the minimum height consistent with effective operation and should be monopole (or poles) rather than latticed or square structure, unless such structures have a clear and / or simple design or alternatively where it is judged by the Planning Authority to incorporate high sculptural design quality.

Sharing of installations (antennae support structures) will be encouraged where it is deemed to lead to a reduction in the visual impact on the landscape or townscape. All applicants must satisfy the Planning Authority that a reasonable effort to share the installations has been made. Where it is not possible to share a support structure, the applicant should, where possible, share a site or site adjacent, so that the antennae may be clustered. As part of a planning application for antennae, operators will be required to furnish a statement of compliance with the International Radiation

Protection Association (IRPA) Guidelines or the equivalent European Pre-Standard 50166-2 which has been conditioned by the licensing arrangements with the Department of Communications, Energy and Natural Resources and to furnish evidence that an installation of the type proposed complies with the above guidelines.

8.12 Archaeological Investigations

The Urban Archaeological Survey of Navan commissioned by the Office of Public Works identified three Zones of Archaeological Potential. These zones are shown on the Archaeological and Natural Heritage Map including Views & Prospects.

It is the policy of the Planning Authorities to ensure that archaeological material is not disturbed so that an opportunity will be given to investigate and record any material of archaeological value that may be found on sites or to protect them in-situ. Where archaeology is likely to be encountered or impacted upon by a proposed development, developers will be advised of their obligations under the National Monuments (Amendment) Act 1994. Developments that impact on the archaeology of Navan will be treated as follows:

- Within the zone of archaeological potential, archaeological remains will be investigated, recorded and/or preserved.
- Outside the zone of archaeological potential, where in the opinion of the Planning Authority, developments involve major ground disturbances; conditions relating to archaeology may be applied.
- The Local Authority will require that archaeological investigations be undertaken by a licensed archaeologist prior to the commencement of development.
- The developer will be liable for the cost of archaeological investigations.
- The Local Authority may require the developer to submit a report, prepared by a suitably qualified archaeologist, on the archaeological implications of the proposed development.

The Planning Authority may impose conditions requiring:

- Professional archaeological supervision of site excavations.
- Funding by the applicant for archaeological monitoring, testing and/or assessment.
- Preservation of all or part of any archaeological remains.
- Conditions may be imposed which modify the development in order to facilitate archaeological investigation or preservation.
- Developers will be encouraged to supply an archaeological assessment and method statement outlining construction procedures as part of their planning application.

8.12.1 Zones of Archaeological Potential

It is the policy of the Planning Authorities to ensure that all planning applications for new development, refurbishment and restoration works within the three identified Zones of Archaeological Potential and within close proximity to individual Recorded Monuments or Sites, are submitted to the Department of Environment, Heritage and Local Government (DoEHLG). On receipt, DoEHLG, shall provide advice and recommendations regarding treatment of archaeology as an integral part of the development process. The planning decision made by the Planning Authorities will have due regard to the recommendations made by DoEHLG. Under the National Monuments

(Amendment) Act, 1994, it is necessary for the owner and/or occupier of a monument or place, which has been recorded by DoEHLG to give notice in writing to DoEHLG of their proposal to carry out work within the vicinity of these sites. The proposed works shall not commence for a period of two months after having given this written notice, unless authorised within this period by DoEHLG. The applicant may be formally requested, as part of the request for further information or as a planning condition attached to the grant of permission, to have a report prepared by an archaeologist on the archaeological implications, if any, of the proposed development. The archaeologist shall be employed by the applicant/developer. These archaeological reports shall be submitted to the Planning Authority, the National Museum and DoEHLG as appropriate, for their consideration prior to the making of the planning decision in the case of requested additional information, and prior to the commencement of site preparation and/or construction works in the case of archaeological reports requested as a condition attached to the grant of planning permission.

8.13 Community Development

8.13.1 Schools

Sites required for a primary school shall comply with the requirements of the Department of Education and Science publication General Design Guidelines for Schools (Primary and Post Primary) (August 2007). Developers should consult the Department's website (www.education.ie) for the most up-to-date technical guidance. The documents state that it is important that allowance is made for future expansion of school buildings and facilities to cater for population growth and to minimize future development costs. Provision must be made within the site for adequate car parking for staff (at a rate of 3 per classroom), bus parking, pick up/drop off areas, informal hard surface play area, and areas for organised sport activities. The Councils in association with school authorities will endeavour to provide pedestrian crossings, road markings and footpath provision where required. Provision should be made in secondary schools for all forms of organised sporting facilities and for car parking at a rate of 3 spaces per classroom.

8.13.2 Access for the Disabled

All new buildings which provide for public access must conform with the design guidelines set out in Building for Everyone (NDA 2002) and the Technical Document – Part M of the Building Regulations, 2000. In particular, reasonable provision should be made to enable persons with a disability and mobility impaired persons to have safe and independent access to a building and to those parts of the building to which it is appropriate to have access to and are usable by people with disabilities or mobility impairments. It is also a requirement that new dwellings are visitable and accessible by people with disabilities or mobility impairments and ensures that houses are designed as 'Lifetime Homes' for an ageing population. The main features of these requirements include;

- The provision of a level, gently sloped or ramp approach access to the dwelling from the entrance point to the site or from a suitable parking spot.
- A level access at one entry point to the dwelling.
- Front door and living room door wide enough to accommodate a wheelchair,
- Circulation space for wheel chair at entry storey; and
- Ground floor toilet located so as to be usable by wheelchair users and other people with disabilities or mobility impairment.

Where sanitary conveniences are provided in public buildings, reasonable provision shall be made for persons with a disability and the mobility impaired. In the case of community centres and buildings which are commonly used by the disabled, the mobility impaired or the elderly for social activities, the Planning Authority will require at least one W.C. compartment in the building be usable by wheelchair bound users.

Meath County Council and Navan Town Council will meet these criteria for its buildings within the period of this Development Plan. Access considerations will be spread to the public realm with the position of street furniture, dished footpaths at junctions, tactile paving surfaces, pedestrian crossings and other elements being assessed on an ongoing manner. Car parking provision shall be provided for the disabled and mobility impaired in all car parking developments and should be located in the most convenient locations for ease of use. The minimum criteria for such parking provisions are detailed in Building for Everyone (2002), published by the National Disability Authority.

8.14 Site Development Standards

8.14.1 Building Height Control

A high building is a building that is significantly higher than neighbouring or surrounding development. The following considerations will be taken into account in deciding an application for a high building:

- The degree of overshadowing and consequent loss of light caused to surrounding property.
- The degree of overlooking, (particularly of residential property) and consequent loss of privacy to surrounding premises.
- The extent to which there is a disruption of the scale of an existing streetscape.
- The extent to which the building detracts from structures or spaces of architectural or historic importance or special visual quality.
- The extent to which the building detracts from important landmarks.
- Any attractive views from significant vantage points that would be obscured by the building.
- The degree of obtrusion of the building on the skyline.
- The scale of the building in relation to surrounding open space, together with the effect of the building on the quality of the space.
- The area of the site, and whether it is large enough to provide a visual transition from the scale of surrounding development.
- Whether the purpose or civic importance of the building would justify its prominence.
- Where, in the opinion of the Planning Authority, a location for a high building is acceptable under the above criteria, a high standard of design and finish will be required, commensurate with the location and civic importance of the site. Where a high building is likely to lead to a concentration of pedestrians seeking access to the public street, the design of the building must ensure the safety and convenience of pedestrians and other road users.

8.14.2 Building Lines

In considering the proper planning and sustainable development of its area when dealing with applications to carry out development, the Planning Authority will normally seek to ensure that development is not carried out in front of established lines, or in a position which would be in conflict with a building line which may be determined, where the proper planning and sustainable development would show such to be desirable. In deciding where a building line should be located, the form of development to which it is related will be considered. Where drive in space for a car is required in residential areas in front of a house, an absolute minimum building line of 7 metres is necessary. In particular cases, reduction in the building line may be permitted where such reduction is part of the overall design for the area and constitutes a desirable design feature and does not constitute a traffic hazard. Such cases will be decided on their merits. Where located along roads of

traffic importance, increased building lines may be determined to provide for greater amenity and safety of road users and residents. On existing roads, building lines may be required for future road widening. In such cases, building lines will be required to allow for future road requirements.

8.14.3 Proportioning

Structures shall have a vertical emphasis. Where a proposed structure is excessively wide, it should be broken into a number of vertical units by the use of detailing and structural elements.

8.15 Employee Mobility Plans

Where significant developments are proposed by employers in certain locations, it is considered desirable that significant consideration be given to limiting traffic generation as far as possible. Planning permission may be made subject to agreement on an employee mobility plan, whereby measures are set out to reduce dependency on private car use for journeys to work.

An Employee Mobility Management Plan is a management tool that brings together transport with other staff and site management issues in a coordinated manner. A successful plan can help competitiveness by reducing transport costs for both the employer and staff and provide a more conducive working environment. It normally brings together a package of measures tailored to the needs of an individual work site or a collection of work sites. This package generally includes measures to promote and improve the attractiveness of using public transport, cycling, walking, car sharing, flexible working or a combination of these as alternative to drive-alone journeys to work. It can consider all travel associated with the work site, including business travel, fleet management, customer access and deliveries. It should be considered as a dynamic process where a package of measures and campaigns are identified, piloted and monitored on an on-going basis.

The impact of these measures will be reviewed by the Planning Authority and businesses against a set of agreed targets, principally in relation to:

- A reduction in car journeys from the work site.
- An increase in the number of people who share journeys by car.
- A reduction in the need to travel especially in rush hour periods.
- Enabling staff to use alternative modes of transport.

Mobility management plans will be required for developments, which the Planning Authority considers, may generate significant trip demand. Development for which mobility management could be applied includes:

- Office
- Office-based industrial
- Other industrial
- Retail (large one-off stores and town/district centre developments)
- Retail warehousing and distribution
- Places of education

The Planning Authority considers mobility management to be a suitable mechanism by which new developments can support objectives of sustainability and the achievement of reduced car dependency.

8.16 Securities

The completion of development in compliance with the terms of a planning permission is a basic expectation of the Planning Authorities and those immediately affected by a proposal. In the case of a larger development, such as housing estates or extractive or other industries, it is a requirement that adequate securities are offered to the Planning Authority as a safeguard against serious breaches of the planning code and to permit intervention by the Authority itself in extreme cases to address these breaches.

To ensure that development undertaken by private developers is satisfactorily completed; the local authorities will impose, as a condition, of the planning permission, that a financial cash deposit, security bond or other acceptable security be lodged with them. This security is to ensure that all roads, footpaths, open spaces, lighting and other services within a development be completed to an acceptable standard. The Planning Authorities will continue this policy and require an adequate security calculated upon the estimated cost of the development works be lodged. This security shall remain in place until all prescribed works are satisfactorily completed or until the development has been taken in charge of by the relevant Local Authority.

CHAPTER 9: IMPLEMENTATION & MONITORING

SECTIONS IN THIS CHAPTER

- 9.1 Introduction
- 9.2 Phasing
- 9.3 Public Private Partnerships
- 9.4 Additional Funding Sources
- 9.5 Contributions
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- 9.8 Priority Policies & Objectives

9.1 Introduction

The function of this Development Plan is to guide development in Navan over the plan period. The Councils have a key role in ensuring that policies and objectives contained in the Development Plan are achieved. However the achievement of these is also dependant on the financial and human resources of others, as the Councils are constrained by limited resources. External factors including the economic climate, political support, allocated Local Authority funding, and the availability of funding from other sources will influence if objectives are achieved within the life of the Plan. The Planning Authorities will require developers to incorporate the objectives of this plan, including those relating to the provision of physical and social infrastructure, into their individual development proposals. Other objectives, particularly key physical infrastructural elements will require Government funding and support. Where appropriate, the Planning Authorities will seek financing from specified sources, both the public and private sector, as well as from EU programmes and grants.

The nature of the statutory Development Plan is such that no budget is agreed in advance and therefore no funding of projects or implementation of all objectives contained within the plan is guaranteed in advance. However, the Planning Authorities intend to exercise all of their legal powers to ensure that objectives are implemented. This includes using compulsory acquisition powers where necessary to facilitate site assembly or to secure the realisation of objectives contained in this Development Plan.

9.2 Phasing

It is an objective of the Planning Authorities to promote the implementation of the Development Plan in a rational and sequential approach that is in keeping with the proposed development strategy, and to ensure that essential facilities (such as road infrastructure, water, sewerage etc.) are secured and in place concurrent with proposed development projects. The Local Authority reserves the right to refuse development on the grounds of incomplete infrastructure provision, including social infrastructure. Within individual planning applications, it may be necessary for the Planning Authority to impose conditions relating to the phasing in which development is carried out, in order to ensure the delivery of key social or physical infrastructural facilities early in the development process and in tandem with residential development.

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

MON POL 1 To ensure that adequate and appropriate services including water services, waste management, transport, community services and amenities are in place to serve proposed development and if necessary to require that development is phased in tandem with the delivery of necessary services.

9.3 Public Private Partnerships

A Public Private Partnership (PPP) involves a partnership agreement between the public and private sector for the delivery of specific projects relating to public services and infrastructure. Such an approach can ensure a commitment to funding due to interlinked public and private assistance, and aims at ensuring the most economically efficient manner of development. Education, local services, health, housing, public transport, roads, solid waste, water/waste water and other public services can benefit from the approach of a PPP.

Other partnership approaches will be pursued with other state and public organisations, such as the Irish Sports Council, Fáilte Ireland and the Arts Council.

9.4 Additional Funding Sources

Additional national and EU level programmes include Urban and Village Renewal Grants, the RAPID programme, the NeighbourWood Scheme, National Lottery Funding, Community Support Framework, as well as other funding mechanisms available from the various Government Departments. Such bodies have varying criteria regarding the type of developments they fund and may be useful to consider in the achievement of development objectives.

Urban and Village Renewal Grants

This grant scheme is administered by the Department of the Environment, Heritage and Local Government under the Community Infrastructure Sub-programme of the National Development Plan 2007-2013. It is a grant scheme for local authorities to carry out environmental improvements.

RAPID Programme (Revitalising Areas by Planning, Investment and Development)

Investment for this programme comes under the remit of the National Development Plan (NDP). Specific towns (and areas within larger towns) are targeted for renewal/revitalisation. The focus is on communities that are run-down/deprived and have not fully shared in Ireland's recent prosperity. A special co-ordinator appointed for each town will work with an Area Implementation Team, which will include local residents and estate agencies, to draw up an Action Area Plan for the towns in order to identify their needs. The targeted areas will then be prioritised for investment and development in a number of key areas, including health, education, housing, childcare and community facilities. When considering the regeneration of these areas, specific objectives within the Development Plan will also be considered.

Neighbour Wood Scheme

This scheme is funded under the NDP through the Department of Agriculture, Fisheries and Food and aims to develop woodlands within the urban environment to serve the local population. The scale of the proposed woodland areas can vary from local parks within residential areas, to larger woodland areas situated along the urban fringe or in greenbelts, as well as existing woodlands located outside towns and villages and used by local communities for amenity and recreation. This scheme can be used to develop new woodland on parts of sites identified for future housing, thereby establishing amenity facilities for future residents. The NeighbourWood Scheme provides funding for three areas, namely for the establishment of new neighbourhoods, improvement of existing neighbourhoods, and the installation of recreational facilities into new or existing neighbourhoods.

The Department of Arts, Sport and Tourism

Through the availability of National Lottery funding, the Department of Arts, Sport and Tourism administer the Sports Capital Programme. This programme provides funding to voluntary sporting and community organisations at local, regional and national level towards the provision of sport and recreational programmes. The Recreational Facilities Scheme enables voluntary community organisations to further improve and equip recreational, leisure and community facilities. This body in its support of community organisations and the development of sporting/recreational facilities, acts as a valuable source of funding for the implementation of recreational and community facility objectives. This Department also supports Local Drugs Task Forces and community-based responses to the drugs issue.

The Combat Poverty Agency

This Agency, which comes under the aegis of the Department of Social and Family Affairs, carries out research and advises the Government and relevant stakeholders such as voluntary and community groups engaged in anti-poverty work. It also oversees anti-poverty programmes and provides finance to towards community development initiatives.

EU Structural Funds

This programme identifies a number of areas for funding, two of which are the European Regional Development Fund and the European Social Fund. There also exists a separate programme, which is co-financed by the structural funds called Community Initiatives. Such EU programmes can be a valuable source of investment, through which specific policies and objectives as identified in the plan can be implemented.

9.5 Contributions

It is considered reasonable that contributions be paid towards Local Authority investment in the provision of infrastructure and services, by developers who benefit from such provision. Section 48 of the Planning & Development Act 2000 allows Planning Authorities to prepare and adopt a Development Contributions Scheme in respect of public infrastructure and facilities provided by, or on behalf of the Local Authority that benefit development in their area.

The following is defined as public infrastructure and facilities in Section 48:

- the acquisition of land;
- the provision of open spaces, recreational and community facilities and amenities and landscaping works;
- the provision of roads, car parks, car parking places, sewers, waste water and water treatment facilities, drains and watermain;
- the provision of bus corridors and lanes, bus interchanges facilities (including car parks for those facilities), infrastructure to facilitate public transport, cycle and pedestrian facilities, and traffic calming measures;
- the refurbishment, upgrading, enlargement or replacement of roads, car parks, car parking places, sewers, waste water -and water treatment facilities, drains or watermain, and;
- any matters ancillary to the above.

Meath County Council and Navan Town Council are entitled, pursuant to Section 48, when granting planning permission to include conditions which require the payment of a contribution in respect of public infrastructure and facilities benefiting development in their administration area and that is provided, or is intended to be provided by or on their behalf (regardless of other sources funding for the infrastructure and facilities).

Meath County Council adopted the County Meath Development Contributions Scheme on 1st March 2004. Navan Town Council adopted the Navan Town Development Contributions Scheme on 2nd March 2004. The level of contributions is updated in March each year in accordance with the Wholesale Price Indices for Building & Construction published by the Central Statistics Office. The Meath County Development Contributions Scheme and the Navan Town Council Development Contributions Scheme are available on the Council's web site, www.meath.ie.

9.6 Planning Enforcement

Planning enforcement deals with developments / uses where the development / use is in breach of planning laws and is, therefore unauthorised development. It will continue to be the policy of Navan Town Council and Meath County Council to use all powers conferred by law to ensure that development only takes place with the benefit of a valid planning permission and that all conditions attached to planning permissions are complied with in the development. The Planning Authorities have powers under the Planning & Development Acts 2000 – 2007, to take enforcement action where development (either works or uses) is in breach of the planning laws and therefore, considered to be unauthorised.

The enforcement provisions contained in the Planning & Development Act 2000 incorporate the 'polluter pays' principle. If a person has carried out unauthorised development, they will have to pay the Planning Authority's costs in investigating and for enforcing the breach.

The Planning & Development Act 2000 provides a more streamlined enforcement regime with four enforcement mechanisms provided for:

- Criminal Prosecution;
- Enforcement Notice procedure followed by a prosecution, or;
- Enforcement Action in default of compliance with an Enforcement Notice, and;
- Planning Injunction.

The carrying out of works to a protected structure, or proposed protected structure, shall be exempted development only if those works would not materially affect the character of the structure, or any element of the structure which contributes to its special interest, and the carrying out of works to the exterior of a structure located in an architectural conservation area shall be exempted development only if those works would not materially affect the character of the area.

Compliance with Permissions Granted

Development must be carried out and completed in accordance with the planning permission granted. In cases where development, has commenced or is being carried out in breach of a planning permission or a condition of that permission, enforcement proceedings will be taken. The Planning Authorities will require removal, modification or completion of the development to conform with the proper planning and sustainable development of the area.

Unauthorised Development

A development is unauthorised when:

- Planning permission is required and has not been obtained.
- Planning permission was granted but the development is not being carried out in accordance with the plans lodged or conditions of the planning permission granted, and ;
- It does not comply with all the conditions and limitations to qualify a development as exempt.

Exempted Development

Exempted development is development for which planning permission is not required. Generally, it includes developments of a minor nature such as:

- Building of an extension, shed, garage, boundary walls etc. within the curtilage of a dwelling house subject to conditions and limitations (see below) and not restricted by a condition of a planning permission,
- Works that affect only the interior of a structure.
- Works that do not affect the external appearance of a structure, and;
- Some changes of use.

Full details of exempted development provisions including conditions and limitations is contained in Schedule 2, of the Planning and Development Regulations 2001-2008 which are available on www.irishstatutebook.ie.

9.7 Monitoring & Review

The Planning & Development Acts 2000 to 2007 provides under Section 15 (1) that it shall be the duty of a Planning Authority to take such steps within its powers as may be necessary for securing the objectives of the Development Plan, and under Section 15 (2) that the Manager of the Planning

Authority shall, not more than 2 years after the making of a Development Plan, give a report to the members of the Planning Authority on the progress achieved in securing the objectives referred to in subsection (1).

The Planning Authorities are committed to securing the Development Strategy presented for Navan in this Development Plan. In addition to the mandatory requirements for reviewing the success of implementation of the Development Plan as contained in the Planning & Development Act 2000, it is proposed to establish a Development Plan Implementation Group. This group will consist of elected members and officials from both Local Authorities, as deemed appropriate. The purpose of the Implementation Group is to monitor the success of the plan in securing its development objectives; and identify and remove any potential constraints. The Implementation Group will seek to identify and target funding mechanisms and also certify that developments on the ground comply with the objectives of the Development Plan.

9.8 Priority Policies and Objectives

Table 11; Priority Policies and Objectives

Policies and Objectives to be Prioritised over the Development Plan Period	
<i>Settlement Strategy</i>	
Settlement Strategy POL 1	To facilitate the continued development of Navan as a large growth town and promote its status as a primary dynamic cluster in partnership with Trim and Kells and as a key economic driver in line with the policies prescribed in the County Development Plan 2007-2013 & Regional Planning Guidelines 2004-2016.
Settlement Strategy POL 2	To promote the development of Navan as a self sustaining centre incorporating employment activities, sufficient retail services and community facilities.
Settlement Strategy OBJ 16	To prepare Local Area Plan for lands designated LAP 1 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 adopted Local Area 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.
Settlement Strategy OBJ 17	To prepare Framework Plans for lands designated FP1, FP2, FP3, FP4, FP5, FP6 and FP 7 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.
Housing Strategy OBJ 1	To ensure that 20% of all eligible residential sites are set aside for the development of new social and affordable units, except under exceptional circumstances.
Neighbourhood Centre POL 2	To implement the neighbourhood strategy in order to provide for the development of sustainable neighbourhoods, focused on neighbourhood centres with a mix of uses, densities and public services in accordance with the proposed area action plans.
Housing	To promote the active delivery of social housing over the development plan

Strategy OBJ 12	period through the acquisition /purchasing of land or other mechanisms in accordance with the Housing Needs Assessment.
<i>Architectural and Natural Heritage</i>	
HER OBJ 1	To preserve the character of the Navan Historic Core Architectural Conservation Area.
HER POL 9	<p>The following shall be the policy of the planning authorities with regard to protected structures in the Navan Development Plan area:</p> <ul style="list-style-type: none"> ▪ To refuse permission, either in whole or in part, for the demolition of protected structures, save in exceptional circumstances. ▪ To resist removal or modification of features of architectural importance. ▪ To resist interventions which would negatively affect the character of a structure, either externally or internally. ▪ To resist development that would adversely affect the setting of a protected structure. ▪ To require that all planning applications relating to protected structures shall be accompanied by drawings and documents sufficient to describe the impact of the proposed development on the character of the structure.
HER POL 16	To maintain, protect and where possible enhance, the conservation value of the cSAC in Navan and any additional sites that may be proposed for designation during the lifetime of this Plan.
<i>Social Strategy</i>	
SOC OBJ 3	To investigate and reserve in consultation with the Health Service Executive - Dublin North East a suitable site for a Regional Hospital in Navan (possible suitable locations include Nevinstown, Limekilnhill and Balreask Old & Limekilnhill (part)).
SOC OBJ 4	To facilitate the Health Service Executive – Dublin North East in the provision of health centres in the expanding residential suburbs of Navan by making provision for such sites in the Johnstown area, the Blackcastle/Batterstown area (Clonmagadden SDZ lands), the Trim Road area, and the Windtown Road area of the town.
ED OBJ 1	To zone sufficient lands at appropriate locations to cater for the needs of primary and post primary schools and educational facilities in Navan.
SOC OBJ 5	To develop the lands as identified at Abbeylands (between Silverlawns and the River Blackwater) for the purpose of providing a major public park.
SOC OBJ 7	To develop a system of linear parks and waterfront amenity areas with walkways and cycleways, subject to the availability of resources, along the Banks of the Boyne and Blackwater Rivers.
ED OBJ 14	To reserve lands in the vicinity of Clonmagadden (FP 2), Windtown (FP 4), Carriage Road (FP 1), Trim Road (FP 7) and Johnstown (LAP 1) to facilitate the provision of community resource centres in the residential suburbs of Navan.
<i>Economic Development</i>	
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.
RET DEV POL 1	To promote and encourage major enhancement and expansion of retail floorspace and town centre functions in Navan in a southerly direction towards the proposed central interchange 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 15	To facilitate the provision of discount food stores in suitable locations subject to the appropriate protection of the vitality and viability of the town centre and the need to confine their use to the sale of largely convenience goods.
Infrastructure	
INF OBJ 1	To promote the development of a Boulevard between the Fire Station and the 'Academy Square Development' off the Dublin Road following the downgrading of the N3 to regional road status.
INF OBJ 2	To preserve and secure from further development a route for the future provision of Distributor Road Corridors for the development of the following routes: ST 1, ST 2, ST 3, RT 1, RT 2, RT 3, RT 4, RT 8, RT 9
INF OBJ 15	To examine the feasibility of pedestrianising Trimgate Street from Cannon Row to Kennedy Road once the M3 Motorway has been completed and progress has been made in delivering the local distributor road network and if deemed feasible, to carry out the necessary works to facilitate the introduction of pedestrianisation. To similarly examine and implement where appropriate the pedestrianisation of Bakery Lane, Old Cornmarket and Watergate Street as part of subsequent phases.
INF OBJ 22	To facilitate the provision of a heavy rail link between Navan and Dublin City
INF OBJ 23	To promote the redevelopment of the lands between the Trim Road, Carriage Road and the Dan Shaw Road as a major transportation node in County Meath, with a multi modal interchange, catering for rail, bus (local and regional), car parking and bicycle facilities.
INF OBJ 24	To promote and secure, in conjunction with Iarnród Éireann the development of a multi modal interchange, catering for rail, bus, car parking and bicycle facilities to the north of the town in the vicinity of the Ratholdren Road.
INF OBJ 25	To promote and secure, in conjunction with Bus Éireann, the development of a central Bus Station within the lifetime of this Development Plan at the optimum location of the Central Bus and Rail Station.
INF OBJ 32	To prepare an integrated transportation strategy for Navan in conjunction with Iarnród Éireann, Bus Éireann, Dublin Transportation Office (or any office replacing it) and other licensed bus operators which reviews the local bus, pedestrian and cycle network with a view to maximising local accessibility and connectivity to the proposed train and bus stations.
INF OBJ 39	To support in conjunction with the Dublin Transportation Office (or any office replacing it), Bus Éireann and private bus operators, the provision of Park & Ride facilities at Knockumber, Nevinstown, Balreask, and the Carriage Road areas and

	other suitable locations.
INF OBJ 41	To implement the Water Services Investment Programme 2007-2009.
INF OBJ 46	To prepare plans for increasing the capacity of the Navan Waste Water Treatment Plant to cater for the growth in demand from the residential, commercial and industrial sectors over the lifetime of the plan.

Glossary of Terms

Access Road

The primary function of access roads is to provide access to houses, factories, offices and other business premises etc.

Age Cohort

Classification of the population of a specified area through the use of nationally recognised age groupings.

Backland Development

Development, which takes place to the rear of existing structures fronting a street or roadway.

Bed and Breakfast

A building or part thereof where sleeping accommodation and breakfast are available on a commercial basis.

Brownfield Site

A site within an urban area which has become derelict due to obsolescence, vacancy or due to the demolition of a structure or building.

Building Lines

A development line along a street or roadway behind or in front of which development is discouraged.

Building Regulations

The Building Control Acts 1990 and 2007 and the Regulations made under constitute a system for regulating building works and lay down minimum standards for design, construction, workmanship, materials etc. Different standards apply depending on the use of the building.

Community Facilities

Facilities, which are operated for the benefit of the public and which, are open to the public.

Combined System

A portion of the Navan sewerage network is combined, i.e. both foul and surface waters are conveyed in the same pipe. This is very inefficient as some of the capacity of the sewage treatment works is utilised in treating what is simply surface water.

County Development Plan

Refers to the Meath County Council Development Plan 2007-2013

Density

This is a measure of the intensity of use of land. Net Residential Density, Plot Ratio and Site Coverage are all indices of density and are each defined under the appropriate headings below.

Enterprise Units

Space made available for enterprise units and starter businesses to operate from, with overheads being shared.

Framework Plan

A non-statutory plan, prepared by or on behalf of the Planning Authority, for a specific area providing detail on the desirable framework for future development, design and/or layout.

Freestanding Sign

A stand alone sign that generally has one or two columns supporting it.

Guesthouse

A building or part thereof where sleeping accommodation, meals and other refreshments are available to residents and non-residents and which has a minimum of five rooms and no more than nineteen rooms.

Habitable Room

A bedroom or living room, including a combined kitchen/family dining room but not a bathroom or small kitchen.

Hard Landscaping

The use of inorganic and inanimate materials, for example rock and stone, in the landscaping of an area, frequently including artificial and manmade objects, such as seating, paving, railings etc.

Heavy Industry

Manufacturing or a process, which involves the use of fixed plant and machinery, requires large amounts of raw materials and creates waste in the production of a final product.

Hedgerows (Significant)

A natural or semi-natural row of bushes, shrubs and/or trees forming a boundary. Hedgerows help define places, act as shelterbelts, add to bio-diversity and offer significant wildlife habitat.

Home Based Economic Activities

Small scale commercial activities, which are secondary to the use of the premises as a residence.

Households

One or more persons occupying a dwelling, which has kitchen and bathroom facilities.

IDA Ireland

Industrial Development Agency, an organisation established in 1994 under the Industrial Development Act 1993 to direct investment towards cities and towns and locations generally sought by overseas companies, who do not wish to be far removed from skilled labour pools and the advantages of linkages with other suppliers.

Infill

New building which fills in a gap, i.e. a small unused site within a built-up area.

Living Over the Shop

The utilisation of upper floor space in urban areas for residential purposes. The term 'Living Over the Shop' has also been used to refer to the package of financial incentives which the Government has made available for this purpose.

Local Agenda 21

Founded in 1992 at the Rio Conference on Sustainable Development, it is a world-wide initiative intended to promote sustainable development principles through practical actions at the lowest practical level. It is commonly taken forward by local partnerships encompassing local authorities, public bodies, private business, special interest groups and members of the public.

Local Area Plan

The Planning and Development Act 2000 provides that these may be provided in certain circumstances including in areas likely to be subject to large scale development during the lifespan of the plan. They should be consistent with the Development Plan and detailed plans for the proper planning and sustainable development of such areas should be drawn up.

Local Distributor

These roads distribute traffic within environmental areas. They form the link between district distributors and access roads and while intended to distribute traffic they may be used as access roads. Normally frontage development will be permitted except where an excessive number of houses or other development is served by any road or section of road.

Major Urban Centre

Centre where a wide range of commercial, industrial and community functions would be delivered with a significant residential role.

Modal Split

The split of users of different modes of public and private transport.

Multi-storey Car Park

A free standing or multi-level parking facility generally used for the parking of cars on a short-term basis with an hourly fee being charged.

Net Residential Density

This is the measure of housing density used as a basis for development control. It is the number of houses divided by the site area in hectares or acres, including dwellings and gardens, any incidental open space (e.g. children's play space, parking areas) and half the width of the surrounding roads up to a maximum of 6m. Excluded from Net Residential Density are most open spaces, local shops, primary schools and all other types of development.

Outdoor Advertising Structures

The policy for outdoor advertising structures pertains to advertisements unrelated to the land or premises on which they are erected. Such advertisements contrast with shop-front advertising which concerns the goods or services provided on the premises.

Over-Counter Offices

A building in which the services provided are available to the public on a 'walk-in' basis during office hours and generally provided over the counter.

Plot Ratio

This is the gross floor area of the building/s divided by the area of the site and is used to depict the intensity of use of a site. In calculating the area of a site adjoining road widths are excluded.

Population Equivalent

The equivalent, in terms of a fixed population, of a varying or transient population such as a hospital or restaurant, or an alternative industrial or commercial usage. The standard per head of population per day is 0.060kg Biological Oxygen Demand or 120 L per head per day.

Ribbon Development

Where 5 or more houses exist on any one side of a given 250 metres of generally rural road frontage. Generally, such housing is expensive to service as extensive service pipes etc. are required. Frequently, such housing is not connected to public sewerage and is dependent on septic tank systems.

Services (general)

Activities directly relating to serving the needs of the public, which do not involve any manufacturing processes. They include restaurants, shops, professional services and entertainment outlets.

Service Sector

This is the employment sector, which involves the provision of services, frequently referred to as the tertiary sector.

Shop –Front Advertising

This is advertising on the premises, which provides goods or services. Shop-front advertising embraces advertising related to hotels or other streetscape frontages and thus is not restricted to “shops” per se.

Site Coverage

Site coverage is the portion of the site, which is built on and is determined by dividing the total site area by the ground floor of the building.

Social Infrastructure

Buildings and other structures related to serving the needs of the public for social, health, educational and/or recreational needs; it includes such facilities as schools, community centres, parish halls and recreational facilities.

Soft Landscaping

The use of water and natural vegetation, including trees, plants, shrubs, in the landscaping of an area.

Special Area of Conservation

Areas of special interest containing habitats or species of European significance.

Special Protection Areas

Areas of special interest for the conservation of wild bird habitats, especially listed, rare or vulnerable species and migratory species. They are being established under the Birds Directive (Council Directive 79/409/EEC).

Sustainability

Refers to development, which meets the needs of the present without compromising the ability of future generations to meet their own needs.

Tree Preservation Order

A mechanism available to Planning Authorities under Section 205 of the Planning & Development Act 2000, as amended, to make orders for the preservation of trees in the interest of amenity.

Urban Consolidation

The development or re-development of under-utilised urban land in an efficient, compact and robust fashion.

Urban Primary Road Network

The system of main roads designed to carry all long distance traffic movements to, from and within the town.

Urban Renewal

The revitalisation of urban areas through specific development objectives and strategic planning principles.

Urban Sprawl

The excessive outward expansion of built development, away from the core town centre and into the surrounding countryside. This form of development is viewed as unsustainable.

APPENDIX I: RECORD OF PROTECTED STRUCTURES



Explanatory Notes

The following list contains the structures protected under Section 51 of the Planning and Development Act 2000 that are contained on the Record of Protected Structures for Navan.

The Record of Protected Structures is displayed in the form of a table, the rows relate to individual structures and the columns correspond to various fields of information relating to each structure, outlined below.

The **Map Ref.** locates each structure on the accompanying Built Heritage Conservation Map for Navan.

The **ID** no is a unique reference number identifying the structure on the RPS database of protected structures in Meath.

Structure Name refers either to the title of a building, e.g. Navan Town Hall, name of the business currently located in a building, e.g. McDonalds, or the generic name of a structure e.g. post box, or dwelling house. In certain cases where limited protection applies this is indicated in this column – e.g. “façade only”

Number is the postal address number of the building in a particular street, or the number shown on the façade or shopfront signage.

Street/Townland gives the location of the structure within the survey area either by street or townland name.

Building Type relates to the current use of the building, usually at entrance level only.

Description give a brief description of the structure. This is intended to identify the structure and avoid confusion with other, similar structures. It is not a complete description of the structure and does not suggest that only those elements referred to are protected, or that the elements so described are of particular importance.

NIAH Reg. No. refers to the registration number on the National Inventory of Architectural Heritage building survey of County Meath. The NIAH is a section within the Department of the Environment, Heritage and Local Government. The work of the NIAH involves identifying and recording the architectural heritage of Ireland, from 1700 to the present day. The majority of the structures on the RPS are included in the NIAH inventory. You see this survey on line at www.buildingsofireland.ie

APPENDIX 1: RECORD OF PROTECTED STRUCTURES (RPS)

Subsequent to the extension of Navan Town administrative boundary a number of Protected Structures which are included in the Meath County Development Plan RPS shall be added to the Record of Protected Structures in the Navan Development Plan. The revised RPS is detailed below with amendments in italics:

Navan Town							
Map Ref	ID	Structure Name	No.	Street/Townland	Building Type	Description	NIAH Reg. No
1	NT0 25-001	Albany Home Décor	25	Trimgate Street	Retail Outlet	Corner-sited end-of Terrace three-bay two-storey house, built 1881. Polychrome brick facade with mounded eaves course. Single-storey extension and two-storey return to rear. shopfront refitted c. 1985	14009470
2	NT0 25-002	P. Fitzsimons	27	Trimgate Street	Public House	Terraced three-bay three-storey house, built 1892. Red brick facade with limestone and mounded brick dressings. Two-storey return and outbuildings to rear. Shopfront altered and windows refitted c. 1990	14009471
3	NT0 25-003	Paddy Power	28A	Trimgate Street	house/ retail	Terraced four-bay two-storey house, built 1886 with integral carriage arch. Shopfront refitted c. 1990	14009472
4	NT0 25-004	McDonald's	37	Trimgate Street	Restaurant	End of terrace two-bay single-storey former post office, built 1908, with gabled brick and stone facades.	14009481
5	NT0 25-005	Chartbusters	39	Trimgate Street	Retail Outlet	Terraced four-bay three-storey former house, built 1878. Timber shopfront refitted ground floor converted to multiple units and rear extension added c. 1975	14009485
6	NT0 25-006	David's	42	Trimgate Street	Butchers	Terraced three-bay two-storey house built 1896, with brick facade, round headed door opening and timber oriel window. Timber bracketed shopfront inserted c. 1910. Additional timber shopfront inserted c. 1985.	14009488
7	NT0 25-	Specsavers	46	Trimgate Street	Retail Outlet	Terraced four-bay two-storey former house, built 1896 with gabled breakfront. Red brick facade with shopfront	14009490

Navan Town							
Map Ref	ID	Structure Name	No.	Street/Townland	Building Type	Description	NIAH Reg. No
	007						
8	NT0 25-008	P. J. Tehan	47	Trimgate Street	Retail Outlet	Terraced three-bay three-storey house c. 1870. Timber shopfront inserted c. 1980. Now also in use as retail outlet.	14009491
10	NT0 25-010	Tully Bookmakers	6	Market Square	house/retail	Terraced two-bay three-storey house, c. 1760 with rear return. Shopfront refitted c. 1985. Now also in use as retail outlet.	14009508
11	NT0 25-011	Robin Byrne/The Flower Stand	7	Market Square	Hairdressers/Retail	Terraced two-bay two-storey house c. 1760. Top storey added 1873. Timber shopfront c. 1985	14009546
12	NT0 25-012	Reilly Estates/Woods Financial Services Ltd	8	Market Square	Offices / retail	Terraced three-bay three-storey house c.1800 with rear return. Remains of 1890's shopfront.	14009509
13	NT0 25-013	Bank of Ireland	11	Market Square	Bank/Financial Institution	Terraced four-bay two-storey bank built 1880. Ashlar limestone facade with double tier pilasters and parapet with ball finish.	14009513
14	NT0 25-014	Abrakebabra	4	Watergate Street	Restaurant/retail	Terraced two-bay three-storey house c. 1910 with return to rear. Shopfront refitted c. 1985	14009321
15	NT0 25-015	John Joyce		Watergate Street	Retail Outlet/offices	Terraced two-bay three-storey house c. 1910, with single storey range at rear	14009320
16	NT0 25-016	Joyce's Furnishings	6	Watergate Street	Retail Outlet	Terraced three-bay three-storey house c. 1910, with integral carriageway arch, return, and timber shopfront. Extended to rear.	14009319

Navan Town							
Map Ref	ID	Structure Name	No.	Street/Townland	Building Type	Description	NIAH Reg. No
17	NT0 25-017	Blooms	8	Watergate Street	Shop/ house	Terraced two-bay three-storey house, c. 1780, with return to rear. Carved bracketed timber shopfront c. 1880	14009317
18	NT0 25-018	The Wine Buff	9	Watergate Street	Vacant	Terraced two-bay three-storey house c. 1780. Timber shopfront with panelled pilasters, scrolled brackets and dentil cornice insertec c. 1910	14009316
19	NT0 25-019	Walsh & Sons	10	Watergate Street	Retail Outlet	Terraced two-bay three-storey house, c. 1840, with integral carriageway arch and two-and three-storey returns to rear. Timber Ionic shopfront c. 1890. Cantilevered double faced clock added to facade in 1902	14009312
20	NT0 25-020	Modern Language Centre & Chiropractor	11 - 12	Watergate Street	Community Facility	Pair of terraced two-bay two-storey houses, c 1785, with rear extensions. Forming single unit with retail outlet inserted	14009311
21	NT0 25-021	Navan Town Hall and Stocks		Watergate Street	town hall/ stocks	Detached five-bay two-storey Town Hall, c.1850 with pedimented breakfront. Pair of iron town stocks c. 1800	14009305 / 14009306
22	NT0 25-022	EBS Building Society,	37	Watergate Street	house/ financial institution	Terraced three-bay three-storey house, built 1870, with segmental headed arch to integral carriageway and to upper floor window openings.	14009333
23	NT0 25-023	I Hour Photo	38	Watergate Street	Retail Outlet	Terraced two-bay three-storey house, built 1880. Timber bracketed shopfront and upper floor openings refitted c. 1990	14009334
24	NT0 25-024	Knights	40/41	Watergate Street	Public House/ Disco Bar	Terraced three-bay three-storey house, c. 1914. Refurbished and extended at rear c. 1990. Converted to public house c.2000	14009337

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Map Ref	ID	Structure Name	No.	Street/Townland	Building Type	Description	NIAH Reg. No
25	NT0 25-025	Post Box		Watergate Street	Postbox	Cast-iron post box c. 1910 with ER VII monogram	14009340
26	NT0 25-026	Maison	46	Watergate Street	Retail Outlet	Terraced three-bay two-storey house c. 1780, with dormer attic. Timber shopfront and domestic doorcase, c. 1910	14009343
27	NT0 25-027	Meath Chronicle Printing Works	12a	Market Square	Retail Outlet	Terraced six-bay three-storey former house, c.1750, with integral carriageway arch. Embellishments added to facade, c. 1900, shopfront refitted c. 1985	14009345
28	NT0 25-028	wall at Timmons Hill		Athlumley Road	Gateway	Length of coursed rubble walling, with round headed Doric door case, set within blind arch, c. 1780. Replacement hardwood door and fanlight	14009348
29	NT0 25-029	Boyne Mortgages	18	Market Square	Commercial	Terraced two-bay three-storey house c. 1810. Shopfront refitted c. 1985. Upper floor openings refitted c. 1990. Three-storey extension to rear.	14009355
30	NT0 25-030	Ollie & Mac	19	Market Square	Commercial	Terraced two-bay three-storey house c. 1810. Shopfront, door opening and upper floor openings refitted 1985. Two-storey extension to rear	14009356
31	NT0 25-031	Duleek House/Vico's Grill	1	Ludlow Street	Café	Shopfront and upper floor openings refitted c. 1985	14009357
32	NT0 25-032	The Medical Hall	2	Ludlow Street	Chemist	Terraced three-bay three-storey house over concealed basement c. 1810, retaining original timber sash windows. Timber shopfront c. 1880	14009358
33	NT0 25-	Ludlow House	3	Ludlow Street	Insurance Brokers	Terraced three-bay three-storey house over concealed basement, c. 1810, with Ionic stone doorcase and front	14009359

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Map Ref	ID	Structure Name	No.	Street/Townland	Building Type	Description	NIAH Reg. No
	033					railings. Shopfront inserted, door and windows refitted c. 1985. Full height bowed extension to rear	
34	NT0 25-034	Former Couthouse, (O'Reilly & Co. Solicitors)	4	Ludlow Street	Vacant	End-of-terrace three-bay two-storey over basement former court house, built 1801, with limestone facade having pediment above. Set back behind railings.	14009360
35	NT0 25-035	Sean McGrane	5	Ludlow Street	Butchers	End-of-terrace two-bay three-storey house c. 1840, with exposed rubble limestone facade and brick dressings to openings. Replacement timber sash windows c. 1910. Shopfront refitted c. 1985	14009363
36	NT0 25-036	Bermingham's	7	Ludlow Street	Public House	Terraced three-bay three-storey house with integral carriage arch c. 1850, with exposed rubble limestone facade and brick window openings. Refurbished, shopfront and openings refitted c. 1990	14009371
37	NT0 25-037	Navan Travel	1	Bridge Street	Travel Agents	Terraced four-bay two-storey house with integral carriageway arch, c.1835. Exposed rubble facade, brick dressings to opes. Shopfront inserted and openings refitted c. 1985	14009374
38	NT0 25-038	Dwelling House	2	Bridge Street	Terraced House	Terraced three-bay two-storey house c. 1835, with exposed rubble facade, brick dressings to window openings, round headed stone doorcase and front railings.	14009376
39	NT0 25-039	S. Rogers / Marsh Mackey & Co	3	Bridge Street	Offices	Terraced three-bay two-storey house c. 1835 with exposed rubble and brick dressings to window openings. Retail outlet ritted c. 1930. Doorcase and windows refitted c.1985. Now in use as a retail outlet and offices.	14009377

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Map Ref	ID	Structure Name	No.	Street/Townland	Building Type	Description	NIAH Reg. No
40	NT0 25-040	Dwelling House	6	Bridge Street	Terraced House	Terraced five-bay two-storey over basement house c. 1830 with round headed block and start limestone doorcase, Drawing room wing added c. 1870. Re-rendered c. 1990	14009379
41	NT0 25-041	Meath Motor Works	13	Bridge Street	Garage	End of terrace five-bay two-storey house built 1928, with central gable. Shopfront and integral carriageway arch to ground floor.	14009386
42	NT0 25-042	The County of Meath Infirmary		Bridge Street	Hospital	Detached seven-bay three-storey former infirmary, built 1754, with inscribed plaque and limestone architrave surround square headed door opening. Altered c. 1820 and twelve-bay two-storey ward wing added. 20thC extensions.	14009397
43	NT0 25-043	St. Mary's Church of Ireland		Church Hill	Church (C of I)	Detached church, built c. 1815, with three-bay side elevation to nave, having single-bay chancel attached to east. Earlier three-stage pinnacled tower, built 1762, attached to west. Incl. railings	14009410
44	NT0 25-044	Dwelling House	3	Bedford Place	house	End-of-terrace, two-bay two-storey house over raised basement built 1852, with roof parapet and flight of steps leading to round headed doorcase. Front railings and mews. Side extension added c. 1950.	14009409
45	NT0 25-045	Noonan & Son Solicitors	2	Bedford Place	house	Terraced, four-bay two-storey house over raised basement built 1852, with roof parapet and steps. Front railings and mews.	14009408
46	NT0 25-046	Dentists	1	Bedford Place	Commercial Offices	End-of-terrace two-bay two-storey house over raised basement, built 1852, with roof parapet and flight of steps. Front railings and mews to site	14009407
	NT0	Fair Green		Fair Green	street	Length of Limestone kerb stones, c. 1870	

Navan Town							
Map Ref	ID	Structure Name	No.	Street/Townland	Building Type	Description	NIAH Reg. No
	25-047	kerbstones			furniture		
48	NT0 25-048	St. Anne's Loreto Primary School		Fair Green	School	Five-bay two-storey school house c. 1890, with wall mounted limestone statues of St Brigid. Refurbished 2001.	14009523
49	NT0 25-049	St. Anne's Loreto Convent		Trimgate Street	Old Convent	Detached three-bay three-storey over basement convent, dated 1830, with segmental headed recessed door-opening. Attached to church at rear and school house at side. Unoccupied except for basement. Openings refitted 2001.	14009531
50	NT0 25-050	St. Anne's		Trimgate Street	Community Hall	Convent extension, built 1841, consisting of four-bay two-storey over basement wing, with school room and chapel above. Now part used by youth club.	14009532
51	NT0 25-051	St. Mary's Roman Catholic Church Cross		Trimgate Street	Sculpture	Limestone high cross, c. 1880, with figures carved in a highly expressive manner depicting the crucifixion on one face and the Blessed Virgin Mary on the other. Cross stands on a high base.	14009528
52	NT0 25-052	St. Mary's Roman Catholic Church		Trimgate Street	Church (RC)	Detached gable fronted church begun 1836, with five-bay side elevation to nave. Italianate bell-tower added c. 1870. Wrought-iron railings.	14009529
53	NT0 25-053	St. Mary's Presbytery		Fair Green	Presbytery	Detached five-bay two-storey house over raised basement, built 1845. Coursed rubble facade with modillion eaves course, brick dressings to openings and flight of entrance steps. Set back behind cast iron railings. Refurbished, doorcase and windows refitted c. 1990	14009524

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Map Ref	ID	Structure Name	No.	Street/Townland	Building Type	Description	NIAH Reg. No
54	NT0 25-054	Navan Traveller's Workshop Ltd		Fair Green	Social Services Centre	Former stable yard, 1870, comprising gable-fronted single-storey stable ranges and two-storey coach-house to rear. Partially demolished c. 1954. Now annexed to adjoining hall	14009548
55	NT0 25-055	Boyne House		Church Hill	Commercial Offices	Corner sited detached three-bay three-storey former bank, built 1908, with red brick facade, ashlar limestone dressings, and two-storey corner oriel turret. Set behind railings	14009411
56	NT0 25-056	Navan Physiotherapy / Navan Chamber of Commerce		Church Hill	Offices	End-of-terrace four-bay three-storey former house, c.1850, retaining tripartite sash windows	14009416
57	NT0 25-057	Post Box		Church Hill	Postbox	Freestanding cast-iron post box c.1905, ER VII monogram	14009417
58	NT0 25-058	Oriel Sweet Shop	12	Ludlow Street	Retail Outlet	End-of-terrace three-bay three-storey house, c. 1820, with rusticated stone doorcase. Doorcase altered c. 1860. Shopfront inserted c. 1915. Window openings refitted c. 1900	14009418
59	NT0 25-059	Dobre Bo Polskie	13	Ludlow Street	Commercial	Terraced three-bay three-storey house c. 1840. Single-bay extension c. 1870. Shopfront inserted c. 1910, extended at rear and openings refitted. Portion of rear extension demolished and group of three two-bay two-storey houses built 2001 to site.	14009419
60	NT0	The Russell	15	Ludlow Street	Restaurant	Terraced three-bay three-storey house built c. 1810,	14009544

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Map Ref	ID	Structure Name	No.	Street/Townland	Building Type	Description	NIAH Reg. No
	25-060	Restaurant				now annexed to building adjoining to left hand side. Now also in use as restaurant.	
61	NT0 25-061	The Russell Restaurant	16	Ludlow Street	Restaurant	Terraced three-bay three-storey house c. 1850. Integrated with adjoining building to form restaurant c. 1980, with recessed opening at first floor level	14009421
62	NT0 25-062	Vacant premises	18	Ludlow Street	Vacant/Residential	Terraced five-bay three-storey house, built 1857, with round headed door opening and timber shopfront with engaged fluted columns and brackets.	14009423
63	NT0 25-063	Anthony Byrne Property Letting & Management Agent	19	Ludlow Street	Retail Outlet	Terraced single-bay three-storey house c. 1830 with tripartite window openings c. 1830. Moulded window architraves and timber shopfront inserted c. 1900	14009424
64	NT0 25-064	Anne's Florist	20	Ludlow Street	Retail Outlet	Terraced single-bay three-storey house, c. 1830, with round headed stone doorcase and tripartite window openings Shopfront inserted and windows refitted c. 1980	14009425
65	NT0 25-065	Bling Beauty Bar	21	Ludlow Street	Commercial Offices	Terraced two-bay three-storey house c. 1850 with round-headed stone doorcase. Timber shopfront inserted c. 1910. Windows refitted c. 1990	14009426
66	NT0 25-066	Clonard House		Market Square	Commercial Offices	Terraced five-bay three-storey former bank, built 1884, with brick facade segmental headed window openings and integral carriage arch. Limestone cladding to ground floor c, 1910	14009429
67	NT0 25-067	The St. Laurence Hotel	22	Market Square	Vacant Hotel	Terraced five-bay three-storey house over basement c. 1780, with pedimented Doric stone doorcase and three-storey rear wing. Ground floor openings enlarged	14009430

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Map Ref	ID	Structure Name	No.	Street/Townland	Building Type	Description	NIAH Reg. No
68	NT0 25-068	John McEvoy	24	Market Square	Retail Outlet	Terraced four-bay three-storey house with basement c. 1870, timber shopfront c. 1900. Now also in use as retail outlet.	14009432
69	NT0 25-069	ACL Safety & Training, (The Acupuncture Clinic)		Old Cornmarket	Retail Outlet	Terraced three-bay two-storey house, c. 1900 with exposed rubble facade and brick dressings to openings, refitted c. 1990	14009437
70	NT0 25-070	Henry Loughran	5/6	Trimgate Street	Public House	Terraced four-bay three-storey house with integral carriageway arch, built c. 1888, having corbelled parapet, pedimented window surrounds and shopfront. Two-storey flat roofed extension built to rear c. 1975. Part of shopfront altered 1990	14009449
71	NT0 25-071	Halifax	7	Trimgate Street	Office/Central Government	End-of-terrace four-bay three-storey bank, built 1879, with breakfront. Limestone ashlar facade with eaves cornice, scrolled key stones to ground floor openings, lugged architraves to first floor openings and segmental headed openings to second floor. Re	14009450
72	NT0 25-072	Coldrick Jeweler	8	Trimgate Street	Jewelers	End-of-terrace three-bay three-storey house, built 1910, with two-storey full width return to rear. Brick facade. Shopfront refitted c. 1980	14009451
73	NT0 25-073	St. Mary's Roman Catholic Church		Trimgate Street	Gateway	Railings and gateway, c. 1885, consisting of ashlar limestone piers and low plinth wall, with cast iron railings, pedestrian gates and pair of wrought iron gates	14009461
74	NT0 25-	Catholic Young Men's		Trimgate Street	Community Hall	end of terrace three-bay two-storey former house c. 1885 with brick dressings to openings and ashlar	14009545

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Map Ref	ID	Structure Name	No.	Street/Townland	Building Type	Description	NIAH Reg. No
	074	Society				relieving arches to ground floor.	
75	NT0 25-075	Post Box		Trimgate Street	Postbox	Cast-iron post-box c. 1970 with P&T monogram. Additional metal post box c. 1980.	14009464
76	NT0 25-076	Catholic Young Mens Society Hall		Trimgate Street	Community Hall	Terraced three-bay two-storey hall, built 1863, with gabled and coursed rubble facade, flush brick dressings to openings and headed door-opening.	14009463
77	NT0 25-077	Town Wall		Trimgate Street	town wall	Length of rubble walling, possibly part of town wall. Inscribed stone stating " this part of the town wall rebuilt April 1796"	14009536
78	NT0 25-078	Ryan's	22	Trimgate Street	Public House	End of terrace two-bay two-storey house, c.1840, with two-storey extension to rear, built 1999. Shopfront refitted c.1990. Now in use as a public house.	14009465
79	NT0 25-079	Ryan's	22A	Trimgate Street	Public House	Terraced two-bay two-storey house with carrageway arch, c.1890. Windows openings refitted c. 2000. Now in use as a public house.	14009466
80	NT0 25-080	Dwelling House (facade only)	23	Trimgate Street	Terraced House	Terraced three-bay two-storey house, built 1912. Snecked limestone facade with moulded brick eaves course. Railings to front	14009467
81	NT0 25-081	Dwelling House (facade only)	1	Railway Street	Terraced House	End of terrace two-bay two-storey house, built 1895, with coursed rubble limestone facade and brick dressings	14009516
82	NT0 25-082	Liam Byrne Travel Ltd. (facade only)	2	Railway Street	Travel Agent	Terraced two-bay two-storey house, built 1895, with coursed rubble limestone facade and brick dressings. Circular window ope inserted c. 1985	14009517
83	NT0 25-	Paul Brady & Co. (facade	3	Railway Street	Solicitor's Office	End of terrace three-bay two-storey house with integral carriage arch, built 1895, having coursed rubble	14009518

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Map Ref	ID	Structure Name	No.	Street/Townland	Building Type	Description	NIAH Reg. No
	083	only)				limestone facade and brick dressings. Window openings refitted and entrance doorway repositioned c. 1985. Now in use as offices.	
84	NT0 25-084	St. Anne's Loreto Convent		Trimgate	Gatehouse/Lodge	Detached three-bay single-storey gate lodge, c. 1880, with angular bay window	14009533
85	NT0 25-085	St. Joseph's Primary School		Leighsbrook	Gateway	Cast-iron paneled gate piers each surmounted by a cross, c. 1910. Repositioned and gate replaced c. 1990.	14009086
86	NT0 25-086	North Eastern Health Board		Leighsbrook	Health Board Premises	Six-bay two-storey chapel and school rooms extension to convent built c. 1880. Plant room to basement and gallery to first floor double-height chapel.	14009550
87	NT0 25-087	North Eastern Health Board		Leighsbrook	Health Board Premises	Five-bay three-storey extension to former convent c. 1880, with lift shaft extension to rear, c. 1905. Now in use as offices.	14009077
88	NT0 25-088	North Eastern Health Board		Leighsbrook	Health Board Premises	Detached five-bay three-storey former house c. 1770 with two-storey split level extension to rear c.1870	14009076
89	NT0 25-089	St. Joseph's Secondary School		Leighsbrook	School	Multi-bayed two-storey school c. 1890 incorporating round headed traceried window openings. Various extensions.	14009079
90	NT0 25-090	Better Deal Cash & Carry		Carriage Road	warehouse	Detached six-bay single-storey former railway warehouse, c.1880, with exposed rubble limestone walls and brick dressings to openings. Railway tracks removed and openings blocked c. 1970	14012014
91	NT0 25-	Post Box		Commons Road	post box	Cast-iron wall mounted post box c. 1950 with P&T monogram. Now disused.	14011023

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Map Ref	ID	Structure Name	No.	Street/Townland	Building Type	Description	NIAH Reg. No
	091						
92	NT0 25-092	Dwelling House	48	Brews Hill	Retail Outlet	Terraced two-bay two-storey house, built 1897, with decorative ridge tiles moulded brick detailing and sash windows	14009219
93	NT0 25-093	Dwelling House	49	Brews Hill	Terraced House	Terraced two-bay two-storey house built 1897 , with decorative ridge tiles and moulded brick detailing	14009220
94	NT0 25-094	Dwelling House	50	Brews Hill	Terraced House	Terraced two-bay two-storey house built 1897 with decorative ridge tiles and mounded brick detailing	14009221
95	NT0 25-095	Limestone Milestone		Canon Row	Milestone	Limestone milestone, c. 1775, inscribed " to Dunshaughlin 9 1/2 miles "	14009245
96	NT0 25-096	Navan Garda Station		Abbey Road	Garda Station	Detached seven-bay two-storey former monastery, c. 1955, with projecting end bays and Tuscan limestone portico. Former Chapel at rear.	14009256
97	NT0 25-097	Limestone Milestone		Abbey Road	Pavement Fitting General	Limestone post c.1840, indistinctly inscribed.	14006014
98	NT0 25-098	Town Wall		Abbey Road	town wall	Possible location of section of former town wall c. 1542-3	14009568
99	NT0 25-099	Pollboy Bridge		Pollboy Bridge	Bridge	Seven arch roughly dressed stone bridge, c. 1740. Flattened cutwaters down-stream and 'v' cutwaters up-stream which carry up into the parapet walls to provide refuges of similar profile.	14006018
100	NT0	Terraced	75	Flower Hill	Terraced	End of terrace, three-bay two-storey house c. 1830, with	14007106

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Map Ref	ID	Structure Name	No.	Street/Townland	Building Type	Description	NIAH Reg. No
	25-100	House			House	four-bay single -storey rear extension. Refurbished c.1880. Monumental masons yard at rear	
101	NT0 25-101	Dwelling House	66	Flower Hill	Terraced House	End of terrace three-bay three-storey house c. 1820, with round headed stone doorcase	14007098
102	NT0 25-102	Water Mill		Mill Lane	mill	Detached L-plan three-storey water mill c. 1820 with remains of sluice and cast- iron mill wheel.	14006044
103	NT0 25-103	Elliott's Saw Mills Weir		Flower Hill	Weir/ Sluice	River weir associated with former saw mills c. 1855	14006036
104	NT0 25-104	Blackwater House		Navan Relief Road	Detached House	Detached seven-bay two-storey house c. 1785, with round headed Gibbsian limestone doorcase. Single storey extension to rear c. 1885	14006027
105	NT0 25-105	Millbrook Weir (East)		River Blackwater	Weir/ Sluice	Weir, c. 1790, formerly associated with mill	14005038
105	NT0 25-105/ MH0 25-001	Millbrook Weir (West)		River Blackwater	Weir/ Sluice	Weir, c. 1790, formerly associated with mill.	14005038
106	NT0 25-106	Spicers Blackwater Mills		Navan Relief Road	Warehouse	Detached eleven-bay six-storey water mill built 1783, with remains of cast- iron water wheel. Five-bay five-storey and six-bay six-storey extensions to south with ridge-high firewalls. Various mid-twentieth century single-storey extensions.	14006030

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Map Ref	ID	Structure Name	No.	Street/Townland	Building Type	Description	NIAH Reg. No
107	NT0 25-107	Spicers Mill weir and sluice		Navan Relief Road	Weir/ Sluice	Limestone and concrete mill weir c. 1780, partly breached.	14006031
108	NT0 25-108	Dwelling House	1	New Lane	Terraced House	End of Terrace three-bay two-storey house c. 1885. Exposed rubble facade and brick dressings to openings.	14006059
109	NT0 25-109	Meath Women's Refuge		Flower Hill	Former Flower Hill National School	Detached five-bay single-storey former national school 1887, with brick dressings, decorative timber barge boards, pointed window openings, leaded lights and entrance porch. Now in use as women's refuge.	14007069
110	NT0 25-110	Post Box		Donaghmore Road	Postbox	Cast-iron wall mounted post box c. 1970 with P&T monogram	14007054
111	NT0 25-111	Blackcastle Estate, gate piers		Donaghmore Road	Gateway	Pair of limestone gate piers c. 1850 with coping stones and cast iron double gates	14007060
112	NT0 25-112	Blackcastle House		Flower Hill	Country House	Detached six-bay two-storey house built 1828, with Greek Doric portico. Breakfront to river elevation. Rear wings possibly earlier. Burnt 1987. Now derelict.	14007119
113	NT0 25-113	Thubberorum		Ludlow Street	Well	Well house, built 1858, consisting of partially underground vaulted chamber, enclosed well, flight of six limestone steps and pair of gate piers with an inscribed plaque.	14009361
114	NT0 25-114	Arched Gateway		New Cornmarket	Gateway	Elliptical arched gateway, c.1840, with ashlar dressings and pair of wrought-iron gates, set in rubble stone wall.	14009368
115	NT0	New Bridge		Athlumney	Bridge (road)	Six arch road bridge over river, built 1752 with	14010086

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Map Ref	ID	Structure Name	No.	Street/Townland	Building Type	Description	NIAH Reg. No
	25-115			Road		cutwaters and coursed rubble masonry parapet walls	
116	NT0 25-116	River Mill View Apartments		Athlumney Road	apartments/ former mill	Detached none-bay four-storey former water mill c. 1850. Exposed rubble facade with brick dressings to openings. Retaining cast iron waterwheel.	14010085
117	NT0 25-117	Somerville Bridge		Athlumney Road	Bridge (road)	Double arch bridge over navigation channel, with three inscribed plaques, built 1792, widened 1936.	14010087
118	NT0 25-118	Newbridge House		Athlumney Road	Commercial Offices	Detached two-bay two-storey over basement former gate lodge, c 1870. Exposed rubble facade. Arched gateway attached with single and pair of wrought iron gates c. 1870	14010097
119	NT0 25-119	Newbridge House		Athlumney Road	Commercial Offices	Detached seven-bay two-storey former outbuilding c. 1870. Exposed rubble facade with flush brick window surrounds and rusticated door openings.	14010098
120	NT0 25-120	Spicer's Bakery		Athlumney Road	Bakery	Detached six-bay four-storey former corn store built c. 1860 with exposed rubble facade. Now in use as bakery.	14010089
121	NT0 25-121	Spicer's Basin, Upper Boyne Navigation		The Boyne Navigational Canal	Canal	Remains of canal harbour built 1792, now partly filled in.	14010083
122	NT0 25-122	The Upper Boyne Navigation (West)		The Boyne Navigational Canal	Canal	Canal, constructed c. 1785, opened 1792 and closed 1932.	14007114
123	NT0 25-	Ruxton Lock		Athlumney Road	Lock	Canal lock, built 1792, with ashlar limestone walls and remains of timber lock gates. Closed in 1932 and mass	14010081

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Map Ref	ID	Structure Name	No.	Street/Townland	Building Type	Description	NIAH Reg. No
	123					concrete walls built across lock	
124	NT0 25-124	Ruxton Locks Bridge		The Rampart	Bridge (road)	Hump back single arch bridge, built 1792, with scroll ended and coursed rubble parapets and inscribed plaques	14010080
125	NT0 25-125	The Rampart (West)		The Boyne Navigational Canal	Canal Tow Path	Canal tow path, c. 1790, now forming a linear park which was restored by An Taisce in 1981.	14010076
126	NT0 25-126	Limestone Milepost		Along the Boyne Navigational Canal	Milestone	Limetone milepost c. 1795 inscribed on three faces " 6 "	14010077
127	NT0 25-127	Boyne Road bridge (West)		Drogheda Road	Bridge (road)	Single arch road bridge over stream c. 1880 with rubble stone haunching. Limestone kerbing to north side footpath	14010068
127	NT0 25-127 / MH0 25-004	Boyne Road bridge (East)		Drogheda Road	Bridge (road)	Single arch road bridge over stream c. 1880 with rubble stone haunching. Limestone kerbing to north side footpath	14010068
128	NT0 25-128	Athlumney Road Railway Bridge (West)		Athlumney Road	Bridge (railway)	Single arch railway bridge over road c. 1849 with rusticated limestone buttressed piers, voussoirs, and parapet	14010061
128	NT0 25-128 / MH0 25-	Athlumney Road Railway Bridge (East)		Athlumney Road	Bridge (railway)	Single arch railway bridge over road c. 1849 with rusticated limestone buttressed piers, voussoirs, and parapet	14010061

Navan Town							
Map Ref	ID	Structure Name	No.	Street/Townland	Building Type	Description	NIAH Reg. No
	005						
129	NT0 25-129	St. Michael's Loreto Convent Chapel and Hall		Convent Road	Chapel	School chapel and hall, built 1929. Pedimented facade with giant Corinthian pilasters. Nine-bay side elevation over rusticated basement.	14010115
130	NT0 25-130	St. Michael's Loreto Convent School		Convent Road	School	Detached seventeen-bay two-storey school over basement, 1897 with contrasting banded slates, half dormer window and various projecting bays.	14010114
131	NT0 25-131	St. Michael's Loreto Convent, Day Care Centre		Convent Road	Day Care Centre	Detached five-bay two-storey house over concealed basement, c. 1840 with limestone eaves cornice and Greek ionic portico. Now in use as Day care centre. Openings refitted.	14010113
132	NT0 25-132	St. Michael's Loreto Convent graveyard		Convent Road	Graveyard	Graveyard with limestone statue of St. Joseph and rows of cast-iron grave markers, dating from c. 1900. Bounded by wrought-iron railings	14010123
133	NT0 25-133	Boyne Cottage		Convent Road	Detached House	Detached three-bay two-storey L-plan house c. 1830. Refurbished and porch added c. 1985. Rubble stone wall with arch at ground level to river bank at rear.	14010106
134	NT0 25-134	Boyne Cottage Well		Convent Road	Well	Holy well consisting of vaulted chamber of pointed arched door-opening, dated keystone 1876 and splayed flanking walls, built of coursed rubble limestone.	14010124
135	NT0 25-135	Athlumney Bridge		Convent Road	bridge (road)	Single arch road bridge over railway c. 1849 with finely executed rusticated limestone detail	14010112

Navan Town							
Map Ref	ID	Structure Name	No.	Street/Townland	Building Type	Description	NIAH Reg. No
136	NT0 25-136	Athlumney Church		Convent Road	Church Ruins	Ruins of C15 church with double bellcote. Enclosed church yard with tombstones dating from 1709. SMR Number: ME025-031	14010041
137	NT0 25-137	Athlumney Castle		Convent Road	tower house	Three-stage tower house c. 1500. Four-bay three-storey extension c. 1650 with mullioned windows and gables. Burnt in 1649. Now ruins. SMR Number: ME025-032001and ME025-032002	14010042
138	NT0 25-138	Saint Mary's Convent of Mercy		Convent Road	Convent	Detached three-bay two-storey house c. 1790 with round headed stone doorcase and curved bow at rear. Two-bay two-storey side extension c. 1820. Various additions including school buildings c. 1980. Gateway entrance with octagonal stone piers c. 1840	14010044
138	NT0 25-138/ MH0 25-006	Convent of Mercy		Convent Road	Convent	Detached three-bay two-storey house c. 1790 with round headed stone doorcase and curved bow at rear. Two-bay two-storey side extension c. 1820. Various additions including school buildings c. 1980. Gateway entrance with octagonal stone piers c. 1840.	14010044
139	NT0 25-139	Athlumney Motte		Athlumney	motte	SMR Number: ME025-033. Truncated cone of earth defined by slight traces of fosse. Evidence of possible bailey recorded in trench cut in 1976 excavation	14010040
140	NT0 25-140	River Boyne Railway Bridge		The Boyne	bridge (railway)	Seven arch railway viaduct over river c. 1849 of rock faced rusticated limestone	14010038
141	NT0 25-141	Boyne Villa	1	Academy Street	Terraced House	End-of terrace three-bay three-storey over basement house c. 1840. Cast-iron railings to site.	14010013

Navan Town							
Map Ref	ID	Structure Name	No.	Street/Townland	Building Type	Description	NIAH Reg. No
142	NT0 25-142	Commercial Premises	2	Academy Street	Terraced House	Terraced three-bay three-storey house over basement, c. 1840 with round headed stone doorcase, original fanlight. Cast-iron railings to site	14010014
143	NT0 25-143	Dwelling House	3	Academy Street	Terraced House	Terraced two-bay three-storey over basement c. 1890 with round headed door opening. Cast iron railings to site	14010016
144	NT0 25-144	Dwelling House	4	Academy Street	Terraced House	Terraced three-bay two-storey house over raised basement c. 1890 with round headed door opening integral carriage arch. Bay window inserted c. 1915. Cast iron railings.	14010017
145	NT0 25-145	Dwelling House	7	Academy Street	Office	Semi-detached three-bay two-storey house over raised basement c. 1860 with round headed door opening. Cast iron railings to site	14010021
146	NT0 25-146	Retail Outlet	8	Academy Street	Retail Outlet	Semi-detached four-bay two-storey over raised basement, c. 1860 with round headed door openings and integral carriageway arch. Cast iron railings to site.	14010022
147	NT0 25-147	Commercial Premises	13	Academy Street	Detached House	Detached four-bay single storey house c. 1880, with projecting porch and enclosed yard.	14010027
148	NT0 25-148	Dwelling House	38	Academy Street	Semi-detached House	Semi-detached three-bay two-storey house, built 1938 with pair of oriel windows integral carriageway arch, and front railings	14013057
149	NT0 25-149	Ard Glass	39	Academy Street	Semi-detached House	Semi-detached three-bay two-storey house, 1938, with oriel window, open internal porch and railings	14013056
150	NT0 25-	Post Box		Academy Street	Postbox	Cast-iron post box c. 1960 with P&T monogram, fixed to telephone pole	14013022

Navan Town							
Map Ref	ID	Structure Name	No.	Street/Townland	Building Type	Description	NIAH Reg. No
	150						
151	NT0 25-151	Moondyne	61	Academy Street	Terraced House	Terraced two-bay three-storey house c. 1800, with rusticated stone doorcase. Openings refitted c. 1990.	14010008
152	NT0 25-152	Oliver Shanley & Co. Solicitors	62	Academy Street	Terraced House	Terraced four-bay three-storey house c. 1885 over basement with integral carriageway arch.	14010009
153	NT0 25-153	Oliver Shanley & Co. Solicitors	63	Academy Street	Terraced House	End-of-terrace three-bay three-storey house c. 1835, over basement. Casement windows inserted in upper floor openings	14010010
154	NT0 25-154	Former St. Patrick's Classical School		St. Finian's Terrace	Factory	Detached seven-bay two-storey former school, c. 1840 with elliptical plan, inclined buttresses, classical niches, eaves course of paired timber brackets and tripartite sash windows. Converted to furniture factory c. 1975	14009007
155	NT0 25-155	Meath County Council Offices		Railway Street	Office/ Local Government	County Council Offices, built 1913, consisting of three-bay central block flanked by projecting and gabled outer bays. Porch added c. 2000	14009060
156	NT0 25-156	Dwelling house		Railway Street	Detached House	Detached three-bay two-storey former station master's house, c.1885 with gabled half dormer window	14012078
157	NT0 25-157	Navan Railway Station		Railway Street	Station Building	Detached nine-bay single storey railway station, 1885, by N.A. Mills. Yellow brick facade with blue and red-brick strings at cill and impost levels.	14012079
158	NT0 25-158	Navan Railway Station		Railway Street	Stone Paving/Flags	Station platform with expanses of stone-set paving, c.1885	14012086

Navan Town							
Map Ref	ID	Structure Name	No.	Street/Townland	Building Type	Description	NIAH Reg. No
159	NT0 25-159	Navan Railway Station		Railway Street	Warehouse	Detached four-bay single-storey railway warehouse c.1885, with coursed rubble limestone walls, c.1885.	14012080
160	NT0 25-160	Navan Railway Station		Railway Street	Water Tower	Water tank consisting of replacement cast-iron tank supported on brickwork and limestone base c. 1885	14012081
161	NT0 25-161	Navan Railway Station Signal Box		Railway Street	Signal Box	Detached signal box with brick base and glazed timber superstructure c.1900	14012082
162	NT0 25-162	Navan Railway Station		Railway Street	Stone Paving/ Flags	Station platform with expanses of stone-set paving, c.1885	14012085
163	NT0 25-163	Woodland House Nursing Home		New Road	Nursing Home	Detached three-bay two-storey house with dormer attic, built 1917 with projecting porch. Detached former coach house to site	14012067
164	NT0 25-164	Water Pump		Commons Road	Water Pump	Cast-iron water pump with spout and curved pump handle terminated by cone finial, c.1900. Surrounded on three sides by rubble limestone wall.	14011064
165	NT0 25-165	Athboy Road bridge		Athboy Road	Bridge (road)	Single arch road bridge over railway c. 1870, with coursed rockfaced limestone buttresses, rusticated voussoirs, imposts and parapets. Replacement concrete copings.	14008047
166	NT0 25-166	Navan Motte		Moatlands	Motte	Remains of motte and bailey earthworks c. 1185.	14008044
167	NT-	Our Lady's		Moatlands	Hospital	Detached seventeen-bay two-storey former workhouse built 1840	14008059

Navan Town							
Map Ref	ID	Structure Name	No.	Street/Townland	Building Type	Description	NIAH Reg. No
	025-167	Hospital				<i>with three-bay three-storey gabled projecting end bays. Two parallel ranges to rear with exposed rubble stone walls.</i>	
168	NT0 25-168	Post box		Moatlands, Our Lady's Hospital	Post box	<i>Cast-iron post box, c. 1910.</i>	14008062
169	NT0 25-169	North Eastern Health Board		Moatlands	Health Board Premises	<i>Detached seven-bay two-storey former fever hospital c.1830, with three-storey rear wing, and round beaded doorcase.</i>	14008069
170	NT0 25-170	North Eastern Health Board		Moatlands	Health Board Premises	<i>Detached three-bay two-storey former dispensary, c. 1875 with single bay extension to side, and single and two storey extensions to rear.</i>	14008068
171	NT0 25-171	Aylesbury Lodge		Moatlands	Residential Use	<i>Detached five-bay two-storey house with dormer attic built 1896. Two principle facades with part tiled weather hung gables and carved stone doorcase. Two-storey coach house at side. Converted to apartments 1996.</i>	14008017
172	NT0 25-172	St. Patrick's		Kells Road	School	<i>Detached three-bay two-storey Edwardian style house c. 1915. Two-storey former coach house at rear, wrought iron entrance railings and gates. Gabled front with projecting bays at ground floor.</i>	14008009
173	NT0 25-173	Kells Road railway bridge		Kells Road	bridge (railway)	<i>Single-span single track railway bridge over river, c.1870, with rusticated limestone abutments, iron trestle beams and iron handrail.</i>	14005004
174	NT0 25-174	The Cottage		Boyne Road	Residential Use	<i>Regency style cottage, single-storey over basement at rear, painted render exterior, hipped roof with wide bracketed eaves and tall chimney stacks. Replacement sash windows, double glazed. Gabled open porch.</i>	
175	NT0	Athlumney		Athlumney	Country House	<i>Detached three -bay, two storey house with pediment over whole</i>	

Navan Town							
Map Ref	ID	Structure Name	No.	Street/Townland	Building Type	Description	NIAH Reg. No
	25-175	Lodge				facade, Wyatt windows, central round beaded window, pedimented doric doorcase, central chimney stack. 18th Century.	
176	NT0 25-176	Boyne View Farm		Athlumney	Farmyard Complex	Detached eleven-bay two-storey farm building c. 1850, with rubble walls, carriage arch, stables and lofts.	14013077
177	NT0 25-177	Belmount House		Dublin Road	Detached House	Detached four-bay two-storey house over basement, c.1825. Re-oriented, enlarged and porch added c. 1910. Windows refitted c.1994.	14013039
178	NT0 25-178	Belmount House Entrance Gates		Dublin Road	Gateway	Gateway consisting of ashlar limestone piers, quadrant walls, cast iron railings and pair of gates, c.1850	14013041
179	NT0 25-179	Russell's B & B		Dublin Road	Detached House	Detached three-bay single-storey house c.1900, with exposed rubble facade and projecting brick porch. Three-bay single-storey extension added c.1993. Now also in use as guest house.	14013042
180	NT0 25-180	Boyne View Summer House		Athlumney	Summer House	Detached summer house, c.1840 with three-bay single-storey ashlar facade having balustraded roof terrace. Set into steep garden bank, flanked by lights of curved steps and ranges of greenhouses.	14013082
181	NT0 25-181	St Martha's College (Sion House)		Alexander Reid	Residential Use	Detached House, early 19th C, four-bay, two-storey over basement with circular bow breakfront, Shallow hipped roof with wide bracketed eaves.	
182	NT0 25-182	Athlumney House		Business Park	Office complex	Detached house, c.1700. Six-bay, two-storey over basement. Hipped roof, plastered facade with quoins, long side elevation overlooking the Boyne.	

Navan Town							
Map Ref	ID	Structure Name	No.	Street/Townland	Building Type	Description	NIAH Reg. No
183	NT0 25-183	Kilcarn Lodge and gates		Kilcarn	Lodge and Entrance gates	Kilcarn Lodge, with entrance gates, piers and boundary walls.	
184	NT0 25-184	Johnstown Cottages		Johnstown Village	Residential Use	Semi-detached, two-bay, one-and-a-half-storey, cottage, with single storey projecting porch of squared rubble with cut stone quoins.	14402501
185	NT0 25-185	Johnstown Cottages		Johnstown Village	Residential Use	Semi-detached, two-bay, one-and-a-half-storey, cottage, with single storey projecting porch of squared rubble with cut stone quoins.	14402501
186	NT0 25-186	Old Bridge House (Maryville)		Kilcarn	Residential Use	Detached house, three-bay two-storey, painted render finish, hipped roof. includes outbuildings and boundary walls.	
187	NT0 25-187	Kilcarn Bridge		Kilcarn	Bridge (road)	A multi arched bridge with some discordant repairs to the parapet in one place.	14402511
188	NT0 25-188	Navan thatched cottage		Moathill	Thatched house	Three-bay single-storey cottage with hipped thatched roof, whitewashed rendered earth walls, burned Oct 2000.	
189	NT0 25-189	Clonmagadden Ringfort		Clonmagadan	Ringfort	Circular area defined by earthen bank (diam. 41m). No visible fosse. Original entrance may be at ENE. SMR Number: ME025-014	
190	NT0 25-190	Boyne View House		Athlumney	Country House	Detached three-bay two-storey over basement house, built c.1820. Projecting full-height three-bay bow to north gable. Rendered walls with raised rendered quoins. Hipped slate roof with bracketed eaves.	14402512
191	NT0 25-	Balreask Old Burial		Balreask old	Graveyard	SMR no. ME025-036 - possible church site	

Navan Town							
Map Ref	ID	Structure Name	No.	Street/Townland	Building Type	Description	NIAH Reg. No
	191	Ground					
192	NT025-192	Johnstown Church		Johnstown	Church (R C)	Single cell church dated 1837, tower with cut-stone dressings. Font from old church of Kilcarn (SMR no. ME031-003----) now in church as well as one from Follistown (SMR no. ME025-037----)	

Refer to Map no. 4 'Architectural Heritage and Conservation' which illustrates the location of all the structures listed above in the RPS.

APPENDIX II: HISTORICAL SITES & MONUMENTS



Map Ref.	SMR No.	Description
1	ME025-004---	Souterrain
2	ME025-013---	Cross
3	ME025-014	Ringfort (Rath \ Cashel)
4	ME025-023	Motte And Bailey
5	ME025-023002-	Architectural Fragment(s)
6	ME025-023003-	Graveslab
7	ME025-024---	Religious House - Augustinian Canons
8	ME025-028	Site of Bronze Age Cemetery
9	ME025-029	Site of Barrow
10	ME025-030	Souterrain
11	ME025-031	Church
12	ME025-032	Tower House
13	ME025-032002-	House - 16th/17th Century
14	ME025-033	Motte
15	ME025-035	Souterrain
16	ME025-036	Site of Church & Burial Ground
17	ME025-038	Fort
18	ME025-041---	Font(s)
19	ME025-043001-	Habitation Site
20	ME025-043002-	Pit-Burial
21	ME025-044---	Town
22	ME025-044001-	Redundant Record
23	ME025-044002-	Cross (original location)
24	ME025-044003-	Town Defences
25	ME025-044004-	Town Defences - Town Gate
26	ME025-044005-	Town Defences - Town Gate
27	ME025-044006-	Town Defences - Town Gate
28	ME025-044007-	Town Defences – Bastion
29	ME025-044008-	Bridge
30	ME025-044009-	Font
31	ME025-044010-	Cross
32	ME025-044011-	Excavation – Miscellaneous
33	ME025-044012-	Excavation – Miscellaneous
34	ME025-044013-	Well

35	ME025-044014-	Excavation - Miscellaneous (medieval)
36	ME025-044015-	Fulacht Fia
37	ME025-044016-	Building (post-medieval)
38	ME025-044017-	Pit(s), (post-medieval)
39	ME025-044018-	Kiln - Corn-Drying
40	ME025-044019-	Burnt Spread (post-medieval)
41	ME025-048---	Flat Cemetery
42	ME025-049	Souterrain
43	ME025-049002-	Souterrain
44	ME025-049003-	Souterrain
45	ME025-049004-	Souterrain possible
46	ME025-050	Enclosure
47	ME025-051	Enclosure
48	ME025-053---	Enclosure
49	ME025-059---	Children's Burial Ground
50	ME025-060---	Excavation - Miscellaneous (prehistoric)
51	ME025-061---	Excavation – Miscellaneous
52	ME025-062---	Excavation – Miscellaneous

Note: The above list is subject to change, the public is advised to visit www.archaeology.ie for the most up-to-date information concerning monuments in the development plan area.

APPENDIX III: STAND OF TREES & INDIVIDUAL TREES OF SPECIAL AMENITY VALUE TO BE PRESERVED



Map Ref.	Location / Setting
STP 1	Stand of mature coniferous and deciduous trees within and adjoining the demesne of Blackcastle House on the northern bank of the River Boyne
STP 2	Stand of mature coniferous and deciduous trees along the Ramparts, south of the River Boyne
STP 3	Stand of mature coniferous and deciduous trees within the grounds of St. Michael's Loreto Convent
STP 4	Stand of mature coniferous and deciduous trees along the eastern bank of the River Boyne, parallel to the N3 Dublin Road and adjoining the I.D.A. Industrial & Business Park
STP 5	Stand of mature deciduous trees either side of the L-5055-0 Road, linking the former Kilcarn Bridge with the Local Distributor Road linking the Dublin & Kentstown Roads
STP 6	Stand of mature coniferous and deciduous trees along the southern and eastern perimeter of the curtilage of St. Martha's College and along the Mill Race
STP 7	Mature hedgerow and individual deciduous trees along the eastern boundary of the I.D.A. Industrial & Business Park
STP 8	Stand of mature deciduous trees within the grounds of the Knockboyne House at the northern intersection of the Springfield Glen Road with the N3 Dublin Road
STP 9	Stand of mature coniferous and deciduous trees within the attendant grounds of Belcourt House
TP 1	Individual deciduous trees within and adjoining the demesne of Blackcastle House on the northern bank of the River Boyne
TP 2	Individual deciduous and coniferous trees on the northern bank of the Blackwater River west of Blackwater Bridge
TP 3	Individual deciduous trees within the attendant grounds of Blackwater House and Spicer's Mill
TP 4	Individual deciduous trees on the Kells Road avenue to St. Patrick's School
TP 5	Individual deciduous trees within the attendant grounds of Our Lady's Hospital, Athboy Road
TP 6	Individual deciduous trees within the grounds of Mrs. Gibney's House on the Commons Road, zoned for open space purposes
TP 7	Individual deciduous trees along the Trim Road boundary of Balreask Manor Housing Development
TP 8	Individual deciduous trees along the Trim Road boundary of Balreask Village & Beechmount Estates
TP 9	Individual deciduous trees within the attendant grounds of the former Beechmount Hotel
TP 10	Individual deciduous trees within the attendant grounds of Woodlands Nursing Home and along the Trim Road boundary of the adjoining apartment development
TP 11	Deciduous trees along the northern boundary of individual dwellings in Woodlands Housing Development adjoining the Navan – Drogheda Rail Line
TP 12	Deciduous trees in the attendant grounds of Meath County Council, Railway Street
TP 13	Deciduous trees along western side of Leighsbrook in the attendant grounds of St. Joseph's Convent and the property of the North Eastern Health Board
TP 14	Deciduous trees within the attendant grounds of St. Anne's Convent, Railway Street
TP 15	Deciduous trees within the attendant grounds of St. Mary's Catholic Church, the Fair Green
TP 16	Deciduous tree at the confluence viewing point of the Blackwater and Boyne Rivers
TP 17	Deciduous trees within the grounds of the Athlumney Church and the Anglo Norman Motte, Convent Lane
TP 18	Deciduous trees adjoining Athlumney Castle
TP 19	Deciduous trees within the attendant grounds of Boyne View House, Convent Lane
TP 20	Individual deciduous trees within the I.D.A. Industrial & Business Park
TP 21	Individual deciduous trees to the east of the junction of the Dublin – Kentstown Local Distributor Road with the Johnstown Road
TP 22	Individual deciduous trees along the eastern boundary of Kilcarn Lodge, Johnstown
TP 23	Individual deciduous trees along the northern roadside boundary of Carne Hill Housing Development, Johnstown
TP 24	Individual deciduous trees within the Johnstown Wood Housing Development
TP 25	Individual deciduous and coniferous trees within the attendant grounds of St. Martha's College, Johnstown

