

# Masterplan for MP8 Lands

## Trim Road Navan

Urban Design Statement

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## Structure of the Urban Design Statement

This document sets out the vision for lands owned by ES Corella Creek Ltd (McAleer & Rushe) at the MP6, MP8, and MP13 designated areas adjacent to and in the immediate environs of Navan Town Centre.

Individual detailed masterplans have been prepared for the lands at Trim Road (MP8) and Commons Road (MP13), linked by a common strategic vision that forms the first chapter of this document. The strategic vision incorporates the key masterplanning principles enshrined in the current suite of Meath County Council planning documents that pertain to Navan Town and Environs. The aim of this chapter is to demonstrate how these principles link to the urban design frameworks proposed by each of the individual masterplans.

Chapter Two presents the individual urban design framework and resultant masterplan for the MP8 lands at Trim Road.

The masterplan will be seen to describe a vision for the lands that balances the strategic planning objectives of Meath County Council with the provision of new residential communities at current national sustainable densities arranged around a landscape-based street network that links high quality public parks with the natural amenity of the Swan River watercourse.

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# 01: Strategic Masterplan Framework

## INTRODUCTION|

### Background

McAleer & Rushe is a privately-owned award-winning developer, investor and contractor with over 50 years' experience in the acquisition, design, development and construction of commercial and residential property.

Headquartered in Cookstown, Northern Ireland with offices in London, Belfast and Dublin, the company has delivered projects throughout the UK and Ireland. Some of these projects and investments have been and are currently in Meath including the now matured housing development "Canterbrook" which is positioned adjacent to the landholdings that are the subject of the Commons Road Masterplan.

Since completing Canterbrook, McAleer and Rushe have continued to invest in the southern area of Navan over a period of time commencing in 2001 to their most recent acquisition in 2018, totalling an additional 37 acres. The additional 37 acres were strategically acquired to finally consolidate their landholding, enhancing McAleer and Rushe's strategic importance to the southern side of Navan, bringing their total landholding to a position where they can now start to deliver on their long-term vision. In total McAleer and Rushe now hold approximately 160 acres of zoned land, set across over 3 main parcels.

### Masterplanning

McAleer and Rushe commenced the master planning of these landholdings in 2017. This process has involved full engagement with fellow landowners, market analysis and considerable collaboration with Meath County Council. We believe this collaboration and input from MCC has resulted in an aligned vision for the lands through several design iterations. We believe McAleer and Rushe's reputation for delivery, coupled with their long-term efforts and investment to date in this planning process are testament to our commitment to deliver the overall vision.

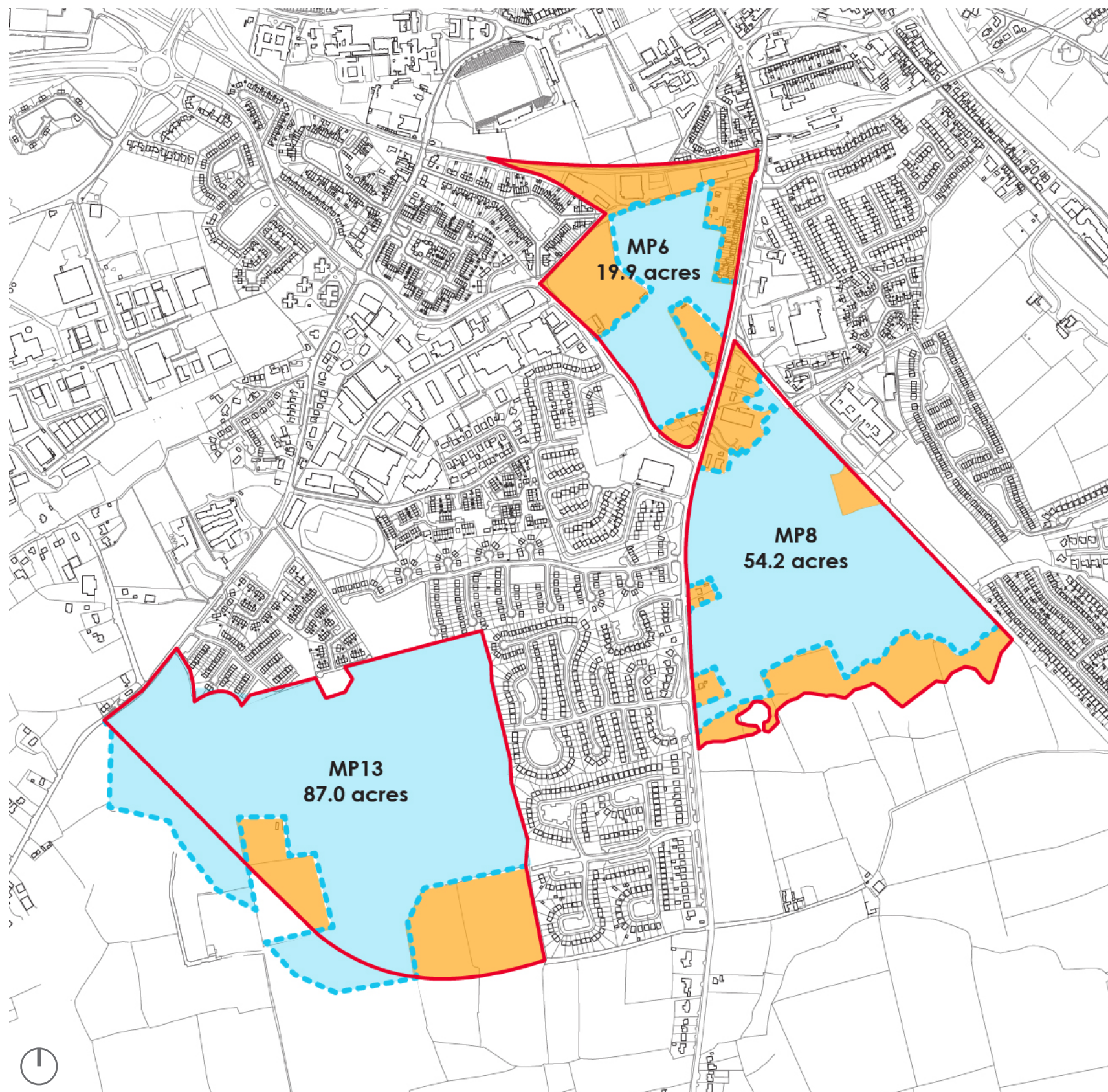
As aforementioned, we feel the timing is now right to progress with this vision. This has been further enhanced by the recent grant of planning permission for the LDR1B road which will provide direct access from these lands to the M3 Motorway, as well as the existing permission for LDR2, which will better consolidate and connect the South/West area of Navan.

### Deliverability

As conveyed within each masterplan, McAleer and Rushe have utilised their experience to roadmap the delivery of their vision for these lands through phased development. McAleer and Rushe have engaged with our neighbouring landowners and established all the infrastructure, services and legal requirements for each phase. The commencement of both initial planned phases will unlock the entire MP8 and M13 landholdings and will represent the most appropriate sequential development of the town for this area.

We foresee the quality and design of these initial residential phases setting the benchmark for our wider masterplans- triggering interest and activity in the south side of Navan, demonstrating the calibre of development that can be delivered in this area.

As part of the McAleer and Rushe acquisition in 2018, they have acquired approximately 20 acres of lands at MP6 in Navan Town Centre (NTC). These lands were acquired strategically in the context of McAleer and Rushe's current holding. McAleer and Rushe envisage these lands incorporating significant commercial use, primarily retail. We are currently advancing plans with a large food retailer, along with ancillary retailers which we believe will be of considerable benefit to our landholdings and NTC. We see development on both the northern and southern portions of this site to follow the initial phases on MP8 and MP13.



## McAleer and Rushe Ownerships

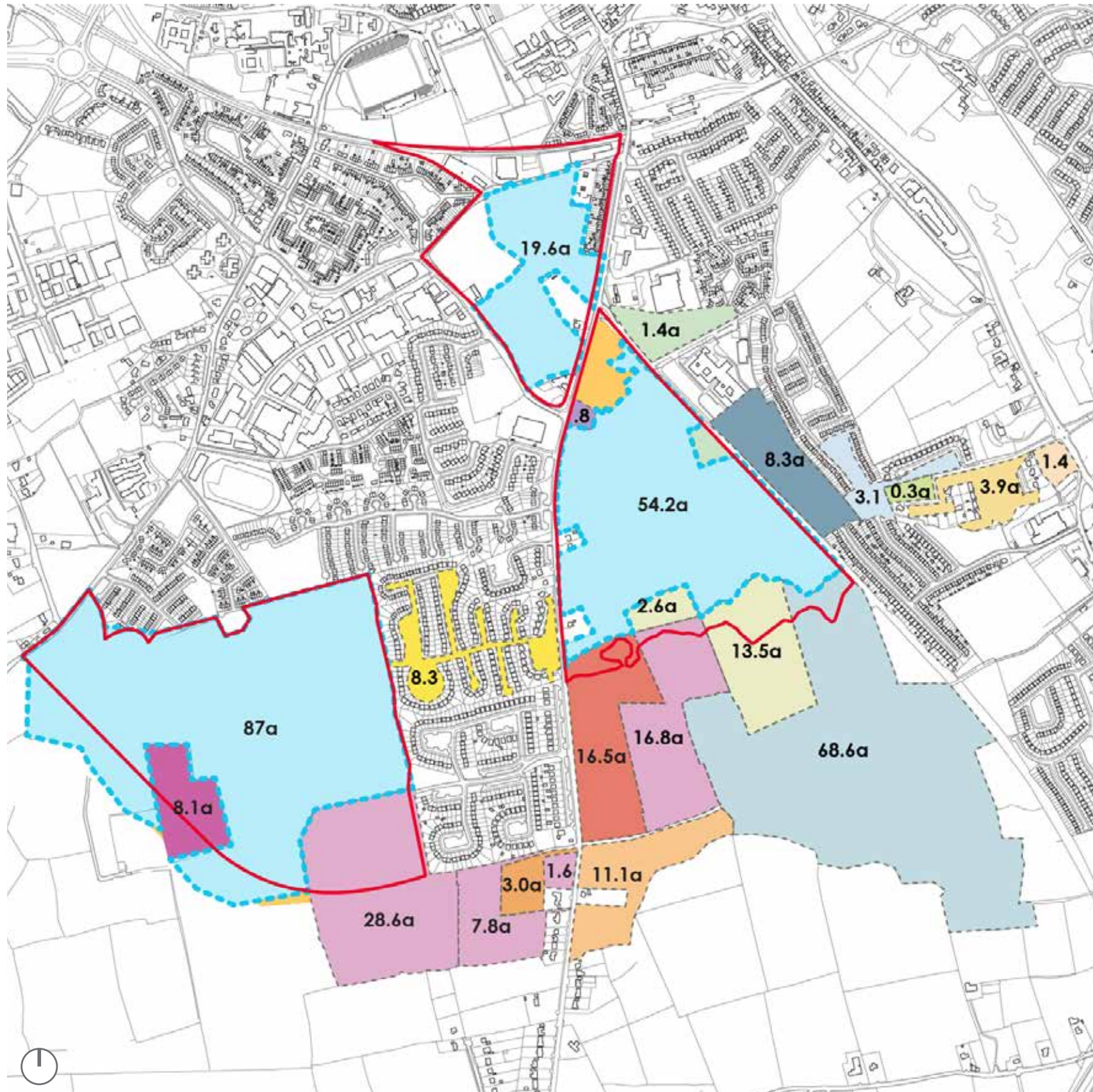
McAleer and Rushe land holdings comprise three distinct areas :

1. 19.9Ha in the Town Centre/ MP6 area.
2. 54.2Ha south-east of the town centre in the mixed use MP8 area
3. 87Ha south-west of the town centre in future residential MP13 area.

### Legend

- ⋯ 1. McAleer & Rushe ownership
- 2. Lands owned by others
- 3. Masterplan Boundaries





## Ownerships versus Masterplan Areas

Of the McAleer & Rushe land holdings, two of the three areas are subject to detailed masterplans. These correspond to Meath County Council designations MP8 and MP13.

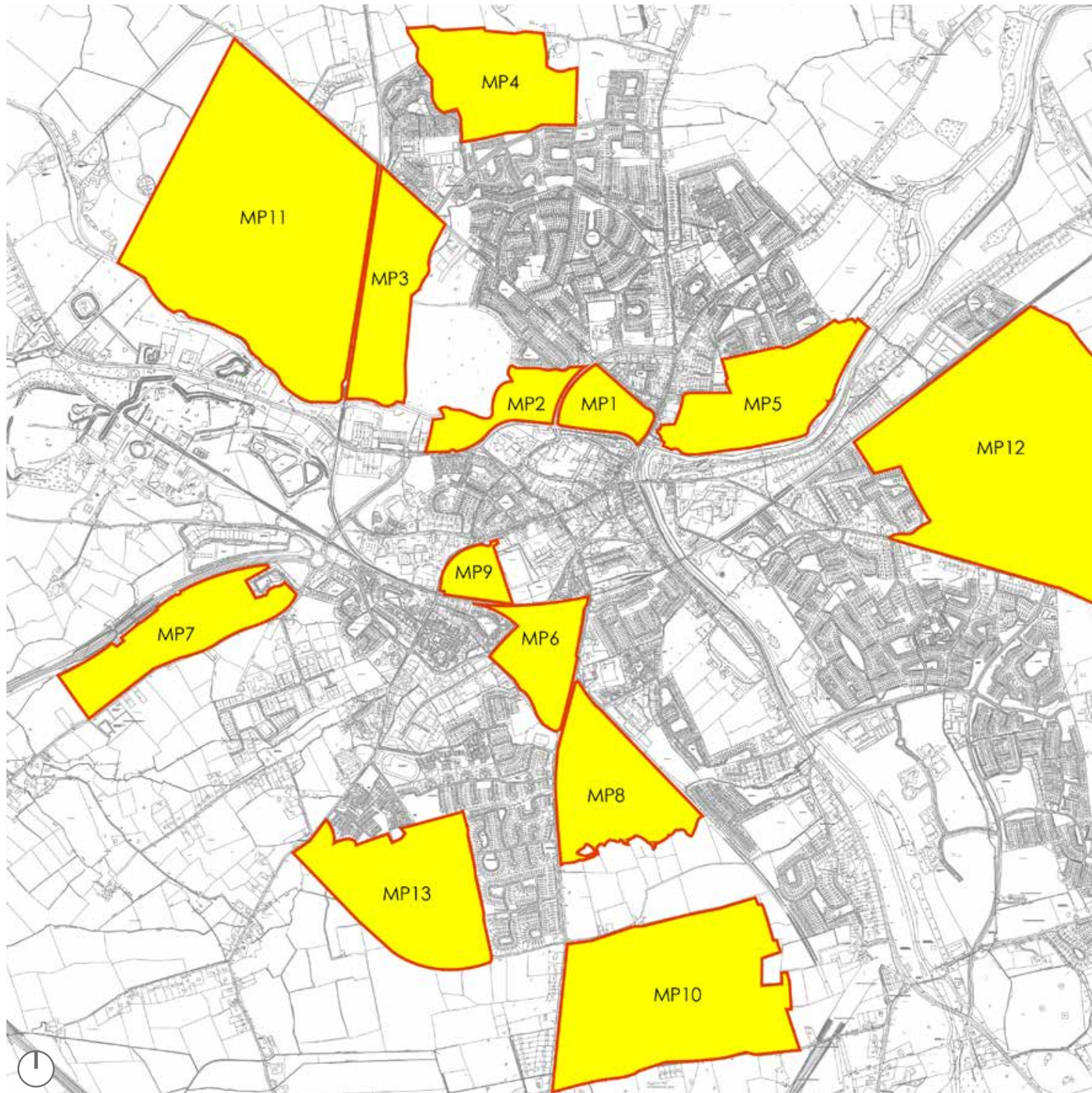
Proposed masterplans extend beyond ownership where required to demonstrate comprehensive and coherent development in line with MCC aspirations.

### Legend

- 1. McAleer & Rushe
- 2. Masterplan Boundary
- 3. Meath County Council
- 4. Meath VEC - lease to ESB
- 5. MCC & formerly Vitgeson LTD
- 6. Cusack Homes LTD
- 7. Sion Development LTD
- 8. Dundas LTD
- 9. James Corolan
- 10. Eamon Corley
- 11. Davy Target Investments PLC
- 12. Francis Harte
- 13. Liam Quail & Francis Harte
- 14. Liam (RIP) & Geraldine Quail
- 15. James Feeney
- 16. Lowcroft LTD
- 17. ESSO Ireland LTD
- 18. Other Ownership included in Masterplan



## PLANNING CONTEXT |



### Requirements and Objectives

Navan is the fifth largest town in Ireland with a population of 30,173 persons recorded in the Census 2016. Spatially, the town is located in the Hinterland Areas of the Eastern and Midland Region, outside of the Metropolitan area of Dublin City and suburbs.

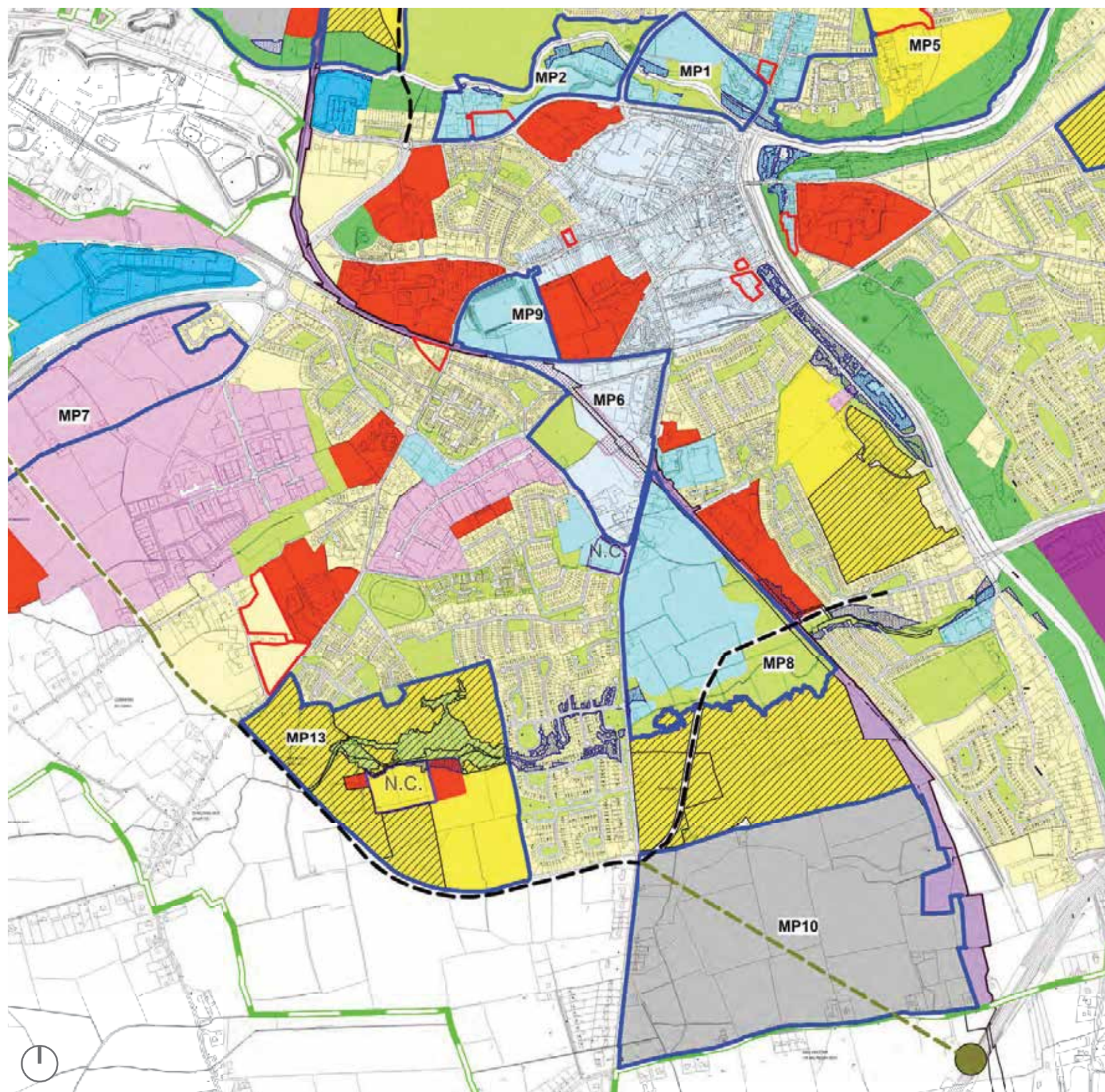
The National Planning Framework (NPF) directs significant growth to the Hinterland Areas and states that 50% of overall national growth is to be accommodated in areas outside the five cities. Emphasis placed on renewing and developing existing settlements to encourage compact and sustainable growth. To support this vision, the NPF sets a target for at least 30% of new housing in targeted settlements outside the five cities to occur within their built-up areas.

As the County Town for Meath, Navan plays a strategic role in the implementation of the NPF as described under the Regional Spatial & Economic Strategy for the Eastern & Midland Regional Assembly (RSES). Navan is listed as a Key Town with the capacity to deliver sustainable economic and population growth to complement Dublin and the Regional Growth Centres of Athlone, Dundalk and Drogheda. It is recognised that Navan has experienced unbalanced growth over the past two decades and therefore the RSES supports key infrastructural development and urban consolidation and regeneration to release both employment and residential lands. Overall, the RSES aims to develop Navan as growth driver for the region and an attractive place to live, shop, visit, and do business.

Navan sits at the top tier of the County Meath Urban Settlement Hierarchy and is designated as a Large Growth Town I under the Meath County Development Plan 2013-2019 with a population Target of up to 50,000 persons. Navan is also a Primary Economic Growth Town that acts as an anchor for regional enterprise and investment. Central to the growth of Navan is the achievement of critical mass necessary to attract industry and services and support infrastructural investment so that the town may be self-sufficient and develop in a sustainable and integrated manner.

The Navan Development Plan 2009-2015, designates thirteen masterplan areas each with strategic development objectives (shown left). McAleer & Rushe control strategic landbanks within masterplan areas MP6, MP8 and MP13 identified above.





## Land Use Zoning

Map No.1: Navan Development Plan 2009-2015, Incorporating Variation No.2 made on July 19th 2017

### Legend

- A1. Existing Residential
- A2. New Residential
- B1. Commercial/Town or Village Centre
- B2. Retail Warehouse Park
- C1. Mixed Use
- E1. Strategic Employment Zones (High Technology Uses)
- E2. General Enterprise & Employment
- E1/E2. Strategic Employment Zones (General Enterprise & Employment)
- F1. Open Spaces
- G1. Community Infrastructure
- H1. High Amenity
- R1. Rail Corridor
- Interface with Detailed Design of Navan Rail Line Phase 3
- WL. White Lands

### SPECIFIC OBJECTIVES

- Development Plan Boundary
- Masterplan Boundary
- Residential Phase 2 (Post 2019)
- Interface with Flood Zones
- Multiple Residential Development Granted Planning
- Neighbourhood Centre
- SDZ Phasing as per Approved SDZ Scheme
- Phase 1 Road Objectives
- Phase 2 Road Objectives



Masterplan Area Objectives

MP 6:

- ‘Lands in the centre of Navan which represent the expansion of the town centre in Navan’.
- Zoned ‘B1’ Commercial/Town or Village Centre’ and FI ‘Open Space.

Accommodates:

- lands reserved for the railway line extension;
- land reservation for the development of a public transport interchange providing a central rail station serving the Navan-Dublin rail line;
- civic plaza;
- pedestrian and cycle linkages from the site to the Town Centre and Brews Hill areas;
- statement buildings of innovative high quality architectural design;
- a community building;
- residential uses; and
- entertainment and cultural uses.

MP 8:

- ‘Lands at the Trim Road which are zoned for mixed use development’.
- Zoned C1 ‘Mixed Use’ and FI ‘Open Space’

Accommodates:

- roads objective to connect the Dublin Road to the Trim Road;
- residential Phase 2 designation for development Post-2019;
- flood risk zone that traverses the site along the path of the Swan River;
- 300 no. residential units within the life of the CDP on a phased basis that maintains the alignment of the LDR1(a);
- a large public open space;
- childcare facilities;
- medical Centre;
- community/Resource Centre; with
- supporting comprehensive landscaping scheme, public lighting and footpaths, high quality design and layout, and necessary infrastructure for vehicles, pedestrians, cyclists and people with disabilities.

MP 13:

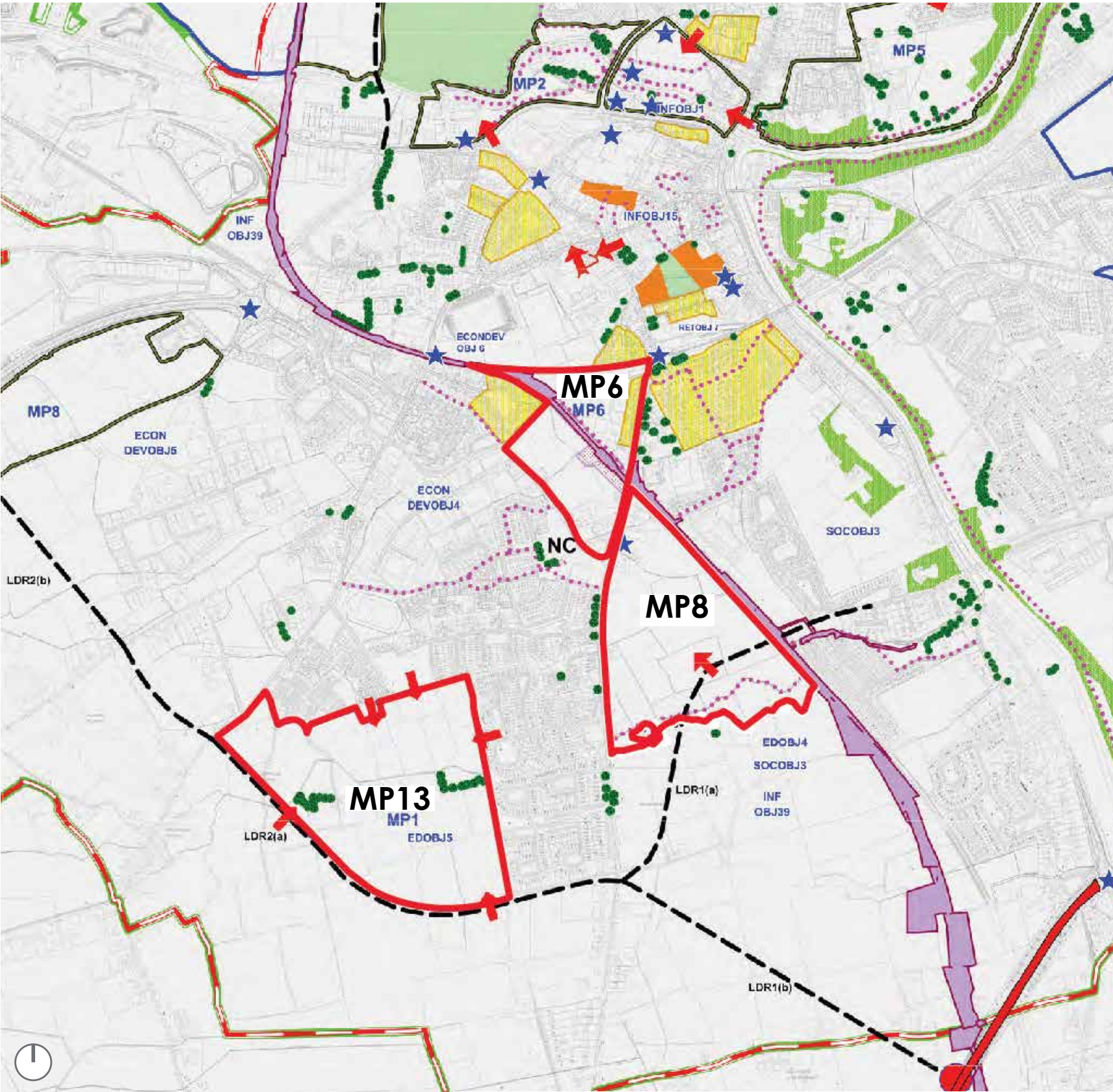
- ‘(Formerly FP3) these lands are situated between the Trim Road and the Commons Road and are zoned for a mix of uses, primarily residential’.
- Zoned Objective A2 New Residential with two areas for G1 Community Infrastructure and a Neighbourhood Centre Designation

Accommodates:

- 300 no. units in the period 2013 to 2019;
- Neighbourhood Centre with employment generating uses, Community Centre/Health Centre, a primary school site, childcare facilities and local shops and services;
- access and views from adjoining residential lands and the LDR2(a) local distributor road; and
- public open spaces facilitating the integration of the Swan River.



# NAVAN TOWN CENTRE CONTEXT|



Map No.2: Navan Development Plan 2009-2015, Incorporating Variation No.1 made on May 19th 2014- Development Objectives

## Relationship to Navan Town Centre

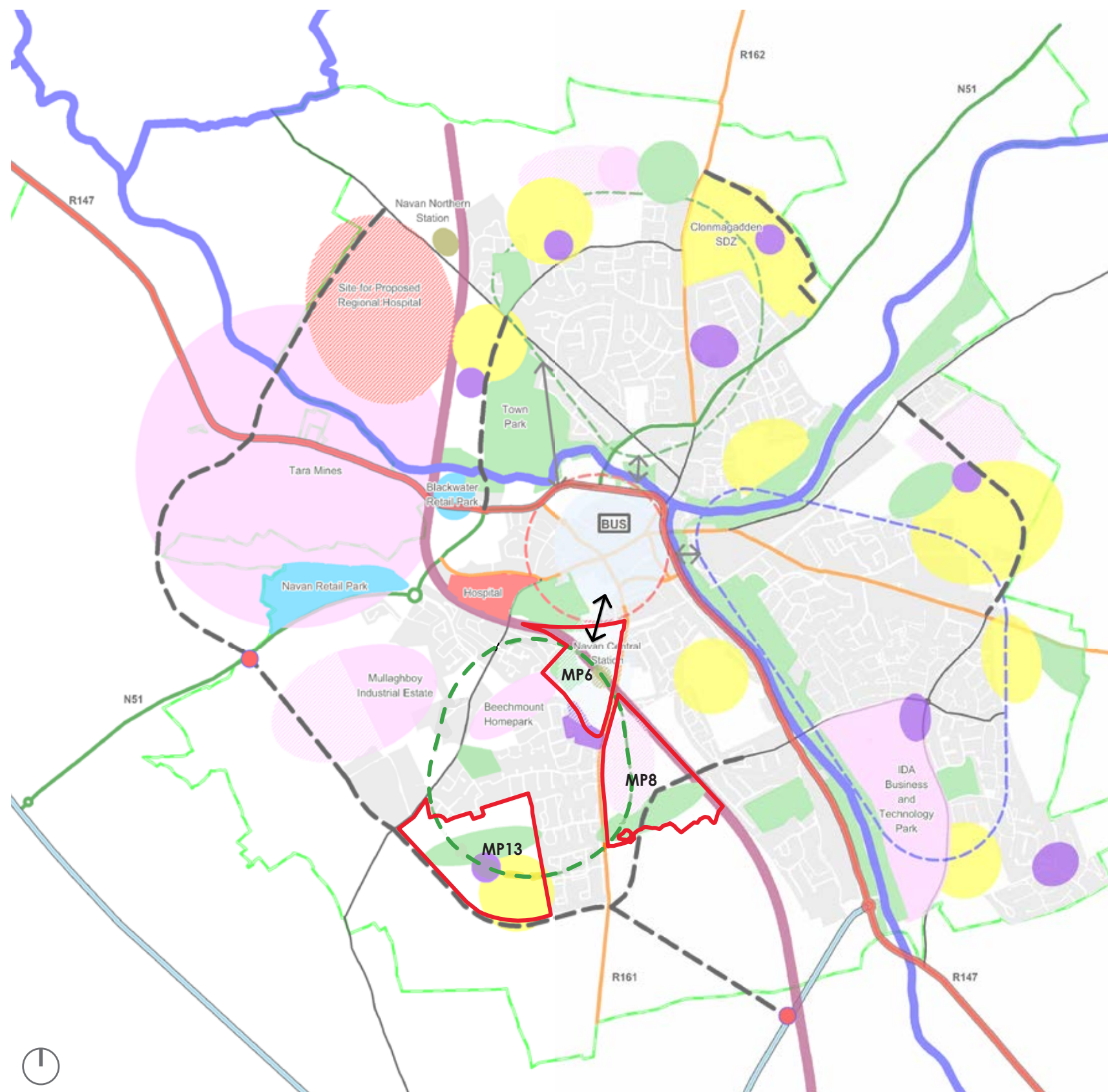
M&R land holdings are illustrated here in the context of the Key Development Objectives of the Town Centre. Of note are:

- the MP6 interface with detailed design of the Rail Route;
- the MP8 gateway site outside of the M&R ownership but within the masterplan area;
- LDA alignments through MP8 and MP13; and
- Amenity Pedestrian way along Swan River in MP8.

### Legend

1. Town Council Administrative Boundary
2. Navan Development Plan Boundary
3. Framework Plan Boundary, Map Ref. FP
4. Masterplan Boundary, Map Ref. MP
5. Local Distributor Road Corridors (Diagrammatic Only)
6. Proposed Access Points, Map Ref. AP
7. Possible Access Road Linking Railway Street with Brews Hill
8. Pedestrian Access/Amenity Walkways
9. Rail Route Reservation Corridor (R1)
10. Interface with Detailed Design of Navan Rail Line Phase 2
11. Proposed Civic Space / Environmental Improvements
12. Proposed Town Park
13. Stand of Trees to be Preserved
14. Individual Trees to be Preserved
15. Housing Protection Areas (HPPOL1)
16. Location of Neighbourhood Centre Map Ref. NC
17. Location of Gateway Site
18. Access to National Roads Exceptional Circumstances





## Relationship to Navan Core Strategy

M&R land holdings are illustrated here in the context of the Core Strategy Map for the Town Centre. Of note are:

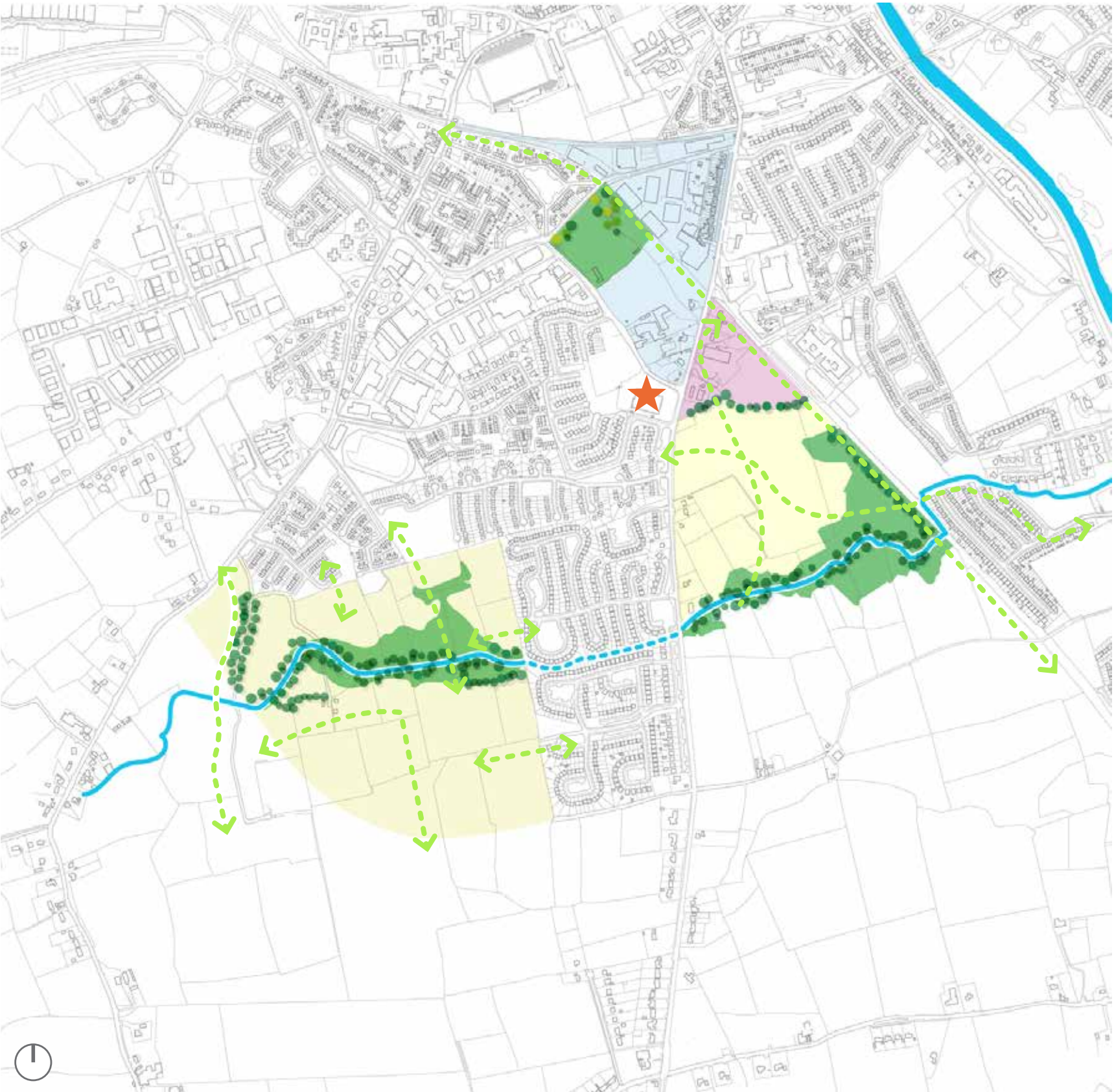
- improved connectivity between MP6 Navan Central Station area and the Town Centre Public Transport Priority Area;
- Cycle and Pedestrian Network improvements linking MP6, MP8 & MP13;
- Open Space Networks in MP8 & MP13; and
- The Neighbourhood Centre in MP13.
- the MP8 gateway site outside of the M&R ownership but within the masterplan area;
- LDR alignments through MP8 and MP13; and
- Amenity Pedestrian way along Swan River in MP8.

### Legend

1. Town Centre	15. Johnstown Cycle Network
2. Town Centre Expansion	16. Town Centre Public Transport Priority
3. Employment Zones	17. Improve Connectivity
4. Proposed Employment Zone	18. R147 Public Transport Corridor
5. New Communities	19. Regional Roads
6. Hospital	20. National Roads
7. Proposed Regional Hospital Site	21. Local Roads
8. Neighbourhood Centre	22. Motorway
9. Retail Warehousing	23. Proposed Local Distributor Roads
10. Boyne and Blackwater Rivers	24. Town Boundary
11. Open Space Network	25. Bus Interchange
12. Rail Transportation Corridor	26. Masterplan Boundaries
13. Proposed Rail Stations	
14. Cycle/Pedestrian Network & Improvements	



# STRATEGIC URBAN DESIGN VISION|



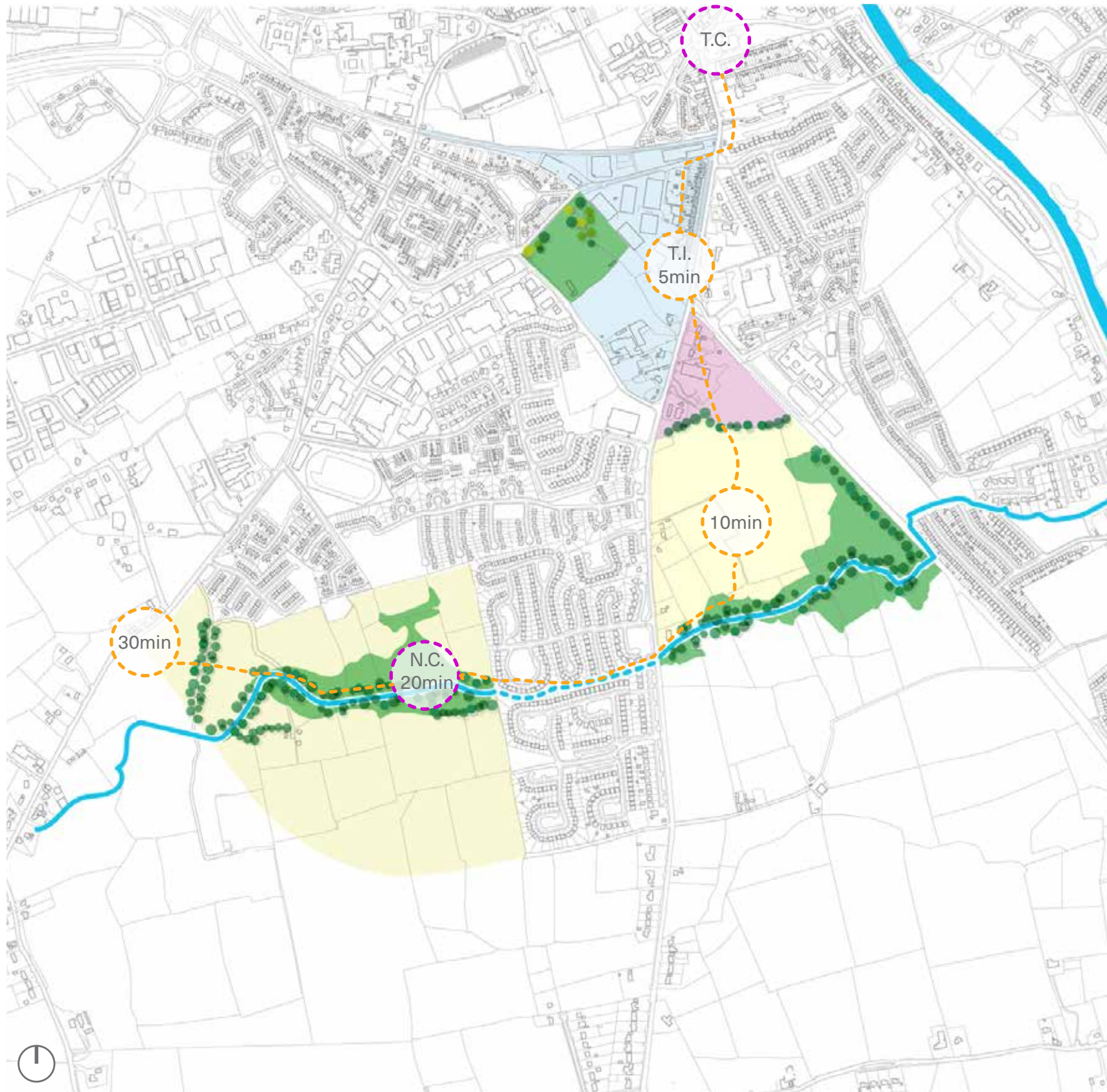
## A 'Green-Grid' for Pedestrians

The Swan River watercourse bisects both the MP8 and MP13 masterplan areas. This offers the opportunity across the two individual masterplans to deliver a strategically scaled linear greenway along its banks that connects back to the existing north to south connection of both the Trim Road and the rail-line to the west. Provision of the greenway and attendant large scale open spaces is consistent with Core Strategy requirements for each landbank.

The rail line reserve is maintained as the eastern boundary of MP8 and bisecting MP6. With the Swan River as a green spine in the east-west direction, this reserve acts as the spine in the north-south direction. With these primary linkages in place at a strategic level, each of the individual masterplans then develops secondary network of pedestrian and cycle linkages to form a 'green grid' across the lands that in turn connects to the townwide cycle infrastructure such as the Athlumley to Trim Road cycle and pedestrian scheme.

- Legend
- 1. Zoned Commercial Town Centre (MP6)
  - 2. Proposed Commercial Node (MP8)
  - 3. Residential
  - 4. Zoned Open Spaces
  - 5. Green Pedestrian & Cycle Links
  - 6. Neighbourhood Centre





## Connecting the Town Centre

The green-grid is established to take advantage of the fact that the MP8 lands at Trim Road fall within a 10min walking distance of the town centre, whether by means of the rail-line or the Trim Road.

When these routes are connected to a greenway along the Swan River watercourse, the MP13 Neighbourhood Centre area is brought within a 20mins walking distance to the town centre, in a pleasant people-centric environment physically separated from busy car-oriented routes.

The western extremity of this green spine meets the Commons Road at c.30min walk from the town centre.

### Legend

- 1. Zoned Commercial Town Centre
- 2. Proposed Commercial Node
- 3. Residential
- 4. Zoned Open Spaces
- 5. Town Centre
- 6. Transport Interchange
- 7. Neighbourhood Centre





## Urban Street Network

The strategic vehicular movements within and between the individual masterplan areas reflect the urban road network emerging through the approval of various components of Meath County Council's local distributor road proposals.

Local access roads within the masterplan areas are planned to be consistent with DMURS to ensure the highest possible levels of permeability and connectivity, with the urban road network ultimately underpinned by the green-grid and Swan River spine as described previously.

### Legend

- 1. River
- 2. Bus Stops
- 3. Neighbourhood Centre
- 4. Trim Road
- 5. Commons Road
- 6. LDR1 (A)
- 7. LDR1 (B)
- 8. LDR2 (A)
- 9. LDR2 (B)
- 10. Local Access Roads
- 11. Transport Interchange





## 02: Urban Design Framework for Lands at Trim Road Navan (MP8)



## PHYSICAL CONTEXT

## Site Characteristics

The main structuring elements of the lands are natural features such as hedgerows, streams, trees and pedestrian routes. There are no areas of Special Conservation status or subject to any other statutory designation with regard to nature or wildlife.

With regard to the existing hedgerows, it is a general objective of Meath County Council, and of the design team, to seek preservation of existing hedgerows to define character areas where possible.

The western boundary of the subject area comprises elements of residential use and limited non-residential commercial use with frontage to the Trim Road. Residential use is generally of single-family dwelling scale and is piecemeal in fashion along the frontage.

New development will have the opportunity to consolidate road frontage similar to existing mature residential development patterns at Balreask, Beechmount, and Canterbrook west of the Trim Road.

- ① Trim Road
- ② Canterbrook
- ③ Beechmount
- ④ Future Public Transport Interchange
- ⑤ Pairc Tailteann Stadium
- ⑥ Navan - Drogheda Rail Corridor
- ⑦ Limekiln
- ⑧ River Boyne and Swan River meeting point
- ⑨ Existing node of development
- ⑩ Former Greyhound Track
- ⑪ Navan-Dublin Rail Line
- ⑫ Town Centre
- ⑬ Schools



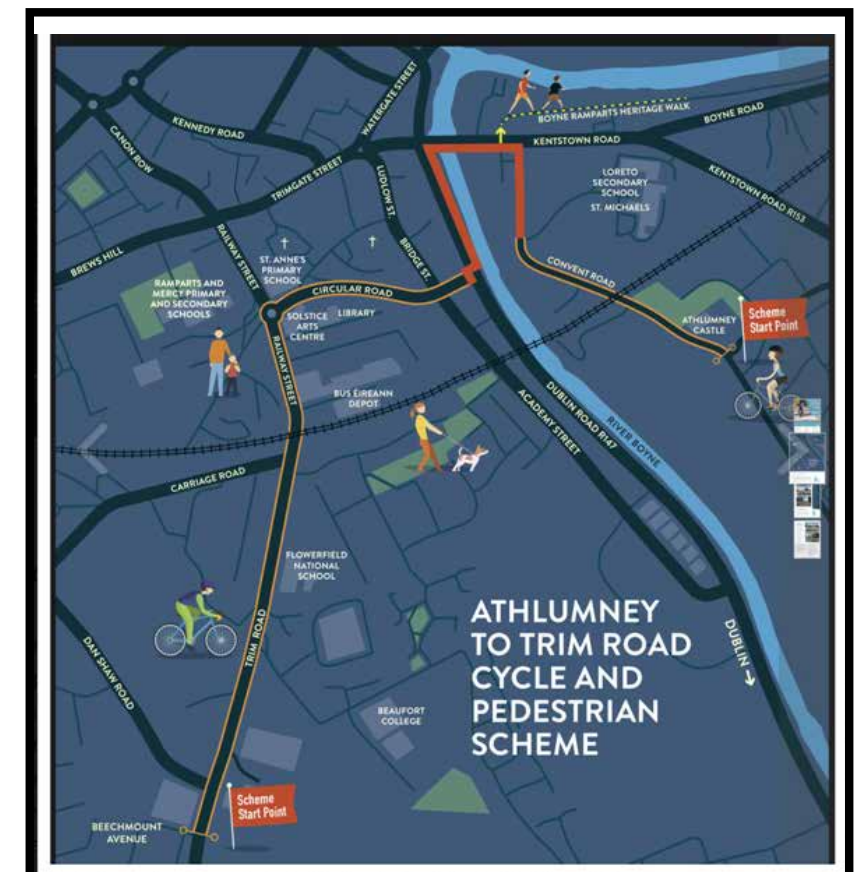


## Site Landscape Features

The eastern boundary comprises the embankment cutting of the disused Dublin-Navan railway line. This amounts to the main element of built heritage within the subject lands and serves as a pedestrian route from the existing commercial development node at the northern apex of the lands to the south-east, granting access to the newer residential development areas to the east at Limekiln.

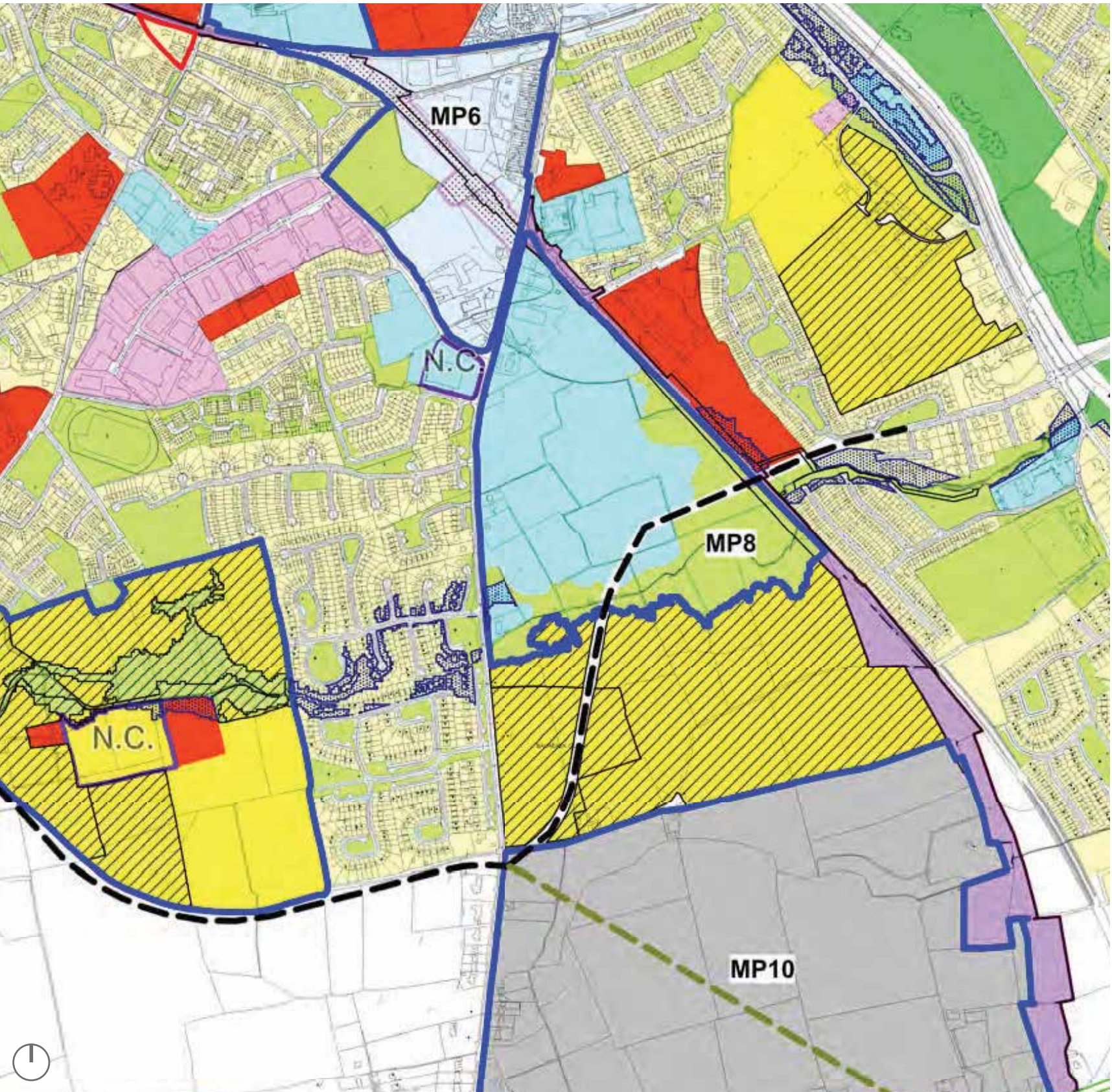
The lands incorporate the Swan River water course which bisects the subject area east to west and is surrounded by an extensive identified flooding area. South of this reservation, the lands return to agricultural use and are mainly used for grazing.

The western boundary presents extensive frontage to the Trim Road. Pedestrian and cycle infrastructure will be provided along this entire frontage consistent with the Navan Cycle network and tying in with the Athlumley to Trim Road pedestrian and cycle upgrade that terminates at Circle K. The necessary legal interest has been acquired from MCC and Circle K to connect this infrastructure.





# PLANNING CONTEXT|



## Land Use Zoning

Map No.1: Navan Development Plan 2009-2015, Incorporating Variation No.2 made on July 19th 2017

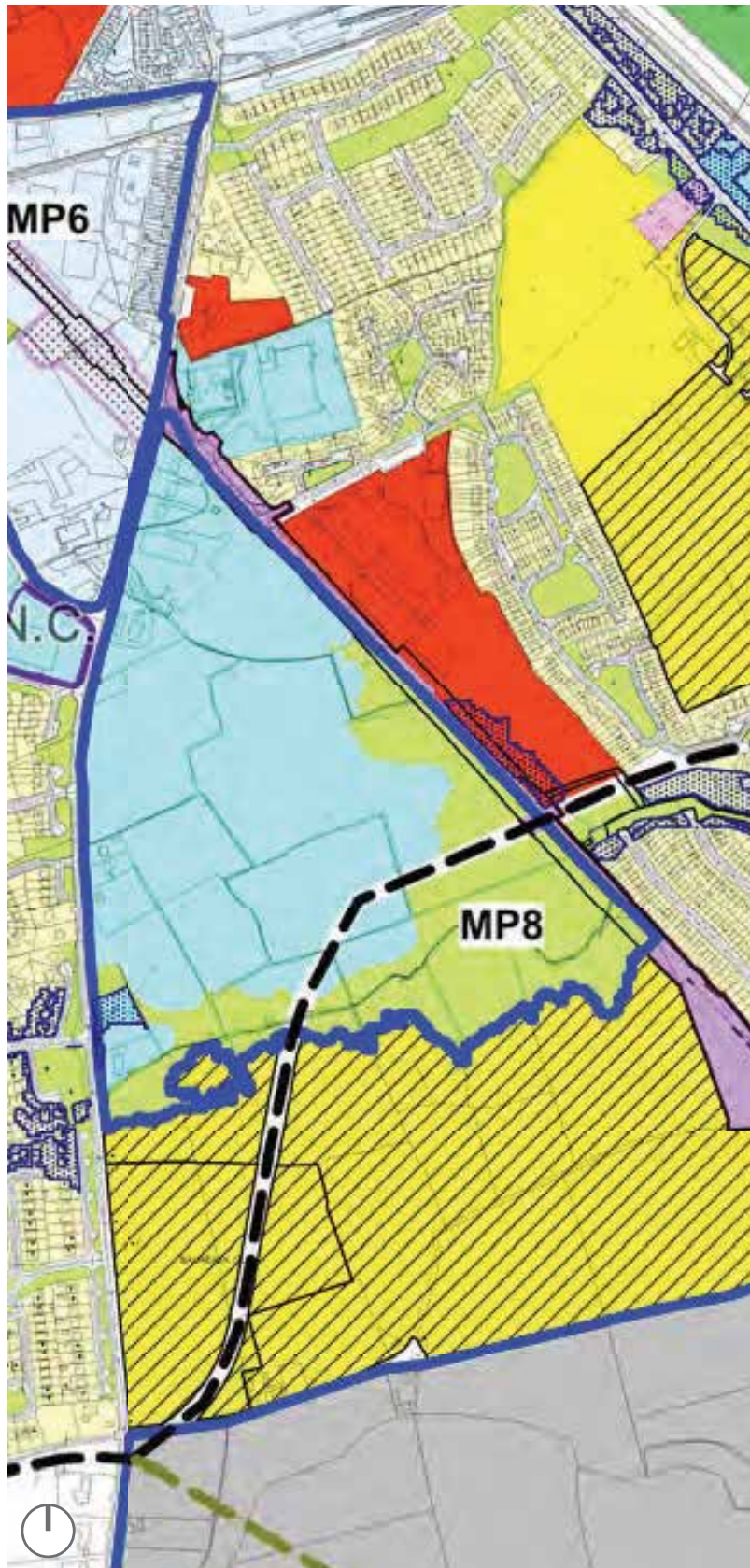
### Legend

- A1. Existing Residential
- A2. New Residential
- B1. Commercial/Town or Village Centre
- B2. Retail Warehouse Park
- C1. Mixed Use
- E1. SEZ- High Technology Uses
- E2. General Enterprise & Employment
- E1/E2. SEZ- General Enterprise & Employment
- F1. Open Spaces
- G1. Community Infrastructure
- H1. High Amenity
- R1. Rail Corridor
- Interface with Design of Navan Rail Line Phase 3
- WL. White Lands

### SPECIFIC OBJECTIVES

- Development Plan Boundary
- Masterplan Boundary
- Residential Phase 2 (Post 2019)
- Interface with Flood Zones
- Multiple Residential Development Granted Planning
- N.C. Neighbourhood Centre
- SDZ Phasing as per Approved SDZ Scheme
- Phase 1 Road Objectives
- Phase 2 Road Objectives





## Requirements and Objectives

The lands are zoned Objective C1 Mixed Use: 'To provide for and facilitate mixed residential and business uses.' C1 zones encourage mixed use development. At least 30% of the area will be dedicated for commercial (non-retail) development.

Settlement Strategy OBJ 19 requires the preparation of a Masterplan (MP8) that incorporates the following:

The provision of a maximum of 300 no. residential units within the life of the Development Plan on a phased basis as follows:

- Phase I shall provide a maximum of 150 no. residential units and shall provide for the provision of the extent of LDR 1 (a) contained within the Master Plan boundary. This shall adhere to an agreed alignment as provided by the Roads Authority for the provision of LDR 1 (a) in its entirety. Development may proceed and be occupied in advance of this section of LDR 1 (a) being completed subject to a traffic impact assessment indicating capacity in the local road network as required pursuant to INF OBJ 2 (c).
- Phase II may commence after a minimum of 80% of the residential component of Phase I has been completed and shall provide a maximum of 150 no. residential units. No residential development shall be occupied within Phase II until a connection has been secured by the Roads Authority working in collaboration with the landowners within Master Plan 8 of a link road connecting the Trim Road with the Dublin Road. It is envisaged that such a link will connect the alignment indicated on the development objectives map with the permitted LIDL access road and other connections as considered appropriate.
- Design principles shall seek to ensure that majority of commercial development adjoins the northern portion of the site;
- Provision of a large area of public open space, which may be included in the partial calculation of public open space in certain circumstances within a given residential development in MP 8;
- Childcare facilities;

- The provision of a Medical Centre;
- The provision of a Community/Resource Centre;
- A comprehensive landscaping scheme;
- Provision of adequate public lighting and footpaths throughout the lands;
- High quality design, finish and layout, and;
- Infrastructural requirements including access for vehicle, pedestrians, cyclists and people with disabilities, car parking and vehicle turning.

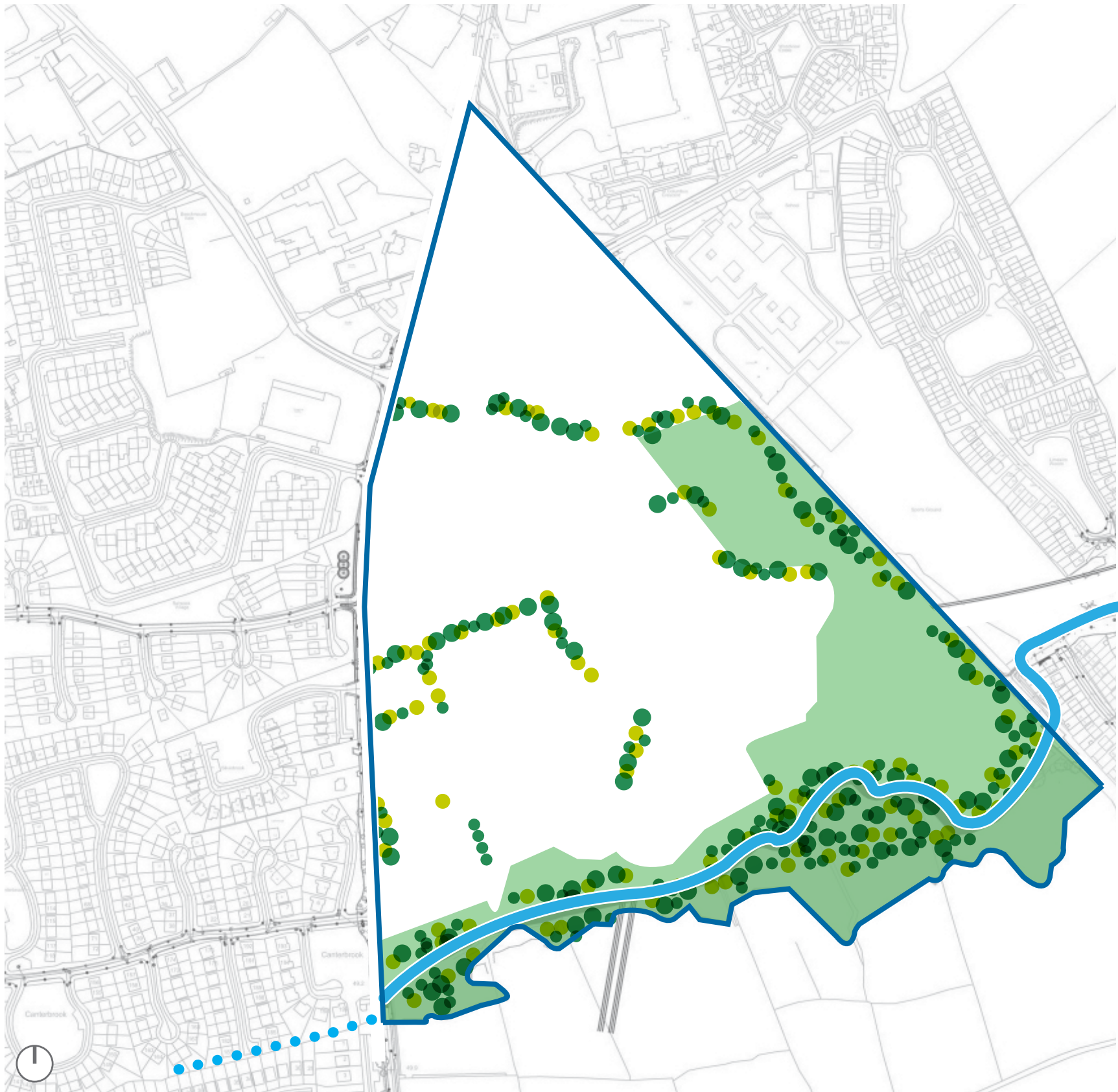
The Development Plan states that it will be a requirement to seek financial contributions from all relevant benefiting parties towards the cost of infrastructural improvements both inside and outside the area including Local Distributor Road LDR 1 (a). This may include consideration of a Supplementary Development Contribution Scheme pursuant to Section 49 of the Planning & Development Act 2000-2014.

The Plan envisages that this landbank will be developed at a density of 30 to 35 units per hectare. Having regard to the location of the site in a designated growth town, and emerging national policy, a density of in excess of 35 units per hectare is proposed by this Masterplan.

The Masterplan will include a Phasing Plan, identifying the proposed Phasing Areas and the infrastructure to be delivered in each phase.



# DESIGN CONSIDERATIONS| SWAN RIVER WATERCOURSE FLOOD STATUS



## Swan River Watercourse

The Swan River Watercourse is one of two physical elements of primary importance in the development of the urban design framework.

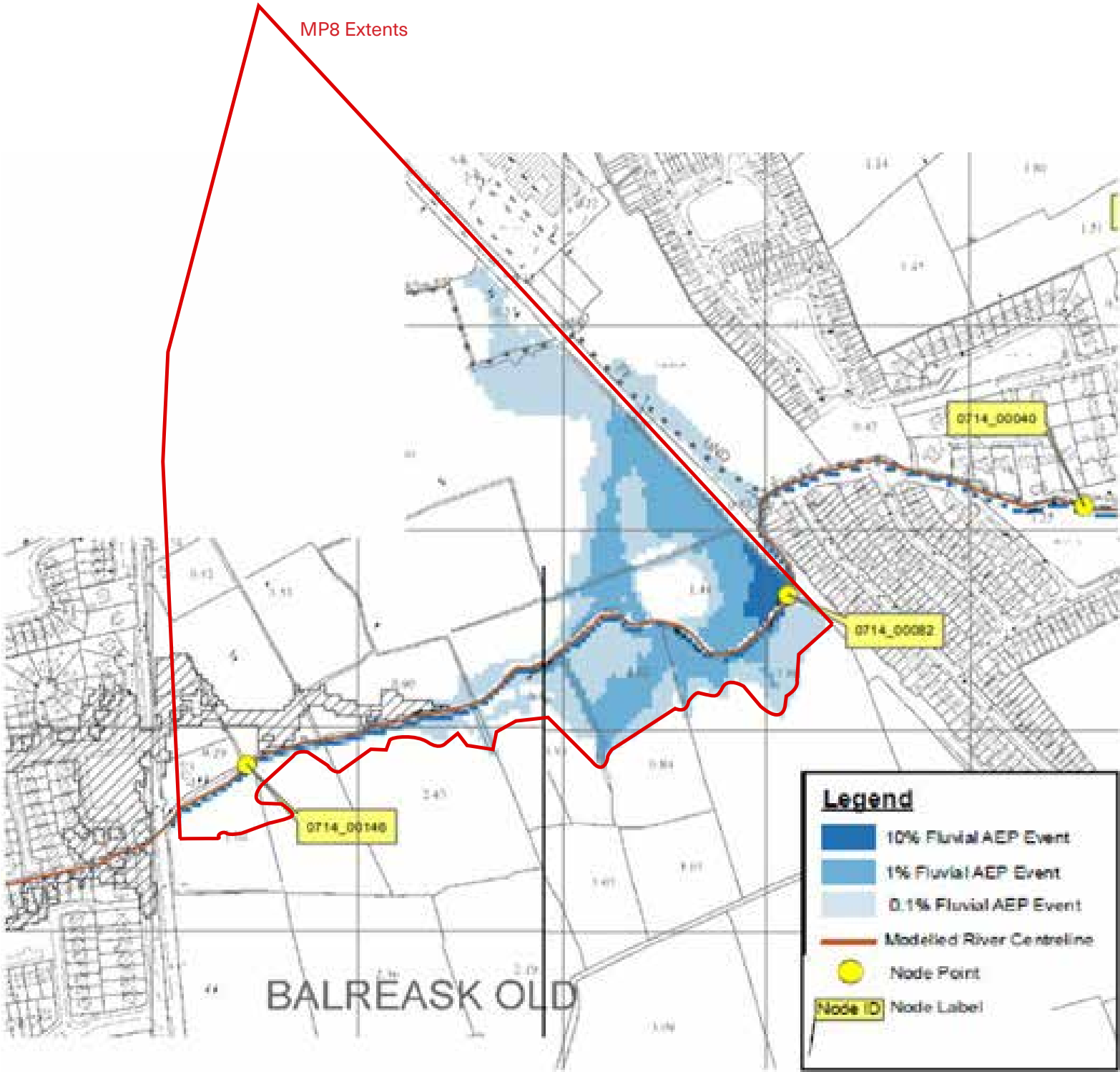
As indicated previously, the river itself forms the spine of a pedestrian connection between the Trim Road to the west and the rail-corridor link to the east.

The wider flood area of the watercourse informs the open space strategy across the masterplan, integrating with existing hedgerow and field division patterns to begin to form the intended green-grid of people-focussed movements.

Flood Status of the Masterplan Lands

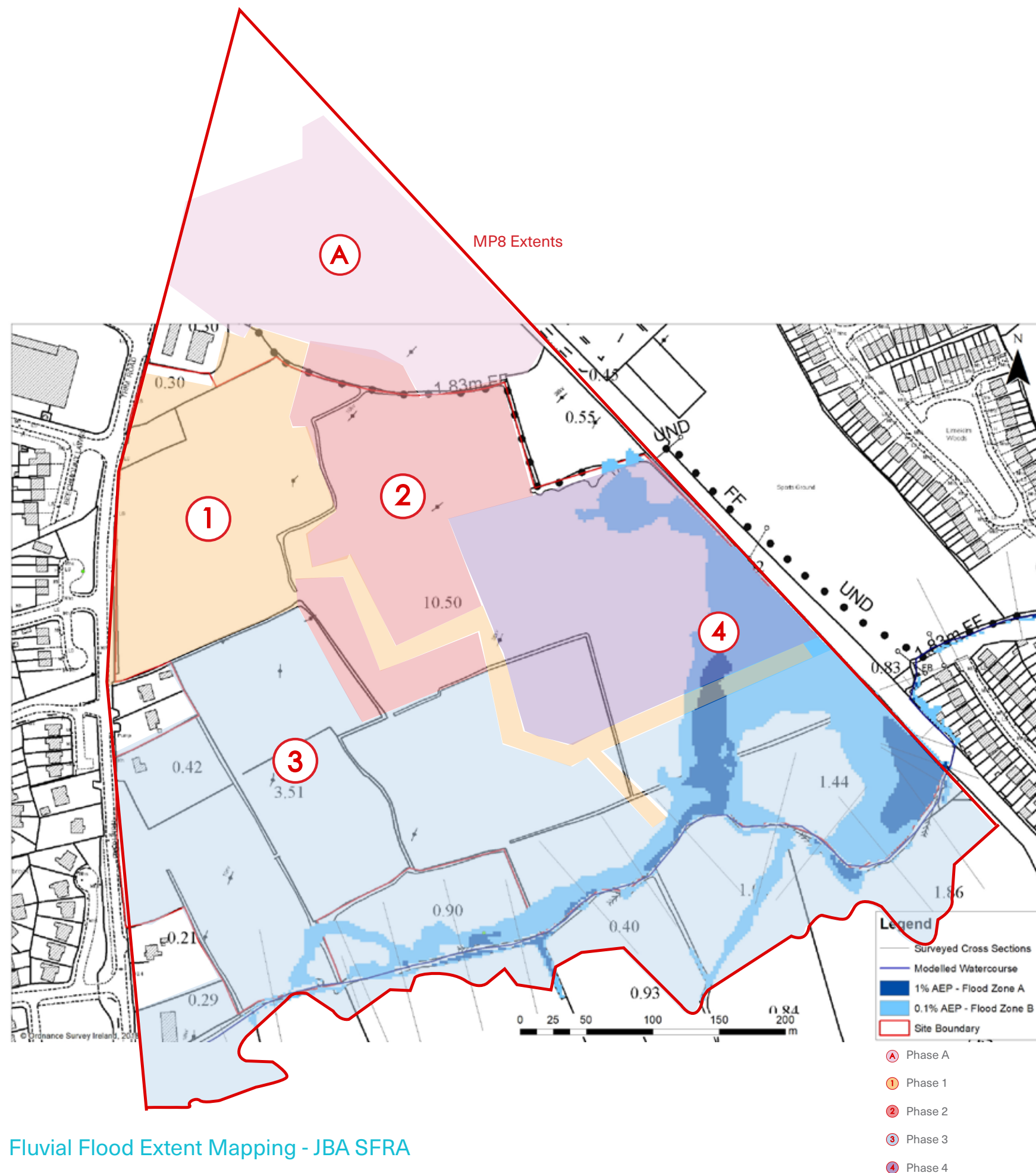
The Eastern CFRAM study for Navan identified 10, 100 and 1000 year flood extents on the Masterplan lands along the course of the Swan River. The flood extents are identified on the diagram opposite.

JBA Consulting Engineers was commissioned by Meath County Council to undertake a SFRA of the proposed draft variation to the Navan Development Plan 2009-2015. An objective of the SFRA was to produce fluvial flood mapping for Navan Town and its surrounding area. These flood zone maps were produced from the results of hydraulic modelling and other flood data sources available for the Navan area. The fluvial flood extent map on the MP8 lands is presented on the following page. It is noted that the modelled flood extent is very similar to the Eastern CFRAM flood extent.



Eastern CFRAM Fluvial Flood Extent Mapping





Fluvial Flood Extent Mapping - JBA SFRA

The flood extents modelled in both the Eastern CFRAM and JBA SFRA have informed the zoning objectives on the MP8 lands. The boundaries of the lands Zoned Objective F, 'Open Space' are consistent with the identified Flood Zones A and B extents.

The Flood Zone A and B areas are within the Phases 3 & 4 area of the MP8 Masterplan. A Site Specific Flood Risk Assessment shall be undertaken to identify the precise extents of Flood Zones A and B on those areas prior to the making of any application incorporating those areas or lands immediately adjoining.

# DESIGN CONSIDERATIONS| LOCAL DISTRIBUTOR ROAD



## Proposed Street Hierarchy

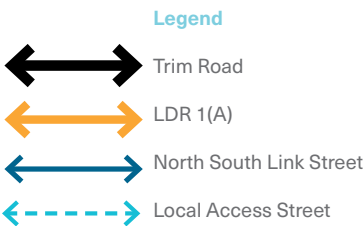
The second key design consideration is the planned Local Distributor Road LDR1(A).

The Navan Development Plan states that the Phase 1 development on the MP8 Lands ‘shall provide for the provision of the extent of LDR 1 (a) contained within the Master Plan boundary’.

It is notable that the strategic transport context of the south of Navan has changed considerably since the adoption of the Navan Development Plan, as the Part 8 scheme for the LDR 1(b) distributor road has been adopted by Meath County Council in 2019. The LDR 1(b) is to connect the Trim Road at a point south of Balreask Manor with the M3 Navan Link Road between its junction with M3 Junction 8 and its roundabout junction with the R147. This road is strategic in function, and serves to connect the MP8, MP10, and MP13 Masterplan Areas with the M3 directly and onwards to the wider strategic road network. With the LDR 1(b) in place, the LDR 1(a), which connects the Trim Road with the Dublin Road at Springfield Glen, is no longer strategic in function, serving instead as an internal link between the south of Navan and the Johnstown area on the other side of the Boyne. As such, the delivery of the LDR 1(b), rather than the LDR 1(a), is key to the development of the phases of the MP8 following the first phase, while the delivery of the LDR 1(a) is not necessary for the operation of the Phase 1 of the MP8 lands and will occur at a later phase in the development of the overall masterplan.

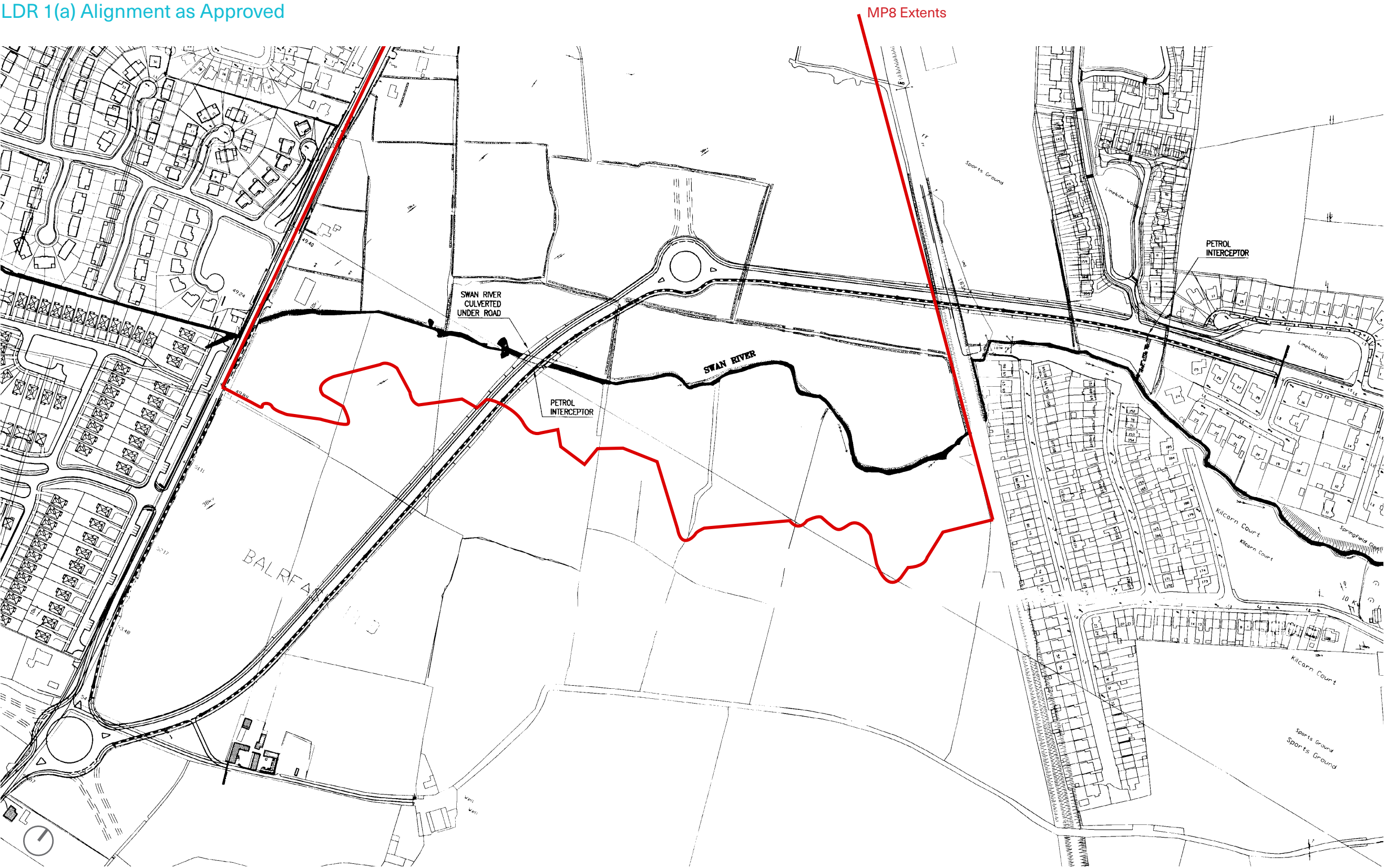
DMURS has been referenced in setting out the masterplan, with the design response summarised on Page 29 below.

Phase 1 Application drawings illustrate relevant road types in more detail indicating their individual characteristics.





LDR 1(a) Alignment as Approved



# URBAN DESIGN FRAMEWORK

## Urban Design Objectives

The urban design objectives for the emerging masterplan have been developed to reflect not only Meath County Council's planning objectives, but also to demonstrate consistency with the twelve assessment criteria for sustainable residential communities set out in the DoEHLG Urban Design Manual\*:

### 1. Context:

The masterplan responds to both the strategic location of the lands in proximate location to the south side of Navan and their landscape structure by providing for a connected, street based neighbourhood accessible by sustainable modes to the town centre and established community,

### 2. Connections:

The layout represents a landscape-led 'ground up' organisation of the new neighbourhood structured by a clear hierarchy of primary and secondary street networks designed with reference to DMURS.

### 3. Inclusivity:

The secondary street and 'green and blue' networks prioritise access for all, with the public realm based on a concept of pedestrian and cycle connectivity.

### 4. Variety:

The masterplan provides for a new residential community comprised of a varied range of dwelling types along with commercial (non-retail) uses in proximity to the town centre.

### 5. Efficiency:

The masterplan makes efficient use of the land resource by applying appropriate sustainable residential densities of 45 dwelling units per hectare.

### 6. Distinctiveness:

The layout creates a sense of place through the careful consideration of wayfinding between the new spaces and their wider context using existing green and blue networks of the watercourse and mature hedgerows and in a legible street hierarchy with built form of buildings used to demark important wayfinding points.

### 7. Layout:

The masterplan creates people friendly streets and spaces by legibly using a series of new public open spaces to connect the town centre to the Swan River watercourse, and the Trim Road to the Dublin-Navan railway cutting.

### 8. Public Realm:

A safe, secure, and enjoyable public realm is created by the supervision of new routes and spaces by adjacent residential development.

### 9. Adaptability:

Residential and non-residential building typologies will be future-proofed to offer high levels of flexibility to allow responsive change of use.

### 10. Privacy and Amenity:

The privacy amenity of existing adjacent dwellings is maintained through the siting of new dwellings in back to back or gabling relationships to these dwellings.

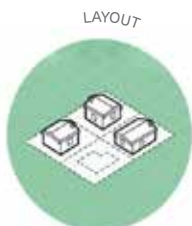
### 11. Parking:

Parking will be provided at grade in-curtilage or on-street according to Meath County Council provisions and in line with national policy guidelines including the Apartment Guidelines (2018).

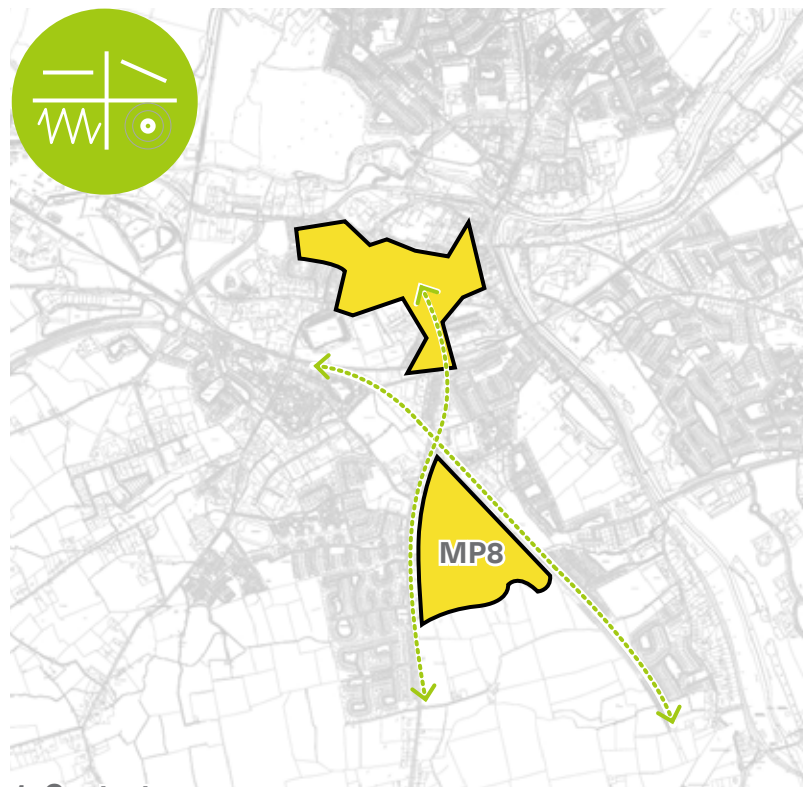
### 12. Detailed Design:

Landscape design will be integral to the integration of natural resources to the new patterns of development established by the masterplan.

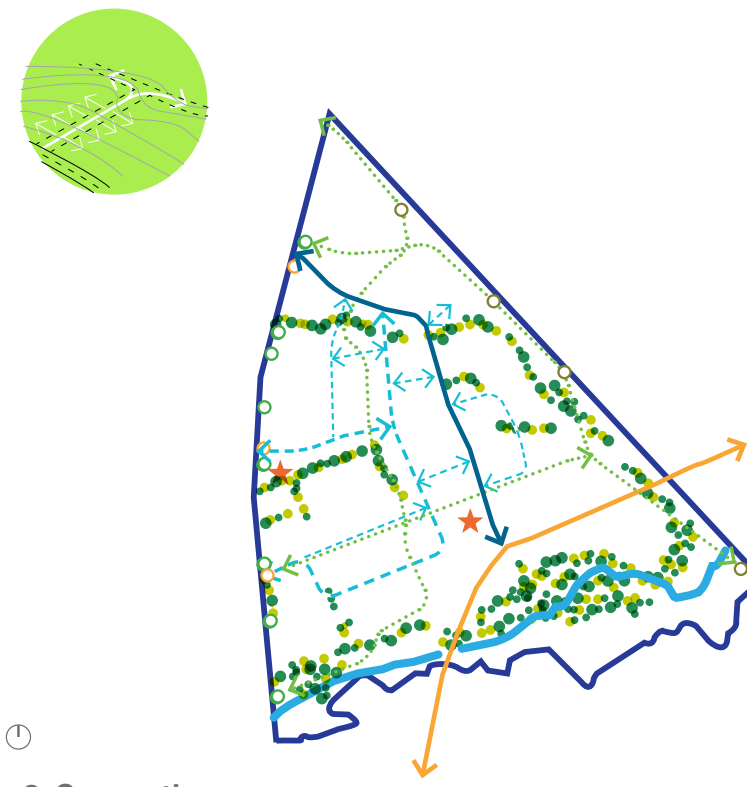
*\* It is noted that criteria 8-12 cannot be demonstrated in detail at the masterplan scale and are demonstrated through the detailed application for Phase 1.*



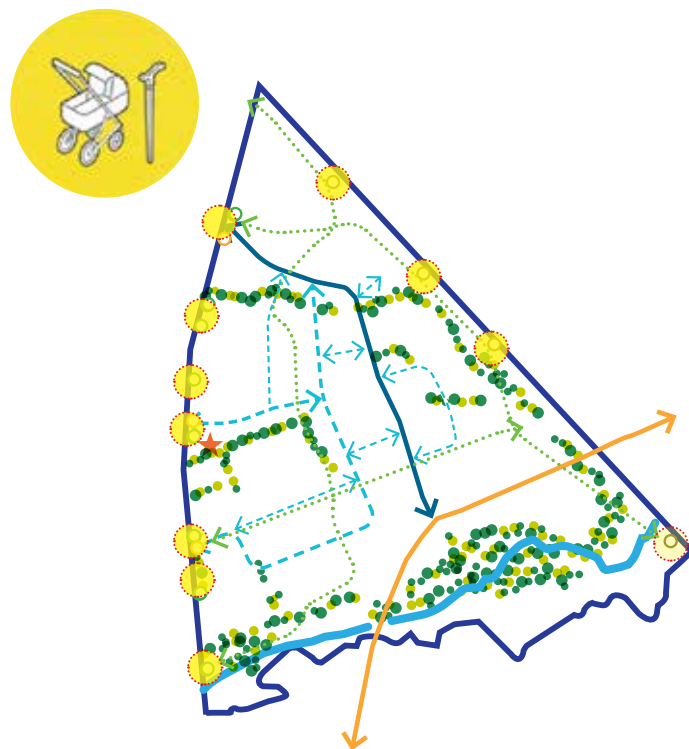




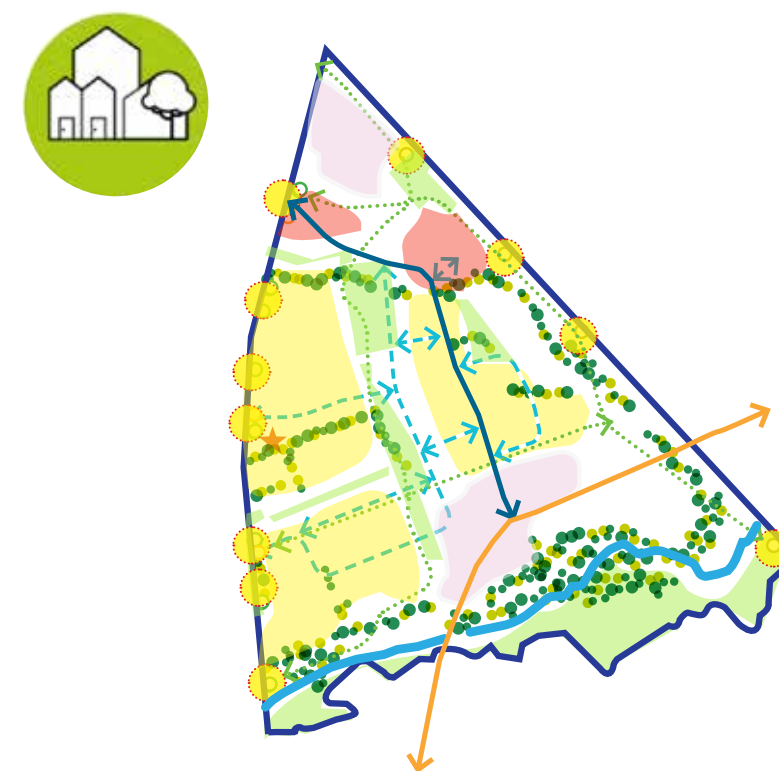
1. Context



2. Connections



3. Inclusivity



4. Variety

## Urban Design Principles

The key design objectives for the emerging masterplan reflect Meath County Council's objectives as well as demonstrating the twelve assessment criteria set out in the DoEHLG Urban Design Manual:

### 1. Context:

The masterplan responds to both the strategic context (utilising the location of the lands in proximate location to the south side of Navan) and the local context (harnessing their existing landscape structure) to provide for a connected, street based neighbourhood accessible by sustainable modes to the town centre and established adjacent communities.

### 2. Connections:

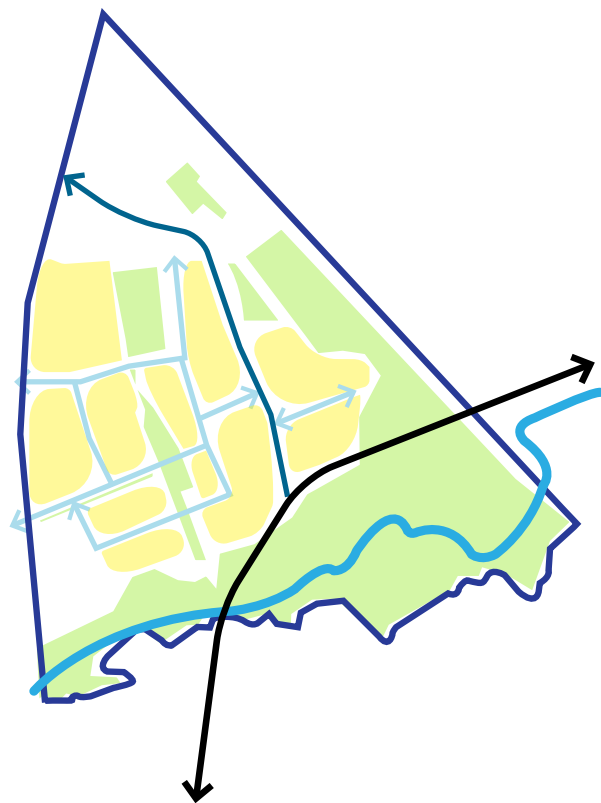
The layout represents a landscape-led 'ground up' organisation of the new neighbourhood structured by a clear hierarchy of primary and secondary vehicular streets designed with reference to DMURS and reflecting Meath County Council current planning. Cycle connections are provided along the main internal roads with connections to the external cycle network.

### 3. Inclusivity:

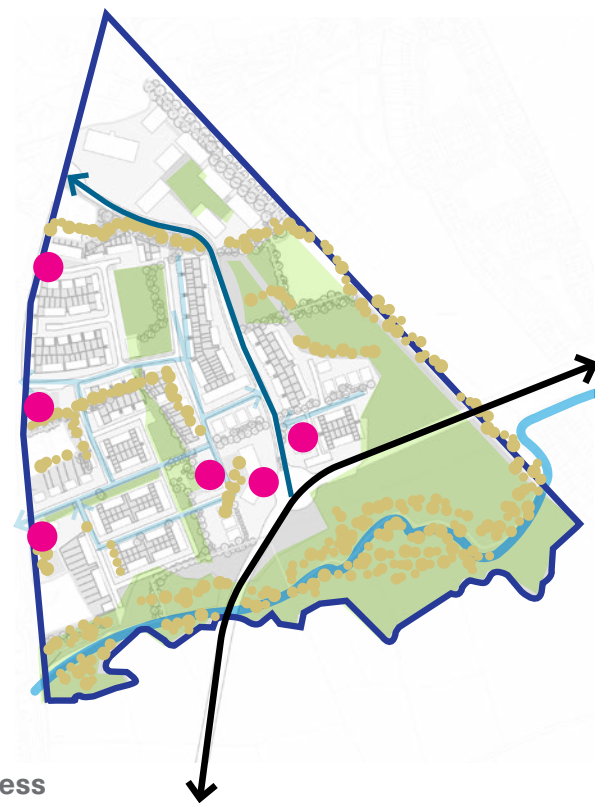
The street hierarchy is reinforced by a secondary street network that forms a green-grid of pedestrian focussed movement based on existing landscape and 'blue network' site features. The green-grid prioritises access for all, with the public realm based on a concept of barrier-free access and the creation of a porous edge between lands within the masterplan area and the existing town by means of many and varied pedestrian access points to the Trim Road and the greenway. Applications under the masterplan will identify existing components of these arrangements that need upgrading in order to meet the masterplan aspirations.

### 4. Variety:

The masterplan provides for a new residential community comprised of a varied range of dwelling types along with commercial (non-retail) uses in proximity to the town centre. Individual applications under the masterplan will detail specific typologies and mixes to ensure that delivery over time is responsive to Navan's needs.



**5. Efficiency**



**6. Distinctiveness**

#### 5. Efficiency:

The masterplan makes efficient use of the land resource by applying appropriate sustainable residential densities of 45 dwelling units per hectare.

#### 6. Distinctiveness:

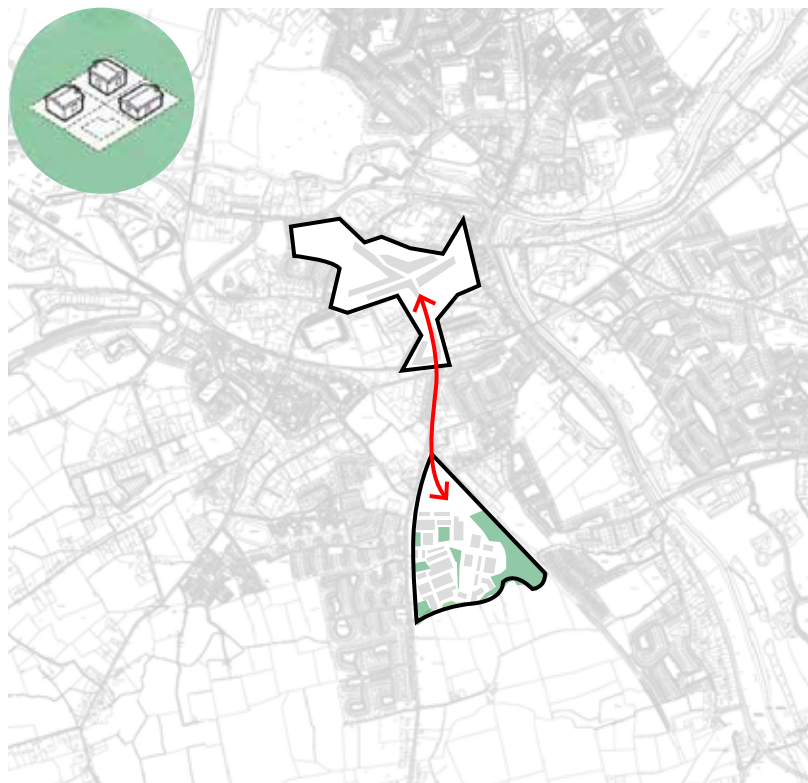
The layout creates a sense of place through the careful consideration of wayfinding between the new spaces and their wider context using existing green and blue networks of the watercourse and mature hedgerows. Built form responds to the street network to demark important wayfinding points through architectural distinctiveness.

#### 7. Layout:

The layout of the new residential community forms a link between the intensity of use and compact urban form of Navan Town Centre, and the urban fringe that will be demarked by the completed series of LDR proposals. As such, the layout is an urban infill town expansion proposal that handles the transition from town centre to urban edge. The masterplan creates people friendly streets and spaces by legibly using a series of new public open spaces to connect the town centre to the Swan River watercourse, and the Trim Road to the Dublin-Navan railway cutting.

#### 8. Public Realm:

A safe, secure, and enjoyable public realm is created by the supervision of new routes and spaces by adjacent residential development. Detailed landscaping layouts set out the public realm proposals for Phase 1 and their integration with existing footways and street junctions, indicating where their improvement is required to meet the masterplan aspirations of inclusive access for all.

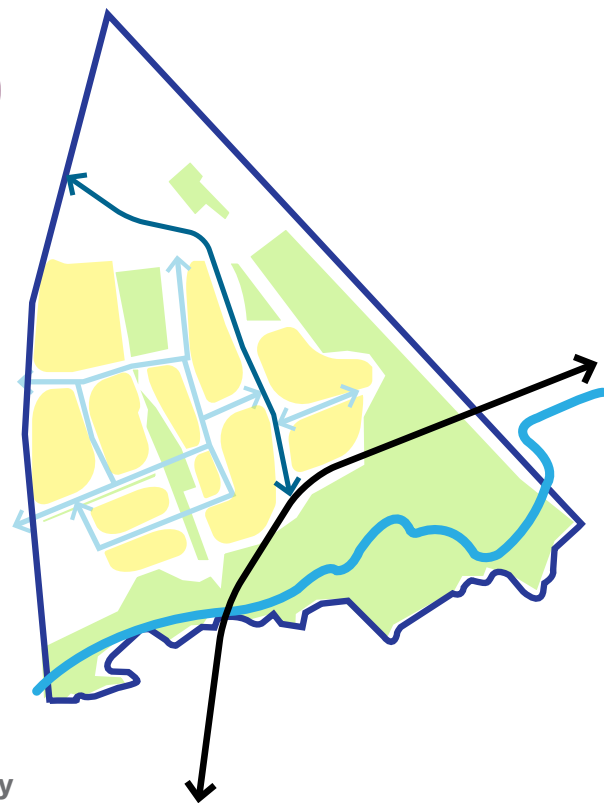


**7. Layout**



**8. Public Realm**

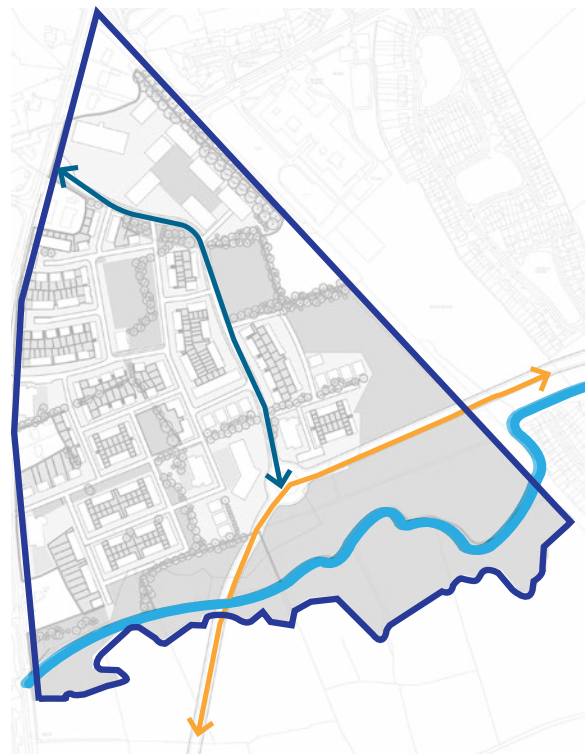




9. Adaptability



10. Privacy and Amenity



11. Parking



12. Detailed Design

#### 9. Adaptability:

Residential and non-residential building typologies will be future-proofed to offer high levels of flexibility to allow responsive change of use.

#### 10. Privacy and Amenity:

The privacy amenity of existing adjacent dwellings is maintained through the siting of new dwellings in back to back or gabling relationships to these dwellings. New residential development is carefully sited, oriented and designed in order to reconcile the need for compact forms that provide supervision of the public realm at relatively high densities with privacy of the dwelling and associated open spaces. Minimum back to back separation distances are maintained in line with national guidance.

#### 11. Parking:

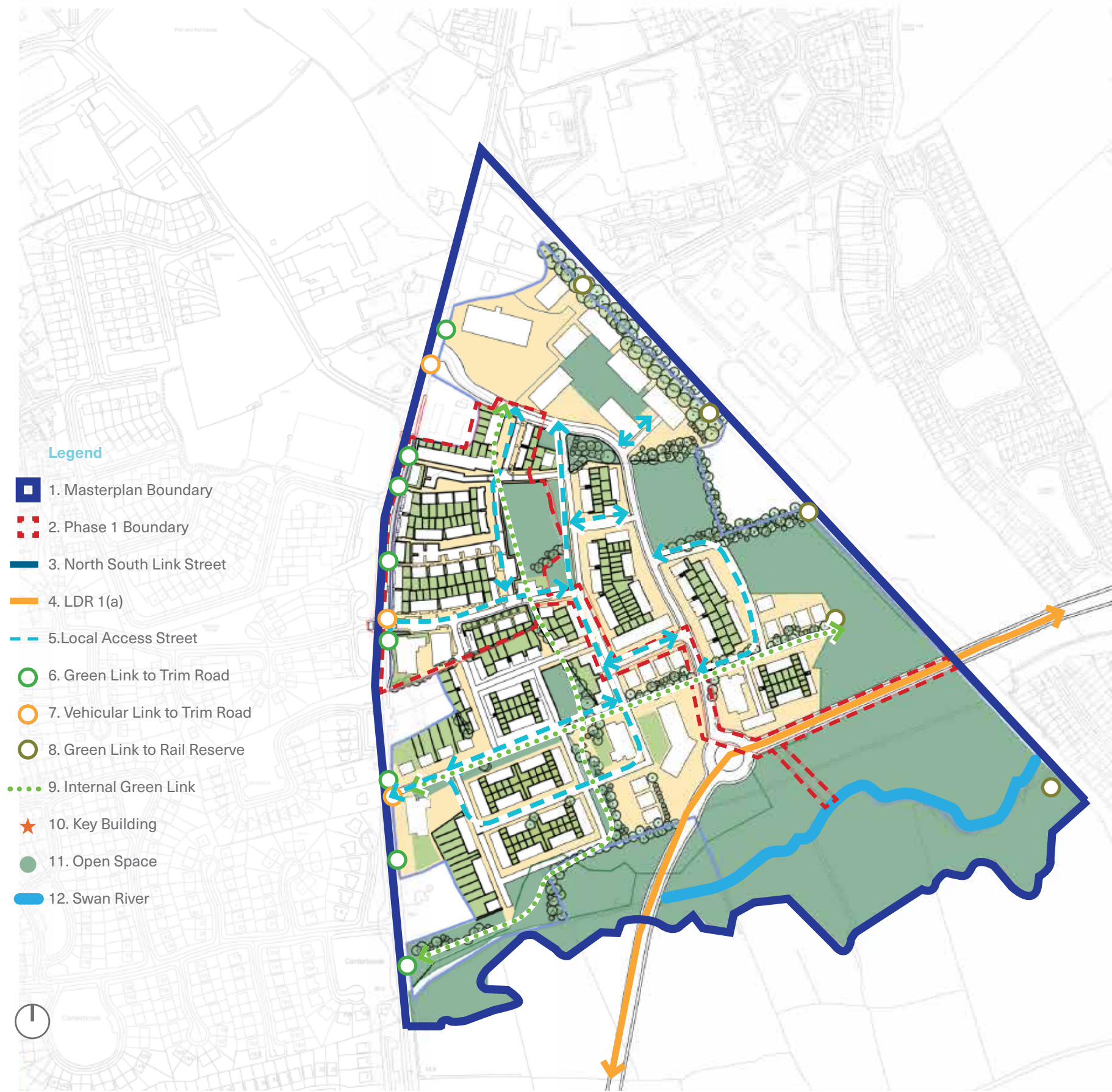
Parking will be provided at grade in-curtilage or on-street according to Meath County Council provisions and in line with national policy guidelines including the Apartment Guidelines (2018).

#### 12. Detailed Design:

Detailed designs for both architectural and landscape Phase 1 proposals form the substance of the current application and architectural design statement. Landscape design will be integral to the integration of natural resources to the new patterns of development established by the masterplan.



# PROPOSED MASTERPLAN



## Emerging Masterplan

The Phase 01 Application lands are based on key parameters of the wider proposed masterplan illustrated here.

### Connections

The masterplan represents a landscape-led ‘ground up’ organisation of the new neighbourhood structured by a clear hierarchy of primary and secondary street networks designed with reference to DMURS (summarised separately below). Cul-de-sacs are minimized in favour of increased connective loops around access roads that connect to the link road in several locations, and provide new access points to the Trim Road. These are further supplemented by non vehicular connections. Cycling facilities are provided along LDR 1(a) and the North South Link Street, which both connect to the proposed cycle facilities along the Trim Rd which run along the western edge of the site.

### Variety

The masterplan provides for a new residential community comprised of a varied range of dwelling types along with commercial (non-retail) uses in proximity to the town centre. The Phase 1 scheme is the first component of that new residential community and features 7 no. dwelling types to encourage a diverse community and build on the emerging neighbourhood centre at Trim Rd. In time, the overall masterplan will deliver further variety in built form and typology.

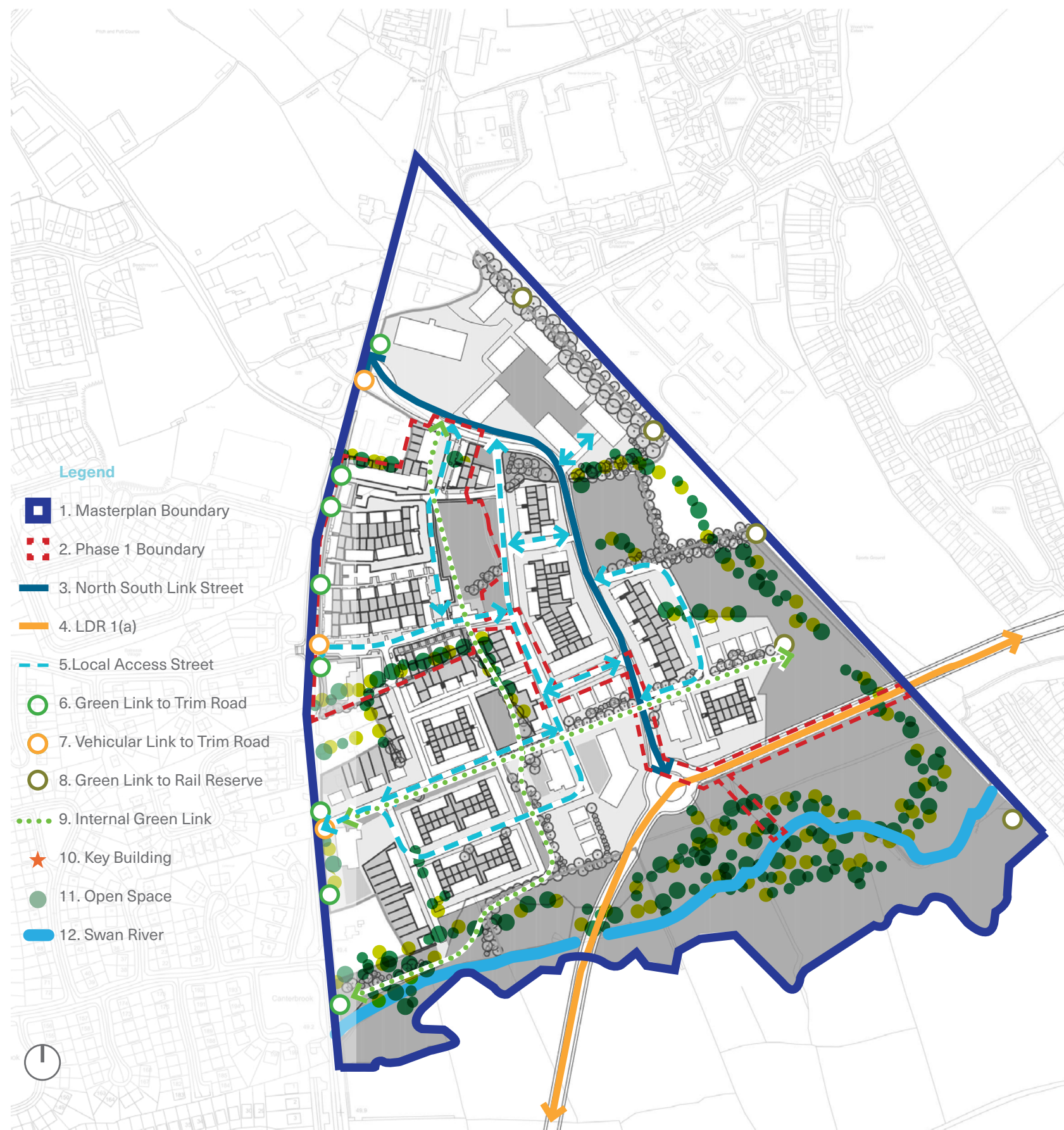
### Inclusivity

The secondary street and ‘green and blue’ networks prioritise access for all, with the public realm based on a concept of pedestrian and cycle connectivity. The Phase 1 development begins this network, featuring vehicular and non-vehicular connections to the Trim Road.

### Public Realm

A safe, secure, and enjoyable public realm is created by the supervision of new routes and spaces by adjacent residential development. This is particularly pronounced in later Phases where supervision of larger scale open spaces is required. Within Phase 1, the supplemental landscape booklet provides detail of the public realm design. The hedgerows are to be retained where possible, by engaging with these field patterns the proposed layout will create a sense of place, and develop a structured public realm while respecting the existing fabric of the area. Footpath upgrades along the full frontage of the site as detailed in landscape submission will continue north past the filling station to connect with the existing pedestrian footpath.





## DMURS Summary

The movement strategy across the masterplan lands is designed according to prior comments from Meath County Council and DMURS.

Vehicular cul-de-sacs have been minimized across all phases. The resultant permeability will ensure that vehicular traffic is not channelled so higher speeds and reversing manoeuvres are avoided. To aid this permeability, increased connectivity has been designed both with regards to the Trim Road and the North South Access Street. These will have the additional benefit of calming traffic on the North South Link Street.

Three vehicular connections are provided to the Trim Road- two to internal Local Access Streets and one to the North South Link Street. These are reinforced by five further pedestrian and cycle only links to the Trim Road.

The North South Link Street is designed with frequent accesses to adjacent residential areas, these access points approximately every 80 metres. These are offset on either side of the road, so that there is a series of T-junctions rather than crossroads. Seven vehicular connections are provided to the North South Link Street from Local Access Streets: three each to eastern and western sides of the street.

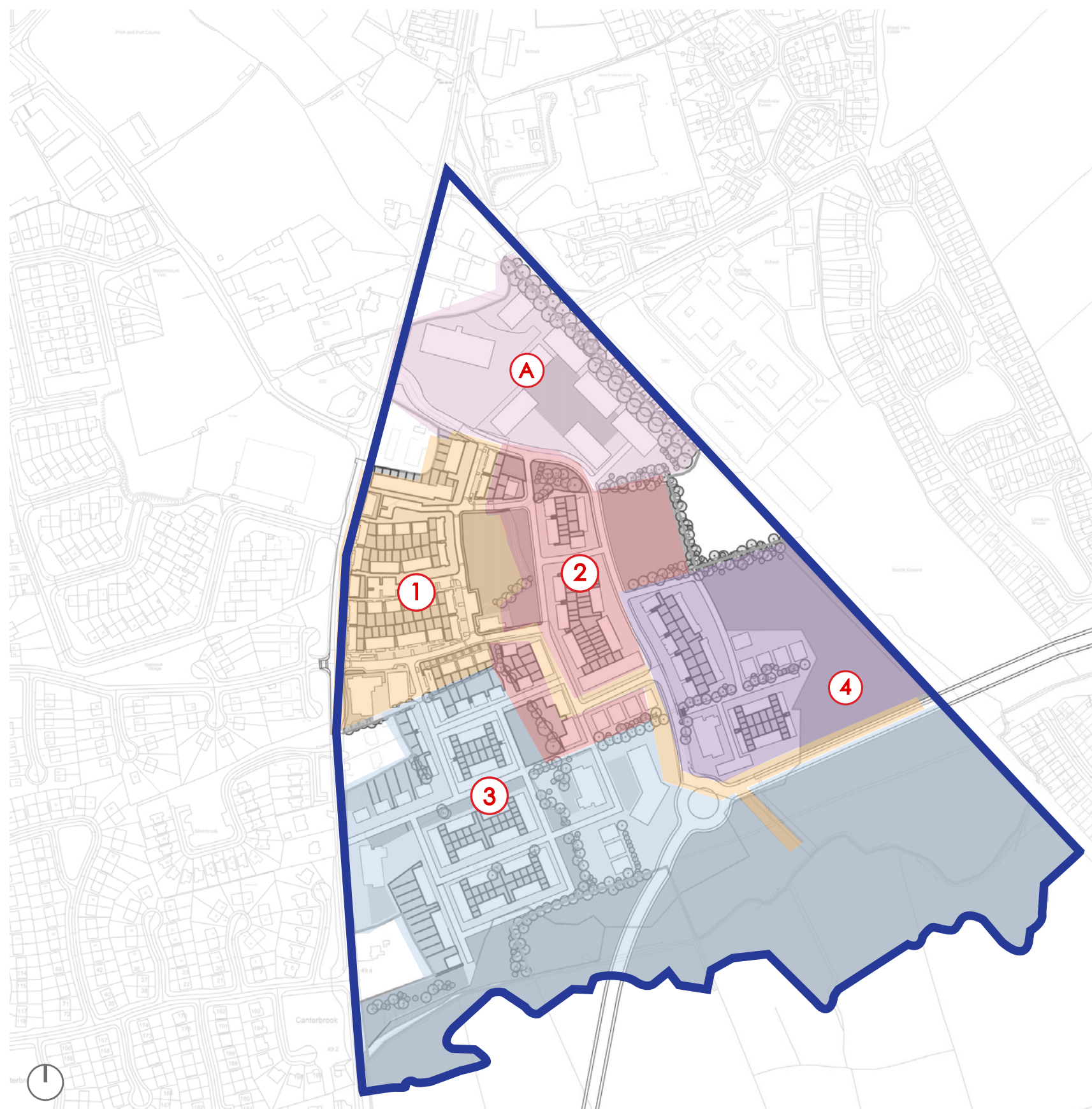
Traffic calming measures such as raised tables are intended throughout the local street network rather than preventing vehicular movements outright.

Comprehensive pedestrian and cycle permeability is provided by means of the secondary green grid described previously.

Individual street designs and character are more fully demonstrated within the detail drawings but DMURS compliance includes:

- The North South Link Street has only parallel parking in a series of bays and a road carriageway 6.5m wide, with 2m wide cycle lanes on either side. It is designed to be relatively direct – while it curves around the residential area to make the best use of land, this is a gentle transition rather than a 90 degree turn. There is potential for some commercial use along the street as well.
- Local Access Streets (including Phase 1 access across from Balreask Village) are designed without dedicated cycle facilities, although use will be made of of traffic calming features such as chicanes and raised tables to reduce its attractiveness for through traffic.





## Proposed Masterplan Phasing

The proposed phasing strategy decouples the development of the town centre mixed use at the northern apex of the lands from the delivery of a coherent residential neighbourhood to the South.

Phase One develops the key vehicular entrances to the site from the Trim Road, via the established Northern Link Street on the northern part of the site, and from the Trim Road further south, and two of the pedestrian/ cycle connections that will establish the green grid. It also develops one of the key buildings to the Trim Road frontage to establish identity.

Phase A will establish a predominately commercial use area in close proximity to the town centre, as well as significant elements of the green grid linking to Trim Road and the Rail Reserve and connections to the North South Link Street. The integration of the North South Link Street with the Local Access Street network will allow development of Phase A without dependency on other residentially oriented mixed use Phases.

Phase Two extended the community to the east, extending the public open space established in the pilot scheme and creating a second public space as well as an interface with the flood area of the Swan River Watercourse.

Phases 3 & 4 complete the neighbourhood on either side of the LDR 1(a) and formalise the Swan River Watercourse greenway in line with the strategic aims of the urban design framework

The North South Link Street will be provided in Phases 1 and 2. Phase 1 includes an extension of the existing Link Street provided by the Lidl access road from the Trim Road into the Phase A commercial area to facilitate development on those lands, and to facilitate pedestrian and cyclist connectivity northward from Phase 1 toward the town centre. The balance of the Link Street, linking the Phase 1 element to the LDR1(a) will be provided in Phase 2.

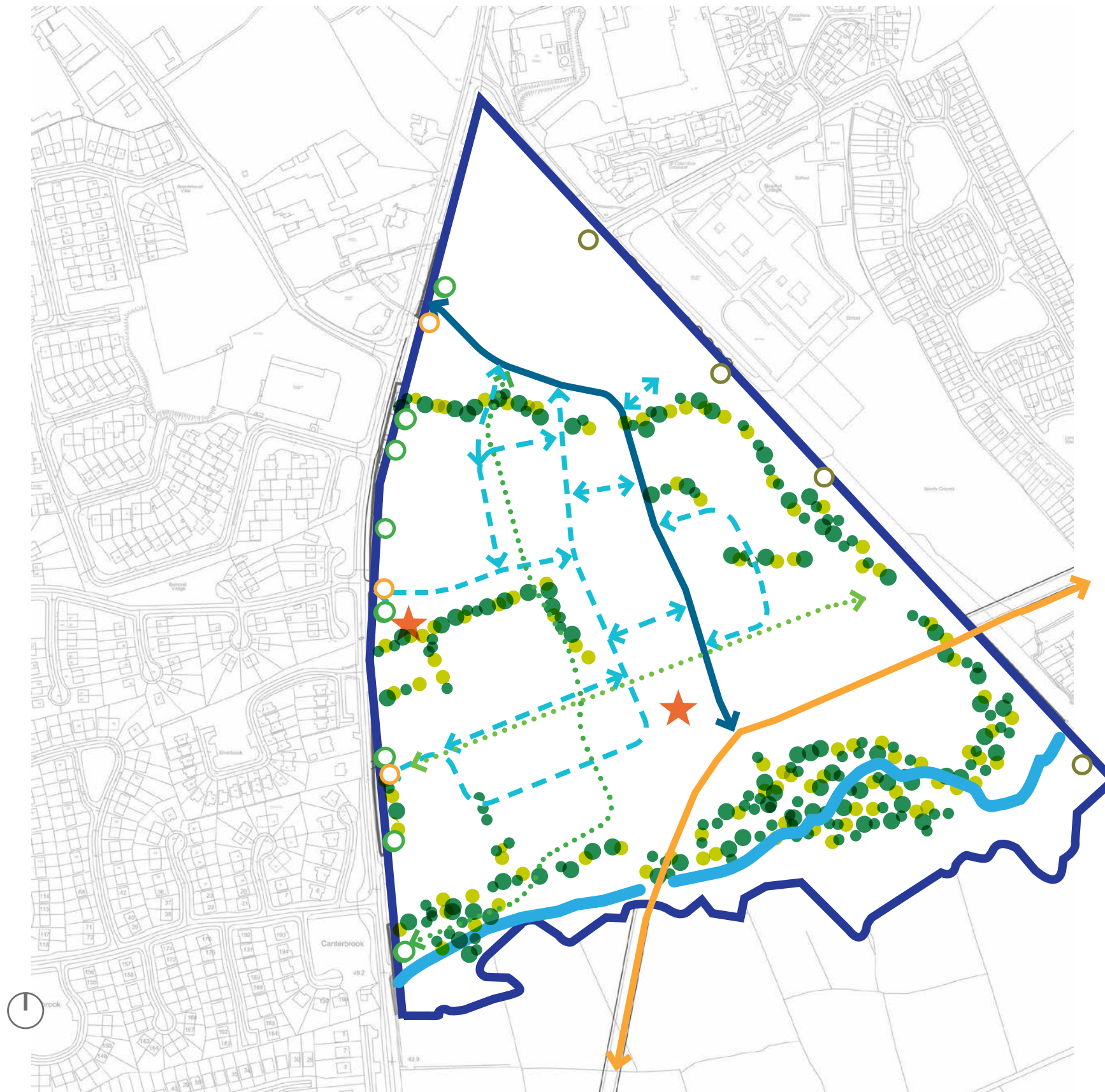
- Ⓐ Phase A
- ① Phase 1
- ② Phase 2
- ③ Phase 3
- ④ Phase 4



## ABP Opinion Response

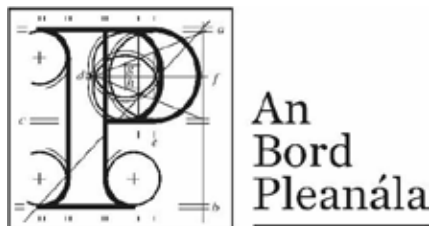
The proposed masterplan and attendant Phase One application address the design matters raised in ABP Opinion 306556-20 as issued to the applicant. These can be summarised as follows:

- Densities within the Phase 1 application and wider masterplan lands have been revised upward to a baseline of 45d/Ha in consideration of the proximity of the subject lands to the potential rail station and connectivity to the town centre.
- The Phase 1 application area and the wider masterplan area have been reconsidered to create higher levels of integration between the Local Access Street network of the new community and both the Trim Road and the proposed North South Link Street. Building orientations within the development respond to the increased levels of permeability to ensure overlooking of the public realm, while typologies within Phase 1 and later phases have been revised to create defined urban edges. The Trim Road frontage in particular has been revised in this regard, with a more positive contribution made to the streetscape.
- Primary and secondary movement networks have been significantly revised in line with DMURS as demonstrated in this document, in particular with regard to the establishment of a clear street hierarchy, the provision of an additional vehicular and active modes access to the North-South Link Street and the reduction of vehicular cul-de-sacs.
- Prior to the change in the strategic function of the LDR1(a) the DMURS street hierarchy included an East-West Link Street connecting Trim Road with the LDR1(a). The DMURS street hierarchy was reviewed having regard to the change in status of the LDR1(a) and it was agreed with Meath County Council that a North-South aligned Link Street would be more appropriate for the MP8 lands than an East West Link Street. The DMURS street hierarchy has been amended as appropriate, as illustrated on Page 29 above.
- The North South Link Street will be provided in Phases 1 and 2. Phase 1 includes an extension of the existing Link Street provided by the Lidl access road from the Trim Road into the Phase A commercial area to facilitate development on those lands, and to facilitate pedestrian and cyclist connectivity northward from Phase 1 toward the town centre. The balance of the Link Street, linking the Phase 1 element to the LDR1(a) will be provided in Phase 2.



## Appendix: ABP Opinion 206556-20





## Case Reference: ABP-306556-20

### Planning and Development (Housing) and Residential Tenancies Act 2016

#### Notice of Pre-Application Consultation Opinion

**Proposed Development: 126 no. residential units (80 no. houses and 46 no. apartments), childcare facility and associated site works.**

**Trim Road, Balreask Old, Navan, Co. Meath.**

An Bord Pleanála has considered the issues raised in the pre-application consultation process and, having regard to the consultation meeting and the submission of the planning authority, is of the opinion that the documents submitted with the request to enter into consultations require further consideration and amendment to constitute a reasonable basis for an application for strategic housing development.

An Bord Pleanála considers that the following issues need to be addressed in the documents submitted that could result in them constituting a reasonable basis for an application for strategic housing development.

#### 1. Density

Further consideration/justification of the documents as they relate to the density in the proposed development. This consideration and justification should have regard to, inter alia, the minimum densities provided for in the 'Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas' (May 2009) in relation to such edge of centre/ Greenfield sites. Particular regard

should be had to need to develop at a sufficiently high density to provide for an acceptable efficiency in serviceable land usage given the proximity of the site to Navan town centre, with its established social and community services and potential rail station. The further consideration of this issue may require an amendment to the documents and/or design proposal submitted relating to density and layout of the proposed development.

#### 2. Development Strategy, Masterplan Requirement and Layout

Further consideration of the documents as they relate to the Meath County Development Plan requirement for a Masterplan to be agreed with the planning authority in advance of any application. Further consideration/justification of the documents as they relate to the layout of the proposed development particularly in relation to the 12 criteria set out in the Urban Design Manual which accompanies the above-mentioned Guidelines and the Design Manual for Urban Roads and Streets. The matters of arrangement and hierarchy of streets; the creation of a defined urban edge along the new link road; connectivity with adjoining lands; provision of quality, usable open space and the creation of character areas within a high-quality scheme should be given further consideration. Two-metre-high walls facing the proposed access roadway, perpendicular car parking along the main link street, oversized turning bays and long cul de sac should be minimised (or eliminated). Residential units set back from and siding onto the Trim Road should be further considered, or design rationale justified at application stage should this layout be maintained. The development should provide for a positive contribution to the public realm along the Trim Road frontage and the new proposed link road or design rationale justified at application stage should the current proposals for the interface along the Trim Road and link road be maintained. In addition, further consideration/justification of the documents as they relate to the proposed housing mix, having regard to the proportion of two and three bed units within the overall proposed scheme. The further consideration of these issues may require an amendment to the documents and/or design proposals submitted

### 3. Site Access and Roads Layout

Further consideration of the documents as they relate to vehicular, pedestrian and cycle access, the desire line connectivity with Navan town to the north west of the site, the main link street access and its connection with the LDR1A distributor road proposed, future connection with the southern and eastern portion of the MP8 lands and the creche access road. This consideration and justification should have regard to the County Development Plan requirement for a Masterplan for the overall MP8 lands and DMURS. The layout should prioritise pedestrian and cycle access in compliance with DMURS. The revised strategy should clearly demonstrate that regard was had to the 12 criteria as contained in the 'Urban Design Manual – A best practice guide' that accompanies the 'Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas' (May 2009). The further consideration of this issue may require amendments to the documents and/or design proposals submitted.

### 4. Infrastructure

Further consideration/clarification of the documents as they relate to wastewater infrastructure constraints in the network serving the proposed development. In particular, the need to satisfy all issues, consent processes and 3rd Party consents as raised in Irish Water submission dated 10/03/20.

The documentation at application stage should clearly indicate the proposals to address the constraints relative to the construction and completion of the proposed development have been fully agreed with Irish Water. (The prospective applicant may wish to satisfy themselves that an application is not premature having regard to any infrastructure upgrades and third-party consents which may be required).

### 5. Surface Water Management and Flood Risk Assessment

Further consideration of the documents as they relate to surface water management for the site. This further consideration should have regard to the requirements of the Drainage Division as indicated in their report dated 3rd March 2020. Any surface water management proposals should be considered in

tandem with a Flood Risk Assessment specifically relating to appropriate flood risk assessment that demonstrates the development proposed will not increase flood risk elsewhere and, if practicable, will reduce overall flood risk. A Flood Risk Assessment should be prepared in accordance with 'The Planning System and Flood Risk Management' (including the associated 'Technical Appendices'). Further consideration of these issues may require an amendment to the documents and/or design proposals submitted.

Furthermore, Pursuant to article 285(5)(b) of the Planning and Development (Strategic Housing Development) Regulations 2017, the prospective applicant is hereby notified that, in addition to the requirements as specified in articles 297 and 298 of the Planning and Development (Strategic Housing Development) Regulations 2017, the following specific information should be submitted with any application for permission:

1. Cross sections and other drawings, as necessary, at an appropriate scale, which detail the interface between the proposed development with the Trim Road to the west and the proposed development with the new link road/street and its connection with Roads Objective LDR1A to the south and east.
2. A detailed phasing plan for the proposed development.
3. Ecological Survey of existing trees and hedgerows which clearly identifies all trees/hedgerows proposed for removal.
4. A detailed Habitat survey and Bat survey, with survey work carried out at optimum time for such species / habitat.
5. Construction and Demolition Waste Management Plan
6. A report that specifically addresses the proposed building materials and finishes and the requirement to provide high quality and sustainable finishes and details.



Also, pursuant to article 285(5)(a) of the Planning and Development (Strategic Housing Development) Regulations 2017, the prospective applicant is informed that the following authorities should be notified in the event of the making of an application arising from this notification in accordance with section 8(1)(b) of the Planning and Development (Housing) and Residential Tenancies Act 2016:

1. Irish Water
2. Department of Culture Heritage and the Gaeltacht
3. National Parks and Wildlife
4. Inland Fisheries Ireland
5. Transport Infrastructure Ireland
6. An Taisce
7. Heritage Council

**PLEASE NOTE:**

Under section 6(9) of the Planning and Development (Housing) and Residential Tenancies Act 2016, neither the holding of a consultation under section 6, nor the forming of an opinion under that section, shall prejudice the performance by the Board, or the planning authority or authorities in whose area the proposed strategic housing development would be situated, of any other of their respective functions under the Planning and Development Acts 2000 to 2016 or any other enactment and cannot be relied upon in the formal planning process or in legal proceedings.

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Tom Rabbette  
Assistant Director of Planning  
May, 2020

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