

Framework Plan No.2

Navan

December 2008

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1.0 INTRODUCTION

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Framework Plan 2 is presented by RPS Planning & Environment, based on a draft prepared by MacCabe Durney Planning Consultants.

The Navan Development Plan 2003 – 2009 was adopted on November 27th 2003, and is the primary instrument available to the Planning Authority to ensure that the future development of Navan takes place in a planned, co-ordinated and sustainable manner within the six year Development Plan period.¹

Five land areas within Navan were considered to be likely to be subject to large scale development within the six year lifetime of the Navan Development Plan 2003 – 2009 (Local Area Plan Areas No 1,2,3,4 and 5). It was the intention of the Planning Authority to prepare a Local Area Plan for each of these identified areas. However, it did not prove feasible to prepare and adopt a Local Area Plan for LAP Area No 2 within the statutory period set out in the Planning Act after the adoption of the Navan Development Plan 2003 – 2009, because of the limited resources at the Planning Authority's disposal.

It was considered that the formation of a Framework Plan for LAP Area 2 would be most appropriate at this juncture, in the interests of the proper planning and sustainable development of the area. The submissions received previously in relation to the formation of a Local Area Plan have been taken into account in the formation of this Framework Plan.

1.1 What is a Framework Plan?

A Framework Plan is a non-statutory area based plan. The purpose of a Framework Plan is to provide an assessment of the strategic local planning issues which apply to a particular area, to set out a vision for the future development of the area and to detail objectives for the sustainable development of the area, which will inform the public, provide direction for local landowners and which will assist the Planning Authority in assessing planning applications relating to the specific Framework Plan area.

The objectives of a Framework Plan will be largely achieved through individual developments lodged in accordance with Section 34 of the Planning & Development Act 2000-2006. The planning authority will consider each application on its individual merits with particular reference to the achievement of objectives, and compatibility with the vision as set out in the Framework Plan

¹ Preparation of the Navan Development Plan 2009-2015 has commenced. A 'Strategic Issues Paper' was produced in November 2007, and a manager's report was published on pre-draft submissions in July 2008.

1.2 Scope of a Framework Plan

A Framework Plan consists of a written statement indicating the objectives in such detail as determined by the Planning Authority, and development standards as informed by national planning guidelines.

The specific requirements of a Framework Plan are listed in the Meath Development Plan 2007 – 2013 as follows;

- 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 motorized 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.

1.3 Key Aims of Framework Plan 2

The key aims of this Framework Plan for Framework Plan Area 2 are as follows;

- Make efficient use of a strategic land bank which is currently underutilised
- The facilitation of an high quality urban design led environment
- Creation of a dynamic mix of uses which interact with each other to create a sense of community and to promote the active use of the subject lands
- Provision of a high level of permeability within the subject lands
- Creation of linkages between new development lands and existing developed lands
- Development of lands at a density appropriate to the specific area within the Framework Plan No 2, a significant portion of which is within the catchment area of the proposed public transport interchange
- The provision of appropriate community facilities to service the new population in the area
- The provision of employment opportunities to assist in creating a sustainable mixed land use for the area
- The provision of open space for passive and active recreation in a location that serves both new and existing development
- The implementation of the Framework Plan in a rational and sequential manner, and the provision of essential infrastructure and community facilities concurrent with proposed development projects.
- Creation of a new public realm by means of a series of usable, safe public spaces

Note 1 – Diagrams and illustrations contained within the Framework Plan are indicative only.

2.0 DESCRIPTION OF THE FRAMEWORK PLAN AREA

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The Framework Plan lands are located in Navan, County Meath. Navan is a large town situated in the mid-east of Ireland, which falls within the Greater Dublin Area (GDA). Figure 1 below illustrates the geographical location of Navan in Ireland. Figure 2 illustrates Navan's location within County Meath.

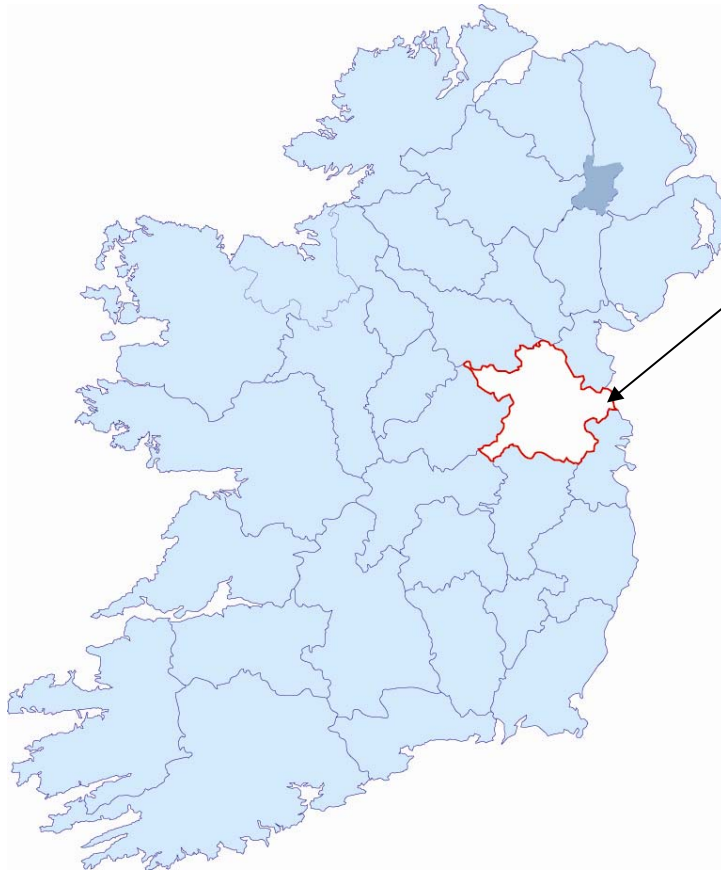


Figure 1; Map of Ireland indicating location of County Meath

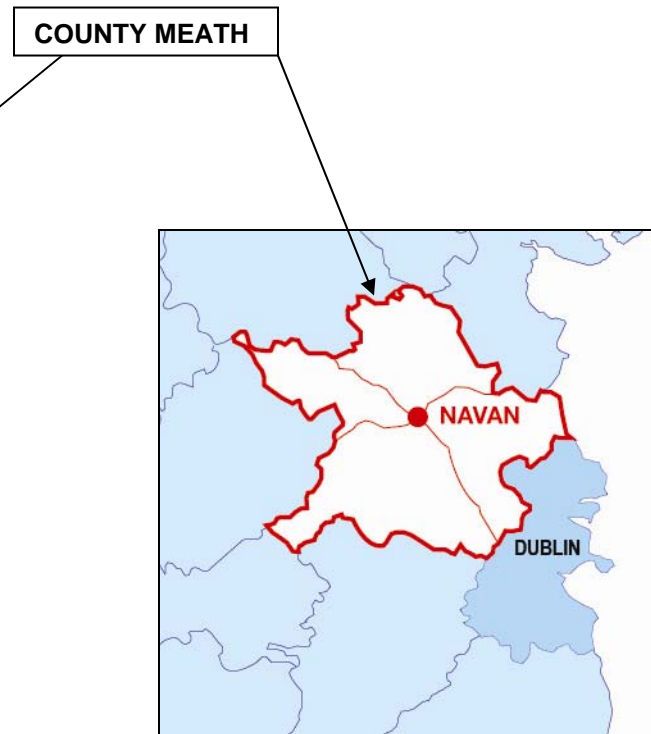


Figure 2; Map of County Meath indicating location of Navan

2.1 Function and Role of Navan

Navan is the County town of Meath, and is located approximately 30 miles to the north-west of Dublin city centre on the N3 Dublin-Cavan-Donnegal national road. The town is situated at the confluence of the River Boyne and River Blackwater.

Navan is the largest urban centre within County Meath, and functions as the administrative, commercial, services and social hub for the County. Navan Town has its own Town Council, independent of Meath County Council.

Since the mid 1990's, there has been significant pressure exerted on the Greater Dublin Area for additional housing stock. Navan was identified as an area which could accommodate additional housing stock due to its location within a commutable distance from Dublin city centre, the availability of development lands, good drainage and good water conditions. The population of Navan has therefore increased considerably since the early 1990's, as illustrated in Figure 3.

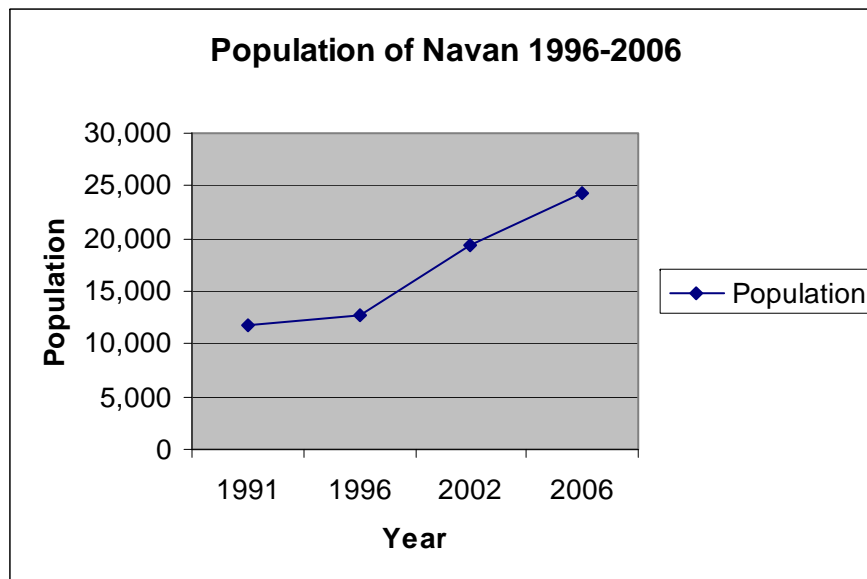
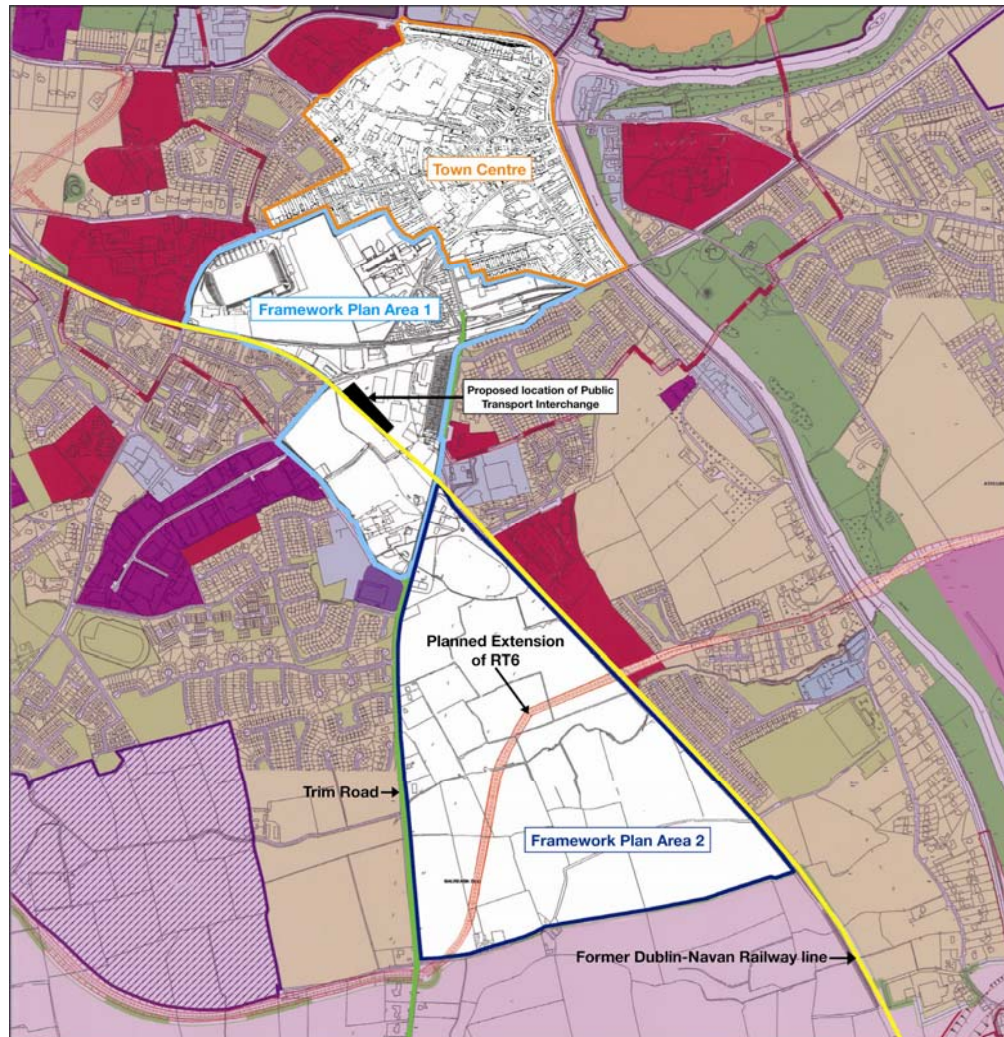


Figure 3; Graph to show population of Navan 1996 – 2006 (town & environs)

Navan has developed thus far as a dormitory town serving Dublin. A significant proportion of the population of Navan commute to Dublin on a daily basis. One of the challenges facing Navan today is the transition from a commuter town serving Dublin into a self sustaining and vibrant town. The facilitation of employment opportunities within Navan is therefore a key priority in future land use planning.

The National Spatial Strategy has identified Navan as capable of supporting a population of approximately 40,000 persons by 2020. The most recent census recorded a population of c.25,000, therefore sustainable expansion of the town is now a key issue.

2.2 Site Location



The Framework Plan area is a triangle of land of circa 62.5 ha formed by the Trim Road which bounds the site to the west, the line of the former Navan – Dublin railway line which bounds the site to the east, and the southern boundary of the Development Plan envelope. The lands lie to the south of the existing town centre. The site is in multiple ownerships. Please refer to Figure 4 which illustrates the location of the site in the context of the existing town centre and Framework Plan Area 1 (noted as Local Area Plan area 1 in the Navan Development Plan 2003-2009).

Figure 4 Contextual Map

'Based on an extract from Navan Development Plan Map no 1, November 2003'

- Framework Plan Area 1
- Framework Plan Area 2
- Town Centre
- Trim Road
- Former Dublin-Navan Railway line

2.3 Site Description

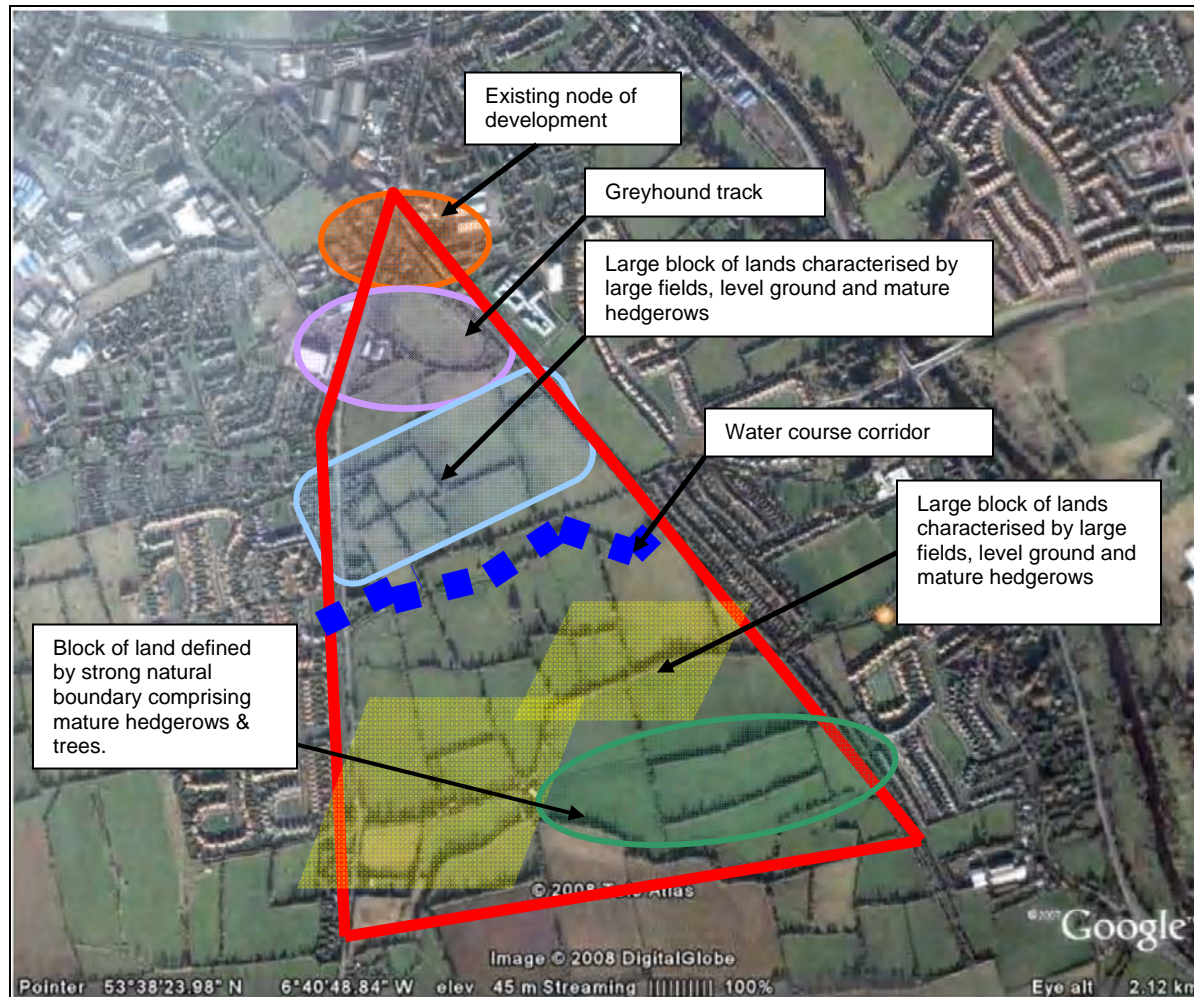


Figure 5; Illustration of main features of Framework Plan 2 lands.

The subject lands comprise brownfield and greenfield sites. Please refer to Figure 5 which illustrates the main features of the subject lands.

The main structuring elements within the study area are natural features, such as existing hedgerows, trees, streams and pedestrian routes.

At the northern apex of the site is a node of existing development.

To the south of this node is the former greyhound track.

Further south are blocks of lands comprising large fields defined by hedgerows and mature trees.

The lands are bisected in the approximate centre by a stream.

In general, due to the lack of built features or significant natural features, the lands can be considered as one cohesive parcel of land for development purposes.

2.3.1 Existing Use and Surrounding Uses

The Framework Plan area is largely rural in character, and mainly under grass.

The lands to the west of the study area comprise elements of residential use and a petrol station, which front onto the Trim Road. At the opposite side of the Trim Road, the character is less rural and more suburban in character.

The eastern portion of the study area is bound by the embankment cutting of the former Dublin – Navan Rail line. There is a pedestrian route along the eastern side of the former rail line at the northern end. The rail route itself acts as a pedestrian route as it travels south-eastwards. Beyond this boundary to the west, lands are in educational and residential use. Residential development in this area located to the east of the study area consists of both mature and more recent housing estates and is typically suburban in nature.

The lands to the south of the site are in agricultural use and are mainly used for grazing. Beyond the southern boundary of the site are further agricultural lands.

The lands to the north of the study area are mainly under grass. Directly abutting the study area to the north are lands designated in the Navan Development Plan 2003-2009 as Local Area Plan 1 lands, within which it is planned to provide a new public transport interchange, based around a railway station which will be the terminus for the re-opened Navan-Dublin railway line.

2.3.2 Natural Heritage

The study area is not an area of Special Conservation, nor subject to any other statutory designation with regard to nature or wildlife. However, the study area contains a number of natural heritage features of note;

1. A significant quantity of hedgerows, which provide boundaries between fields. Some trees of a greater scale are contained within these hedgerows.
2. Within the southern portion of the Framework Plan lands, there are three trees which have been identified for preservation in the Navan Development Plan 2003-2009 (please refer to Figure 10)
3. A stream crosses the area mid-way and meanders eastwards towards a culvert under the railway embankment. The creation of an amenity walkway along the route of the stream is a stated Development Plan objective (please refer to Figures 6 and 10)
4. A farm track which traverses the site to the south. Trees and hedgerows form an archway overhead, which provide for an attractive walking route. The creation of an amenity walkway is a specified Development Plan objective (please refer to Figures 7 and 10)



Figure 6; Stream bisecting subject lands



Figure 7; Farm track located to the south of subject lands.

Policies

The Planning Authority will;

- Seek the preservation of existing hedgerows to define character areas and provide for wildlife corridors
- Ensure the development of amenity walkways along the stream and farm track as identified in Map 2 of the Navan Development Plan 2003-2009.
- Ensure the protection of the three trees identified for preservation on Map 2 of the Navan Development Plan 2003-2009.

2.3.3 Built Heritage

There are no protected structures contained within the Framework Plan lands. The former Navan to Dublin railway track line is the major built feature within the Framework Plan lands. This line is now heavily planted with wild hedgerows. A railway track bridge associated with the track is located in the south-east corner of the subject lands in close proximity to the farm track route. Although its side parapets are in a ruined condition, the bridge is worthy of restoration and preservation.



Figure 8; Railway bridge

2.4 Navan Development Plan 2003-2009 Zoning and Objectives

The zoning objectives as set out in the Navan Development Plan for the subject lands are A4, C1 and F1 (see key below). These zoning objectives essentially provide for mixed residential and business activities to the north of the site (lands comprising c.21.71ha), and provision of new residential communities with ancillary community, neighbourhood and business uses to the south of the site (c.34.83ha). An area of c.3.34 ha has been reserved at the eastern side of the subject lands for provision and improvement of open spaces for active and passive recreational amenities. Please refer to Figure 9 below, which is an extract from Map 1 of the Navan Development Plan 2003 – 2009.

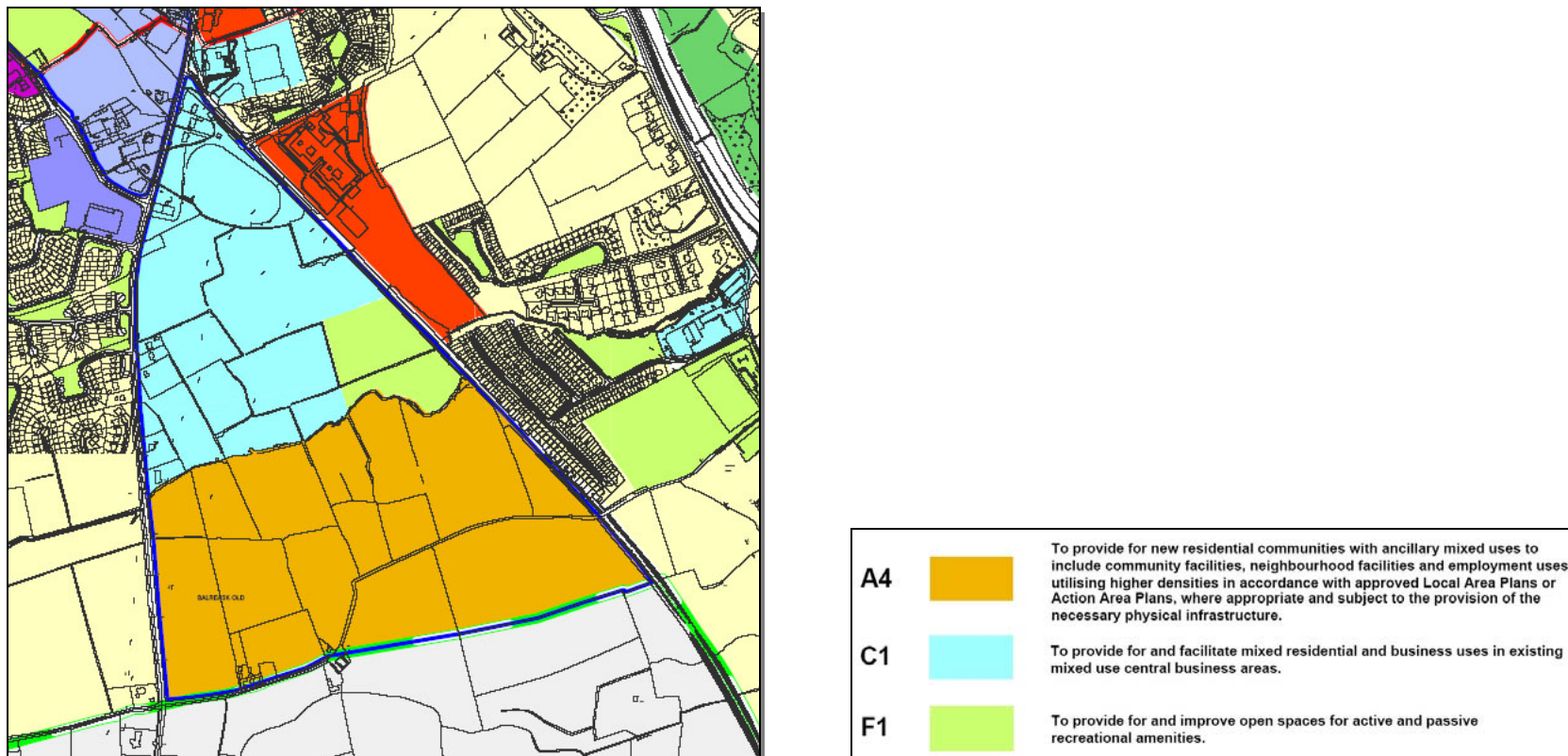


Figure 9; Extract from Map 1 of Navan County Development Plan 2003-2009

The Navan Development Plan contains specific objectives relating to the subject lands as identified in Map 2 of the Navan Development Plan 2003-2009 (please refer to Figure 10 below); The Development Plan objectives pertaining to the Framework Plan No 2 lands can be summarised as follows:

- Location of a 'Gateway Site' within the northern apex of the lands. Gateway sites are those which have been identified as sites which could provide for an entry point into the town, or which could accommodate a landmark building.
- Provision of a pedestrian access / amenity walkway along the river which traverses the site at the approximate centre of the site.
- Provision of a pedestrian access / amenity walkway beside the farm track which traverses the site to the south.
- Strategic Road Corridor to accommodate the extension of the RT6 running from the Trim Road to the Meath Road.
- Rail route reservation corridor running along the eastern boundary of the site.
- Preservation of trees located in the approximate centre of the site.
- Provision of an access point leading from the proposed RT6 extension to the town centre

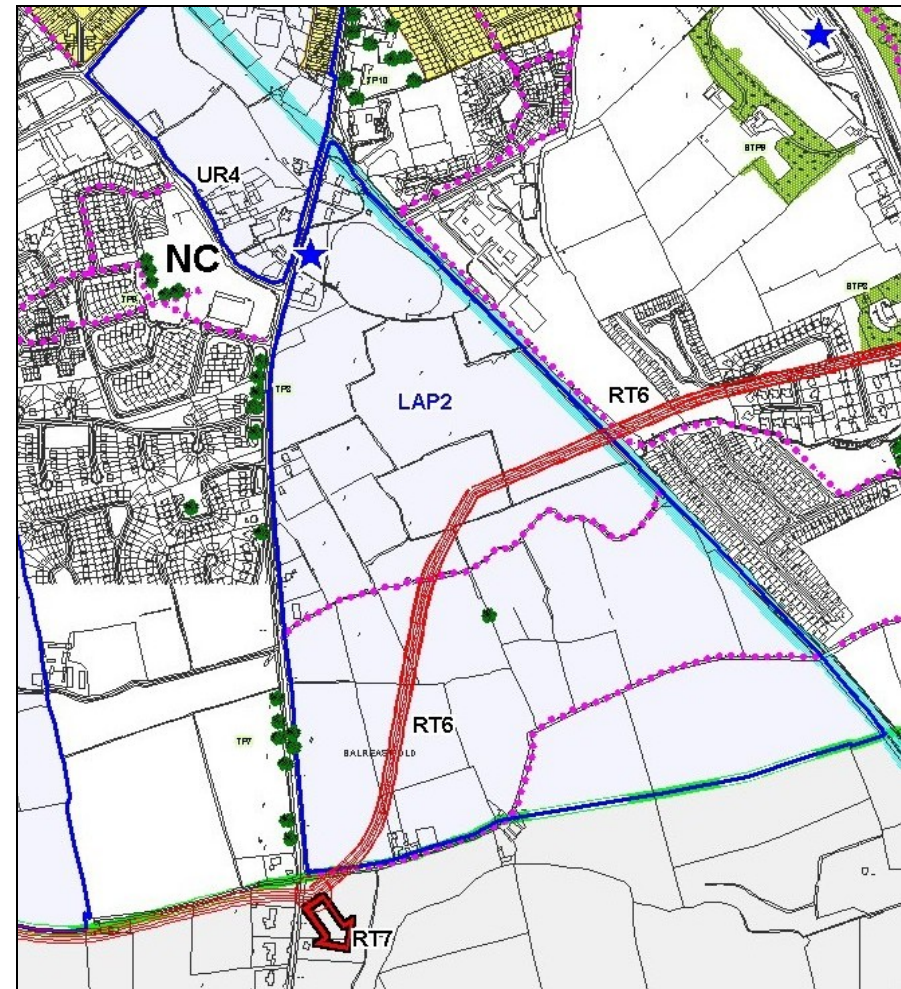
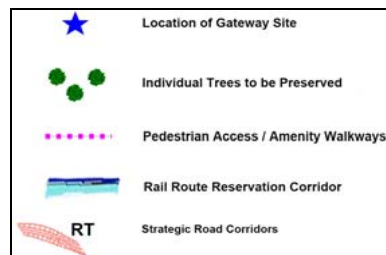


Figure 10; Extract from Map 2 of Navan Development Plan 2003-2009.

3.0 STRATEGIC PLANNING CONTEXT

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The Navan Development Plan 2003-2009 forms the key contextual document for this Framework Plan, however there are a number of national and regional policies and strategic guidelines which inform the Plan and have particular relevance to the subject Framework Plan area.

3.1 National Spatial Strategy 2002 – 2020

The National Spatial Strategy (NSS) is long-term framework plan which aims to promote balanced social, economic and physical development between regions. The NSS informs regional planning guidelines / strategies, in addition to county development plans and strategies. The NSS seeks to secure a more sustainable pattern of urban development by avoiding excessive suburbanisation and promoting higher densities in appropriate locations such as those served by high quality public transport.

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

The Regional Planning Guidelines for the Greater Dublin Area (GDA) 2004 – 2016 seek to provide a robust sustainable planning framework for the GDA within the context of the Planning and Development Act 2000 and the National Spatial Strategy 2002 – 2020, while also acting upon, and progressing the defined tenets of proper planning guidance for the GDA as set out in the original Strategic Planning Guidelines for the Greater Dublin Area. The Guidelines provide a long term strategic planning framework for the development of the GDA in the twelve year period up to 2016 and within the National Spatial Strategy's vision for 2020.

The Regional Planning Guidelines for the Greater Dublin Area identify Navan as a Primary Growth Centre, and recognise its potential to become a self-sustaining town. The recommended population target / limit for a Primary Growth Centre is 40,000. The most recently recorded population of Navan was 25,000 persons (census 2006); therefore there is considerable identified capacity within Navan.

The RPGs identify two dynamic clusters in County Meath; the first being the three towns of Navan, Trim and Kells, and the second comprising of Dunboyne / Clonee / Pace Corridor, Ashbourne and Dunshaughlin. It is noted that a dynamic cluster is described in the GDA document as an area which has the potential to become complete and sustainable communities.

3.3 National Development Plan 2007-2013

The National Development Plan, 2007-2013 (NDP) 'Transforming Ireland – A Better Quality of Life for All', was published in January 2007 and comprises an investment programme of €184 million euro to be invested in the country over the six year period 2007-2013 in the areas of Economic Infrastructure, Enterprise, Science and Innovation, Human Capital, Social Infrastructure and Social Inclusion. Relevant objectives of the National Development Plan include;

- Removing the remaining infrastructure bottlenecks that constrain our economic development and inhibit balanced regional development and environmental sustainability;
- Creating and sustaining high value employment opportunities;

3.4 Transport 21

Transport 21 is a capital investment framework under the National Development Plan through which the transport system in Ireland will be developed, over the period 2006 to 2015. The framework will address the twin challenges of past investment backlogs and continuing growth in transport demand. A key objective of Transport 21 is the expansion of commuter service in the Dublin region. To this end, the re-opening of the Navan – Dublin rail line has been proposed. The project comprises two main stages; Phase 1 consists of the re-opening of the rail line from Clonsilla to Dunboyne, and Phase 2 consists of the extension of this line to Navan.

The area which has been identified as suitable for provision of the Navan rail station (LAP Area 1) is located directly to the north of the Framework Plan no 2. The impact of this railway station on the subject Framework Plan 2 area is recognised in the Navan Development Plan 2003 – 2009, which describes the Framework Plan 2 area as one that will *'benefit from the influence of the proposed Public Transport Interchange and take cognisance of same.'*

3.5 A Platform for Change 2000-2016 (Dublin Transportation Office)

The Dublin Transportation Office (DTO) Strategy is the planning framework for the future development of the transportation network in the GDA. The Strategy aims to address and provide a framework for a more integrated approach to transportation and land use in a way that is complementary to the land use strategy of the Regional Planning Guidelines for the Greater Dublin Area 2004 – 2016. The Strategy is an integrated process based on two interdependent elements;

Infrastructure and Service Improvements; To increase the supply of transport, including a substantial expansion of the public transport network, some strategic road construction and traffic management.

Demand Management; To reduce the growth in travel through the application of complimentary land use and other policies while maintaining economic progress, and which is designed to encourage a transfer of trips, especially at peak periods, from the private car to sustainable modes of transport (such as public transport, cycling and walking).

The location of the planned rail terminus and public transport interchange adjacent to the Framework Plan no 2 lands has land use planning implications which include the potential for the provision of higher densities on lands located in close proximity to the proposed interchange, and the prioritisation of linkages from the subject lands to Navan town centre.

3.6 Sustainable Urban Housing; Design Standards for New Apartments (September 2007)

These guidelines were introduced by the Department of Environment, Heritage and Local Government (DoEHLG) with the intention of replacing the previous “Guidelines on Residential Developments in Urban Renewal Designated Tax Incentive Areas” published by the Department in 1995. The primary aim of the new guidelines is to provide for sustainable urban housing, and in particular to facilitate family living in apartments, through promotion of a high quality design and layout, and provision of a variety of types and sizes of dwellings.

3.7 Sustainable Residential Development in Urban Areas – Draft Guidelines for Planning Authorities (February 2008)

These guidelines are an updated version of the previously issued ‘Residential Density Guidelines for Planning Authorities’ (1999). The guidelines are designed to assist planning authorities, developer’s, architects and designers in delivering quality residential development into the future. The principal aims of the Guidelines are as follows;

- Prioritise walking, cycling and public transport, and minimise the need to use cars
- Deliver a safe quality of life which residents and visitors are entitled to expect, in terms of amenity, safety and convenience.
- Provide a good range of community and support facilities, where and when they are needed
- Present an attractive, well-maintained appearance, with a distinct sense of place and a quality public realm.
- Promote the efficient use of land and energy, and minimise greenhouse gas emissions
- Provide a mix of land uses to minimise transport demand

- Promote social integration and provide accommodation for a diverse range of household types and age groups
- Enhance and protect the built and natural heritage

3.8 Urban Design Manual – A Best Practice Guide (February 2008)

This document was issued by the Department of the Environment, Heritage and Local Government (DoEHLG) as a companion document to ‘Sustainable Residential Development in Urban Areas – Draft Guidelines for Planning Authorities’ (February 2008), with the aim of providing best practice advice on the practical implementation of the guidelines, and creation of successful neighbourhoods. The Guide provides recommendations on 12 areas of urban design as follows;

- **Context**; How does the development respond to its surroundings?
- **Connections**; How well connected is the new neighbourhood?
- **Inclusivity**; how easily can people use and access the development?
- **Variety**; How does the development promote a good mix of activities?
- **Efficiency**; How does the development make appropriate use of resources, including land?
- **Distinctiveness**; How do the proposals create a sense of place?
- **Layout**; How does the proposal create people friendly streets and spaces?
- **Public Realm**; How safe, secure and enjoyable are the public areas?
- **Adaptability**; How will the buildings cope with the change?
- **Privacy and Amenity**; How does the scheme provide a decent standard of amenity?
- **Parking**; How will the parking be secure and attractive?
- **Detailed design**; How well thought through is the building and landscape design?

4.0 LOCAL STATUTORY PLANNING CONTEXT

4.0 STATUTORY POLICY CONTEXT

4.1 Meath County Development Plan 2007 - 2013

The Meath County Development Plan 2007 – 2013 was adopted on 3rd March 2007. The Plan identified three development corridors; Navan, Drogheda and Dunboyne-Clonee-Pace. It is noted that this is the highest level in the settlement hierarchy. Policy contained within the Meath Development Plan 2007-2013 is reflective of this status;

Policy SP states that 'The Council will concentrate residential development first and foremost into the designated centres of Navan, Drogheda and the Dunboyne / Clonee / Pace Corridor having regard to the Settlement Strategy of the Regional Planning Guidelines for the Greater Dublin Area. These centres shall accommodate the majority of Meath's share of the Mid Eastern regional residential growth over the life of this Development Plan and beyond.'

Navan is also identified as part of a Primary Dynamic Cluster, with Kells and Trim. The concept of Primary Clusters refers to differing urban settlements which should be developed in a mutually dependent way, so that the amenities, economies and combined strengths of the whole are greater than the sum of the parts.

4.2 The Navan Development Plan 2003-2009

The Navan Development Plan 2003-2009 forms the key contextual document for the study area and for the subject Framework Plan. The subject lands are described in the Development Plan as follows;

'Triangle of land framed by the Trim Road, former Navan – Dublin Rail Alignment and southern boundary of the Development Plan envelope, which will benefit from the influence of the proposed Public Transport Interchange and take cognisance of same. The development of these lands shall be subject to the timely provision of the section of the Local Distributor Road, RT 6 linking the Trim Road to the Dublin Road.'

The planned public transport interchange referred to will be located within the lands identified in the Navan Framework Plan as LAP Area 1 (a Framework Plan is being prepared for this area, therefore it will be referred to hereinafter as Framework Plan Area 1). The interchange will be based upon the rail terminus for the Dublin – Navan rail link. Framework Plan Area 1 directly abuts Framework Plan Area 2 to the north, therefore it is identified that Framework Plan Area 2 will benefit directly from this public transport interchange. Furthermore, it is considered that development of this area should take cognisance of the proximity of this interchange.

The Local Distributor Road referred to as the RT6 will traverse the Framework Plan 2 lands. The section of the RT6 which will pass through these lands has not as yet been constructed. This is a vital piece of infrastructure and the future development of the area is dependant on its provision.

4.3 Navan Development Plan 2009-2015

Preparation of the Navan Development Plan 2009-2015 has commenced. A Strategic Issues paper was published in November 2007 by Navan Town Council, and a manager's report on submissions received in respect of the review of the current Development Plan was published in July 2008.

The manager's report sets out recommendations on the broad policies to be included in the Draft Navan Development Plan. Although the precise wording of the final policies of the Navan Development Plan 2009-2015 may be subject to change, they are indicative of the policy to be included. The manager's report includes a number of potential strategic policies as follows;

- 1. To promote the development of Navan as primary growth centre as per 'The Regional Planning Guidelines for the Greater Dublin Area', 2004.*
- 2. To provide for the balanced and sustainable distribution of economic and social growth in Navan focused on the development within the primary corridor around Navan, Trim and Kells, whereby the future development of Navan is on the basis of balance between growth in residential developments and employment generation.*
- 3. To enable balanced population growth in Navan, having regard to the forecast population for the entire County, as outlined in the Regional Planning Guidelines.*
- 4. To provide for the sustainable development of Navan by ensuring that a higher proportion of residents of the town are employed locally and to ensure that Navan functions as the focal point for the development of the rural catchments.*
- 5. To promote sustainable development with regard to the availability of public transport infrastructure, socio-economic profile, creation of appropriate and sustainable levels of employment and commercial activities commensurate with residential development within Navan.*
- 6. To protect, conserve, manage and enhance Navan's natural and built heritage and cultural resources.*
- 7. To achieve a compact urban settlement and to identify opportunities for infill development and consolidation of the existing town centre to reduce the need to zone additional greenfield lands.*

5.0 KEY AIMS AND FRAMEWORK PLAN OUTCOME

5.1 Key Aims

The key aims of Framework Plan 2 are as follows;

- Make efficient use of a strategic land bank which is currently underutilised
- The facilitation of an high quality urban design led environment
- Creation of a dynamic mix of uses which interact with each other to create a sense of community and to promote the active use of the subject lands
- Provision of a high level of permeability within the subject lands
- Creation of linkages between new development lands and existing developed lands
- Development of lands at a density appropriate to the specific area within the Framework Plan No 2, a significant portion of which is within the catchment area of the proposed public transport interchange
- The provision of appropriate community facilities to service the new population in the area
- The provision of employment opportunities to assist in creating a sustainable mixed land use for the area
- The provision of open space for passive and active recreation in a location that serves both new and existing development
- The implementation of the Framework Plan in a rational and sequential manner, and the provision of essential infrastructure and community facilities concurrent with proposed development projects.
- Creation of a new public realm by means of a series of usable, safe public spaces

5.2 Framework Plan Outcome

The Framework Plan No 2 area currently comprises a large cohesive parcel of land primarily in agricultural use. Given the strategic location of these lands in close proximity to the existing town centre, it is considered that these lands are currently underutilised. The objective of this Framework Plan is to guide development of these lands in a sustainable manner and in a manner which will fulfill the zoning objectives for the area as expressed in Navan Development Plan 2003-2009.

The Framework Plan area will provide for the expansion of employment opportunities within Navan and the provision of new residential communities. The character of the Framework Plan area will change from underutilised agricultural lands and scattered residential development to a mixed use area in the north, comprising employment and residential use, and the creation of sustainable residential communities with ancillary mixed uses, including community facilities, neighbourhood facilities and employment uses in the south.

5.3 Phasing and Implementation

Framework Plan 2 lands extend to an area of approximately 62.5ha. Development of these strategically located lands should proceed in a rational and sequential manner. Release of lands for residential and mixed use will be subject to provision of necessary infrastructure and community facilities. The pace of development will be dependant on market conditions and the supply / upgrading of services. Development of lands adjacent to the town centre shall be prioritised.

Key infrastructural requirements will be;

- Construction of the RT6 local distributor road link, which shall be development driven
- Provision of a bus network to serve the Framework Plan 2 lands
- Water treatment capacity improvement
- Provision of community facilities
- Provision of a central public open space
- Provision of a primary school site

6.0 LAND USE; KEY STRUCTURING PRINCIPLES

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The future land uses within the Framework Plan area are primarily determined by the zoning objectives of the subject lands, as detailed in The Navan Development Plan 2003 – 2009 (Map 1).

The Planning Authority will:

1. Ensure the development of a mixed use area, having a substantial residential and business content with a range of employment generating uses, including local community and retail facilities.
2. Require lands to be developed at sustainable densities based on the recommendations of DoEHLG guidance documentation '*Sustainable Residential Development in Urban Areas – Draft Guidelines for Planning Authorities*' (February 2008)
3. Ensure development which capitalises on the proximity of the proposed transport interchange, the railway line to the east, and bus transportation.

6.1 Residential development

It is envisaged that residential use will be the most significant element of land use within the Framework Plan area. Residential use is permitted throughout the Framework Plan area (with the exception of the area of approximately 3.34ha which is zoned for open space in the Development Plan). In the northern section of the Framework Plan area, residential development should be provided within a mixed use development which incorporates employment uses. In the southern section of the Framework Plan lands, residential development should be provided concurrent with ancillary mixed uses.

Mix and location of unit types

A range of residential units should be provided within the Framework Plan lands, which vary in both size and type, to accommodate a broad population profile including young singles, couples, families with children and older persons. A mix of residential types should be provided within individual developments / neighbourhoods to provide variety and create areas of distinct character. Please refer to Figures 11 – 13 for examples of housing typologies.

Single and young person's accommodation should be accommodated in the vicinity of the business uses and transportation stops in a higher density format.

Any accommodation for older people (including nursing homes or sheltered housing) should be accommodated in a location where neighbourhood facilities will be readily available.

Family accommodation should be provided in the more traditional detached, semi-detached and terraced traditional housing formats which would be most suitable in the southern portion of the Framework Plan lands. However higher density developments in duplex and apartment format should also be provided. This accommodation should be of a size and quality which could accommodate family living.

Density

The emphasis of national planning policy is to increase residential densities in appropriate locations in order to provide a more sustainable pattern of residential development. The location of the Framework Plan Area 2 in close proximity to the existing town centre and adjacent to the proposed location of the planned public transport interchange makes it a potential location for provision of increased residential densities at certain locations.

It would be appropriate to maximise densities at the northern apex of the Framework Plan lands which is adjacent to the site of the planned public transport interchange. Additionally, higher densities would be appropriate in locations associated with neighbourhood facilities and in proximity to bus stops and major open spaces. Lower densities are appropriate at the interface with existing low density residential development in order to preserve their existing amenity. It would also be desirable to vary densities within the Framework Plan area in order to create visual interest and distinct neighbourhoods.

The net density appropriate for lands zoned for residential development should follow the Guidelines set out in the Residential Density Guidelines for Planning Authorities and Sustainable Residential Development in Urban Areas documents i.e. 35 - 50 dwellings per hectare (14 - 20 per acre) with minimums of 30 units per hectare in the lower density areas.

Social / affordable housing

The Housing Strategy for Navan indicates that there will be a requirement for 20% of all residential units to be available for social / affordable housing. The provision of such housing in an orderly manner commensurate with the Housing Authority's resources will pose a challenge and will require forward planning and co-ordination between the private sector and the Planning Authority. Social/Affordable housing should be provided in a form that is not distinguishable from other housing by reason of its visual appearance or design quality. It should be provided throughout the Framework Plan area and not concentrated in a single or restricted area.



Figure 11; Example of housing typology



Figure 12; Example of housing typology



Figure 13; Example of housing typology

Policies;

The Planning Authority will seek to;

- Provide a wide range of dwelling types and sizes, in order to cater for different sectors of the population.
- Provide higher residential densities at the northern apex of the Framework Plan lands, in proximity to bus stops and adjacent to large areas of open space.
- Protect the existing residential amenities of existing adjacent residential areas
- Provide social / affordable housing in accordance with the Meath Housing Strategy, distributed throughout the Framework Plan area, and in a form which is not distinguishable from other housing by virtue of its design or quality.
- Implement the standards for crèche provision within residential developments as recommended in '*Childcare Facilities; Guidelines for Planning Authorities*' (DoEHLG, 2001)

6.2 Employment

21.6 ha of lands at the northern end of the Framework Plan area have been identified as suitable *‘to provide for and facilitate mixed residential and business uses in existing mixed use central business districts.’* Employment uses should ideally be located in close proximity to the proposed public transport interchange. The southern portion of the Framework Plan lands, although primarily zoned to provide for new residential communities, could provide for ancillary mixed uses to include employment uses.

There has been demand for small employment units in the general Navan region. It is considered that units ranging in size from 100 sq m to 1,500 sq m would be appropriate for this location. Most of these are likely to be for office use such as software development or similar. The Navan area has relatively few sites available for large-scale employment projects and the Framework Plan 2 area lands may be suitable (use dependant) given its proximity to the planned railway station and the extended town centre for a large scale employer.

Plot ratio is an appropriate tool for employment uses. A guideline plot ratio of 1:1 to 2:1 is considered appropriate, taking into account the location of the lands zoned for employment in the northern portion of the site. Higher plot ratios will be considered where the architectural design quality is of such high standard that it contributes to the urban design qualities of the area and where there is no injury to residential amenity.

Policies;

The Planning Authority will seek to;

- Facilitate an extension of employment opportunities within Navan
- Encourage the co-location of employment and residential uses where appropriate
- Encourage intensive employment uses at the northern apex of the Framework Plan site, to encourage maximization of the proposed public transport interchange.

6.3 Open Space and Amenity

Public open space is one of the key elements in providing a high quality living environment. It can provide for passive as well as active amenity uses and has important ecological and environmental uses. The Navan Development Plan 2003-2009 Map no 1 designates an area of 3.34ha at the east of the Framework Plan lands for provision of open space for active and passive recreational amenities.

This central space is optimally located to serve the potential new residential communities accommodated within the Framework Plan area and the existing residential communities located to the east of the subject lands. Surrounding residential development will provide for passive surveillance of this open space area. Given the substantial anticipated population of the Framework Plan lands, a sizeable children's playground should be provided within this space. This playground should contain safe and secure play equipment suitable for children of a wide range of ages, be defined by unobtrusive fencing, and provide seating areas for supervision by parents.



Figure 14; Example of play equipment

Policies;

The Planning Authority will seek to;

- Provide an area of open space which will cater for active and passive recreation requirements, in accordance with Development Plan zoning objectives.
- Require the provision of a high quality children's playground within the main open space area.

6.4 Community Facilities

The Framework Plan lands have the capacity to accommodate a significant quantum of additional population, which could potentially put a considerable strain on existing community facilities within the Navan area. Provision of community facilities such as medical facilities, childcare facilities, neighborhood shops, community halls, sports facilities, schools and churches should be provided concurrently with all new residential development in the Framework Plan lands. Community facilities should be located in locations which are easily accessible.

The Department of Education and Science conducted a review of educational requirements in the Dublin Region (which includes Navan); the findings of which were set out in correspondence with Navan Town Council in July 2008. The report recommended provision of school facilities within Framework Plan 2 lands. The optimal location for schools within Framework 2 lands is adjacent to the main central open space, in order to encourage sustainable movement in terms of walking and cycling and to make the best use of this large public open space.

Policies;

The Planning Authority will;

- Require the provision of school facilities, to be located adjacent to the central open space.
- Require that any significant application for development within the Framework Plan area be accompanied by an assessment of the existing community facilities in the local area, which will identify the need for additional facilities and subsequently include proposals for provision of the same.

6.5 Retail use

Retail use contributes significantly to the employment base for an area. Local convenience shops not greater than 200sq.m are permitted in principle throughout the Framework Plan lands (with the exception of lands zoned for active and passive recreation). The most suitable location for small scale retail development is in the northern apex of the Framework Plan lands, which would relate to the neighbourhood centre directly across the Trim Road therefore consolidating a commercial hub. However it would be desirable that any such provision should form part of an overall mixed development. The scale of the area and its subsequent population both residential and working will require local shopping to cater for the needs of workers and residents. It is therefore recommended that a small local centre be provided centrally within the southern portion of the Framework Plan area.

Policies;

The Planning Authority will seek to;

- Accommodate the provision of local shopping facilities in locations that are easily accessible.
- Provide for retail development as part of a mixed use development at the northern apex of the site

7.0 MOVEMENT STRATEGY

7.0 MOVEMENT STRATEGY

This section of the Framework Plan seeks to ensure:

- The development of the subject lands is consistent with the Transport Strategy as set out in the Navan Development Plan 2003 -2009;
- Accessibility to public transport is maximised;
- A reduction in emphasis on vehicular traffic;
- Pedestrian and cyclist modes of transport are attractive modes of transport;
- A built environment which will provide a usable and safe public realm; and
- Roads are designed with safety and traffic calming as priorities.

7.1 Public Transport

The development of public transport links along the line of the old Navan to Dublin Railway line is considered important to ensure a modal split in favour of public transport. It is acknowledged that this may take time in terms of the provision of the physical infrastructural requirements however it is considered that it is critical that the physical planning of the subject lands facilitates this objective.

Figure No. 15 entitled “Transport Interchange Catchment Areas” displays the catchment area for the transport interchange based on the approximate location of the proposed transport interchange.² Figure No. 15 identifies that the southern portion of the lands which are the subject of this Framework plan would be located outside the 1000m distance from the new interchange.

² It can be assumed that the proposed transport interchange will be located within the area of land indicated on Figure 15. The exact location of the interchange within this indicated area has not been finalised, therefore catchment areas were calculated using the mid point of this land area.

It is anticipated that public bus transport will be the main means of public transport in the immediate term. The Navan Development Plan 2003-2008 identifies indicative routes and these are shown on Map 16. In addition Map 16 identifies a number of suitable locations for bus stops within the Framework plan lands and the appropriate catchments for these bus stops.

7.2 Pedestrian and Cycle Movements

Movement by pedestrians and cyclists should be safe, direct and attractive. It is recommended that separate defined pathways for pedestrians and cyclists will be provided and where they are situated in parallel to vehicular traffic routes it is important that direct, at-grade, signalised controlled crossing systems at major traffic junctions are utilised.

7.3 Vehicular Traffic

It will be important to develop a hierarchy of streets within the Framework Plan lands to facilitate permeability, legibility and connectivity within the subject lands as well as provision of effective linkage with adjoining lands uses. The road network within the subject lands will be determined by the location of the proposed routes of the unconstructed RT6 Local Distributor Road and the proposed unconstructed central local distributor which will traverse the Framework Plan lands.

7.4 Car Parking

The Navan Development Plan 2003 -2009 sets out the car parking standards for various use categories and these will be applied to all future development on the subject lands in compliance with the content of the development plan.

7.5 Bicycle Parking Standards

Bicycle parking facilities will be provided for all future developments on the Framework Plan lands in accordance with the requirements of the Navan Development Plan 2003 -2009.

7.6 Policies

In terms of access and movement within the Framework Plan lands, the Planning Authority will:

- Encourage the development of the area in a manner consistent with the transportation policies of the Navan Development Plan;
- Seek the creation of a convenient, functional and safe system for vehicles, cyclists and pedestrians usage;
- Encourage a modal shift towards public transport, cycling and walking;
- Extend, re-route and create new bus routes to meet travel demands and reduce trip times;
- Apply car parking standards to future developments in accordance with Development Plan standards and requirements. Car parking requirements may be relaxed in locations in close proximity to the proposed public transport interchange;
- Require the provision of cycle parking in accordance with standards as expressed in Navan Development Plan 2003-2009, and in a safe, secure and accessible location;
- Require the provision of cycle lanes/tracks to facilitate an integrated network of safe and convenient cycle and pedestrian routes; and
- Require the provision of good public lighting standards on all routes to create a safe and secure environment for all users.

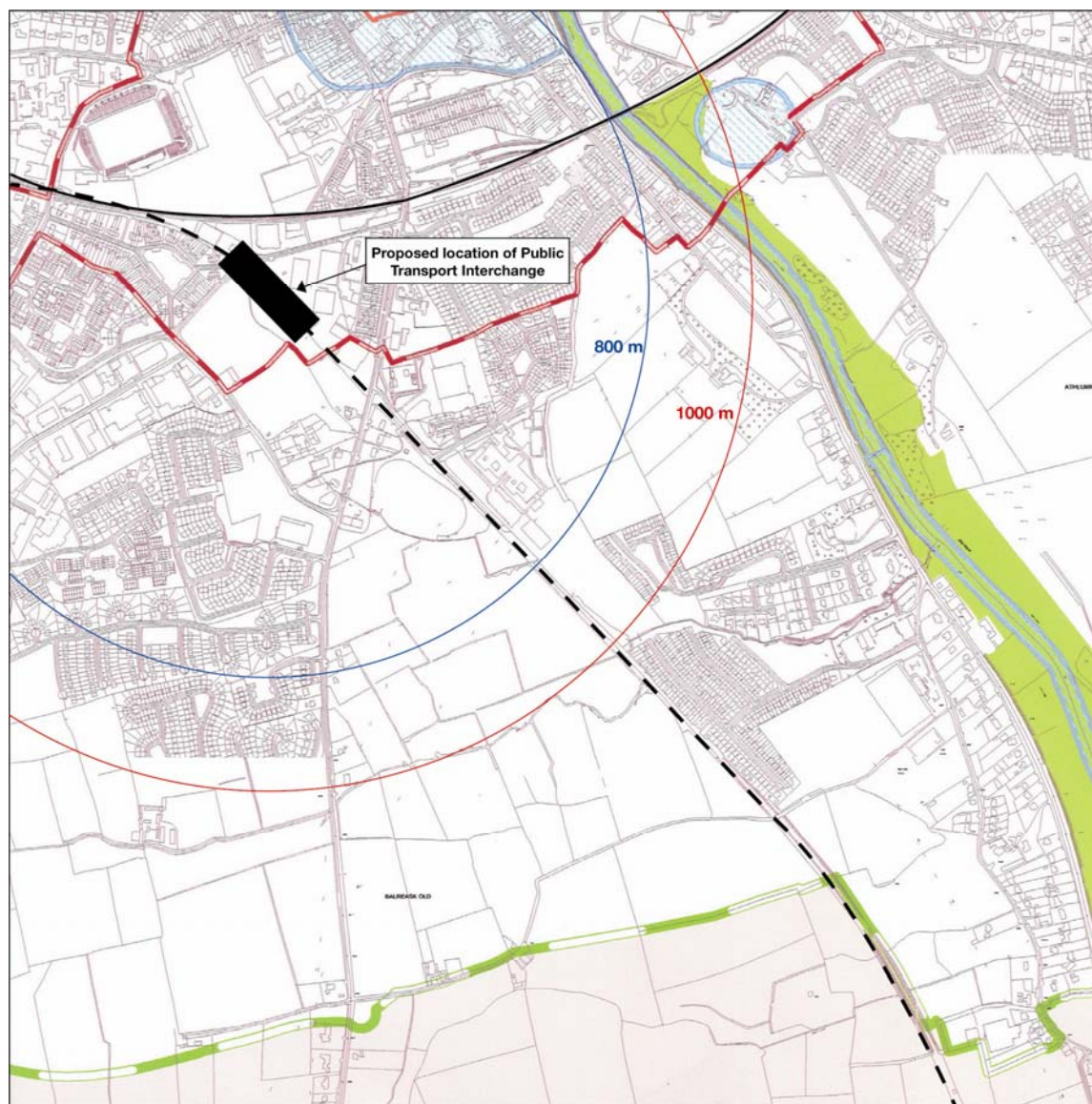


Figure 15 Transport Interchange Catchment Areas

- Existing Rail Link Navan / Drogheda
- - Former Rail Link Navan/ Dublin

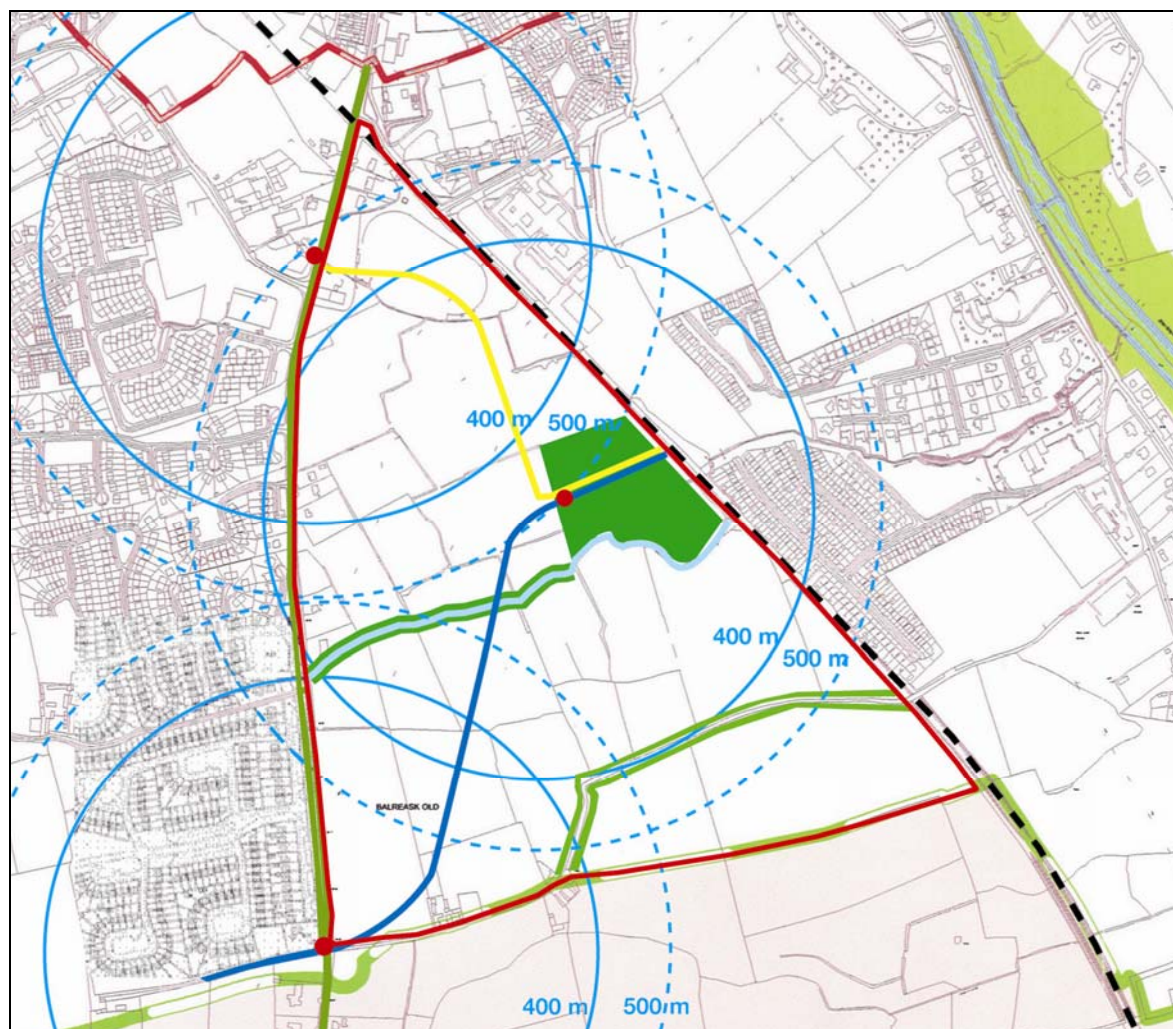


Figure 16 Bus Stop Catchment Areas

- Site Boundary
- Route 1
- Route 2
- Route 3
- Proposed Bus Stop

8.0 URBAN DESIGN

8.1 Urban Form; Principal Defining Features

The defining urban features of the Framework Plan 2 lands will be the mixed use area at the northern section of the Framework Plan area, the new residential communities to the south of the site, the major public open space, and the re-opening of the railway line to the east of the site, and the movement network including roads, bicycle lanes, bus routes, and pedestrian routes.

8.2 Key Considerations

8.2.1 Future Neighbourhoods

Street Layout

A hierarchy of streets should be established which will encourage a permeable and legible urban environment. A main central local distributor road will form the spine of the Framework Plan lands. This will become the main boulevard, from which a further fine network of routes will radiate. The RT6 extension which will traverse the subject lands in a south to east direction will intersect with this local distributor road at a central point. This hierarchy of streets will assist in creating a sense of identity and place, and a legible spatial hierarchy.

Open Space

A hierarchy of open space should be established within the Framework Plan lands. The area of circa 3.34 ha to the east of the site zoned for provision for active and passive recreational uses will provide the main area of open space within the Framework Plan. A series of smaller pocket parks should be established between residential areas. A civic space may be appropriate at the northern apex of the lands, which will provide for an improved public realm in an area that has been identified for provision of mixed business and residential uses.

Spaces between buildings

Critical to the quality of the urban environment will be the treatment of spaces between buildings, be they public, semi-private or private. Their function should be clearly determined and they should contribute to the environmental and aesthetic qualities of the development. High standards will be required in ground finishes, street furniture, landscaping and signage. Good quality public

lighting will be essential to the presentation of the area in the evening as well as creating a sense of security. Lighting shall be appropriately scaled in relation to the size and importance of the street.

Landmark Opportunities

There are opportunities within the Framework Plan lands for landmark buildings, primarily at existing or future nodes of activity or the Gateway identified on Map 2 of the Navan Development Plan 2003-2009.

8.2.2 The subject lands

Building Articulation

Buildings should incorporate appropriate architectural articulation. Entrances and corners should be clearly expressed and designers should seek the creation of an interesting roofscape. Corner buildings should be designed to reflect their importance in shaping the public realm.

Elevational Treatment

The quality of the elevations to all the buildings will be critical to the aesthetic success of future developments on the Framework Plan lands. Contemporary buildings will be encouraged. Residential developments should avoid historic styling such as mock-Georgian, mock-Tudor or similar, and should be clearly of their time and place.

Energy Efficiency

All new developments should seek to achieve the highest levels of energy efficiency in their layout, orientation and material construction. Established principles of “green” building design which seeks to reduce energy loss, noise and air pollution should be followed.

Variety within Residential Areas

Given the quantum of residential development, it is anticipated that within the Framework Plan lands, it will be necessary to create individual character areas of identity. This can best be achieved by varying typologies, heights, elevational treatment, material finishes, landscaping within and between adjoining areas.

Landscaping

Appropriate use of landscaping will enhance and provide order to the future urban environment. Applications for development should include a comprehensive and well considered landscape masterplan.

Attenuation

Surface water attenuation should be maximised throughout the development to avoid overloading of surface water sewers. This will include use of porous hard surfaces as well as extensive green areas.

8.2.3 Dwelling

Residential Development Standards

In terms of size, layout, orientation, private open space standards, internal space standards and aspect, all dwellings should meet standards as expressed in the Navan Development Plan 2003-2009, and 'Sustainable Urban Housing; Design Standards for New Apartments' (DoEHLG September 2007).

Material Finishes

Variation in external finishes is vital in creating an individual sense of identity within developments and between different areas. The use of high quality materials which are easy to maintain will be critical. Natural materials such as render, stone, brick and timber (particularly hardwood) will be favoured by the Planning Authority. Consideration should be given to the sustainability of materials used.

Disabled Access

All buildings should comply with Part M of the Building Regulations. Facilitation of disabled access should be a key consideration in the design of open spaces and the public realm.

8.3 Design Statements

The Planning Authority will require that applications for development within the Framework Plan lands are accompanied by a Design Statement. The Design Statement should demonstrate compliance with the relevant development standards as expressed in the Navan Development Plan 2003 – 2009 and 'Sustainable Urban Housing; Design Standards for New Apartments' (DoEHLG September 2007) and should address the 12 Questions as set out in the 'Urban Design Manual – A Best Practice Guide' (Department of the Environment, Heritage and Local Government, February 2008). The 12 questions are as follows;

- **Context;** How does the development respond to its surroundings?
- **Connections;** How well connected is the new neighbourhood?
- **Inclusivity;** How easily can people use and access the development?
- **Variety;** How does the development promote a good mix of activities?
- **Efficiency;** How does the development make appropriate use of resources, including land?
- **Distinctiveness;** How do the proposals create a sense of place?
- **Layout;** How does the proposal create people friendly streets and spaces?
- **Public Realm;** How safe, secure and enjoyable are the public areas?
- **Adaptability;** How will the buildings cope with the change?
- **Privacy and Amenity;** How does the scheme provide a decent standard of amenity?
- **Parking;** How will the parking be secure and attractive?
- **Detailed design;** How well thought through is the building and landscape design?

8.4 Policies

The Planning Authority will:

1. Require a high standard of architectural design in all buildings.
2. Encourage designers to recognise the importance of the treatment of spaces between buildings to ensure that their function is clearly determined and that they contribute to the environmental and aesthetic qualities of the development.
3. Require variation in materials and external finishes in order to create areas of different character within developments.
4. Require that a Design Statement accompanies any application for development within the Framework Plan area.
5. Require designers to articulate clearly public, semi-public and private space and avoid the creation of spaces of indeterminate function where responsibility for maintenance may not be clear.
6. Require the use of sustainable materials where possible.
7. Require the application of waste management plans in construction work.
8. Require the adoption of best practice in conserving water during construction and operation phases of future development.
9. Require applications for development to be accompanied by a detailed landscaping plan.
10. Require designers to consider car parking as an integral part of the design process to ensure that it is provided in a manner which does not detract from the visual amenity of residential or other areas.

