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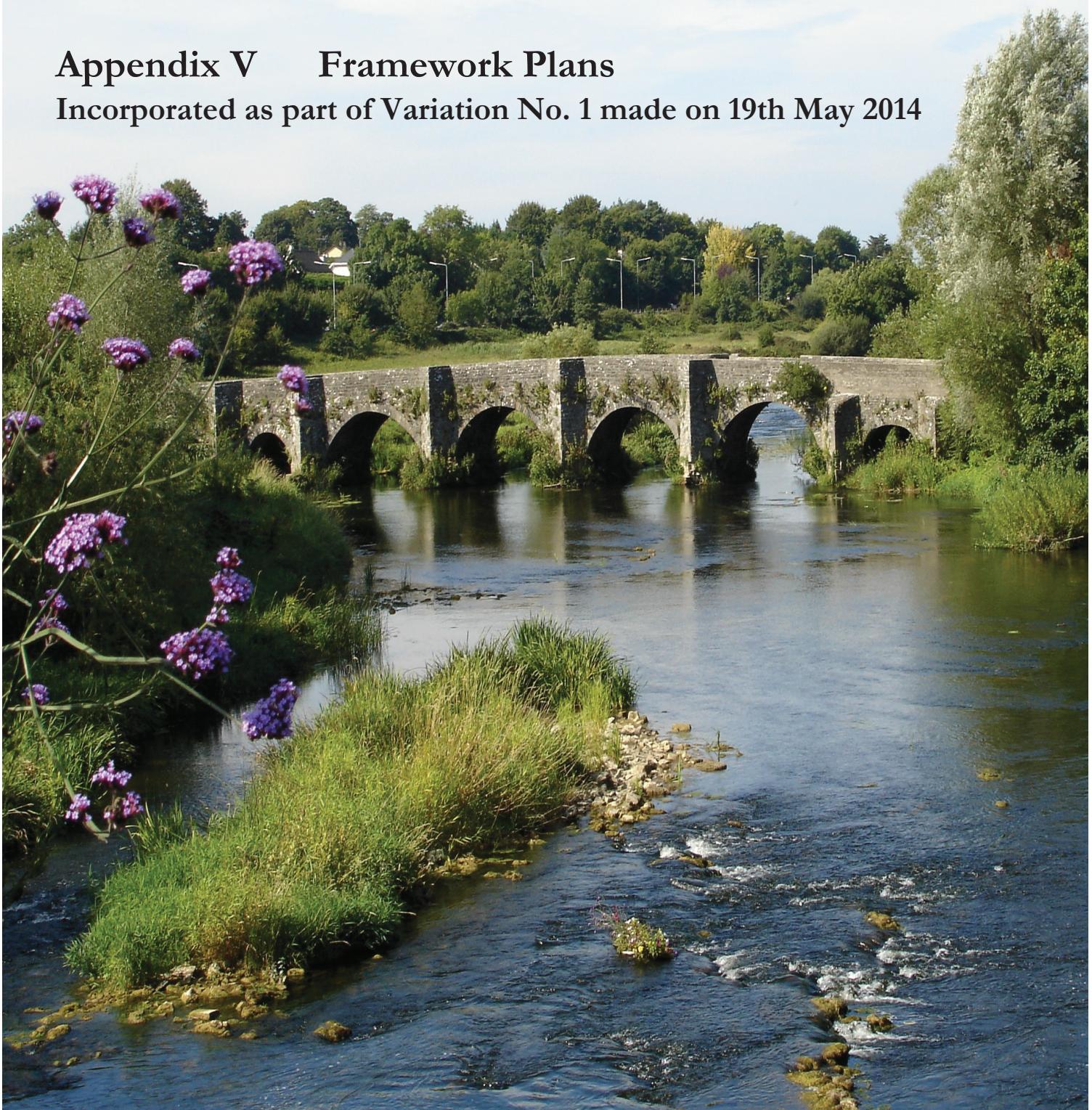
NAVAN DEVELOPMENT PLAN

NOVEMBER 2009

2009-2015

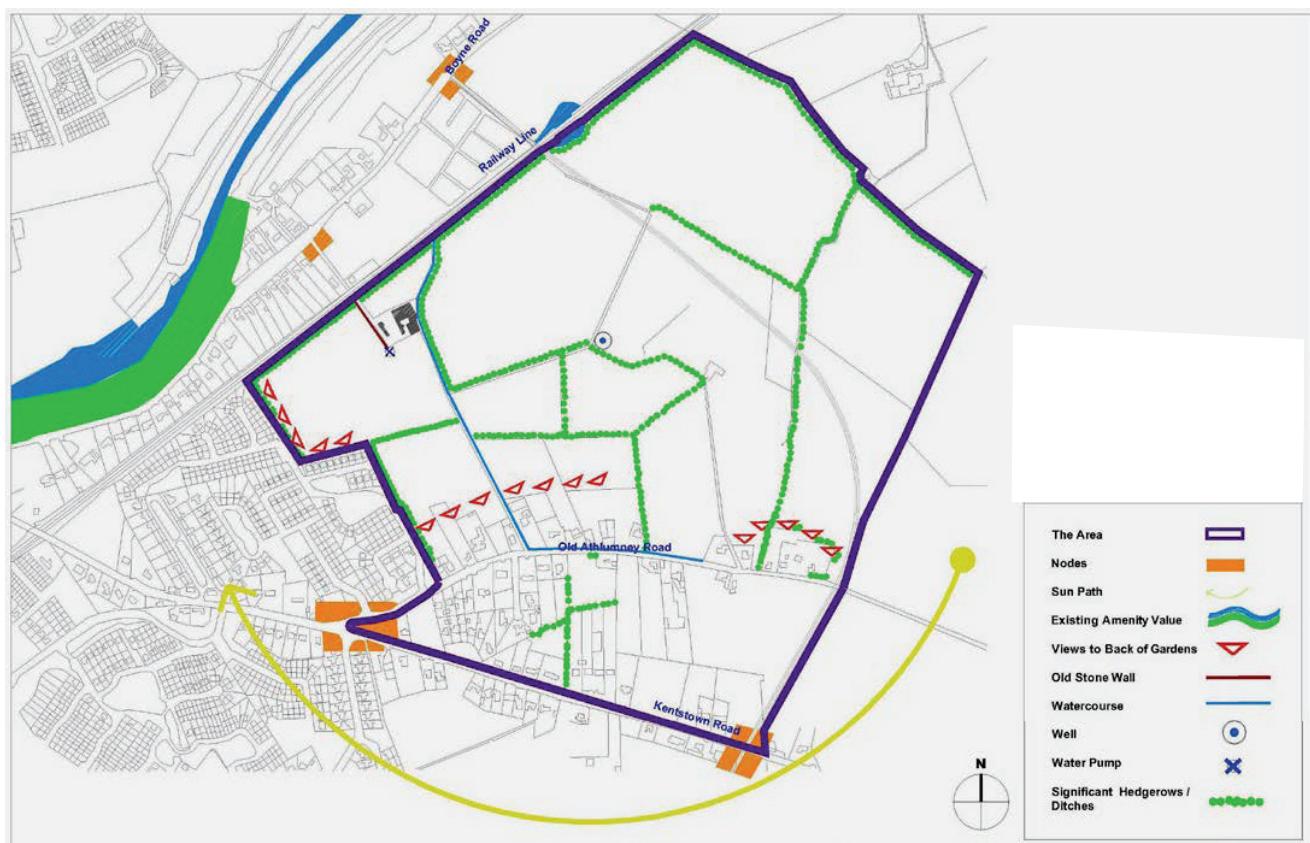
Appendix V Framework Plans

Incorporated as part of Variation No. 1 made on 19th May 2014



FRAMEWORK PLAN 2

LANDS AT ATHLUMNEY, ALEXANDER REID, BAILIS AND FERGANSTOWN AND BALLYMACON



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1.0 Introduction

This Framework Plan has been prepared for lands in the townlands of Athlumney, Bailis, Alexander Reid and Ferganstown and Ballymacon, on the eastern side of Navan. The Planning Authority considers framework plans as an effective means of guiding new development, whilst providing essential social infrastructure services in a phased and sustainable manner. A framework plan provides an advisory and 'non-statutory' planning document. However, this Framework Plan has been subject to public consultation as part of the display process for Variation No. 1 to the Navan Development Plan 2009-2015.

A Local Area Plan was formally prepared and adopted for these lands under the auspices of the Navan Development Plan 2003-2009. This Framework Plan is based on that document but is amended as necessary to reflect changes in policy context and developments since then.

The Framework Plan describes the existing context and characteristics for this area. It then outlines in detail the uses, types and development form proposed for the plan area and provides design guidance for new development.

1.1 Objectives for the Framework Plan Area

The preparation of a core strategy for Navan, which was carried out as part of Variation No. 1 to the Navan Development Plan 2009-2015, involved an assessment of the existing residential zoned land in the town. This purpose of this exercise was to determine the appropriate quantum of lands which should be prioritised for release, to ensure that the household targets set out for Navan in the Meath County Development Plan 2013-2019 would be facilitated. The criteria which underlay the assessment process included proximity to the town centre, community facilities and employment areas, availability of public transport, infrastructure and the ability to foster a sustainable community. The lands in this Framework Plan scored particularly well in relation to sustainable communities, taking into account the mix of uses proposed on the lands. In light of the overall scoring of the lands, part of the lands are included in Phase 1 of the order of priority for Navan, i.e. 2013 – 2019, to accommodate 400 residential units.

The objectives for the Plan area are essentially are as follows:

- **To cater for the increased growth of the population of the town and the provision of quality residential accommodation;**
- **To provide opportunities for expansion of the employment base of Navan;**
- **To provide an urban design framework of real quality;**
- **To provide for a good social mix including the provision of residential units which cater for the requirements of different user types;**
- **To provide good amenity space at appropriate strategic locations which would be of a high design quality;**
- **To develop an appropriate network for pedestrians, cyclists, public transport and motorists and in particular to develop the main distributor road the LDR 6 which is a specific objective of the Navan Development Plan;**
- **To ensure adequate provision for appropriate retail, community, educational and any other amenities required to service the new population including the provision of a neighbourhood centre.**

2.0 Framework Plan Lands Context

2.1 Description of the Area

The Framework Plan encompasses an area of 91 hectares (225 acres). It is located to the east of Navan town. It is largely rural in character consisting of fields in agricultural use, bounded by field hedgerows. To the north-west is the Navan to Drogheda rail line which is crossed by one level crossing and beyond it, low density residential development as well as a graveyard. The Glenveagh residential development is situated in this location. To the north-east and east the character is essentially rural and the land is in agricultural use. The south of the area is characterised by low density residential development laid out in a linear fashion along two existing roads. To the immediate west lies Tubberclaire Meadows, a residential scheme.

Topographically, the land might best be described as gently rolling and the only significant feature is the raised railway embankment. There is a low-lying area at a section of the railway embankment which ponds and acts as a natural attenuation area for watercourses in the area. A watercourse in the form of a mill-race / stream traverses the site flowing northwards to the River Boyne. There is a natural spring known as Tobar a Cinn, which has reputed healing powers located centrally within the area.



The Level Crossing



The Rail Line

2.2 Historical and Archaeological Significance

The area contains no structures or other items on the list of Protected Structures. The Development Plan does not identify any historical sites or monuments within the area and no part of the area is within a zone of archaeological importance. An Archaeological Field Survey was undertaken for the preparation of a Local Area Plan for this area in 2007 which did not find anything of significance, other than a possible crop mark and a current field boundary that could relate to an older enclosure system. There is however the possibility that items of interest may lie at sub-surface level and development should therefore be carried out in a manner which would ensure that any remains are quickly identified and appropriate archaeological excavation and recording or other action taken.

2.3 Natural Heritage

The area contains field boundaries in the form of hedgerows which in turn contain occasional individual trees of some scale. The Mill Race already referred to is a significant water feature and there are field drains associated with the hedgerows. The pond is of some ecological significance as a small wetland area. The ecological characteristics are shown on Figure 1.



Although the development of the area will change its ecological nature, significant features can be retained and act as structuring elements to the Plan whilst providing refuges and corridors for native plant and animal species. The key elements identified are the Mill Race, the natural well, the pond and the more significant hedgerows.

The Pond

The area is not subject to any specific nature conservation designation. However the River Boyne and River Blackwater together form a candidate Special Area of Conservation (cSAC) (Site Code 002299) and a Special Protection Area (SPA) (Site Code 004232). The development of the Framework Plan area must be carried out in a manner that will not seriously impact the cSAC or SPA.

Inevitably development will involve the destruction of some vegetation, in particular, the removal of trees and hedgerows. The protection of nesting birds and possible bat habitats will be a critical consideration.

2.4 Movement and Access

2.4.1 Existing Bus Service

Existing bus services are limited; the area is served by the Trim-Laytown Bus route and the Navan Town Local Bus Service.

2.4.2 Existing Road Access

Two existing roads, the Kentstown Road (R153), and the Old Athlumney Road serve the area and act as radial routes to the town centre. Neither of these are of adequate dimensions or capacity in their current form to make any significant contribution in terms of servicing the Framework Plan area.

However, the existing road access from Kentstown Regional Road will continue to act as an artery to the Town Centre for a range of functions associated with high order shopping, services, entertainment and education in the short term.

2.4.3 Pedestrian and Cycling Facilities

There are no separate pedestrian routes or cycleway serving the Framework Plan area. Pedestrians and cyclists currently share road space with motor vehicles.

2.4.4 Current Transportation Proposals

Critical to the development of the area is the development of LDR 6 as indicated in the Development Plan. This main distributor will provide for vehicular access of an appropriate standard and open the area for development. Given the unsuitability of the existing roadways serving the Framework Plan area, which are narrow throughout most of their length, it is evident that traffic will be redirected via the proposed Local Distributor Road LDR 6. Its development, will, of necessity, be a priority.

There is a major barrier in the shape of existing rail line in implementing the LDR 6 to the Boyne Road.

The Development Plan supports Phase II of the Navan-Dublin rail line which would extend the line from Pace to Navan. However, consideration of this project has been deferred until 2015, according to the 'Infrastructure and Capital Investment 2012-16: Medium Term Exchequer Framework' (November 2011). In the short to medium term, reliance will out of necessity have to be placed on bus transport and the development of suitable routes and bus stops servicing the area will be a key requirement. There are no developed pedestrian or cycle routes in the area and these will have to be developed as part of the Plan. A key area of attraction will be the Ramparts amenity area along the Boyne and provision should be made to facilitate access to this area.

2.5 Site Analysis

Figure 1 illustrates the key determinants from a site analysis point of view. A number of these have already been identified in the Navan Development Plan. These include the Local Distributor Road required to open up the area for development, designated LDR 6 in the

Navan Development Plan as well as improvements to the two existing routes to the south i.e. the Kentstown Road and the Old Athlumney Road. The Plan also identifies the area as being suitable for a neighbourhood centre. Trees and hedgerow trees are designated for preservation however these are primarily located on existing boundaries to existing development and are not a significant feature in terms of the developable lands. There are, nonetheless hedgerows which have some visual prominence and there is an attractive stone wall at the approach to the existing level crossing.

Aside from the elements identified in the Plan, Figure 1 also illustrates node points, likely desire routes, barriers and areas of sunny aspect. Node points are locations which are or will become prominent junctions or focal points. Desire routes are those which pedestrians and cyclists will wish to take to reach desirable destinations. Typically these will be the shortest and most attractive routes. Destinations in this case will be the neighbourhood centre, Navan Town Centre and the amenity area of the River Boyne. Barriers are physical in nature, the most prominent being the rail line traversing the northwest boundary. The Distributor Route has the potential to be a barrier but a suitable design approach can minimise any adverse impacts. Views to rear gardens are also identified and ideally any future layout would not leave these exposed to either view or possible access. Water in the form of the pond, mill-race and well are also identified and these could form features in the development of the area. A pump surrounded by a stone wall features close to the buildings in the northwest part of the site.

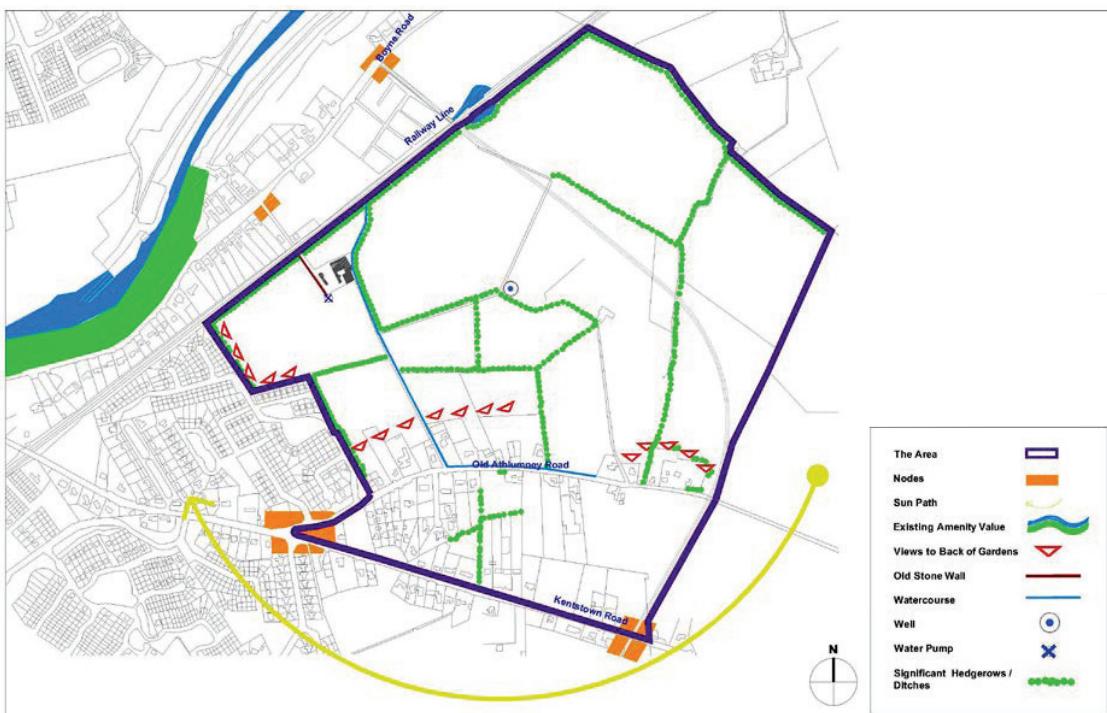


Figure 1: Site Analysis

2.6 Services and Utilities

At present, the service provision is limited and will only cater for an initial phase of development. Further phases will demand an upgrading of both the distributor network and treatment plants.

2.6.1 Waste Water Collection and Treatment

Wastewater from Navan and its immediate environs is pumped to the Navan Wastewater

Treatment Plant at Ferganstown, on the Southern shore of the River Boyne. Although there is a 300 mm diameter sewer in the Boyne Road, it does not have the capacity to cater for all the development anticipated in the entire Framework Plan area. The area will have to be serviced by a new pumping station and rising main that forwards waste water directly to the waste water treatment plant at Ferganstown.

2.6.2 Flood Risk

A Strategic Flood Risk Assessment was undertaken for variation No. 1 to the Navan Development Plan 2009-2015 (Appendix VI). The Flood Zone Maps provide information on the probability of flooding within the development plan area which includes Framework Plan 8. It is a requirement of the Navan Development Plan that an appropriately detailed Flood Risk Assessment at development management stage will be required to demonstrate that the application fully adheres to the Planning System and Flood Risk Management Guidelines. (INF POL 51 and INF OBJ 55 refer). The assessment should appropriately set finished floor levels and consider residual risk from culvert blockage, flood defence assets and climate change.

2.6.3 Storm Water

Sustainable urban drainage systems (SUDS) will be required throughout the Plan area in order to minimise and manage storm flows. Such attenuation could be achieved by the use of the pond / swamp area to the north east of the cemetery beside the railway line or by selected reservoirs throughout the site. Such attenuation should also assist in sediment retention and thereby assist pollution control. Water courses within the area currently flow to the Boyne and it is likely that these will be retained as open space amenity features subject to appropriate flood risk and public safety assessments/considerations. The River will remain the eventual recipient of excess surface water.

2.6.4 Water Supply

Existing water mains include a 150 mm diameter main in the Boyne and Kentstown Roads and a 100 mm diameter in the old Athlumney Road. There is a 225 mm diameter main in the Forfás Road.

2.6.5 Other Utility Services

Other utility services such as telecommunications, electricity and gas will require action on the part of the utility providers, however there would appear to be no insurmountable difficulties in providing these services.

3 Nature and Extent of Development

3.1 Vision

The opportunity exists to create a sustainable community in this area, providing for residential development, community and recreational facilities and employment opportunities all in proximity to each other, in an integrated coherent form. In the absence of significant features of a topographical or landscape nature, reliance will be placed on the built form together with landscaping to create an environment of quality.

The development strategy for this Framework Plan seeks to:

- provide appropriate connections between new developed residential lands and existing developed lands;
- develop at densities appropriate to an area that will be serviced by local bus transport;
- make provision for appropriate community facilities, particularly local-level catchment retail and childcare / educational facilities;
- provide for employment opportunities through compatible use types;
- provide appropriate usable open space for passive and active recreation in a location that serves both new development and existing development;
- facilitate the creation of an urban environment of quality in a visual sense with good three-dimensional urban design with appropriate attention to orientation and landscaping;
- create pedestrian and cycle routes to facilitate a modal shift away from motor vehicular transport in favour of more sustainable methods;
- develop a layout around the provision of bus transport.

3.2 Residential Use

The Navan Development Plan sets out the general nature of land use for the area. As can be seen in the Development Plan zoning map, two different types of residential zoning are articulated.

A1 provides for the protection and enhancement of the amenity of existing residential communities. This zoning implies that sensitivity is required in relation to planning those areas close to existing houses so that their amenities are fully protected and enhanced. This will involve consideration of appropriate density, height, private open space standards, overlooking and overshadowing issues.

A2 provides for new residential communities with ancillary mixed uses. This zoning permits greater freedom in achieving more mixed use development in a sustainable manner and offers considerable potential to create a unique sense of place.

Generally the objective would be to provide a range of residential units, which vary in both size and type to accommodate a broad population profile including young singles, couples, and families with children and older people. Rather than have single typologies in individual developments, the objective would be to create a mix of residential types within individual areas. These can be mixed to provide both visual variety and a cross section of the community.



2 Storey Terraced



Sheltered Housing



3 Storey Apartments



Detached Houses

The core strategy envisages a maximum density of 45 units per hectares on these lands. However, within the context of this maximum figure, there should be variation in densities in order to create visual interest and distinct neighbourhoods with a range of house types. Lower densities are therefore appropriate at the interface with existing low density development and higher densities in locations close to the neighbourhood centre and in proximity to the proposed public transport stops and major open space. Such higher densities are only achievable through the application of high qualitative urban design and architectural standards creating excellent living environments.

3.3 Retail

A special objective for the provision of a neighbourhood centre is included in the Navan Development Plan. The neighbourhood centre is centrally located to facilitate pedestrian and cycle movement. The size and scale of the should be strictly of a local scale to ensure that they serve local needs and do not impact on the vitality, viability and commercial draw of Navan town centre. A retail assessment shall be submitted with the application for the neighbourhood centre to demonstrate that the development is appropriately sized to cater for a local population catchment, also taking into account the presence of other neighbourhood centres in the environs of Navan. A neighbourhood centre may include a small supermarket/convenience outlet. Additional retail and service facilities which may be provided may, for example, include newsagents, launderettes, video rental outlets, hot food takeaways, restaurant, pharmacies, bookmakers, sub post office, delicatessen, hairdressers, and off-licence. Other services provided in the neighbourhood centre may include health/medical, community, recreational, crèche/childcare, small-scale office and other appropriate employment uses, leisure uses, together with residential units. The neighbourhood centre should include a 'bring facility' with provision for recycling glass, plastic, textiles and paper.

Small scale offices may also be provided in this area. In addition, a public house/bistro/restaurant would be suitable for a neighbourhood of this size. However, its location will require careful consideration in order to avoid any injury to residential amenity.



Residential and Business over Retail in Ashbourne

3.4 Employment Uses

The location of the Distributor Route through the area facilitates the provision of dedicated areas for employment. Part of the lands in the Framework Plan area is zoned for employment use with a mixed E1/E2 zoning objective. These have the following objectives:

E1: To facilitate opportunities for high end technology / manufacturing and major campus style office based employment within high quality and accessible locations.

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

Employment uses that could be successfully accommodated include light industry, offices, enterprise units, office based industry (e.g. software development) and warehousing. The employment uses should be mixed to provide for a more sustainable pattern of development rather than rely on one sole use which could be vulnerable to economic change. Buildings should also be flexible in their design insofar as possible to cater for changes of use in response to market demand in employment uses.

A plot ratio of 1.0:1.0 to 2.0:1.0 is considered appropriate for the employment zoned land.

3.5 Amenity and Open Space

Amenity and Open Space is discussed in more detail in Chapter 6.

Public open space is one of the key elements in defining the quality of the residential environment. It provides passive as well as active amenity and has important ecological and environmental aspects. Just as in the case of the school and the neighbourhood centre, the main open space is functionally accessible to the maximum number of people within the Framework Plan area and also serve other local residents.

Critical to both the design and location is the requirement for natural surveillance by overlooking from buildings and by passing pedestrian, cyclist and vehicular traffic. This is especially so in the evening or at night time.

Another consideration in the design of the open space will be the isolation of any active and potentially noisy recreational areas from quieter residential areas. Aside from the provision of a main open space it is also desirable that smaller, incidental open space for amenity and small children's play be provided in individual housing areas and in particular areas that are isolated from the main open space.

3.6 Community Facilities

The population of the Framework Plan area will require community facilities including a primary school, medical centre, primary care health centre and crèche. Land has been zoned for community and educational facilities adjacent to the neighbourhood centre to create a central public area of activity.

Childcare facilities will also be required given the extent of population to be accommodated in the Plan area. Care is required in the siting of such units in order to deal with vehicular traffic both leaving and collecting children to and from the crèche. Security is also an issue and appropriate railed open play space will be required to be incorporated into the facility. The crèche could be combined with the school as part of the school site given the nature of the activity (if appropriate management arrangements can be made) or alternatively located in proximity to the school.

Having regard to the intended population of the Framework Plan area, a community resource centre to facilitate resident meetings, etc. is required. The combining of the resource centre with another use such as the school or a crèche is generally a more economical means of providing such facilities or it could be provided as part of the neighbourhood centre on a floor above the retail provision.

4.0 Movement Strategy

The movement strategy aims to ensure that:

- The development of the area is consistent with the Transportation Strategy set out in the Navan Development Plan.
- Public transport accessibility is maximised.
- Pedestrian and cycle movement is encouraged to keep vehicular traffic to a minimum.
- Streets are designed to encourage pedestrian activity to make going outside a safe and pleasant experience.
- All vehicular roads are designed in a manner that incorporates passive calming of traffic.

4.1 Public Transport

The development of public transport bus links is critical to ensuring a modal split in favour of public transport away from the private motor vehicle. Bus stop provision will be required along the distributor road at key points.

Figure 2 shows the catchment area for public transport in the Framework Plan area. Two bus stops are shown in locations that maximise the catchment areas. A five minute walk is considered the desired maximum from a bus stop and the dotted blue lines in Figure 2 show this five minute catchment area.

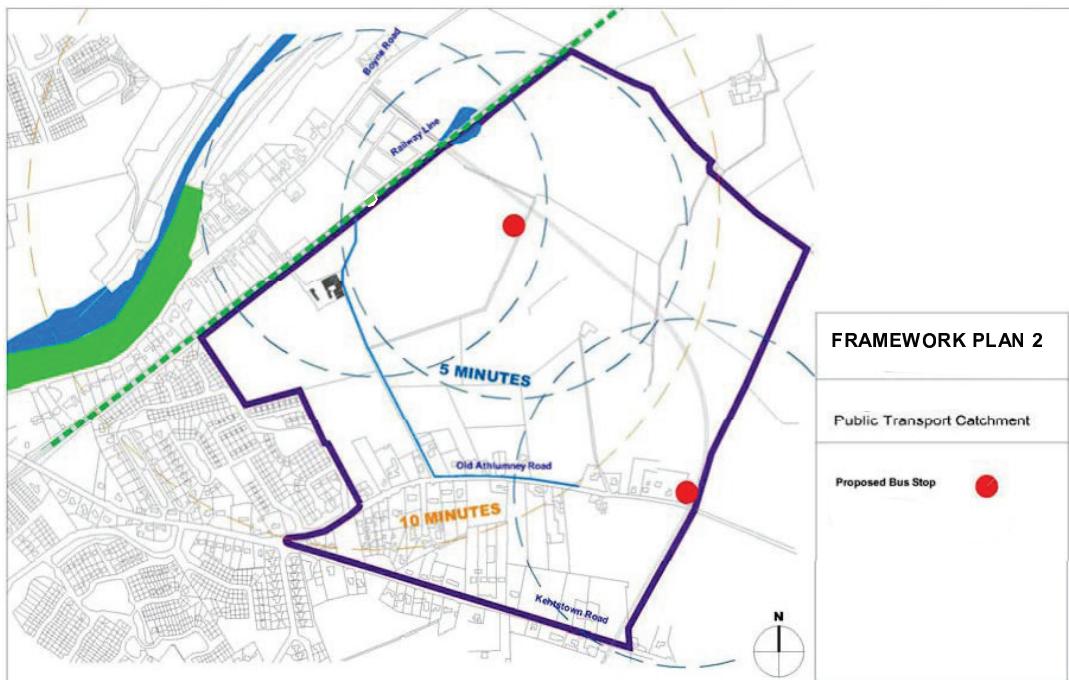


Figure 2: Public Transport Catchment

4.2 Pedestrian and Cycle Movement

Movement by pedestrians and cycles should be as easy, direct, attractive and safe as possible. Separate defined pathways for each will be a requirement and where they occur in

parallel with routes containing vehicular traffic, a key element will be the provision of controlled crossings at major traffic junctions. Such controlled crossings shall be direct, at grade and signalised.

Figure 3 shows the main desire lines for pedestrians and cyclists coloured red. It is anticipated that these will lead to the town centre, the public transportation stops, the Boyne Amenity Area and the centrally located neighbourhood facility including the school and crèche. This sets up a basic structure around which the land uses can be laid out.

Connector routes to other areas are critical to improve the movement of both pedestrians and cyclists through the area to both avail of new facilities but also to animate and self police the area. The main pedestrian and cycle connections are illustrated in green on Figure 3.

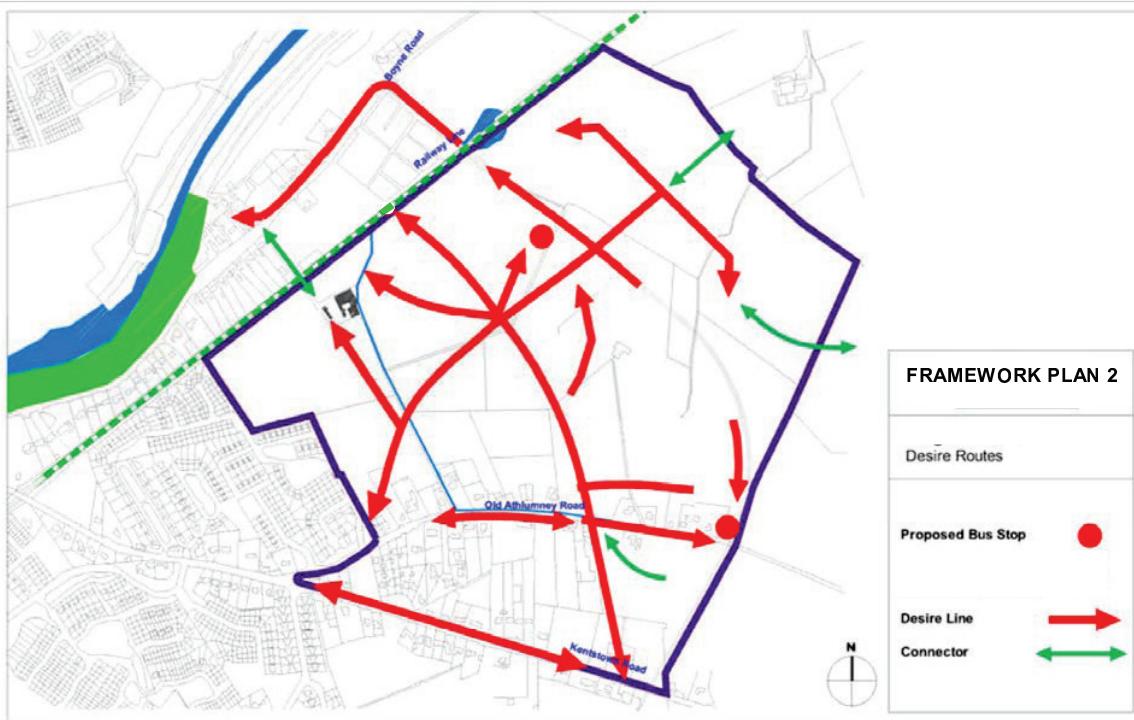


Figure 3: Pedestrian & Cycle Connections

4.3 Vehicular Traffic

The construction of road LDR 6 through the Framework Plan lands is an objective of the Navan Development Plan 2009-2015. The Development Plan also includes objectives for the improvement of two of the existing urban roads in the area, the Kentstown Road and the Old Athlumney Road. Much of the work to the Kentstown Road has already been carried out and has included pavement provision, alignment improvements and the construction of a signalised junction with Metges Road in Johnstown. The remaining works relate to the future provision of a roundabout junction with the LDR 6. The Old Athlumney Road requires upgrading in terms of its safety characteristics and surface given that it will serve further pedestrian and cycle use.

Aside from the implementation of these objectives, the area will need its own roads layout and Figure 4 sets out the local distributor and subset of roads. These are determined by a suitable main junction layout from the main LDR6 distributor road and a central route mirroring that of the main pedestrian and cycle route. It again sets up a basic ordering of the lands.

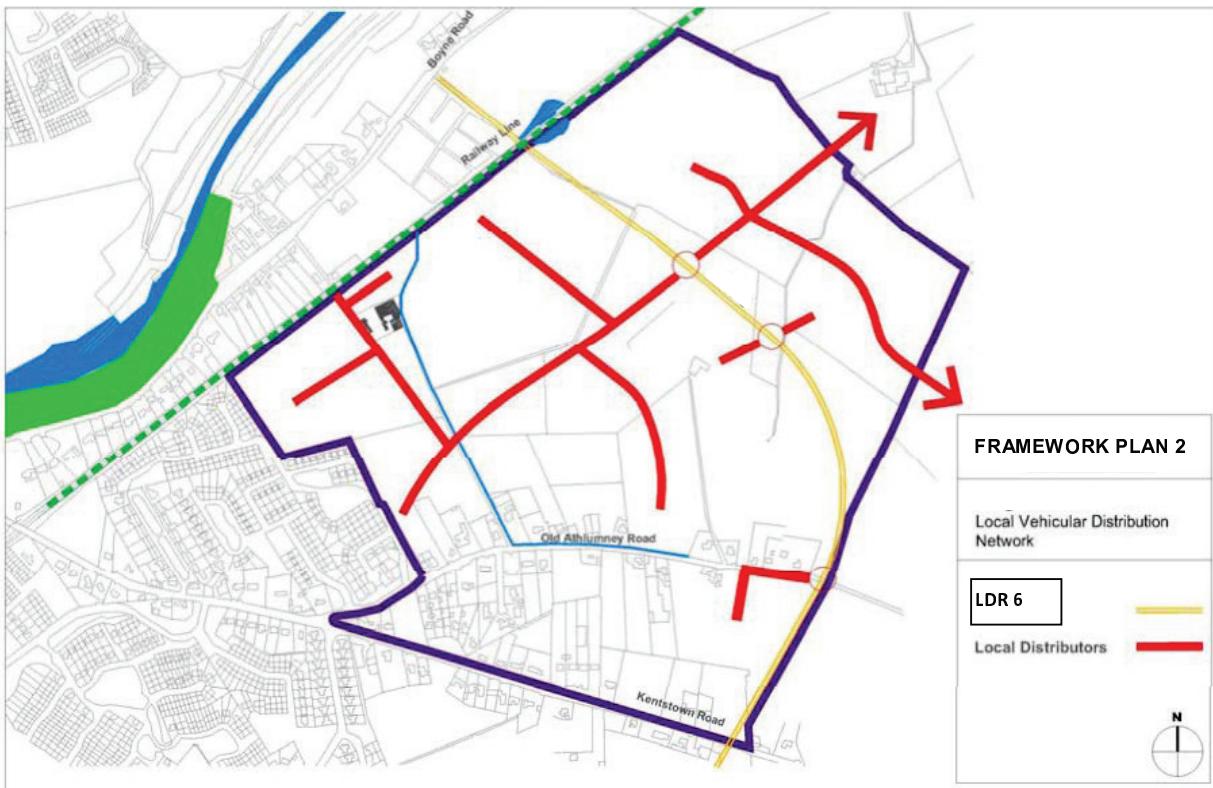


Figure 4: Local Vehicular Distribution Network

4.4 Employment Zone

Although the Development Plan requires employment uses to be compatible with residential uses, inevitably, traffic movement can create difficulties with this objective and it can be difficult to control. In particular, the use of service vans or large vehicles as well as frequent car traffic movement can be associated with such uses and it is proposed that separate vehicular access be maximised to the main employment area. This will minimise conflict with residential users.

4.5 Movement Policies

The Planning Authority will:

MP 1	Seek the creation of an efficient, functional and safe system for vehicles, cyclists and pedestrians.
MP 2	Encourage the development of the area in a manner consistent with the mobility and transport objectives in the Navan Development Plan.
MP 3	Encourage a modal split towards public transport, cycling and walking opposed to private motor vehicles.
MP 4	Provide for new bus stops.
MP 5	Require the provision of short-term on-street parking in selected locations.
MP 6	Require underground or semi-basement or screened parking for any apartment developments.

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MP 7	Require the provision of cycle lanes in accordance with the network set out on Figure 5.
MP 8	Require the provision of good public lighting standards on all routes to create safe and secure conditions.

5.0 Overall Design

This chapter deals with the overall three-dimensional design at a strategic level initially then moving towards more localised contextual issues. It considers issues of hierarchy of movement, plot structure, massing, height and building design. It also considers elements of landscaping, public space as well as street furniture.

5.1 Key Structure Principles

As previously stated, the Framework Plan lands have little in a strong contextual sense which would determine a particular layout. However, the requirement for:

- a centralised location for the neighbourhood centre, Crèche, Medical Centre, School and public open space;
- a central local distributor road that would provide good access to the main public open space with good passive policing characteristics;
- a route to the River Boyne Amenity Area, based on desire lines;
- the strong line of the railway embankment, and;
- the desirability of retaining and exploiting the ecological characteristic of the Mill Race, pond and the more prominent hedgerows,

will set up a basic framework.

The central local distributor road along with the main public open space can become the main boulevard catering for motor vehicles, cyclists and pedestrians. A further fine network of routes feeds into this main boulevard all designed to encourage walking and cycling to the local facilities. The route to the Boyne is an important axis which will help orientation and requires signalling in a distinct way through its design. This will assist in creating a sense of identity and place and a legible spatial hierarchy associated with the places within and the routes through the scheme.

The masterplan for the area is illustrated in Figure 5. This brings together the desire routes, the distributor network, the character areas and the block plan into one composite plan for the Framework Plan area and is the key graphic guidance for the development of the area.

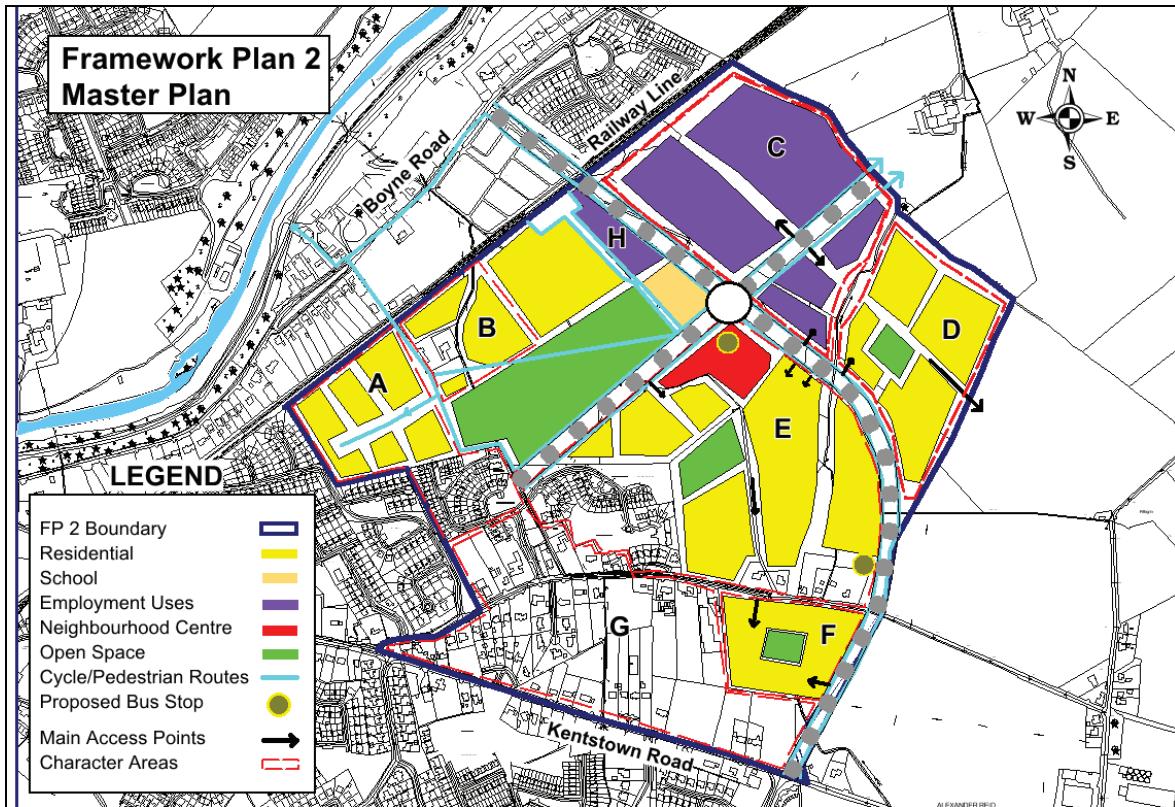


Figure 5: Masterplan for Framework Plan Lands

Residential areas are shown outlined in yellow, open space in green, the neighbourhood centre in red, the school site in orange and the employment areas in blue. Routes are articulated in a hierarchical manner and the main desire routes leading towards the town centre and the Ramparts amenity area are also shown. It will also be important that it is easy to access all blocks from each other, particularly for pedestrians and cyclists in order to create a sense of permeability.

5.2 Built Morphology

The location of the area at some distance from the main core of Navan would indicate morphology of a suburban nature albeit at densities in line with the 'Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities' (DoECLG, 2009) and the core strategy of the Navan Development Plan 2009-2015. The residential typologies envisaged include detached, semi-detached, terraced, duplex and apartment structures. These in general will range from 2 - 4 storeys in height with a possible individual higher point block or increased corner height at the neighbourhood centre. It is anticipated that the centre will be higher than surrounding structures to signal its importance and location facing out onto the main public open space. These higher buildings will help orientate and create landmark features in what is a relatively flat landscape.

Higher structures will be used to define the hierarchy of spaces in particular the main LDR 6 Distributor Route and local boulevard distributor roads as well as the central neighbourhood centre area. The denser development would appropriately be located to take advantage of the main public open space whilst helping to define it spatially. Figure 6 illustrates the general location for higher buildings.

It is not proposed to define a cross section for all the residential roads serving the residential areas on the basis that clustering and a mixture of heights would be encouraged as the preferred layout form. Figure 7 shows the general distribution of residential densities over

the Framework Plan area based on high density, medium density and lower density. Low density would be concentrated at the interface with existing lower. This would be compensated by higher density at the neighbourhood centre and around the main open space and along sections of LDR 6 but staying within the overall maximum density of 45 units per hectare set out in the core strategy of the Navan Development Plan. Any infill development in the existing developed residential areas should be at compatible densities that would protect neighbouring residential amenities

In the case of the structures for employment uses, it is anticipated that these will largely equate to 3 to 4 storey in volumetric appearance because of the scale of the surrounding residential nature of development. The key to their compatibility will be the quality of the architectural design which is dealt with in further detail in paragraphs below.

The neighbourhood centre is perhaps the critical component in terms of establishing a sense of identity in the area and it is anticipated that this centre should comprise a complex of buildings of some scale using apartments or other uses over shops to establish a height above that of the other surrounding buildings surrounding the main public open space. It would also be appropriate to create a significant element of height by including a clock tower or similar or a slim apartment building or an increase in the corner height to signal the centralised and important nature of the neighbourhood centre. The appropriate location is shown on Figure 6.

Another location for a signature building or buildings would be at the junction of the LDR 6 with the Kentstown Road which acts as an entrance to the Framework Plan area. This location is similarly highlighted on Figure 6. A high building is not proposed but one of particular unique design quality whose height would be appropriate to the importance of the function whilst respecting the residential amenities of neighbouring property. A further location for a building of outstanding design is at the entrance to the main employment zone in order to signal its quality and importance. Finally a location on what is a relatively restricted development block beside the Mill Race has been identified for a further landmark building in order to signal the route to the Ramparts Area. Again it need not necessarily be high but should have high design merit. The appropriate locations for all these signature buildings are shown on Figure 6.

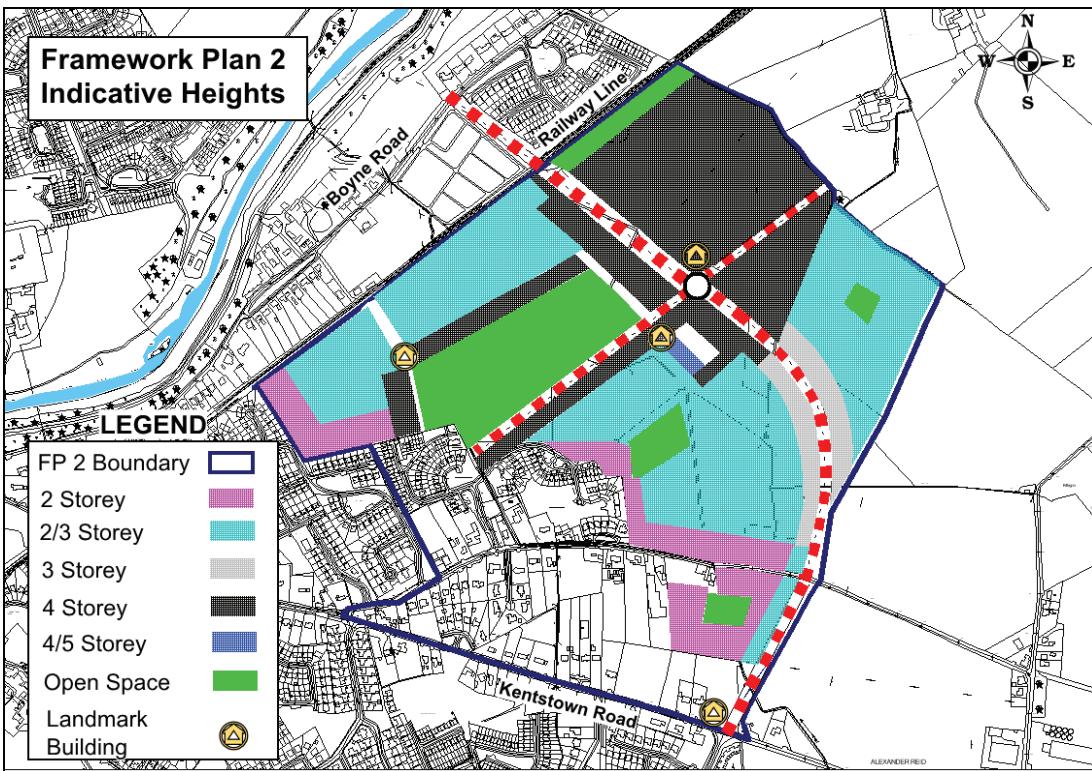


Figure 6: Indicative Building Height

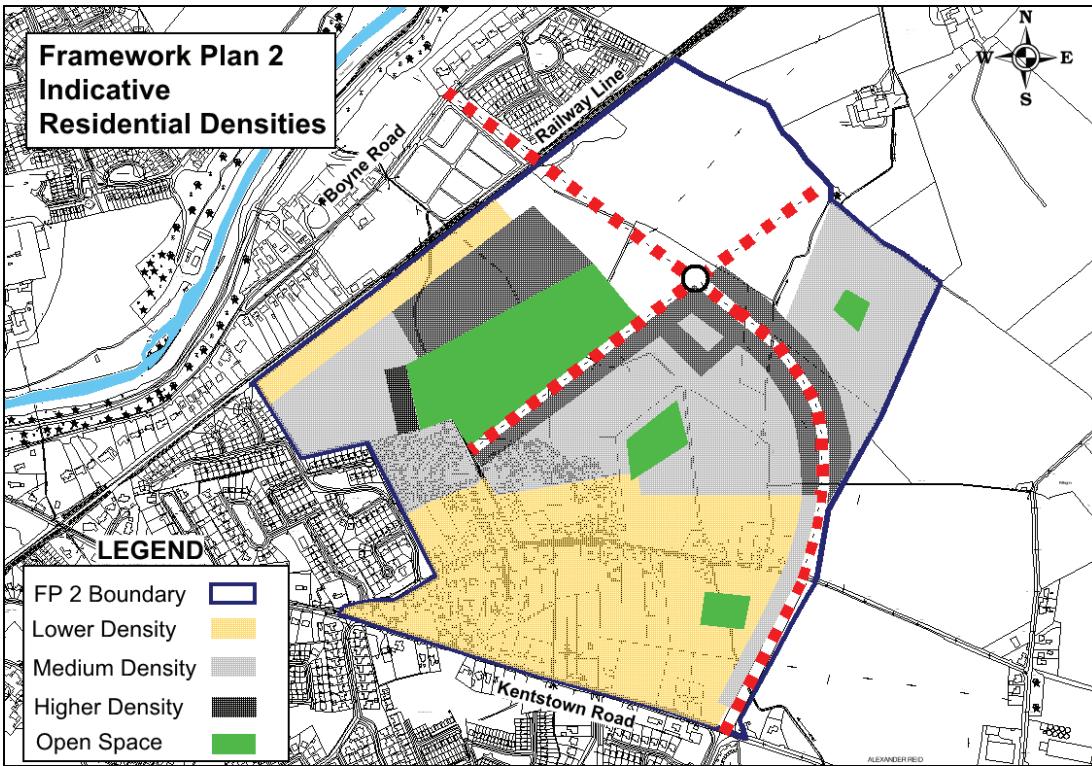


Figure 7: Indicative Residential Densities

5.3 Architectural Design

It is a requirement that the architectural design of the residential complex, the employment buildings and the neighbourhood centre should be of the highest quality. Similarly, the school building should be a building of local iconic status.

5.4 Identity

Given the large scale of the residential and commercial development anticipated, it will be necessary to create individual areas of identity. This can best be achieved by varying layouts, typologies, heights, elevational treatment, material finishes and landscaping between each individual area. Eight individual character areas i.e. A, B, C, D, E, F, G and H should be developed to achieve the objective for identity. These areas are shown on the Framework Plan Masterplan (see Figure 5). However coherence of pattern and form will be required in each area and particular attention must be given to buildings surrounding the main public open space in order to define the space and emphasise its importance.

5.5 Housing Layouts

Layouts should be designed in such a manner as to calm traffic and ensure the safety and security of pedestrians and cyclists. The safety of children is paramount particularly in those areas where typologies will favour family accommodation. Designers are referred to the 'Best Practice Urban Design Manual' (DoECLG, 2009) and the 'Design Manual for Urban Roads and Streets' (DoECLG & DTTS, 2013).

Homezone design will be encouraged. Homezones are streets where people and vehicles share the street in a safe manner on an equal basis. They require careful detailed design with regard to signage, surface treatment, integrated play areas, landscaping and parking.

Key performance criteria for residential layouts will include:

- Clear definition of public, private and semi-private space.
- Housing frontages which front other housing frontages.
- Back gardens backing onto back gardens.
- The avoidance of long repetitive building forms.
- Interconnectivity with surrounding streets.

5.6 Block Layout

The Framework Plan Masterplan (see Figure 5) shows an appropriate indicative block plan which relies on existing features such as the hedgerows and Mill Race as well as the new structuring features such as the distributor road to determine the block configuration.

5.7 Neighbourhood Centre including Retail Units

The visual appearance of the neighbourhood centre and retail development will be critical to the identity and appearance of the area. The management of the retail units is also critical. Too often units can end up visually blighting an area because of the use of unsuitable and excessive signs shutters and blank windows.

In design terms, the shop fronts should be designed as part of the overall building and relate to its architectural characteristics. The fascia should be an integral part of the design and should not exceed 850 mm in depth. Signage should be of excellent quality using individually back-lit lettering. Plastic box signs should be specifically prohibited and projecting signs limited to one per retail unit.

A canopy should be provided to provide shelter in inclement weather and to contain noise

from travelling to upper residential floors. Roller shutters should be prohibited and any shuttering should be provided internally behind the window and be visually permeable.

Long blank shop fronts should be avoided and large convenience food outlets should be designed so that the narrow elevation fronts onto the main retail elevation created by the other units. Any bistro/café or similar operation should have an outdoor dining area assigned to it and take advantage of the south west orientation and views over the central park. Ideally the shops would be managed by a company responsible for the overall management of the residential development of which it is part in order to ensure future control of the appearance of the shops and the area immediately outside them.

The architectural design must be of the very highest quality in order to establish an image of excellence that will establish this Framework Plan area as one of Navan's new quarters of real quality.

5.8 Employment Zone

The employment area will rely on the quality of its architectural design for both its commercial and aesthetic success. Modern employment estates feature buildings and a landscaped environment of the highest quality. Navan requires its new estates to reach these high standards in order to compete with other estates in the eastern region.

Emphasis will be placed on co-ordinated design of the public realm. High quality surfaces, street lighting, signage and landscaping will be required to create such unified design. Trees in particular can be used to assist spatial definition in modern estates which by their nature tend to adopt a campus style layout with wide streets designed to accommodate large commercial vehicles.

The landscaping treatment of the car parking areas is of critical importance in order to ensure that vehicles do not visually dominate the ground plane.

Designers are referred to "Better Places to Work" published by Thomas Telford Publishing. It sets out good principles to be applied in designing employment places in order to achieve good working environments.

5.9 Material Finishes

The extent of the Framework Plan lands is such that some variation in materials and external finishes will be vital in creating an individual sense of identity to different typologies and areas. The use of high quality materials with good maintenance characteristics will be critical. Natural materials such as render, stone, brick and timber, particularly hardwood, will be favoured. Designers will be required to consider the sustainability characteristics of materials used. The illustrations below demonstrate the use of these good material finishes in houses and apartments in both Ireland and abroad.

In the case of the neighbourhood centre, school and other structures forming the enclosing elements to the open space, materials will be required to relate to each other in order to create a unified appearance.

5.10 Articulation

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



3 Storey Duplex with corner emphasis

5.11 Energy Efficiency

All new developments should seek to achieve the highest level 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. In particular the guidelines and publications produced by Sustainable Energy Ireland (SEI) should be followed.

In order to achieve an appropriate rating for buildings within the Plan area, passive design strategies in terms of passive solar design and good envelope design must be adopted. This will involve good orientation with dual or sun facing aspect together with high levels of insulation, an airtight membrane, high performance glazing and controlled ventilation together with heat recovery. Energy systems should be specified and selected on the basis of life cycle analysis. Rainwater harvesting, water conservation fittings to sanitary and other appliances, maximum use of natural ventilation and efficient long life lighting luminaires can all contribute to creating a more sustainable environment.

5.12 Elevational Treatment

Critical to the aesthetic success of developments will be the quality of the elevations to all the buildings. Residential developments should avoid historic styling such as neo-Georgian, neo-Tudor or similar and should be clearly of their time and place. Examples of good modern design are illustrated in the photographic and graphic examples.

5.13 Setbacks

The setback of dwelling or other buildings are a critical component in determining the

character of a street. It is anticipated that there will be no setback from the pavement in the case of the neighbourhood centre. Setbacks should be varied to achieve character in individual areas. Shallow setback should be considered in the case of high density buildings surrounding the central public open space to assist in defining it.

5.14 Safety

All streets and public spaces should be overlooked by windows and balconies and access points to apartment blocks maximised to achieve passive policing.

Designers are referred to *Secured by Design* which sets out the considerations to be applied in achieving a safe environment.

5.15 Open Areas

Critical to creating both unity and identity 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 signs. Good quality public lighting will be critical to the presentation of the area in the evening as well as creating a sense of security and shall be appropriately scaled in relation to the size and importance of the street.

5.16 Car Parking

Car parking can be challenging in higher density residential areas in that it can dominate the ground surface. Good quality surfaces and landscaping will be critical to screening the visual effect of such parking. Considerations might be given to courtyard parking to the front of residential units. Consideration could also be given to courtyard parking to the rear of units, however it is recognised that such parking gives rise to issues relating to surveillance, noise and light pollution as well as management problems and is probably best avoided. Individual car parking spaces will need to be allocated to the residential units and visitor spaces named by surface marking or signs. Designers are referred to "*Car Parking What Works Where*" published by English Partnerships which gives guidance on parking issues.

5.17 Overall Design Policies

The Planning Authority will:

ODP 1	Require high standard of architectural design in all buildings with a particular emphasis on excellence in the neighbourhood centre, together with high standards in the design of ground finishes, street furniture, landscaping and signs.
ODP 2	Require high standards in the layout and design in all employment buildings and high quality landscaping to the public realm to act as a unifying element and to assist spatial enclosure.
ODP 3	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.
ODP 4	Ensure that streets and spaces are linked together in an interesting manner to exploit the frontages and use landmark elements to provide variety and interest.

ODP 5	Ensure that node points are articulated in terms of function, activity and three-dimensional expression.
ODP 6	Require the design of streets and spaces to be self policing by ensuring that they are overlooked and well lit at night time.
ODP 7	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.
ODP 8	Require the development of six distinct residential areas.
ODP 9	Require building heights to conform to the recommendations for the main streets and spaces as shown in Figure 6.
ODP 10	Require the use of external materials of high quality which can help distinguish and identify individual areas.
ODP 11	Require elevational treatment of the highest aesthetic quality.
ODP 12	Seek the development of a landmark feature or building in each of the four locations identified on in Figure 6.
ODP 13	Require specification of materials which are sustainable, durable and low maintenance.
ODP 14	Require the application of Waste Management Plans in construction work.
ODP 15	Require the adoption of best practice in conserving water in both the development of the area during its construction phase and subsequently.

6.0 Development of Amenities

It is anticipated that the framework plan area will have a landscaped soft feel, befitting an area which is essentially high density suburban in nature. The key landscape components are described in the following sections.

6.1 Public Open Space

The main public open space in the form of a park is located centrally in order to be easily accessible by the residential and working population and usable by pupils and teachers from the primary school. It should cater for passive and some limited active recreation. Given the anticipated future population, a children's playground using safe and secure play equipment will be a requirement. The playground should be secured by means of unobtrusive fencing and provide for supervision by parents.

In terms of its aesthetic appearance it is anticipated that the space be largely green and sylvan in nature with elements of hard landscape to enable it to function throughout the year. Footpaths must follow desire lines and be hard surfaced to a standard which will permit use in wet weather conditions.

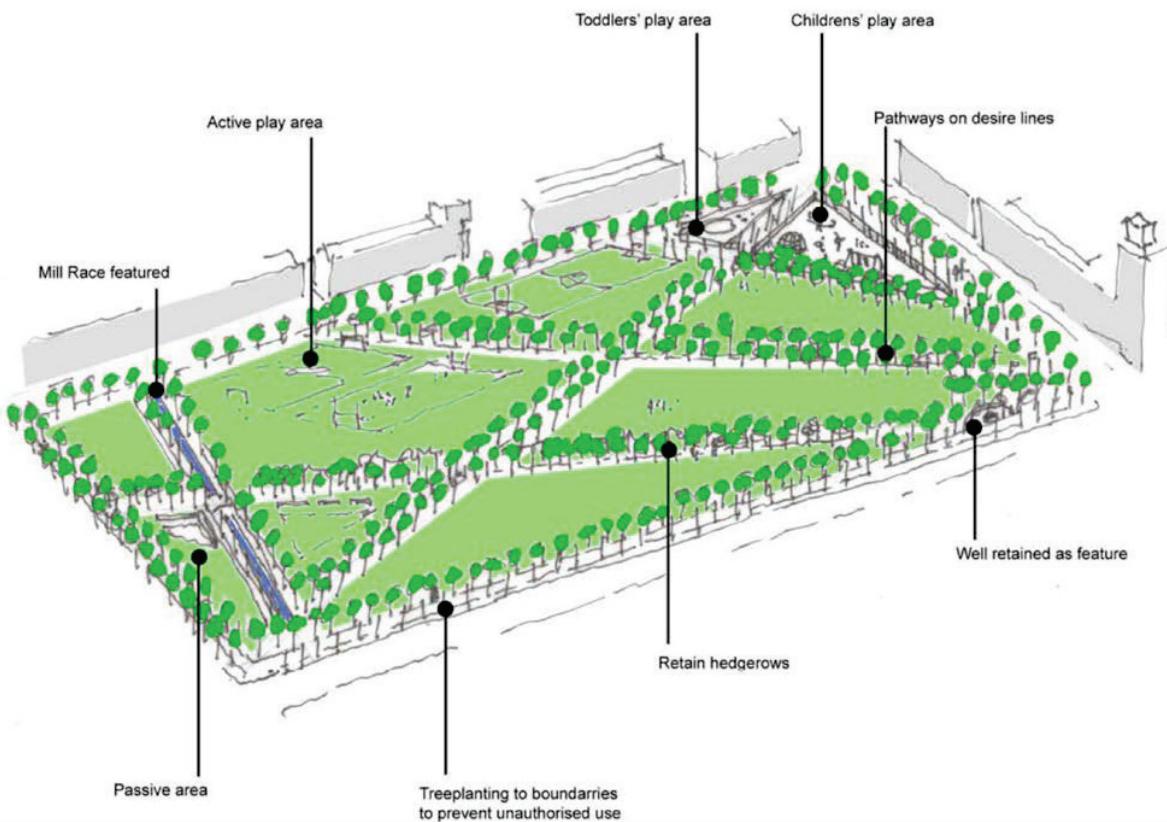


Figure 8: Main Public Open Space

Vegetation in the form of trees and low level shrubs should be designed to create shelter belts and existing features such as the Mill Race, well and hedgerow trees will assist in giving immediate identity to the park. The sketch illustration in Figure 8 articulates the principles outlined above in creating a successful space.

Future maintenance will be a critical element. It is not anticipated that the park be railed and operated in accordance with scheduled opening times. However, it will be critical that the boundary treatments are such so as to discourage unauthorised use. Appropriate night time

lighting of a good level will be required in order to discourage anti-social behaviour.

The space shall be overlooked by windows and/or balconies on all sides in order to provide passive supervision and policing. For similar reasons it must be surrounded by roads to provide for supervision in the evenings and at other times when use of the space is limited.

6.1.1 Secondary Open Spaces

Aside from the main public open space, smaller localised spaces in the form of neighbourhood pocket parks will be required in all the six housing character areas. Those should be intimate in scale and cater for small children's play space in particular.

6.1.2 Local Boulevard Distributor Road

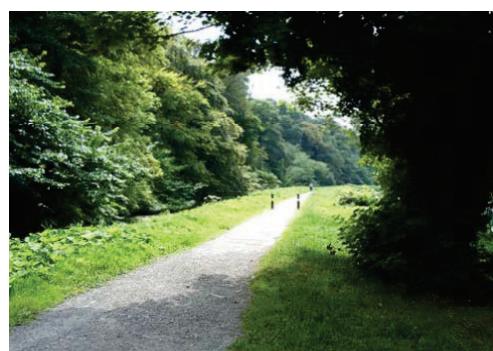
This will form the key movement corridor within the Framework Plan lands. As such its importance requires a design statement in terms of its landscaping and street furniture. It is also the most significant route for cyclists and pedestrians and safety and security will be critical elements in its design.

6.1.3 Route to River Amenity Area

It is anticipated that the amenity area associated with the River Boyne (The Ramparts) will act as a significant draw for people living within the area and a route to it forms one of the principles in the structuring overall layout for the area. The section of this route within the Framework Plan area requires articulation because of its significance by means of landscaping and lighting in order to make it attractive and safe for pedestrians and cyclists. It should be paved to a level that permits its use in wet weather.



River Boyne Amenity Area



6.1.4 Public Transport Stops

Although not primarily an amenity space as such, a forecourt area will be required to cater for interchange activity of a limited nature and signal the importance of the activity at the main public transport stop. An appropriate hard landscaping approach will be required to make this area function properly and be attractive to users. Bus stops will require attractive shelters and effective lighting.

6.1.5 Local Distributor Road LDR 6

This road should avoid giving the appearance of being a major barrier and landscaping and appropriately scaled development and boulevard landscaping will be vital in diminishing any intimidating effect. Buildings should overlook the road to assist passive policing. The landscaping strip at each side should be a minimum of 2 metres wide to facilitate tree planting.

6.1.6 Attenuation

The existing pond and surrounding area may be suitable for attenuation purposes and this area could be developed into an attractive landscaped feature. In particular it could be an excellent promotional entrance feature to the employment area. As it could be hazardous for small children, residential use is not located directly beside it.

6.1.7 Structural Planting

To assist in the ordering of routes and spaces, it will be important to use landscaping in a structural manner with particular trees and species used to articulate the nature of the route. The local distributor route acting as a boulevard should have a suitable native species such as lime (*Tilia*) and the main distributor might preferably have oak (*Quercus*) or similar to define it, secondary main routes could use Ash (*Fraxinus / Sorbus*). The smaller residential routes could feature flowering trees such as Cherry (*Prunus*) and Apple (*Malus*) provided sufficient planting space is available to deal with the root systems.

6.1.8 Buffer Zone

The existing rail line is reasonably well screened by existing trees and vegetation and they provide a good buffer zone between the line and any future new development. The trees and vegetation should be retained and reinforced where necessary to maintain the buffer effect.

6.2 Building Conservation

The Development Plan does not feature any Protected Structures or objects in the area. There is however an attractive stone wall which could be incorporated into the layout. There are also some old farm buildings currently in workshop/industrial use and these could be suitable for rehabilitation for continuance with the existing use or converted to other employment uses or as residential units, but these have no particular architectural merit as such.



Farm Buildings

6.3 Archaeology

An archaeological assessment of the area was previously carried out when a local area plan was first prepared for this area. It found no recorded archaeological monuments within the Record of Monuments and Places and no visible surface existence of any features of an archaeological nature. The surrounding landscape does however contain a number of recorded monuments and the area is located within the Boyne Valley which is an area of great archaeological significance; it could possibly contain unrecorded archaeological features and deposits.

A study of aerial photographs identified two features of possible significance, one a curving field boundary which could relate to a possible enclosure or earlier field system and the other a semi-circular crop mark that may indicate the presence of an enclosed site.

It would be therefore advisable that any planning permission that may issue would include appropriate conditions which required monitoring of site excavation works under the supervision of an Archaeologist. Test trenches might also be appropriate in relation to the field boundary and crop mark prior to undertaking development in these areas. The Planning Authority will refer such applications to the Department of Arts, Heritage and the Gaeltacht and take their advice into consideration in the determination of same.

6.4 Natural Heritage

The main natural features highlighted in the context chapter are all incorporated for retention and will form part of the character of the area. They include the Mill Race, the Pond, the Well

and the principal hedgerows which will be retained as far as practicable. It can be anticipated that much additional planting will take place in both designated open amenity area and within gardens which will change and expand the habitat and accommodate a wider range of flora and fauna.

Any planning permissions will of necessity include conditions relating to the protection of bat roosts in the area, as well as protection for nesting birds.

All development in this area will be subject to Appropriate Assessment as required under the Habitats Directive.

6.5 Amenity Policies

The Planning Authority will:

AP 1	Require the development of a major amenity open space at the heart of the area as identified on Figure 8.
AP 2	Require the development of subsidiary neighbourhood pocket parks in the main residential development blocks.
AP 3	Require the provision of public open space at a minimum rate of 15% of each residential development site by each developer.
AP 4	Require the retention of the existing trees and hedgerows in good condition and provide suitable plant reinforcing along the railway line to consolidate the vegetation as a buffer zone between the line and new development.
AP 5	Require trees of suitable species and scale to be planted to either side of the LDR 6.
AP 6	Promote the development of the local distributor road as a significant boulevard street catering for motor vehicles, cyclists and pedestrians of high quality with appropriate landscaping and street furniture.
AP 7	Promote the development of a pedestrian and cycle route leading to the River Boyne amenity area to the north west of the area via the existing level crossing and an alternative / additional route via the Boyne Road further north.
AP 8	Require the development of a hard landscaped area catering for the functional and aesthetic requirements of the public transport stops.
AP 9	The development of the area identified with an F1 'Open Space' land use zoning objective shall be integrated with the residential development from the outset of Phase 1 to include, inter alia the provision of active recreational uses such as playing pitches, as well as a children's playground / play area. The manner of laying out this open space shall be agreed with the Navan Municipal District Members. The development of the area identified with an F1 'Open Space' land use zoning objective shall be provided as part of the initial phase of any residential development within Framework Plan 2 lands.

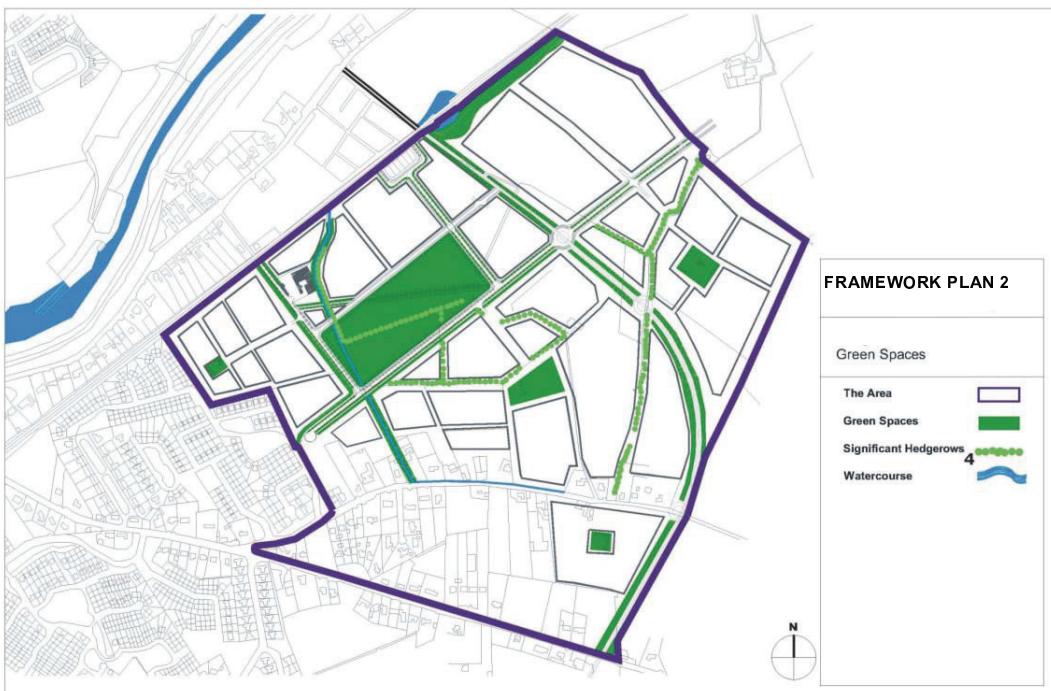


Figure 9: Green Spaces

7.0 Phasing and Implementation

The phasing of the construction of the LDR 6 road will require careful and coordinated planning. Navan Town Council/ Meath County Council will actively engage in securing the best possible phasing to achieve this essential Development Plan Objective.

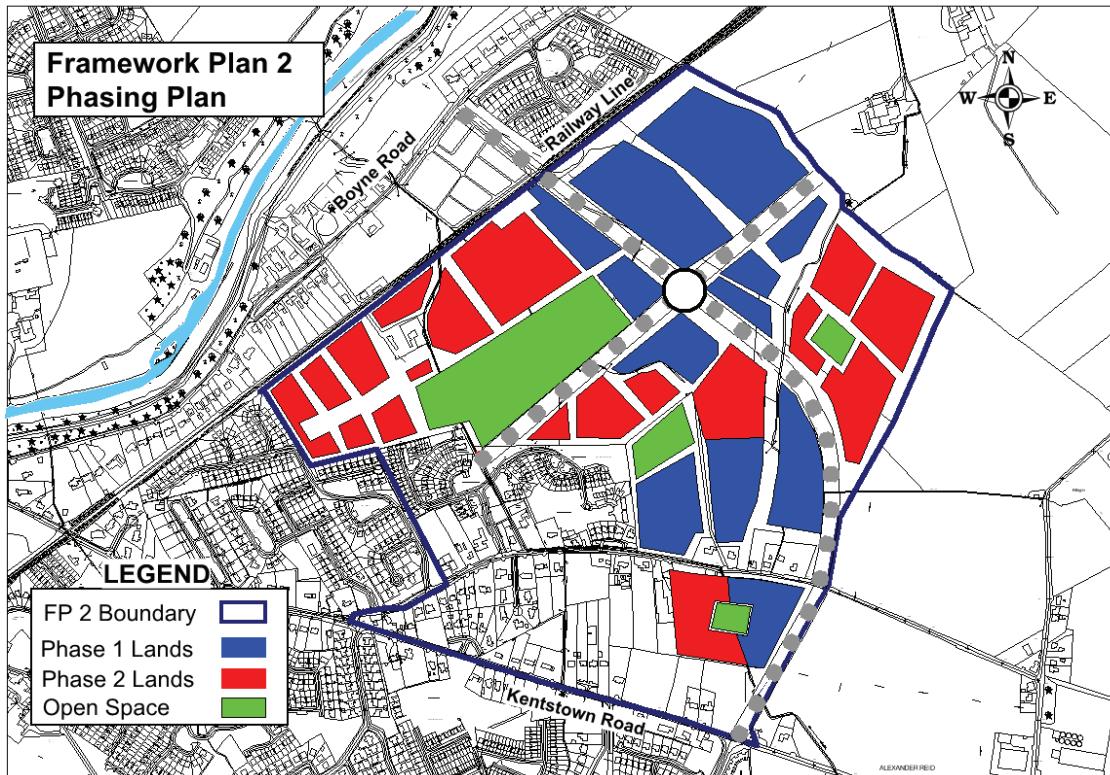


Figure 10: Phasing Plan

The framework plan covers a very large area and will take time to develop. The pace of development will rely on the provisions of the core strategy contained in the Navan Development Plan and availability of services. It will also be critical to ensure the provision of community services and amenity spaces in a phased manner to ensure that these are not delivered at the very end of the development period. Planning permission will include phasing conditions in order to ensure the delivery of critical community and amenity facilities.

Figure 10 sets out the phasing of development in map format. The initial phase includes the distributor road LDR 6 as far as the rail, primary school, the neighbourhood centre and the main public open space as well as the first phase of the residential and enterprise development. The core strategy of the Navan Development Plan 2009 states that 400 residential units are assigned to this Framework Plan area in the period 2013-2019. These should be located within the area designated as Phase 1.

The Planning Authority will:

PI 1	Require financial contributions to be made by all relevant benefiting parties towards the cost of infrastructural improvements both inside and outside the area including Local Distributor Road LDR 6 and other routes which facilitate the development of the area. This may include consideration of a Supplementary Development Contribution Scheme pursuant to Section 49 of the Planning & Development Act 2000-2013.
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