

Please note that this is the Original Meath County Development Plan 2021-2027 (adopted on the 22nd September, 2021). Following the adoption of Variation No. 1 & Variation No. 2 on the 13th May, 2024 and Variation No. 3 on the 27th January, 2025, this Plan has now been superseded by the Consolidated version.

The Consolidated version of the Meath County Development Plan 2021-2027 (incl. Variations 1, 2 & 3) is available to view at this link [HERE](#)

1.0 Introduction

This written statement provides a brief description and development strategy for Navan. A detailed Local Area Plan for the town will be prepared during the life of this Plan.

2.0 Town Context/Character

Navan is the county town and administrative centre of Meath. With a population in excess of 30,000 it is the largest town and the principle employment and service centre in the County. The RSES has designated Navan as a Key Town.

It is an attractive town that retains many of its historic streetscapes and features in the town centre. The River Blackwater and Boyne also contribute to its character and setting.

The town benefits from a modern shopping centre on Kennedy Road and a compact town centre focused on Trimgate Street, Market Square, Watergate Street, and Ludlow Street.

The more recent pattern of development in the town has consisted of residential development in the environs complemented by commercial development in the form of neighbourhood centres and retail parks.

In addition to the town centre there are employment zones in the northern, south-eastern, and south-western parts of the town where the industrial and business parks are performing well. This includes the IDA Business Park to the south east of the town centre where Meath County Council headquarters is located.

Service provision in Navan includes an acute hospital service for the north east region at Our Lady's Hospital, a court service, education facilities, and public administration.

With regard to connectivity, Navan is in a strategic location off the M3 motorway and is connected to Dublin and surrounding regional centres via the national and regional road network. There is a local and regional bus service that includes a frequent express service to Dublin.

**Position in Settlement
Hierarchy**

Key Town

2016 Population	30,173
2011 Population	28,559
Percentage Change 2011-2016	6%
Housing stock 2016	10,949
Number of units completed 2016-2019	781
Committed units not yet built	924
Core Strategy Household Allocation 2020-2027¹	3,204 units
Population Projection 2027	36,073
Resident Workers 2016	12,190
Total Jobs 2016	8,970

¹ The unbuilt extant units have been included in this allocation

Job – Workforce Ratio 2016	0.73
Education Facilities	16 and an Education and Training Board and numerous childcare options.
Community Facilities	13 including a community centre, athletics club and grounds, swimming pool, sports clubs, Solstice Arts Centre, and Our Lady's Hospital
Architectural Conservation Areas (ACAs)	Navan Architectural Conservation Area
Protected Structures	189
Zone of Archaeological Potential	Yes
Natura 2000 Sites	Yes - the River Boyne & River Blackwater SPA and SAC is located within the settlement area.
Strategic Flood Risk Assessment	Manage flood risk and development in line with approved policies and objectives as set out in Vol. 1 Chapter 6: Infrastructure. Undeveloped zoned land applies the sequential approach and preferentially avoids risk. Some existing land is at risk but a potential flood relief scheme has not been guaranteed by

	OPW after the formal promotion of 118 schemes from the CFRAM process. Any potential link roads crossing Flood Zone A/B should be subject to FRA and Section 50 consent.
Water Services Infrastructure/Capacity	Navan is supplied by the Navan & Mid Meath Water Supply Scheme – capacity available. The Navan Wastewater Treatment Plant has limited spare capacity.
Modal Share Targets for 2026	
Modal Share for Walking	23% (Increasing from 15% in 2016)
Modal Share for Cycling	5% (Increasing from 2% in 2016)
Modal Share for Bus	14% (Increasing from 11% in 2016)
Reduction Target for Car Use	55% (Reducing from 66% in 2016)

3.0 Vision

“For Navan to continue to function and develop as a multi-modal² Key town in Meath; an important employment centre for administrative, retail, health, and education services, where development in the town centre is balanced by investment in the business and industrial parks, which will enhance its attractiveness as a place to live, work, and invest and thereby support the creation of a sustainable community.”

4.0 Opportunities

- Navan’s designation in the RSES as a Key Town presents a unique opportunity for the town to grow on a sustainable platform of regeneration assisted by multi-modal access.
- As part of the strategy of securing more compact growth there is an opportunity to promote the development of vacant and under-utilised lands in the urban core. The progression of the Flowerhill Regeneration Project and Land Activation Scheme, both of which were funded under the Urban Regeneration and Development Fund, will support the delivery of more consolidated growth in parts of the town that have experienced under-investment and decline.
- The implementation of the Public Realm Strategy ‘Navan 2030’ will provide greater connectivity between streets and urban spaces, improve the pedestrian network in the town thus creating a stronger pedestrian environment, which will improve social interaction and make the town centre a more attractive place to visit.
- The success by the Council in obtaining LIHAF funding for the construction of a Distributor Road at Farganstown provides an opportunity to deliver residential development and release strategically important employment and enterprise lands in this part of the town.
- Navan will continue to develop its employment base and further consolidate its position as the primary employment centre in the County by ensuring adequate lands are available for employment uses and supporting the delivery of key infrastructure projects, residential

² RPO 8.8: ‘The RSES supports delivery of the rail projects set out in Table 8.2, subject to the outcome of appropriate environmental assessment and the planning process.’ These projects include: Implementing the extension of the Dunboyne/M3 Parkway line to Navan during the Mid Term Review of the GDA Transport Strategy;

development and public realm projects in order to ensure the town is an attractive place to live and do business.

- The additional employment lands identified on the Trim Road provide an opportunity for significant economic investment in the town.
- The identification of Navan as the optimum location for the development of a regional hospital for the north-east region in the Health Partnership Report provides an opportunity for Navan to become a hub for health care in the north-east region.
- The relocation of Meath County Council Headquarters to Buvinda House in the IDA Business Park provides an opportunity for the redevelopment of the former County Council Offices on Railway Street as a key town centre site. As part of the funding received under the Urban Regeneration and Development Fund a Framework Plan is to be prepared for the County Hall Regeneration Project. This will also include the restoration St. Patrick's Classical School, which is to be developed as a County Archive, genealogy research centre and performance and study space.
- The redevelopment of Pairc Tailteann will provide a modern sporting facility in the town with the capacity to host local and regional sporting events.³

5.0 Land Use Strategy

The development strategy for Navan is to support population and economic growth consistent with its designation as a 'Key Town' in the RSES. There will be a focus on broadening the employment base to facilitate job creation in order to improve the job: workforce ratio and reduce the volume of commuting. This will be achieved by supporting business and enterprise development and identifying the infrastructural improvements required to make Navan a more attractive location to invest.

Delivering compact growth through the redevelopment of infill and brownfield sites in addition to the development of greenfield sites in proximity to the town centre will assist in creating a more sustainable settlement where there are opportunities for people to use more sustainable modes of transport.

³ The RSES acknowledges the redevelopment of Pairc Tailteann will be an important economic, sporting, and cultural asset for Meath and the wider Region

Residential growth will focus on the delivery of high-quality developments rather than the 'household target' as specified in the Core Strategy. It is acknowledged that there is a surplus of residentially zoned lands in the town, primarily due to an excess of residential zoning in previous plans. As advocated in section 4.3 of the RSES 'Taking Account of Existing Plans', this Plan proposes to prioritise residential lands by designating a 'reserve' of surplus lands that will not be available for development in the plan period. This approach will ensure there are sufficient residential lands available within the plan period whilst also providing clarity regarding the long-term growth strategy for the town.

Whilst sustainable transport and Smarter Travel will be at the core of the development strategy for Navan, there are a number of strategic roads that are critical in the long-term growth of the town. The construction of these distributor roads would improve connectivity and accessibility within the town and would allow for significant volumes of through traffic to be removed from the town centre thereby providing opportunities to improve pedestrian and cyclist infrastructure in the town centre.

It is a key objective of the Council to support the extension of the passenger rail link from Dunboyne to Navan to Dublin in order to generate greater connectivity and strengthen the economic potential of the town.

5.1 Settlement and Housing

Residential development has steadily increased since 2016, with the main focus of development taking place in the Johnstown area, where there are two large developments (Cois Glaisin and Dunville) recently completed. The focus for this plan period in the Johnstown area will be primarily on the 'catch-up' of the acknowledged deficiency of community facilities in this area.

In the northern part of the town at Clonmagaddan and the Commons Road in the south-west a steady supply of housing is also being delivered.

In addition to the large developments housing has also been provided on small infill sites throughout the town. An exemplar small scale housing scheme on the Proudstown Road provided by Meath County Council has made a valuable contribution to regeneration of brownfield land in this area.

As existing developments are completed, it is important to ensure there is a sufficient quantum of residential lands available in the town to facilitate the projected population growth during the plan period.

There is a parcel of residential lands on Academy Street within walking distance of the town centre that would consolidate the urban core of the town and could deliver a suitable mix of house types, including apartments, that would cater for a range of housing needs. The development of these lands would assist in creating a more compact pattern of development in the town.

The development of the remaining residential lands in the town is closely linked to the delivery of distributor roads. As part of the growth strategy for the town some of these lands have been phased based on a residential evaluation and prioritisation of lands. This includes the following lands at:

- i. Farganstown – LIHAF funding has been approved for a section of the Distributor Road (LDR 6) would link the Boyne Road with the Kentstown Road. The construction of this section of road would facilitate the delivery of c.1,600 residential units. Taking account of the lead in time associated with the delivery of this Distributor Road it is unlikely that all of these units would be delivered during the life of this Plan. It is therefore proposed to phase the release of these lands.
- ii. Commons Road – c.33 hectares of residential lands are dependent on the delivery of a link road between the Commons Road and the Trim Road. (LDR 2(a)). Approximately 17.4 hectares of these lands have been made available during this Plan, with the remaining 15.6 hectares being unavailable for development until after 2027. Nevinstown – c.19 hectares of residential lands adjacent to the rail reservation for the Navan Rail line are dependent on the construction of a link road between the Rathaldron Road and the Kells Road. Whilst it is an objective of this Plan to support the delivery of this link road, it will take a number of years to progress its delivery. It is therefore proposed to phase the development of these lands until after 2027. As part of the preparation of the Local Area Plan for Navan this will be examined in greater detail.
- iii. Clonmagadden SDZ – c.38 hectares of residential lands with the potential to deliver up to 1,400 residential units. The anticipated time line for the build out of these SDZ lands is likely to span several Development Plan cycles, particularly if the existing scheme is to be amended. This SDZ therefore provides a long-term reserve of residential land in the northern part of the town. The Council is supportive of the development of the Clonmagadden Valley SDZ lands and any associated infrastructure associated therewith.

The build out of the lands outlined above will require co-ordination between the developers of the lands and the Local Authority with regard to the phasing and design of this roads infrastructure. Whilst it is acknowledged that all of the distributor roads are unlikely to be delivered within the lifetime of this Plan it is nonetheless important to include these roads and associated lands to provide a strategic overview as to how it is anticipated that Navan will develop over the coming decades. This provides clarity to both the development agencies and potential investors with regard to the future direction of growth in the town.

5.1.1 Clonmagaddan Valley SDZ

The Clonmagaddan Strategic Development Zone covers an area of approximately 38 hectares in the north of Navan between the Kingscourt Road and the Slane Road. The land is zoned for residential development and has the potential to deliver up to 1,400 residential units.

The SDZ Planning Scheme was approved by An Bord Pleanala in 2004.

No planning permission has been granted for any development under this scheme.⁴ Any planning application on these lands would be required to include proposals for upgrades in the local road infrastructure including the construction of the Distributor Road between the Ratholdron Road and the Kells Road (LDR 4). A planning application for this road was lodged to An Bord Pleanala in 2020.

5.1.2 Urban Regeneration and Active Land Management

Through the implementation of the Active Land Management Strategy and the progression of projects funded by the Urban Regeneration and Development Fund the Council is taking a proactive approach to urban regeneration. Part of this Active Land Management Strategy is to regularly monitor vacant sites and support the regeneration of areas in the town that have experienced decline and a lack of investment.

An example of this is Flowerhill, where there is a high level of vacancy which resulted in an increase in anti-social activity. The Council received funding to tackle these issues under the Urban Regeneration and Development Fund. This funding was used to prepare a Public Realm Plan for the

⁴ An application was received on the SDZ lands in 2009 (NT900117). This application was refused on the basis that it failed to comply with the Approved Planning Scheme for the SDZ

area, which will set out the improvements required to create a more attractive and safe environment.

Master Plan 1 is located in the Flowerhill area and whilst there are challenges in developing these lands due to the sloping topography and proximity to the River Boyne, these lands are centrally located and provide an opportunity for a mixed-use development and public amenity along the River Boyne that would contribute to the regeneration of the Flowerhill area.

In addition to the Flowerhill Regeneration Project, funding was also received for a Land Activation Scheme in the town. This will involve the acquisition and remediation of derelict sites in the town. Once the abnormal costs associated with the development of these sites are eliminated they will be made available to private parties using either long term leases or license arrangements.

Another key brownfield site in the town are the lands at Balmoral Estate on the Kells Road. Permission has been granted for a 6-storey mixed use building to be developed for office and retail uses. This will be a more intense use than the warehouses and showrooms on the lands at present and will add vibrancy to the area and will accommodate a range of uses in the core area of the town.

This Plan will positively support the appropriate redevelopment of vacant and under-utilised land and properties in the town.

5.1.3 Residential Design/Scale

The design and scale of any new residential development shall support the creation of high-quality living environments with higher densities concentrated along public transport corridors and in proximity to the town centre.

As part of the strategy of delivering more compact growth, any development in town centre or strategic locations in the town will be required to deliver high density development of up to 45 units/ha. This includes town centre and mixed-use lands and the residential lands to the west of Academy Street and residential lands adjacent to future rail stations in the town. These lands would be the most appropriate locations for apartment developments and should be considered as part of the household mix in these locations.

The remaining lands in the town should be developed at a density of up to 35 units/ha.

There is a requirement under the 'Urban Development and Building Height Guidelines' (2018) for Planning Authorities to identify areas where increased building height will be actively pursued for both redevelopment, regeneration, and infill development to secure the objectives of the NPF and RSES.⁵

The traditional building height in Navan is characterised by low-rise buildings 2-4 storeys in height. More recent developments are up to 5 storeys. It will be an objective of this Plan to preserve the general character of the existing streetscape in the town, with any new development on greenfield or infill lands designed and appropriately scaled to take account of existing building heights in the area. Within the Master Plan areas, support will be given to the development of landmark buildings. This does not always mean the construction of a tall building, but rather can also include the construction of a building of notable design.

Higher buildings on prominent/key sites in the town will be considered on a case by case basis. The underlying assessment criteria for a building of height will be the contribution it makes to the built form in the area. A design statement would be required to be submitted with any planning application that addresses the design principles, scale and massing of the building(s) in addition to the impacts the development would have on the local streetscape and residential amenities of the area. Any potential impacts of the building on the micro-climate around the building would also be required to be assessed.

A more detailed analysis of recommended building heights in the town will be set out in the Local Area Plan for Navan.

5.2 Economy and Employment

Navan is an important employment and service centre in Meath. In 2016, 21.5% of the total jobs in the County were located in Navan, making it the principle employment centre in the County. The Job: Workforce Ratio is 0.73, which is the second highest in the County.

Prominent employment sectors in the town include retail, IT and professional services, public administration, education, and manufacturing.

⁵ Specific Planning Policy Requirement 1 of the Urban Development and Building Height Guidelines

With the appropriate infrastructural investments and improvements to connectivity there are opportunities to broaden the economic base of the town and attract additional employment.

Providing investors with a choice of location for economic and employment related development is central to the Council's Economic Strategy. This Plan will support the economic development of Navan and its continued development as a key employment centre in the region and a driver of economic growth in the County.

As part of the Economic Strategy local businesses and enterprise agencies are working closely to develop Navan as an employment hub. An example of this collaborative approach is the Boyne Valley Food Hub, which supports the growth and development of food businesses in the Region. This project is being funded by Enterprise Ireland through the Regional Enterprise Development Fund.

There are seven key business enterprise zones in Navan including the IDA Business Park in Athlumney, Mullaghboy Industrial Estate, Beechmount Home Park, and Liscarton Industrial Estate. Employment in these Business and Industrial Parks is varied and includes manufacturing, logistics, medical devices, services, and communications.

Two Strategic Employment Sites have been identified in Navan- IDA Business Park and Trim Road. These sites have the capacity to deliver significant economic investment. An additional parcel of employment land with an area of c.29 hectares has been identified on the Trim Road. These lands are strategically located on the southern side of the town where there is permission for a Distributor Road (LDR 1(b)) which will link the Dublin Road with the Trim Road.

There is also an employment zone in Farganstown where there are lands zoned for enterprise and employment uses adjacent to residential lands. These lands have the potential to provide a range of employment uses and would support the creation of a sustainable 'live work' community in this part of the town. The development of these lands is dependent on the construction of a distributor road, part of which was funded under the LIHAF Fund.

Tara Mines, located on the north western fringe of the town, is the largest zinc mine in Europe and is a major employer in the town.

5.2.1 Retail

Navan is the primary retail centre in Meath and is designated as a Level 2 'County Town' Centre in the retail hierarchy. It is a busy and vibrant centre, however as identified in the Retail Strategy there are areas for improvement with regard to the range of activities and uses in the town in addition to environmental enhancements.

Nine Opportunity Sites for redevelopment are identified in the Retail Strategy. The development of these sites would improve the retail offering and vibrancy of the core retail area in the town.

A town centre expansion area (Master Plan 6) has been identified on the Trim Road. These lands have also been identified as the location for the future Central Rail Station in the town.

Any new proposals for these lands would require the preparation of a new Master Plan. The focal point of any future development on these lands will be the Rail Station and the public amenity area/civic space. Whilst these lands are zoned for town centre uses any commercial development shall be complementary to the core retail area of the town. The provision of residential accommodation on these lands would assist in creating a vibrant urban core where people are within walking distance of jobs and services.

Opposite the proposed town centre expansion area to the east of the Trim Road there is a parcel of land zoned for mixed use development. These lands (Master Plan 8) have the potential to deliver significant development within walking distance of the town centre and adjacent to a future rail link (long term).. Given the strategic location of these lands within walking distance of a future rail station such a use would assist in the development of a sustainable live work community in this location. The development of these lands are dependent on the delivery of distributor road LDR1(b) linking the Trim Road and the Dublin Road.

The implementation of the Public Realm Strategy will encourage investment in the town centre and improve the urban environment for shoppers and businesses.

5.2.2 Water Services Infrastructure

The provision of a full range of infrastructural services is critical to support the continuing development of Navan.

Water: The towns water supply is abstracted from the River Boyne and Blackwater. There is presently limited spare capacity in the system however a capital scheme is proposed for the town

that would increase capacity and improve security of supply. This project is at planning stage and it is anticipated that it will be completed during the life of this Plan.

Wastewater: Wastewater is discharged to the Farganstown Wastewater Treatment Plant for treatment. Spare capacity at this plant is limited, however, the Council in conjunction with Irish Water are developing proposals for a capital expansion. It is envisaged this will be realised during the life of this Plan. There are also some network constraints.

5.2.3 Flooding

The Strategic Flood Risk Assessment prepared for the County identified lands at risk of flooding in Navan. A risk-based approach to flood management in accordance with the provisions set out in *“The Planning System and Flood Risk Management Guidelines for Planning Authorities”* (2009) will be implemented in order to prevent or minimise future flood risk.

5.3 Movement

The successful integration of land use and transport is essential for the sustainable growth of the town. As part of the strategy of supporting the integration of land use and transport planning the RSES requires the preparation of a Local Transport Plan for Navan. This Plan will be prepared in conjunction with the National Transport Authority and will assist in the identification of measures to reduce the need to travel, improve the efficiency of public transport, promote walking and cycling, and reduce dependence on the private car as the primary mode of transport.

As the town continues to grow in accordance with its designation in the settlement hierarchy it is essential that a more sustainable model is applied to movement within the town, therefore a focus on the local bus service, walking and cycling networks will be a key grounding objective of this plan. An example of this are the recent works at the Solstice roundabout, which is now pedestrian and cycle friendly. The works carried out have made the junction safer and more convenient for vulnerable road users. These works have been recognised as an exemplar of good practice by the NTA.

Whilst the town is presently well served by a regional bus service, there are deficiencies in local bus service. In consultation with the Council, the NTA are planning improvements to this service. To assist this local service, the Council are in the process of providing new set down/pick up and turn

around for buses. In addition, the Integrated Public Realm and Movement Plan 'Navan 2030' has identified opportunities to improve connectivity between the local and regional services. This Strategy has also identified a requirement to provide Park and Ride facilities in order to make public transport more accessible and reduce dependence on the car. A number of preferred locations have been identified.

Greater priority is to be given to the pedestrian environment in the town centre. For example, the Flowerhill Regeneration Project will attempt to reduce the dominance of the car in this part of the town and improve the links to the town centre.

In addition to the public realm improvements, the completion of the Local Distributor Road Network is a priority. These Distributor Roads would create a sustainable transport network in the town as it would link all the radial routes in Navan and would allow vehicles to access motorway interchanges without having to pass through the town centre thereby reducing congestion and creating more space for pedestrians and cyclists.

The priority distributor roads for the overall network are the LDR 1b linking the Trim Road and the Dublin Road⁶ and LDR 4 linking the Ratholdron Road to the Kells Road⁷. The feasibility of the requirement for a bridge crossing and distributor road link connecting the Slane Road with the Boyne Road will also be investigated.

In the northern part of the town at Clonmaggadan there are lands identified for General Enterprise and Employment Use. Existing uses include a Kilsaran Concrete depot, AES Bord na Móna waste transfer station, and a tyre depot. The access road to these lands, which is known locally as 'Clonmaggadan Lane' is in private ownership and is in a substandard condition. Prior to any further development taking place along this lane, the lane would be required to be upgraded to the junction with the R162.

The delivery of Phase 2 of the Navan Rail Project remains a key objective of this Plan in that it will strengthen connectivity between Navan and Dublin which will make the town a more attractive location for investment. Table 8.2 of the RSES includes the reappraisal of this Project in its list of Rail Projects for the Region. This Plan will therefore retain the specific zoning objective R1 Rail Corridor which seeks 'to provide for a strategic rail corridor and associated physical infrastructure' to ensure

⁶ Part VIII in place for same

⁷ Planning application was lodged with ABP in 2020.

that the design route of Phase II of the Navan Rail Line (as confirmed by the NTA) will be reserved free from development.

5.4 Cultural, Natural and Built Heritage

Navan's location in the rich landscape of the Boyne Valley provides a unique setting and natural heritage for the town. An important feature of natural heritage is the River Boyne and River Blackwater candidate Special Area of Conservation and Special Protection Area.

The town also benefits from a historic building fabric that is a reminder of its industrial and manufacturing heritage.

'Navan Historic Core' Architectural Conservation Area (ACA) covers the historic town core of Trimgate Street, Market Square, Watergate Street, Ludlow Street, Bridge Street, Church Hill, the Fair Green and Railway Street between Trimgate Street and Circular Road. Navan's town core is a distinctive area, which in terms of street pattern, composition of streetscapes, buildings of different periods, style and detail, merits its designation as an ACA.

There are 189 Protected Structures identified in the Record of Protected Structures in Navan.

The conservation of the town's heritage is a complex challenge that requires a balance being achieved between conservation and the facilitation of necessary development to meet the present and future needs of the people.

Funding has been received for the restoration of the former St. Patrick's Classical School under the Urban Regeneration and Development Fund. The structure has been described as one of the most unusual pieces of historic architecture in the Country. The building is a detached seven-bay two-storey former school, c. 1840 with elliptical plan, inclined buttresses, classical niches, eaves course of paired timber brackets and tripartite sash windows which was converted to a furniture factory c. 1975. The building has been disused for some time and its regeneration and reuse as the home of the County Archive will make a significant contribution to the Cultural Quarter.

It is an objective of this Plan to protect the River Boyne and River Blackwater SAC and SPA, to preserve the character of the Historic Core Architectural Conservation Area, and to protect and enhance character and setting of Protected Structures in accordance with County Development Plan policies and objectives.

A Zone of Archaeological Potential has been identified in Navan (ME-025-044). There are a number of archaeological sites and monuments in this area. This Plan seeks to ensure the effective protection, conservation, and enhancement of archaeological sites, monuments, and their settings.

5.5 Green Infrastructure

Green Infrastructure is the network of green spaces that intersperse the town. It includes open spaces, waterways, gardens, woodlands, green corridors, wildlife habitats, street trees, natural heritage, and the open countryside.

Examples of Green Infrastructure in Navan include the area of the Ramparts along the River Boyne, which is a high amenity walk. Blackwater Park is also a major asset. There are other riverside areas in the town that have the potential to be valuable amenities and resources.

There is a significant opportunity to create a network of green spaces in the town which would provide a means of linking communities with amenity facilities, it is an objective of this plan to prepare a green strategy for Navan.

It is also an objective of this Plan to support the management and enhancement of green infrastructure assets and corridors.

5.6 Social Infrastructure

The quality and availability of social and community infrastructure in a settlement is an important benchmark in the creation of a sustainable community. Navan is generally well served by social and community facilities including schools, healthcare, childcare, community facilities, parks, playgrounds, and sporting clubs and organisations. It is essential that new development provides sufficient community facilities to cater for the needs of new residents. Chapter 7 Community Building Strategy sets out the requirements for Social Infrastructure Audits of all residential developments in excess of 50 units. Such audits may be required for developments under this threshold.

The completion of Phase 1 of Blackwater Park in 2015 that included the construction of a children's playground, playing pitches, and a walking track is a beneficial resource to local residents and an important leisure and recreational amenity for the town.

The redevelopment of Pairc Tailteann, which has recently been granted planning permission, will provide a modern sports facility which will have the capacity to host local and regional sporting events.

As the population of Navan continues to grow this Plan will continue to support the provision of community infrastructure. In Johnstown, a requirement has been identified for a bespoke community facility to serve local residents. The Community Section of the Council has carried out detailed surveys with local residents in the relevant areas. This Plan will support the provision of a community facility in Johnstown.

A requirement for additional community facilities and active open space has been identified in north Navan. The demand for such facilities in this part of the town will increase further if the SDZ lands are developed. Taking this into account an additional c.5 hectares of land have been zoned for community uses adjacent to Simonstown Gaels GFC.

This Plan will also support the Health Service Executive and Department of Health in the provision of a new Regional Hospital in the town and the identification of lands for a new primary and post primary school. It will also facilitate the delivery of critical community infrastructure and buildings required to ensure the sustainable growth of Navan.

5.7 Urban Design and Public Realm

‘Navan 2030’, which is an integrated public realm and movement plan for the town seeks to make a positive improvement to the public realm of the town. One of the objectives of the strategy is to improve the connections between the historic and more modern streets and create an environment where people can enjoy the urban core.

In addition to supporting improvements to the public realm a strong emphasis is also being placed on creating an attractive urban environment where there is a strong sense of place. New buildings and spaces should make a positive contribution to the character and identity of Navan.

6.0 Master Plans

There are 13 Master Plan areas identified in Navan. The purpose of a Master Plan is to ensure an integrated approach is taken to the phasing, management, and development of lands within the

Master Plan Area. A planning application will not be considered in the absence of the Master Plan being agreed in writing with the Executive of the Planning Authority.

The Council reserves the right to revisit completed Master Plans in the event of a change in circumstances which would merit such a reappraisal. Same is a matter for the Executive as all Master Plans are non-statutory plans.

Master Plan	Status
Master Plan 1	Awaiting preparation
Master Plan 2	Agreed 2017
Master Plan 3	Awaiting preparation
Master Plan 4	Agreed 2018
Master Plan 5	Agreed 2016
Master Plan 6	Awaiting preparation
Master Plan 7	Awaiting preparation
Master Plan 8	Awaiting preparation
Master Plan 9	Agreed 2018
Master Plan 10	Awaiting preparation

Master Plan	Status
Master Plan 11	Awaiting preparation
Master Plan 12	Agreed 2020
Master Plan 13	Awaiting preparation
Master Plan	Description
Master Plan 1	Master Plan 1 relates to lands with an area of 3.7 hectares of undeveloped land zoned for mixed use development and c. 2.6 hectares zoned as open space. The River Boyne bisects the lands and divides the area into two distinct areas north and south of the river, with part of the lands also falling within the River Boyne and Blackwater SAC and SPA. The lands to the north of the River occupy a prominent location at the junction of the Ratholdron Road and the Inner Relief Road. There is an opportunity for a landmark building that would be a gateway/feature building for the area to be designed and constructed in this location. Due to the difference in levels, which fall steeply towards the river, there will be challenges in generating connectivity between the recreational/open space areas and the mixed-use lands however such connectivity will be a critical element to the future development of the lands.
Master Plan 2	Master Plan 2 relates to lands with an area of c.11.5ha to the west of Master Plan 1 lands and north of the Inner Relief Road. These lands are zoned for mixed use development and open space uses. A Master Plan for these lands was agreed in 2017. Planning permission was granted for a mixed-use development including retail, medical, and office uses on part of the lands in 2018.

Master Plan	Status
Master Plan 3	Master Plan 3 relates to lands with an area of c.26 hectares identified for residential uses between the Town Park and the Navan-Kingscourt Rail Line. There is also an area of high amenity in the southern section of the Master Plan area adjacent to the River Blackwater. Given the location of these lands adjacent to a future rail station apartments should be included in the range of households on these lands. The design and delivery of local distributor road LDR 4 is a fundamental part of this Master Plan and will be a determining factor in the layout of the residential lands.
Master Plan 4	Master Plan 4 relates to lands between Clonmagadden Road and Kilsaran Lane with an area of c.27.5 hectares zoned for residential, community, open space, and mixed uses. This Master Plan was agreed in 2018. There is a residential development 'Cluain Adáin' presently under construction in the Master Plan area.
Master Plan 5	Master Plan 5 relates to an area surrounding Blackcastle House and its former demesne. This area shall be zoned for residential uses. A Master Plan was agreed as part of a planning application on these lands in 2016.
Master Plan 6	Master Plan 6 relates to lands zoned for town centre uses to the south of the retail core of the town. There is a long-term proposal that the Navan Rail Station will be located on these lands. This rail station and the associated rail reservation will influence the future design and layout of any development on these lands. The Rail Station and a civic plaza shall be a focal point in any development with any commercial uses being complementary and ancillary to the Core Retail Area of the town. An appropriate balance of commercial and residential uses that includes a mix of house types and

Master Plan	Status
	apartments will assist in the creation of a sustainable residential community in an accessible environment in proximity to the town centre where there are strong public transport and walking and cycling links.
Master Plan 7	Master Plan 7 relates to lands to the south of the Athboy Road to the south of the Motorway Interchange at Knocknumber. The area is intended primarily for enterprise and employment uses and will accommodate the expansion of Mullaghboy Industrial Estate.
Master Plan 8	Master Plan 8 relates to a triangle of land formed by the Trim Road, the former Navan-Dublin Rail Alignment and lands adjoining the Swan River. This area has been identified for mixed uses, new residential and an open space/amenity area. The design and delivery of local distributor road LDR 1(a) will be a fundamental part of any Master Plan. The Master Plan shall include details of the proposed phasing for the development of the lands which shall include the delivery of the Distributor Road.
Master Plan 9	Master Plan 9 relates to Pairc Tailteann GAA Stadium and the ancillary grounds fronting Brews Hill and Commons Road. This area is intended to provide for a modern sports hub consisting of an upgraded Pairc Tailteann and complimentary uses. This Master Plan was agreed as part of the planning permission granted for the upgrade of Pairc Tailteann in 2018.
Master Plan 10	Master Plan 10 relates a rectangular block of land formed by the Trim Road, the form Navan-Dublin Rail Alignment and lands adjoining the Borallion Road. Development of these strategic employment lands which are strongly supported by the RSES shall only proceed on the basis of an agreed overall Master Plan, the availability of water and waste water

Master Plan	Status
	services associated infrastructure including the phased provision of these services and the provision of suitable access arrangements. Local Distributor Road LDR 1 (b), a road traversing this parcel of land connecting Navan South to the Trim Road shall be integrated into the overall Master Plan for the lands and delivered in its entirety in conjunction with the development of said lands, on a phased basis as agreed with the Planning Authority. The area is intended to provide an option for the Regional Hospital and ancillary healthcare uses and accommodate an employment hub in line with its zoning of E1/E2.
Master Plan 11	Master Plan 11 relates to lands off the Ratholdron Road at Nevinstown and are zoned for community uses and 'Whitelands'. Part of the rail reservation for the Navan Rail line is located on these lands. In addition, there are high amenity lands along the southern boundary adjacent to the River Blackwater. Potential community uses on these lands include the Regional Hospital. As part of the preparation of any Master Plan on these lands the location of the access to these lands, which shall be off the R147 (Kells Road), shall be agreed with the Executive of the Planning Authority.
Master Plan 12	Master Plan 12 relates to lands zoned for residential, mixed use, employment, community, and open space/recreational uses in the Athlumney/Farganstown area. A Master Plan shall be prepared for these lands that will ensure the delivery of a high quality, appropriately phased development including a suitable mix of house type, community, and employment uses.

Master Plan	Status
	To ensure there is appropriate service provision in this part of the town, the development of these lands shall also include the provision of local services and facilities including a neighbourhood centre. The development of these lands shall provide for phased and integrated development including the delivery of the distributor road and local services and community facilities in tandem with residential development. The phasing of the development of the lands shall be agreed in writing with the Executive of the Planning Authority as part of the preparation of the Master Plan.
Master Plan 13	Master Plan 13 relates to land situated between the Trim Road and the Commons Road. These lands are to be developed primarily for residential uses. The Master Plan has an area of c.39.6 hectares. To ensure there is appropriate service provision in this part of the town, the development of these lands shall include the provision of local services and facilities including a neighbourhood centre, which may also include small scale enterprises compatible with a residential location community facilities, and the reservation of a site for a primary school, the size and location of which shall be agreed with the Department of Education. An integral part of the development of these lands will be the delivery of Local Distributor Road LDR 2(a). The design and delivery of this Distributor Road shall be integrated into any Master Plan for these lands. This Distributor Road shall be delivered in its entirety in conjunction with the development of this Master Plan. Any phasing proposals regarding the development of these lands and the construction of the Distributor Road shall be agreed in writing with the Planning Authority as part of the preparation of the Master Plan.

7.0 Town Development Policies and Objectives

The Policies and Objectives set out below are in addition to those included in the Written Statement in Volume One of the County Development Plan. To avoid repetition Policies and Objectives have only been restated where they have particular relevance to the settlement. These Policies and Objectives should therefore be read in conjunction with the Policies and Objectives and Development Standards in Volume One of the County Development Plan.

Policy

It is the policy of the Council:

NAV POL 1

To consolidate and strengthen Navan's position as a Key Town and the principle economic and service centre in Meath by continuing to support economic and population growth based on the principles of a sustainable community and a high quality and attractive urban environment.

Objectives

It is an objective of the Council:

Settlement and Housing

NAV OBJ 1

To secure the implementation of the Core Strategy of the County Development Plan, in so far as is practicable, by ensuring the household allocation for Navan as set out in Table 2.12 of the Core Strategy is not exceeded.

NAV OBJ 2

To support and encourage residential development on under-utilised land and/or vacant lands including 'infill' and 'brownfield' sites, subject to a high standard of design and layout being achieved.

NAV OBJ 3

To continue to support the implementation of the Active Land Management Strategy in Navan.

NAV OBJ 4

To support the progression and delivery of projects funded by the Urban Regeneration and Development Fund, including:

- i. The Flowerhill Regeneration Project

- ii. The Land Activation Scheme
- iii. The County Hall Regeneration Project including the restoration of St. Patrick's Classical School.

NAV OBJ 5

To support the prioritisation of residential development in locations that adjoin, or provide easy access to the town centre.

NAV OBJ 6

To operate an Order of Priority for the release and development of residential lands with any lands identified as being 'Post 2027' not available for development until after 2027.

Economy and Employment

NAV OBJ 7

To promote Navan as the primary centre for enterprise and employment in the County.

NAV OBJ 8

To promote the further development of the Navan IDA Business & Technology Park as one of the key strategic sites for employment in Meath as identified in the Economic Development Strategy 2014-2022 for County Meath.

NAV OBJ 9

To support the development of the employment lands on the Trim Road (MP10) as a strategic location for employment in the town.

NAV OBJ 10

To support the delivery of a 'live work' community at Farganstown and Nevinstown as recommended in the Meath Economic Development Strategy 2014-22.

NAV OBJ 11

To support the appropriate redevelopment of Pairc Tailteann as a modern sports hub comprising of an upgraded Pairc Tailteann and complementary uses.

NAV OBJ 12

To promote the redevelopment of the former County Council offices on Railway Street as a key town centre opportunity site.

NAV OBJ 13

To support the delivery of the Boyne Valley Food Innovation District at a suitable location.

NAV OBJ 14

To support the implementation of the recommendations of the Boyne Valley Tourism Strategy.

NAV OBJ 15

To continue to develop Navan as a Level II Town Centre and primary retail location within the County. A variety of comparison shopping will be encouraged within the town in order to stem the comparison retail leakage to the wider region.

Infrastructure**NAV OBJ 16**

To liaise with and support Irish Water in the provision of adequate water services to meet the development needs of Navan within the Plan period.

NAV OBJ 17

To manage flood risk and development in Navan in accordance with policies and objectives set out in section 6.10 of Volume 1 of the County Development Plan “Surface Water and Flood Risk Management’.

Movement**NAV OBJ 18**

To prepare a Local Transport Plan for Navan in consultation with the National Transport Authority and in accordance with the Transport Strategy for the Greater Dublin Area.

NAV OBJ 19

To identify suitable locations for a bus-based Park and Ride facility in Navan

NAV OBJ 20

To support the delivery of the following key road projects:

Distributor Road LDR1a) Trim Road to Dublin Road

- Distributor Road LDR 1b) Kilcarn Link Road
- Distributor Road LDR 2a) Commons Road to Trim Road
- Distributor Road LDR 2b) Commons Road and Athboy Road
- Distributor Road LDR 4 Ratholdron Road to Kells Road
- Distributor Road LDR 6 Kentstown Road to Boyne Road

Development of these road projects will be subject to the outcome of the Appropriate Assessment process. Where adverse effects on European site integrity are identified, alternative routes or designs will be developed to ensure that the project will not adversely affect the integrity of any European Sites, either alone or in-combination with any other plans or projects. If, despite the implementation of mitigation measures, there remains a risk that the proposals will adversely affect the integrity of any European Site(s), the project will not be progressed unless an alternative solution can be implemented which avoids/ reduces the impact to a level that the integrity of the European Site(s) is(are) unaffected

NAV OBJ 21

To support improvements to the local road network and in particular between Metges Road and Casey's Cross.

NAV OBJ 22

To support improvements to the bus network, including accessibility, facilities, and services and junction upgrades, in partnership with the National Transport Authority.

NAV OBJ 23

To support the progression of Phase II of the Navan railway line project and rail services in cooperation with other relevant agencies.

NAV OBJ 24

To examine the feasibility of the requirement and case for a bridge crossing and distributor road link connecting the Slane Road to the Boyne Road.

NAV OBJ 25

To support the upgrade of Clonmaggadan Lane by the relevant stakeholders.

NAV OBJ 26

To support improvements to the junction between Academy Street and the Dublin Road.

NAV OBJ 27

To safeguard lands zoned R1 'Rail Corridor' from inappropriate development and reserve the lands for the delivery of the Navan strategic rail corridor linking Navan to Dunboyne.

NAV OBJ 28

To support and facilitate the implementation of cycle lanes and associated cycle infrastructure upgrades as identified within the Greater Dublin Area Cycle Network Plan, within the town centre in partnership with the National Transport Authority and other relevant stakeholders.

Cultural, Natural and Built Heritage

NAV OBJ 29

To promote Navan's heritage value and streetscape character to continually improve the visitor and resident's experience of the town centre.

NAV OBJ 30

To support and facilitate the wide range of improvements to the accessibility, environmental quality and amenity of Navan Town Centre under the 'Navan 2030' initiative.

Green Infrastructure

NAV OBJ 31

To support and facilitate the delivery of the Boyne Greenway within the town area and integration with associated amenities and connections to the urban form.

NAV OBJ 32

To support the provision of access and facilities for active recreation and water sports on the River Boyne. The delivery of such proposals will be subject to the outcome of the Appropriate Assessment process. If adverse effects on European Site integrity are identified, alternative locations, procedures and/or designs will be developed to ensure that proposals will not adversely affect the integrity of European Sites, either alone or in-combination with any other plans or projects. If, despite the implementation of mitigation measures, there remains a risk that the proposals will adversely affect the integrity of any European Sites, the project will not be progressed unless an alternative solution can be implemented which avoids/reduces the impact to a level that the integrity of the European Site(s) is(are) unaffected. The proposals must also assess the impact of increased visitor numbers and activity on European sites as well as the potential for introduction of invasive species via active recreation/water sports. It is reasonable to assume that at the detailed design stage any potential for a project element to impact on European Sites could, and will, be resolved through the exploration of alternative locations or designs whilst still fulfilling their function/role.

NAV OBJ 33

To support the preparation of a 'Green Space Strategy' in Navan during the lifetime of the Plan.

NAV OBJ 34

To promote the preservation of individual trees or groups of trees or woodlands identified on the Heritage Map for Navan (Map no.28b) and to manage these trees in line with arboricultural best practice.

Social Infrastructure

NAV OBJ 35

To support the appropriate provision is made for additional education, health and recreation facilities in advance of residential population growth.

NAV OBJ 36

To ensure the provision of appropriately located schools as required Department of Education.

Urban Design and Public Realm

NAV OBJ 37

To support and facilitate the improvements to the Kennedy Road Civic Square to reinforce its civic function.

NAV OBJ 38

To implement the 'Navan 2030' Public Realm Strategy and support the progression and delivery of projects funded by the Urban Regeneration and Development Fund, including:

- i. The Flowerhill Regeneration Project
- ii. The Land Activation Scheme
- iii. The County Hall Regeneration Project including the restoration of St. Patrick's Classical School.