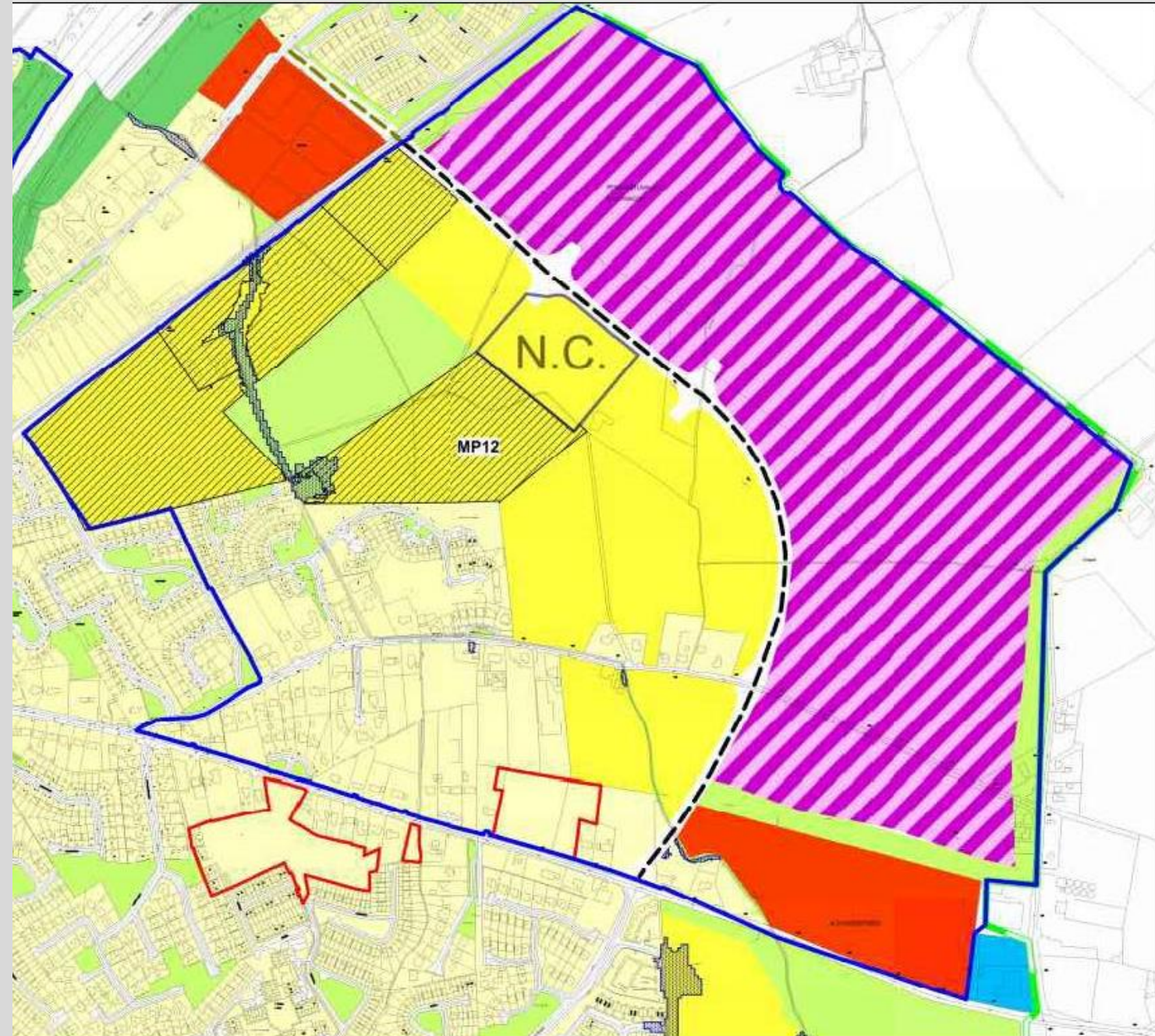


ATHLUMNEY MASTERPLAN MP12



PREPARED BY



39 Fitzwilliam Place, Dublin 2
Telephone: (01) 662 5803
E-mail info@johnspainassociates.com

ADRIAN HILL ARCHITECTS

Hendrick Ryan + Associates



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1.0 INTRODUCTION

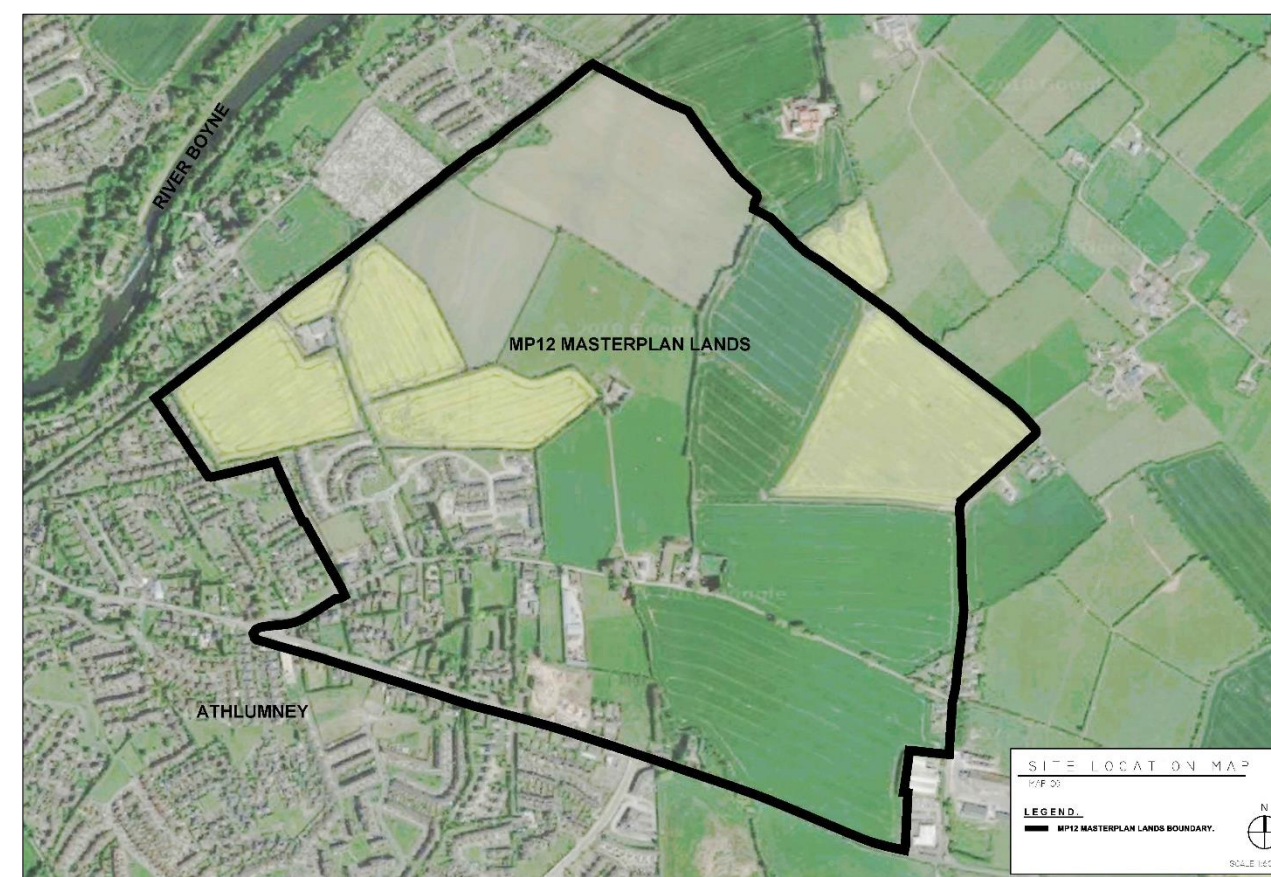
- 1 This Masterplan framework has been prepared for lands located to the east of Navan located c. 1.1 kilometres to the east of Navan town centre. The lands are located in the townlands of Athlumney, Alexander Reid, Bailis, Farganstown and Ballymacon and are zoned for a mix of uses, primarily residential, commercial and employment uses.
- 2 The Development Plan identifies the subject site as 'Masterplan 12' (MP12). Prior to Variation No. 2 of the Navan Development Plan, this area was identified as 'Framework Plan Area 2'. This updated Masterplan is to reflect the inclusion of the employment lands within the overall Masterplan as well as to take into account land use zoning objectives.
- 3 This Masterplan will provide an appropriate framework and means of guiding new development and services in a coherent and sustainable manner. This Masterplan provides an advisory and 'non-statutory' planning document, in compliance with the Meath County Development Plan and Navan Town Development Plan, which would be subject to detailed design.
- 4 Key to the development of the MP12 lands is the construction of the Farganstown Access Road under the Local Infrastructure Housing Activation Fund (LIHAF) which will open up the 91 hectares of land for development, 11.6 hectares of which is in the ownership of Meath County Council. Once the road is in place in 2021, the first phase of development will see 445 homes being provided, with a good mix of social, affordable and private homes in the overall numbers. In time, there is potential to deliver up to 1,600 new homes in the area in subsequent phases.
- 5 The Farganstown Access Road is one of the Government's 30 approved LIHAF projects under Rebuilding Ireland. LIHAF is designed to activate housing supply by putting in place enabling public infrastructure by unlocking lands to facilitate large-scale development on a key site.
- 6 This Masterplan will see the area becoming a strategic employment zone for high value jobs and will support the creation of a 'live-work' community in Navan.
- 7 This Masterplan provides an overall framework for development and is intended to be flexible so as to align with the different ownerships within the MP12 area. Appendix 1 will include concept designs of proposals for different areas and will be updated so as to allow for the co-ordinated and phased development of the lands.
- 8 The objectives of the MP12 Framework are:
 - To cater for the increased growth of the population of the town and the provision of quality residential accommodation;
 - To provide a coherent and co-ordinated approach for the development of a large tract of Greenfield lands of various uses and landownerships;
 - 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 MASTERPLAN LANDS AND CONTEXT

2.1 Description of Area

- 1 The Masterplan area encompasses circa 135 hectares and are located to the east of Navan Town Centre.
- 2 The Masterplan 12 lands (as defined in the Navan Development Plan 2009-2015 variation no. 2) are bounded generally by the Navan-Drogheda commercial railway line to the north, existing residential areas to the west, existing agricultural lands to the east and the R153 Navan-Kentstown Road to the south.
- 3 The Masterplan 12 lands are located at the eastern boundary of the Navan Development Plan boundary. The lands to the east of the Masterplan lands which are largely in agricultural use are not zoned for development within the Navan Development Plan.
- 4 The lands located between the northern boundary of the Masterplan lands and the River Boyne are largely zoned existing residential. An area presently in use as St. Mary's Cemetery is zoned for Community Infrastructure.
- 5 The areas to the west and south of the Masterplan lands are zoned Existing Residential and largely comprise of existing residential areas. An area to the south east of the subject lands (along the southern edge of the Navan-Kentstown Road) is zoned New Residential and Open Space.

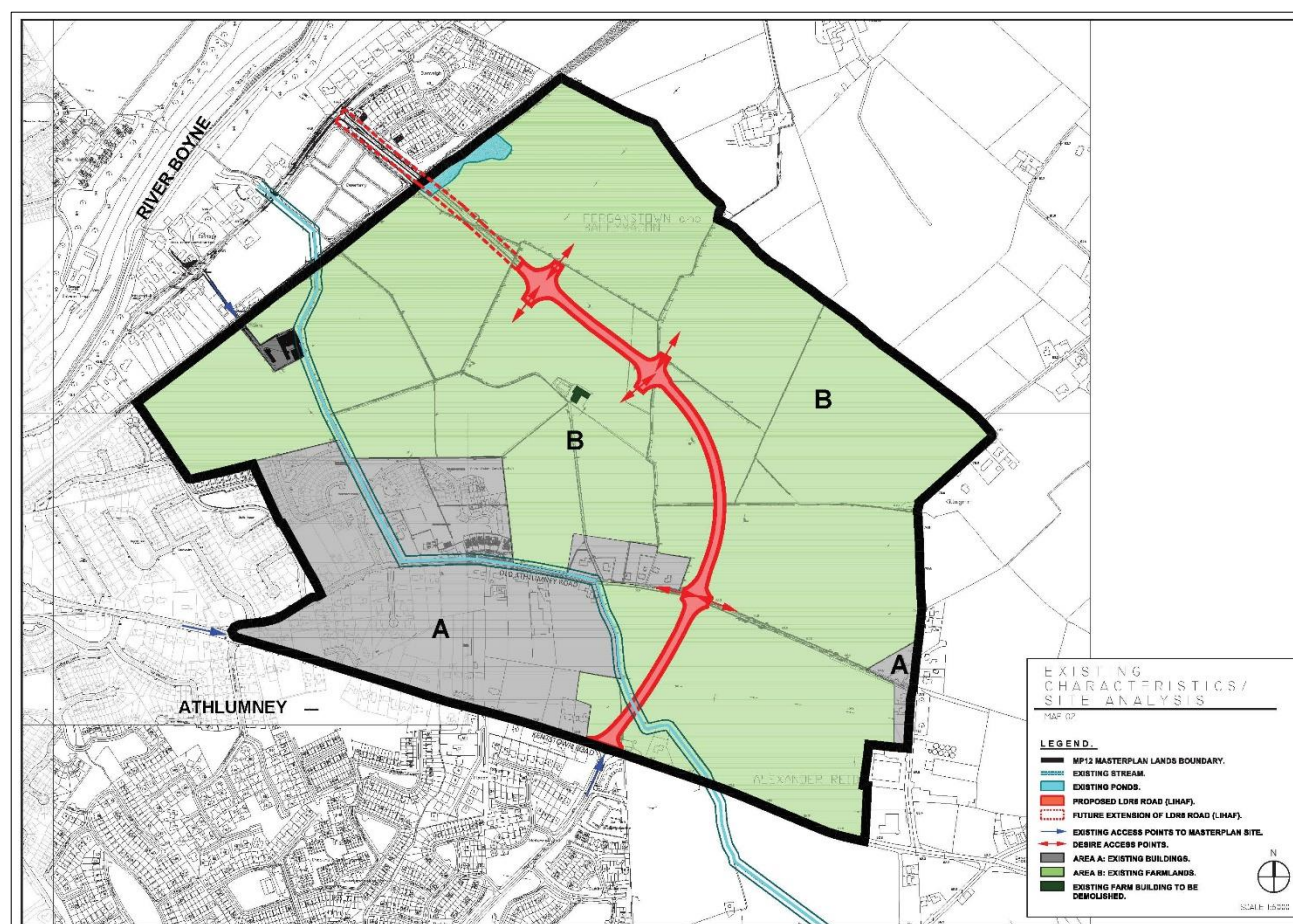
Figure 2.1 – Site Context



2.2 Existing Uses within Masterplan Lands

- 6 Within the south western portion of the Masterplan lands there are a number of established residential areas including Tubberclaire Meadows. There are a number of residential properties in this area which access directly onto the R153 Navan-Kentstown Road, this includes a new residential development of detached 4 and 5 bedroom two storey dwellings known as Caisleán Mainéar. A petrol filling station is located at the extreme south western boundary of the Masterplan lands.
- 7 The lands are divided by a local road which traverses the southern portion of the lands. The road is known as the Old Athlumney Road and links the Navan-Kentstown Road at the south west corner of the lands with a local road which runs along the eastern boundary of the site.
- 8 There is an objective to provide for a Local Distributor Road Corridor through the site, linking the R153 Navan-Kentstown Road to the Boyle Road, which is located to the north of the Masterplan lands. There are also a number of trees identified for preservation within the southern portion of the lands. The lands are subject to EDOBJ6 of the Development Plan 'to facilitate the Department of Education and Science and reserve a site for the provision of a primary school in land located to the east of Navan Town Centre as part of the Framework Plan 2 for lands at Athlumney, Bailis, Alexander Reid and Farganstown and Ballymacon'.

Figure 2.2 – Existing Characteristics



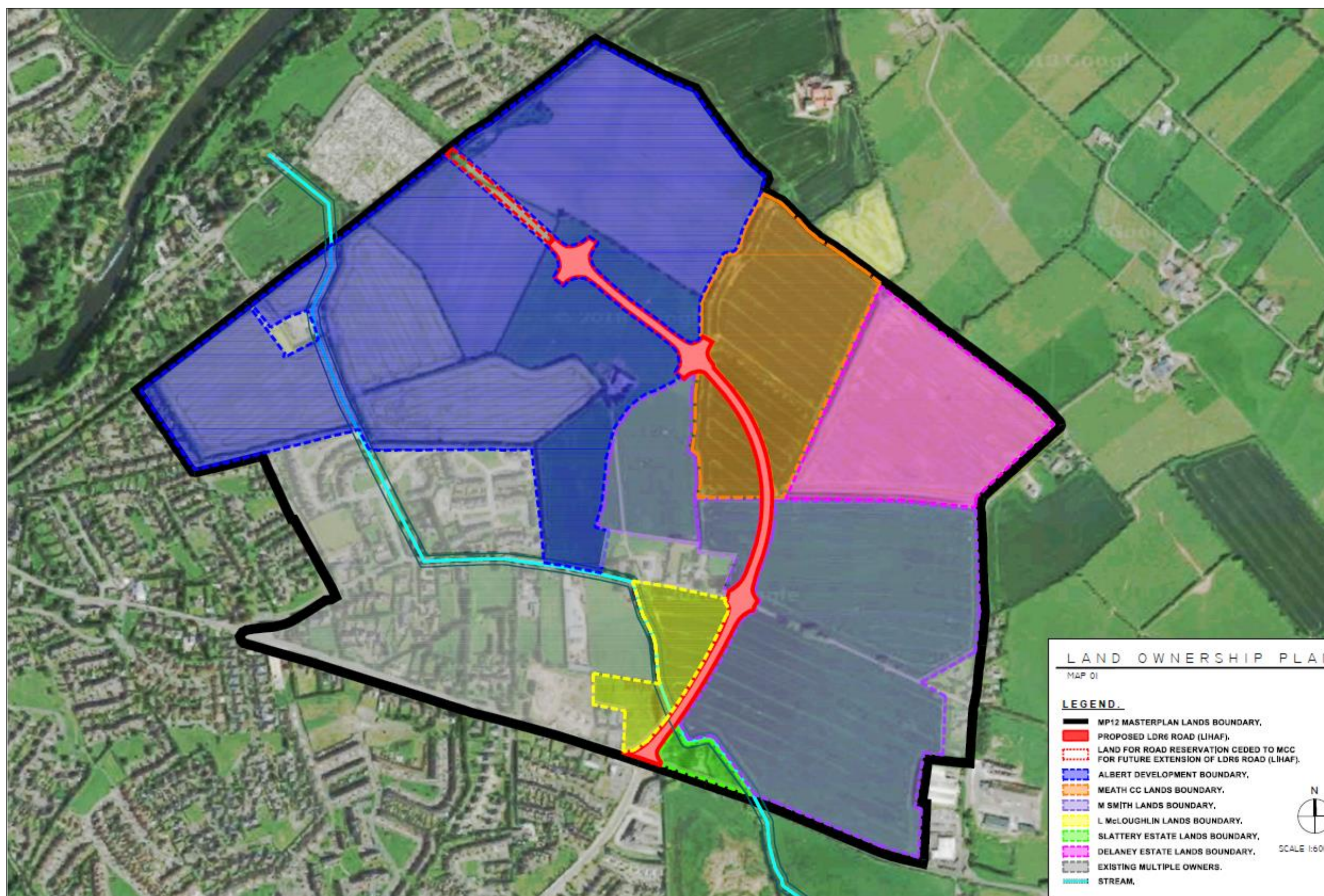
2.3 Natural Heritage and Natura 2000 Sites

- 9 The River Boyne is located approximately 150m from the northern boundary of the Masterplan lands. This forms part of a Natura 2000 site (River Boyne and River Blackwater SAC and River Boyne and River Blackwater SPA).
- 10 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. 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.

2.4 Archaeology and Architectural Heritage

- 11 The area contains no structures or other items on the record 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.
- 12 The map below shows the indicative land ownership of the Masterplan lands. There are currently 6 no. landowners with lands in the Masterplan boundary as set out along with multiple owners on lands already built out.

Figure 2.3 – Land Ownership Map



Source: Adrian Hill Architects

3.0 POLICY CONTEXT

3.1 National Planning Framework

- 1 The National Planning Framework (NPF) is the Government's plan to cater for the extra one million people that will be living in Ireland, the additional two thirds of a million people working in Ireland and the half a million extra homes needed in Ireland by 2040.
- 2 Section 2.6 of the NPF seeks to provide compact and sustainable growth with a preferred approach: *which has the potential to make a transformational difference. It can bring new life and footfall, contribute to the viability of services, shops and public transport, increase housing supply and enable more people to be closer to employment and recreational opportunities, as well as to walk or cycle more and use the car less.'*
- 3 Chapter 4 of the National Planning Framework seeks to make urban places stronger *"to enhance people's experience of living and working in and visiting urban places in Ireland."*
- 4 The following is outlined:

National Policy Objective 4

Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.
- 5 Objective 3a of the NPF states that it is a national policy objective to *"deliver at least 40% of all new homes nationally within the built up envelope of existing urban settlements"*.
- 6 In accordance with the NPF's strategy of compact growth, it is proposed to develop new homes within Navan's existing development envelope.

3.2 Rebuilding Ireland – Action Plan for Housing and Homelessness

- 7 Rebuilding Ireland was launched in 2016 with the objective to double the annual level of residential construction to 25,000 homes and deliver 47,000 units of social housing in the period to 2021, while at the same time making the best use of the existing stock and laying the foundation for a more vibrant and responsive private rented sector.
- 8 Rebuilding Ireland is set around 5 no. pillars of proposed actions. *Pillar 3 seeks to – Build More Homes: Increase the output of private housing to meet demand at affordable prices.*
- 9 The Local Infrastructure Housing Activation Fund (LIHAF) is a key element of Pillar 3 of Rebuilding Ireland: An Action Plan for Housing & Homelessness. The objective of the fund is to provide public off-site infrastructure to relieve critical infrastructure blockages. This will enable the accelerated delivery of housing on key development sites in Dublin and in urban areas of high demand for housing.

3.3 Regional Economic and Spatial Strategy (RSES)

- 10 The Regional Economic and Spatial Strategy (RSES), which was published in 2019 and extends to 2031, notes that the preferred spatial strategy for the Eastern and Midland is the consolidation of Dublin plus the Regional Growth Centres of Athlone, Dundalk and Drogheda, supported by

planned focused growth of a limited number of self-sustaining settlements (third tier towns) which includes Navan as a 'key town' in the hinterland region.

- 11 Navan is identified as a 'key town' which are noted in table 4.1 of the RSES as *"Large economically active service and/or county towns that provide employment for their surrounding areas and with high-quality transport links and the capacity to act as growth drivers to complement the Regional Growth Centres."*
- 12 It is also noted that the RSES supports the reappraisal of the extension of the Dunboyne/M3 Parkway line to Navan during the Mid Term Review of the GDA Transport Strategy.
- 13 The following Regional Policy Objectives for key towns are:-

Key towns

RPO 4.26: *Core strategies in Local Authority development plans shall support objectives to achieve a minimum of 30% of housing in key towns by way of compact growth through the identification of key sites for regeneration.*

RPO 4.27: *Key Towns shall act as economic drivers and provide for strategic employment locations to improve their economic base by increasing the ratio of jobs to workers.*
- 14 According to the RSES, Local authorities, in the preparation of their Core Strategies should have due regard to the settlement typology of towns in the Region and carefully consider the phasing of development lands to ensure that towns grow at a sustainable level appropriate to their position in the hierarchy. In this regard, the draft RSES states that *"higher densities in core strategies should be applied to higher order settlements such as Dublin City, Regional Growth Centres and Key Towns."*
- 15 Specific policies in relation to Navan include:

RPO 4.42: *Support the delivery of road infrastructure to release strategic residential and employment lands for sustainable development and to improve connectivity and the efficient movement of people and services in the town.*

RPO 4.43: *Support the implementation of the Public Realm Plan 'Navan 2030' to make the town a more attractive place to live, shop, visit, and do business.*

RPO 4.45: *Support the extension of the Boyne Greenway to include Navan to promote sustainable transport choices and as a recreation asset for the town, subject to the outcome of the planning process and environmental assessments.*

RPO 4.46: *Key Towns shall act as economic drivers and provide for strategic employment locations to improve their economic base by increasing the ratio of jobs to workers.*
- 16 The development of the Masterplan 12 lands is supported by Policy RPO 4.29, which relates to the distributor road which is to be supported by LIHAF funding and traverses the overall Masterplan lands. The development of the Masterplan lands will open up access to the significant strategic employment zoned lands at Farganstown.

3.4 Meath County Development Plan (2013-2019)

17 The Meath County Development Plan provides the overall statutory framework for the development of County Meath and detail the spatial development strategy for the county which is organised around a hierarchy of urban settlements. Navan is identified as a “Large Growth Town I” to accommodate significant new investment in transport, economic and commercial activity and in housing. This will contribute to the town becoming self-sustaining in the longer term.

18 Objective SS OBJ8 seeks to ‘ensure that the settlement grows in a manner that is balanced, self-sufficient and supports a compact urban form and the integration of land use and transport’.

Housing Development

19 In respect of housing, the CDP Policy HS POL1 encourages ‘the creation of attractive mixed use sustainable communities which contain a variety of housing types and tenures with supporting community facilities, public realm and residential amenities’.

20 In addition to this, the Development Plan requires a high standard of design in new residential schemes that ‘are built in a style and scale that is appropriate to the landscape setting’ (HS POL2) and ‘support a sequential approach to residential development in which the first choice location for new housing is within the built up area of towns and villages maximising underutilised and brownfield lands within adjoining town and village centres in the first instances and thereafter moving sequentially outwards’.

3.5 Navan Development Plan (2009-2015)

21 The Navan Development Plan was adopted by Meath County Council in November 2009 and remains in place under the provisions of Section 14 (b) of the Planning & Development Act 2000, as amended. Meath County Council will only have regard to the land use zoning and other objectives contained in the Development Plan in consideration of planning application.

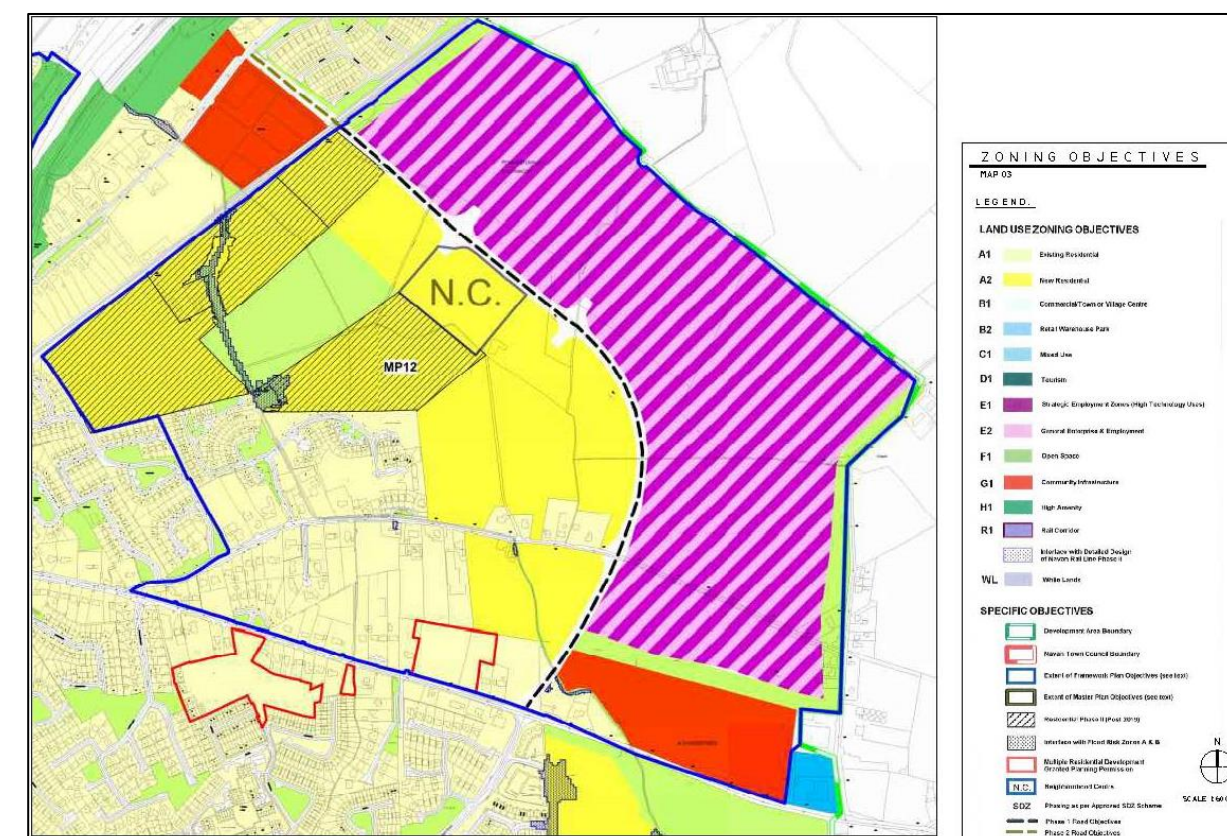
22 The NDP was subject to a single variation which aligned its content with that of the Core Strategy of the Meath County Development Plan in 2014. Upon the adoption of the next Meath County Development Plan the extant Navan Development Plan will be superseded.

23 The subject site has a number of different zoning objectives:-

- A1 - Existing Residential
‘To protect and enhance the amenity of developed residential communities’.
- A2 - New Residential
‘To provide for new residential communities with ancillary community facilities, neighbourhood facilities and employment uses as considered appropriate for the status of Navan as a Large Growth Town I’.
- E1/E2 - Strategic Employment Zones (High Technology Uses)
‘To facilitate opportunities for high technology and major campus style office based employment within high quality and accessible locations’.
‘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’.

- F1 - Open Space
‘To provide for and improve open spaces for active and passive recreational amenities’.
- G1 - Community Infrastructure
‘To provide for necessary community, social and educational facilities’.

Figure 3.1 – Land Use Zoning



3.5.1 Masterplan No. 12

24 The Development Plan identifies the subject site as ‘Masterplan 12’. Prior to Variation No. 2 of the Navan Development Plan, this area was identified as Framework Plan Area 2.

25 The Development Plan states the following in relation to the Masterplan 12 lands:-

‘Any development proposals shall accord with the Master Plan for this area. The Master Plan shall be updated to consider the additional lands now proposed to have an E1/E2 zoning objective as well as the reconfiguration of the zoning objectives on the lands.’

The updated Master Plan shall promote the concept of a sustainable integrated “live work” community based planning model.

All future development within the MP12 lands will have to take full account of the sensitivities of the receiving environment. Proposals for development which would be likely to have a significant effect on European sites will only be approved if it can be ascertained, by means of an appropriate assessment, that the integrity of these sites will not be adversely affected.’

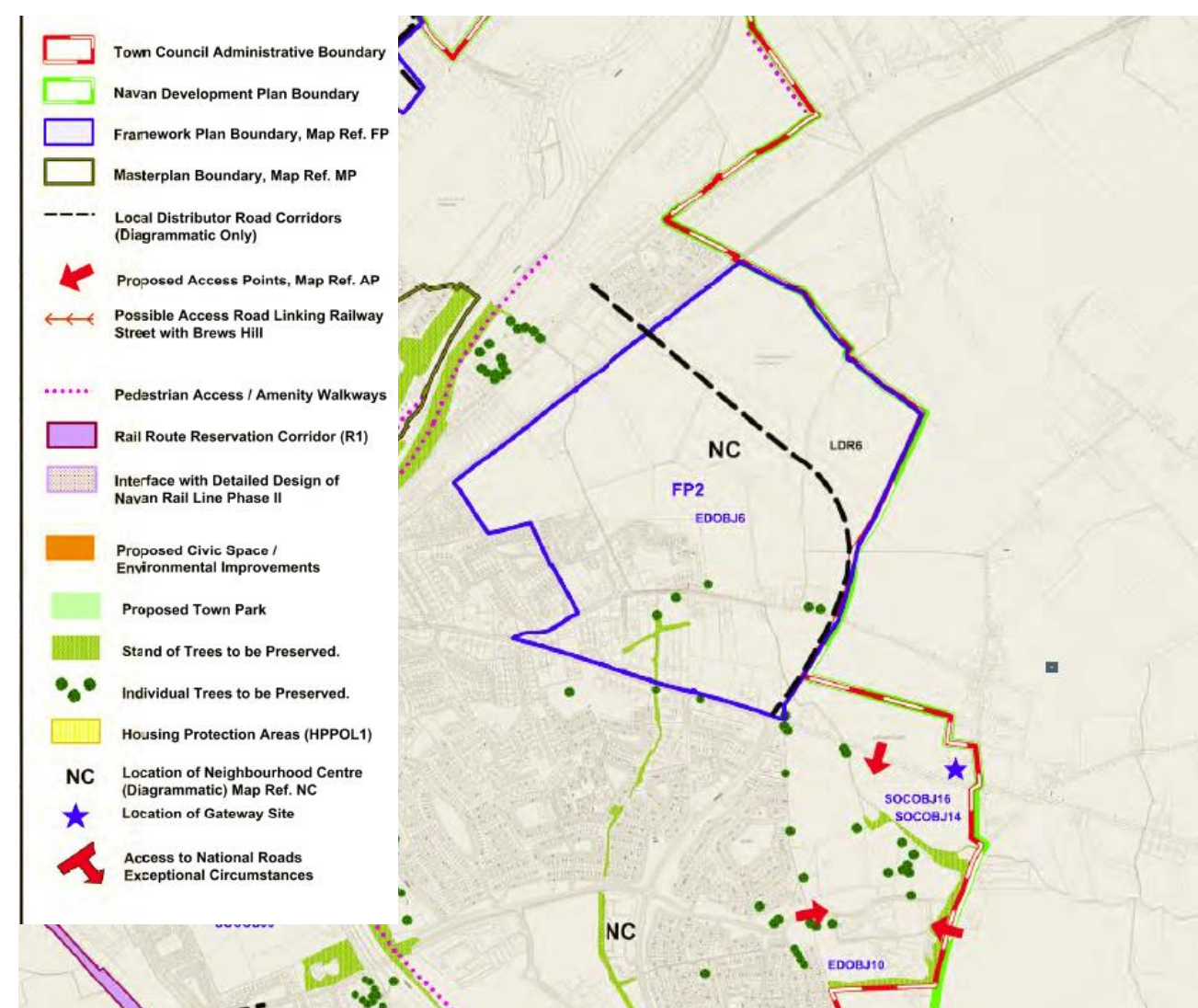
3.5.2 Economic Development Strategy

- 26 The Economic Development Strategy of the Navan Development Plan outlines the wider context for the E1/E2 Strategic Employment Zones. It is stated that the E1/E2 zoning objective will provide flexibility in the range of uses which can be considered on said lands. The addition of E1/E2 zoned lands will enhance the employment provision and will also enable the delivery of a sustainable 'live work' community model with complementary land uses such as residential, community, recreation and employment uses at this location.

3.5.3 Development Objectives

- 27 Map no. 2 of the Navan Development Plan includes a number of objectives.

Figure 3.2 – Navan Development Plan 2009-2015 Development Objectives



3.6 Draft Meath County Development Plan

- 28 It is noted that the Meath County Development Plan is currently under review and the anticipated date of public display of the Draft Meath County Development Plan 2020-2026 is December, 2019.

4.0 MASTERPLAN MP12 FRAMEWORK

4.1 Introduction and Vision

1 The Master Plan concept/framework is presented in this chapter under a number of headings, as follows:

- Architectural Design;
- Building Height and Density;
- Access, Movement and Connectivity;
- Landscaping Strategy;
- Services and Utilities;

2 This Masterplan is intended to guide the development of the MP12 lands in accordance with the planning policy context and the site-specific issues. 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.

3 The development strategy for this MP12 Framework are:

- *To cater for the increased growth of the population of the town and the provision of quality residential accommodation;*
- *To provide a coherent and co-ordinated approach for the development of a large tract of Greenfield lands of various uses and landownerships;*
- *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.*

4.2 Architectural Design

4 The architectural design strategy for the MP12 Masterplan will use the existing site characteristics and provide a high-quality design for the various plots of land and their respective owners.

5 The proposed main service access road breaks the masterplan lands into distinct zones which are further divided by land ownership.

6 The lands to the west of the new road provide residential development, a neighbourhood centre and new public park. The lands to the east will provide commercial uses (high technology) for general enterprise and employment. This division creates an opportunity for designing individual character areas which in will give each area a sense of identity and legibility. This will be further

achieved by the varying layouts, typologies, heights, elevational treatments, material finishes and landscaping.

7 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.

8 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).

9 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.

10 The development of the masterplan lands will be phased, with the early phases delivering a substantial part of the residential component. This will create links to the adjoining lands and integrate the proposed housing into the existing site and surrounding context.

11 A stream running through the site creates an opportunity to provide green corridors and open space to the south and east of the masterplan lands. Further water features provide for the attenuation required for the scale of the development throughout the masterplan area.

12 The masterplan shows a block plan layout with indicative building heights which respond to both the existing and proposed site characteristics. Taller buildings will be located flanking the main service road and the neighbourhood centre will provide a landmark building for the area which will flank the new public park.

13 The lands to the east of the new service road will provide employment areas which will require high quality architectural design, in a landscaped environment. The land is further sub-divided by a new internal access road following the alignment of the main service road. The buildings will be orientated to create landscaped zones and vistas from both the main service road and the new access road.

14 All streets and public spaces will be overlooked to achieve passive policing.

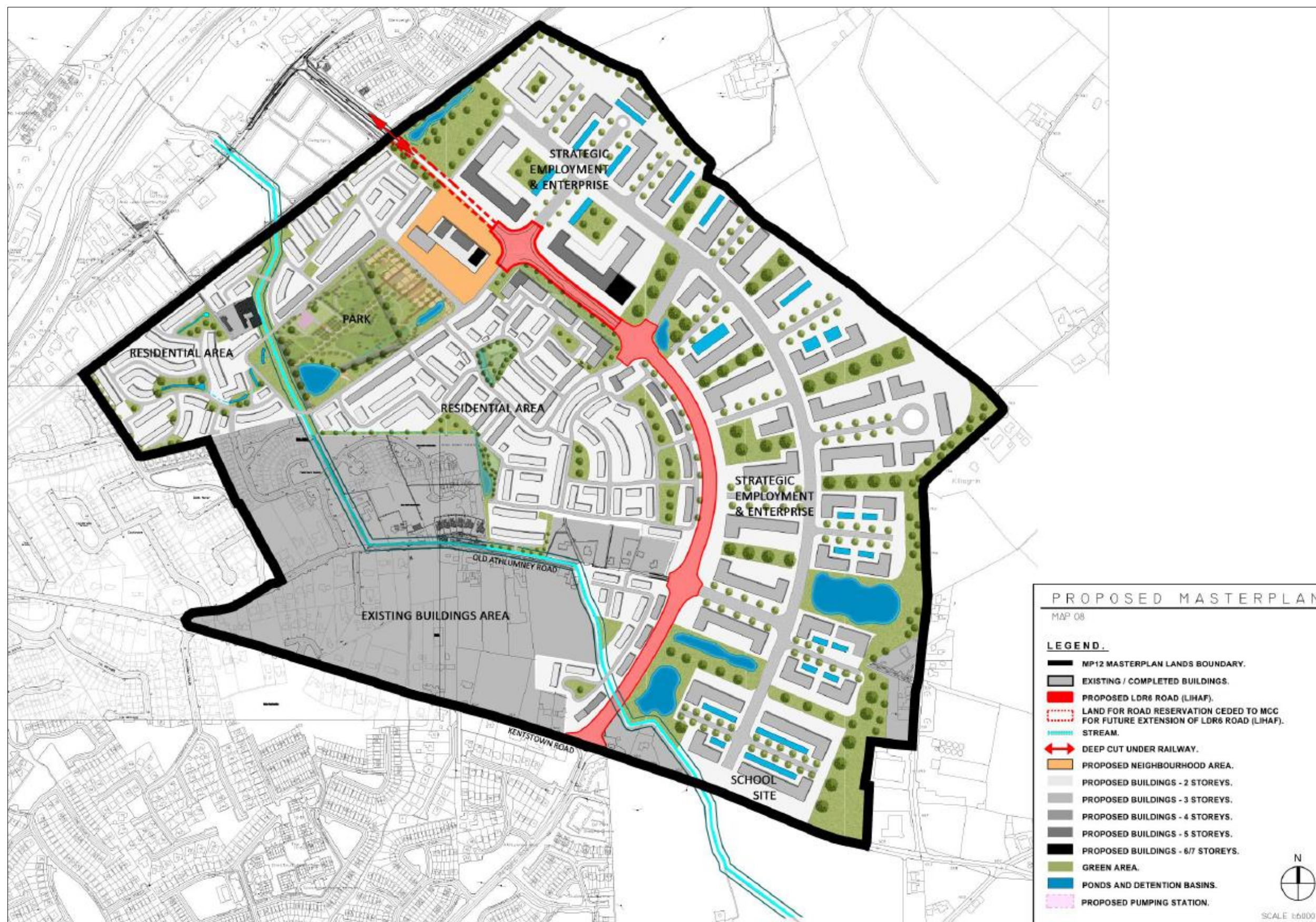
15 Public, private and semi-private open spaces will provide unity and identity between the various phases and buildings in the individual phases. Good quality public lighting will enhance the sense of security and shall be designed to work with the various scales of building.

16 The various maps show these principles and the design strategy for the masterplan area.

4.3 Building Density & Height

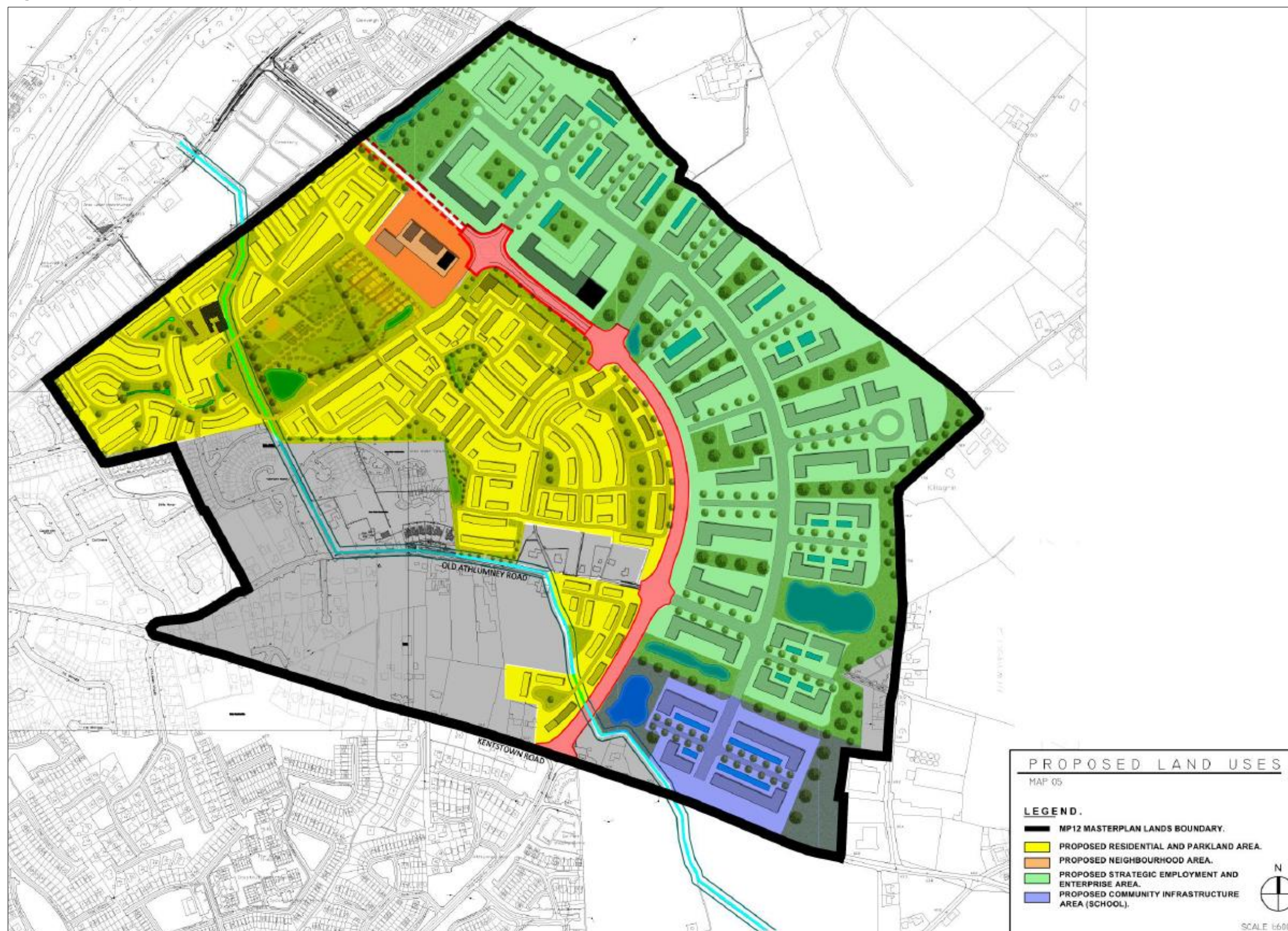
- 17 The proposed masterplan looks to achieve a residential density of between 35-50 units per hectare. This will necessitate a mixture of types of units ranging generally from two to six stories.
- 18 The main distributor road (LDR6) provides an opportunity for the residential units flanking the road to be 3-4 stories in height. Similarly, the units addressing the proposed park have the potential to be 3-4 stories in height. By using height in these areas, it defines clear zones and opportunities to create character areas within the various residential and commercial phases. These taller buildings are then balanced with two-storey housing which infill the various residential areas. The different house types and heights will achieve the required density whilst giving the various phases more definition. Heights will be subject to detailed design for the individual proposals.
- 19 Two landmark buildings are proposed. The first in the neighbourhood centre on the junction with the distributor road and a main artery road flanking the park. The second is located within the strategic and Employment Enterprise lands to the north of the distributor road. These landmark buildings are proposed to be up to six stories and have been positioned strategically flanking key access points. They provide reference points to the prime commercial elements and will add a strong architectural identity and articulation.

Figure 4.1 – Overall Masterplan



Source: Adrian Hill Architects (Note: Internal layouts indicative and subject to detailed design)

Figure 4.2 – Proposed Land Uses



Source: Adrian Hill Architects (Note: Internal layouts indicative and subject to detailed design)

4.4 Access, Movement and Connectivity

20 The movement strategy aims to ensure that:

- Design Layouts comply with DMURS principles.
- 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.

4.4.1 LDR 6 Road Objective (LIHAF Road)

13 It is noted the road infrastructure in the area has received Local Infrastructure Housing Activation Fund (LIHAF) funding for the construction of phases 1 and 1A of the proposed access road LDR6 (as defined in the current Navan Area Development Plan). The 1.22km road will allow development to take place on 91 hectares of land which are the subject of the MP12 designation in the Navan development plan. These lands include 11.58 hectares owned by Meath Co. Council. The LIHAF proposal and this Masterplan will unlock value in these publicly owned lands by facilitating development as per Rebuilding Ireland.

21 The construction of the LIHAF road (objective LDR 6) will facilitate and enable access to the lands and 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. The remaining works relate to the future provision of improvements to the signalised junction and 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.

22 The LIHAF road will run from the junction of the R153/Metges Road to access zoned land between the Kentstown Road and Navan – Drogheda Rail Line. The road itself, which will total 1.22km includes junctions, footpaths, cycle-tracks, bus stops, public lighting, service duct provision, water and waste water services, boundary treatment, accommodation works and landscaping as part of the overall LIHAF project.

23 Aside from the construction of the LIHAF Road, the area will need its own roads layout and Figure 4.3 sets out the local distributor and subset of roads. These are determined by a suitable main junction layout from the main LDR6 (LIHAF) 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.

4.4.2 DMURS Strategy

24 The Design Manual for Urban Roads and Streets (DMURS), 2013, sets out design guidance and standards for constructing new and reconfiguring existing urban roads and streets in Ireland. It also outlines practical design measures to encourage more sustainable travel patterns in urban areas.

25 The proposed road hierarchy has been developed in compliance with DMURS principles which notes that permeable layouts provide more frequent junctions, have a traffic calming effect slowing traffic. Where cul-de-sacs have been located, pedestrian and cycle links have been accommodating where possible to create a greater land of permeability.

26 Vehicular routes within the Masterplan area will be classified into following categories:

Main roads:

27 The LDR6 LIHAF road objective passes centrally through the site and will in the future carry a high volume of traffic. The road also divides the area into a commercial and residential zone. The landscape treatment of this route will seek to create a major boulevard feature.

Secondary roads:

28 Secondary roads are main roads within the area servicing all neighbourhood areas and linking to the LDR6 road. Traffic will generally be more local and domestic in character. Cycle and footpaths are separated from the road by grass verge or drainage systems and the street character will be similar to the boulevard but smaller in scale.

Local neighbourhood roads:

29 Local neighbourhood roads service each residential zone. The character of the streets will be domestic, safe and leafy. The footpaths are separated from the road either by grass verge or hard drainage channel.

Home zones:

30 Home zones are to be found within the residential area, where pedestrian and vehicular traffic interact equally. Home zones also allow for play on the street.

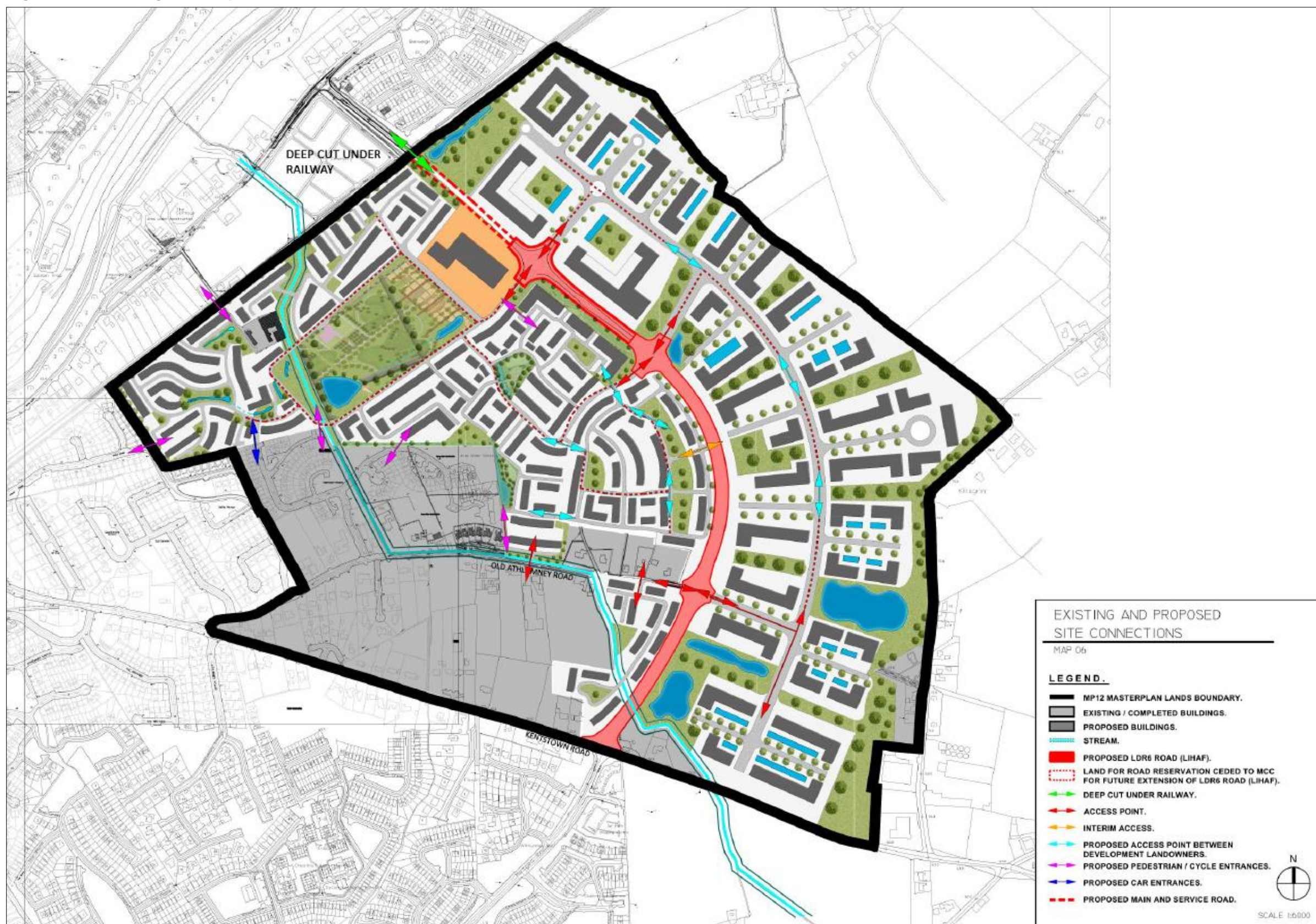
4.4.3 Public Transport

31 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.

4.4.4 Pedestrian and Cycle Movement

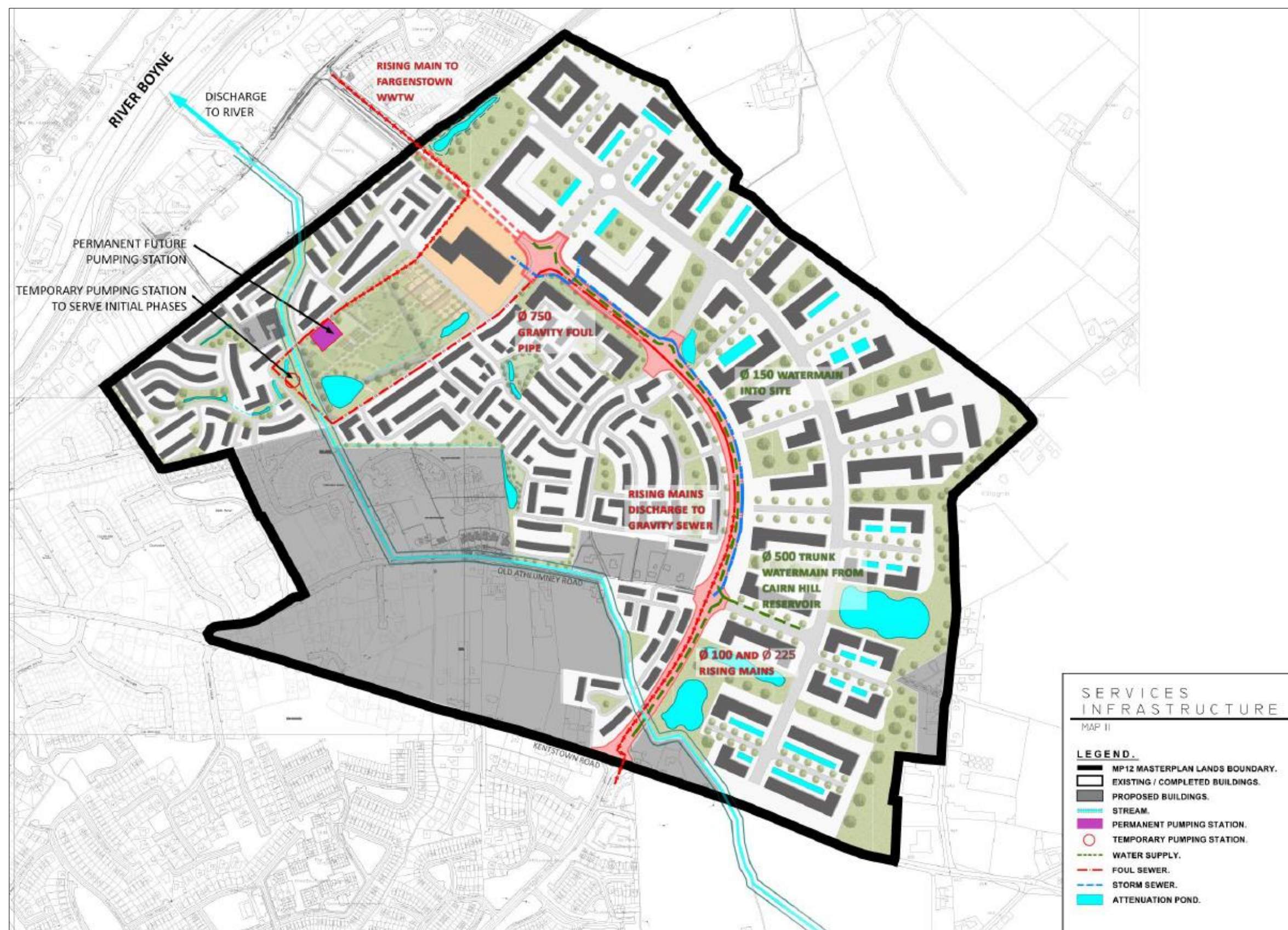
32 Movement by pedestrians and cycles should be as easy, direct, attractive and safe as possible. Separate defined pathways for each will be a requirement and where they occur in parallel with routes containing vehicular traffic, a key element will be the provision of controlled crossings at major traffic junctions. Such controlled crossings shall be direct, at grade and signalised.

Figure 4.3 – Existing and Proposed Site Connections



Source: Adrian Hill Architects (NOTE SUBJECT TO DETAILED DESIGN)

Figure 4.4 – Service Infrastructure



Source: Hendrick Ryan + Associates

4.5 Landscaping Strategy

4.5.1 Public Open Space

- 33 The main public open space in the form of a park is located centrally in order to be easily accessible. Appropriate play areas should be provided and delivered through the development management process for individual proposals within the various land banks. The relevant standards of the Navan Development Plan and Meath County Plan will apply to individual planning applications, in respect of public open space.
- 34 In terms of its aesthetic appearance it is anticipated that the central open space be largely green and sylvan in nature with elements of hard landscape to enable it to function throughout the year.
- 35 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.
- 36 Communal open space should be provided in accordance with relevant Government Standards and set out in individual applications.

4.5.2 Green Networks

- 37 Green Networks function as long distance walking or cycling routes and ecological corridors. Green networks are vital to the maintenance and facilitation of ecological systems and habitat zones. Their main function is to link parks and other “green” infrastructure and it is important that the character of the green network is retained and strengthened. Different types of networks are proposed:
- Green Corridors – Wide spatial green corridors associated with existing ecological features linear parks and SUDs corridors.
 - Green Links or Green Streets – Narrower green corridors along streets, hedgerows and boundaries providing visual amenity and/or intimate pedestrian links along retained rural features or new landscape elements.
 - Neighbourhood Park – large park with active and passive recreation facilities including an equipped play area, serving homes within 400m.
 - Local / Pocket Parks – Predominantly small, soft landscaped spaces serving homes within 2 minutes walking containing activities such as a small playground for younger children. They will be overlooked providing a meeting place for locals and a seating area in the sun. Pocket parks are normally located very close to houses and contain natural play facilities for very young children but not play equipment.

4.6 Services and Utilities

- 14 The following sets out the services and utilities infrastructure. Where alternative proposals can secure the delivery of the necessary infrastructure, they will be considered on their merits, by the Planning Authority.

4.6.1 Foul Services

- 15 Wastewater from Navan and its immediate environs is pumped to the Navan Wastewater Treatment Plant at Farganstown, 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 MP12 Masterplan area.
- 16 As part of the initial works, a temporary pumping station in the development will be constructed to cater only for the initial phases of the development and before there is any discharge from external lands. This temporary pumping station will operate until the main pumping station is constructed and commissioned.
- 17 For later phases of the development, the MP12 lands will have to be serviced by a new pumping station and rising main that facilitates waste water directly to the WWTP at Farganstown. As part of the upgrade works, waste water from the MP12 lands and the adjacent environs will be pumped to the future pumping station in the development, using the new LIHAF Road. These rising mains will discharge to a 750mm gravity sewer at the high point in the LIHAF Road and this gravity sewer will flow to the future pumping station.
- 18 The future pumping station will discharge to the WWTP at Farganstown using a new rising main constructed as part of the LIHAF Road. This rising main will be installed at the initial stages of the development.
- 19 Although the rising main will be installed as part of the initial phases of the development, it will be designed to cater to the full discharge from the future pumping station.

4.6.2 Storm Water/Flood Risk

- 38 Sustainable urban drainage systems (SUDS) will be required throughout the Masterplan 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.
- 39 Individual proposals should include appropriate Floodrisk assessments in consultation with the Planning Authority.

Sustainable Urban Drainage

- 40 The sustainable drainage system is based on three approaches:
- Drainage channels, wet/dry detentions basins and permeable paving.
 - For technical design of the drainage system refer to the civil engineer documentation, the landscape design addresses the presentation and aesthetics of these functional features.
 - Drainage channels are designed both as soft and hard features and are mostly situated along the roads. Where the channels are running in a soft or green context the channels are grassed swales/ditches.

- Within paving areas the channels are made of similar hard materials to reflect those adjacent. All channels are designed for dry and wet seasons i.e. are interesting features when not running with water.
- Wet detention basins are designed as wetlands, ponds and/or hard water features. In the north western corner a natural pond is currently situated against the railway embankment. This area is being retained as a wetland area and ecological feature.
- Dry detention basins are designed as play areas, landscape features with gravel and stepping stones, concaved shaped grass areas and hard skateboard area.
- Permeable paving generally consists of brick/slab paving with larger joints, reinforced grass and gravel edges along smaller roads.

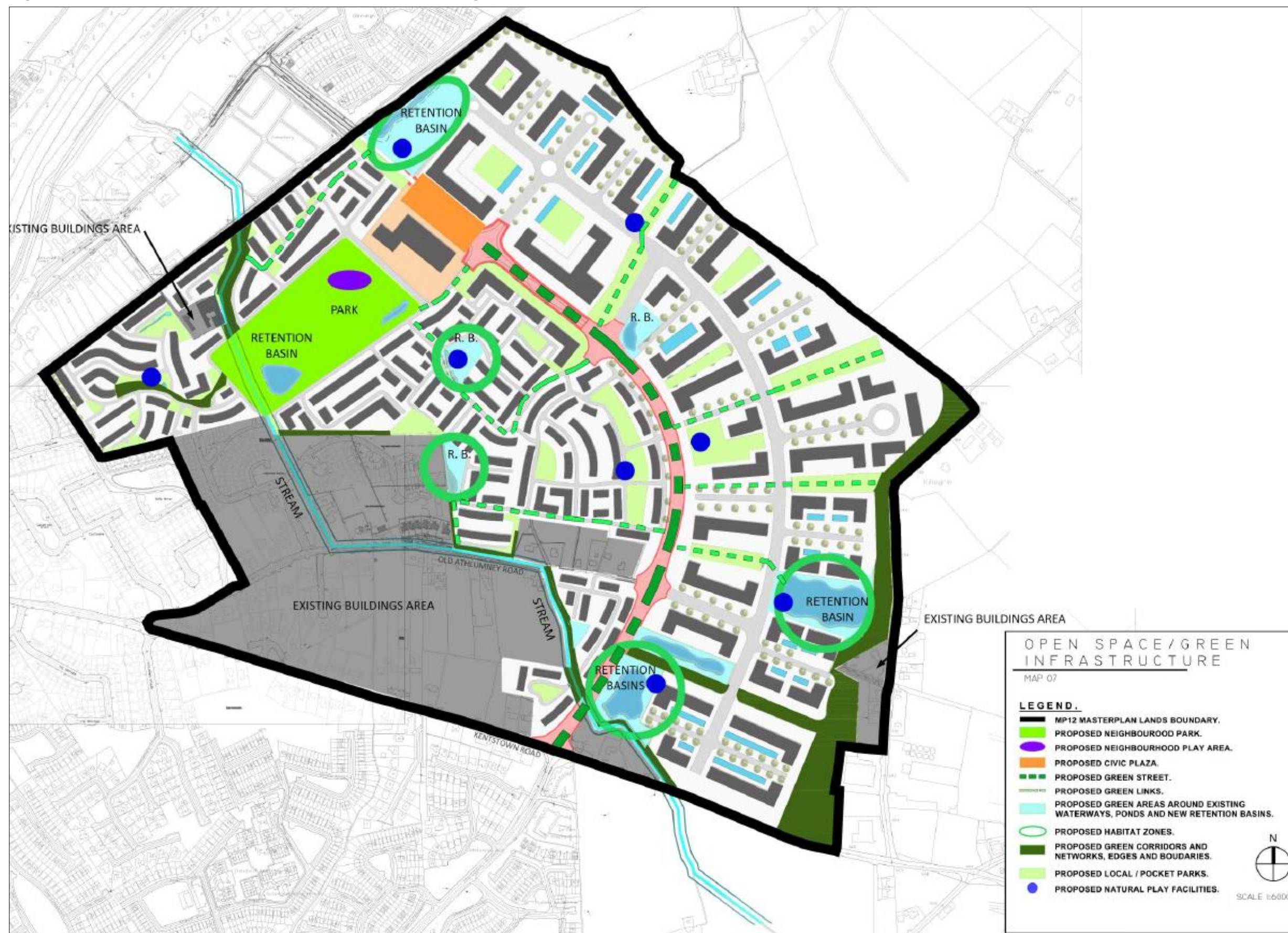
4.6.3 Water Supply

- 41 Existing water mains include a 150 mm diameter main in the Kentstown Roads and 100 mm diameter mains in the old Athlumney Road and in the Boyne Road. There is a 225 mm diameter main in the Forfás Road.
- 42 The water supply system serving the area will shortly be upgraded with the installation of a 500mm main from the Cairn Hill reservoir. This main will run in the LIHAF funded road. As the completion of this upgrade work is not due until 2021-2022, a new 150mm main will also be installed on the LIHAF Road. This temporary main will provide adequate water supply for the initial phases of the development and until the 500mm main is active.
- 43 Further capacity for the initial phases can be achieved by the looping on the new 150mm main in the LIHAF Road to the 100mm main in the Boyne Road.

4.6.4 Other Utility Services

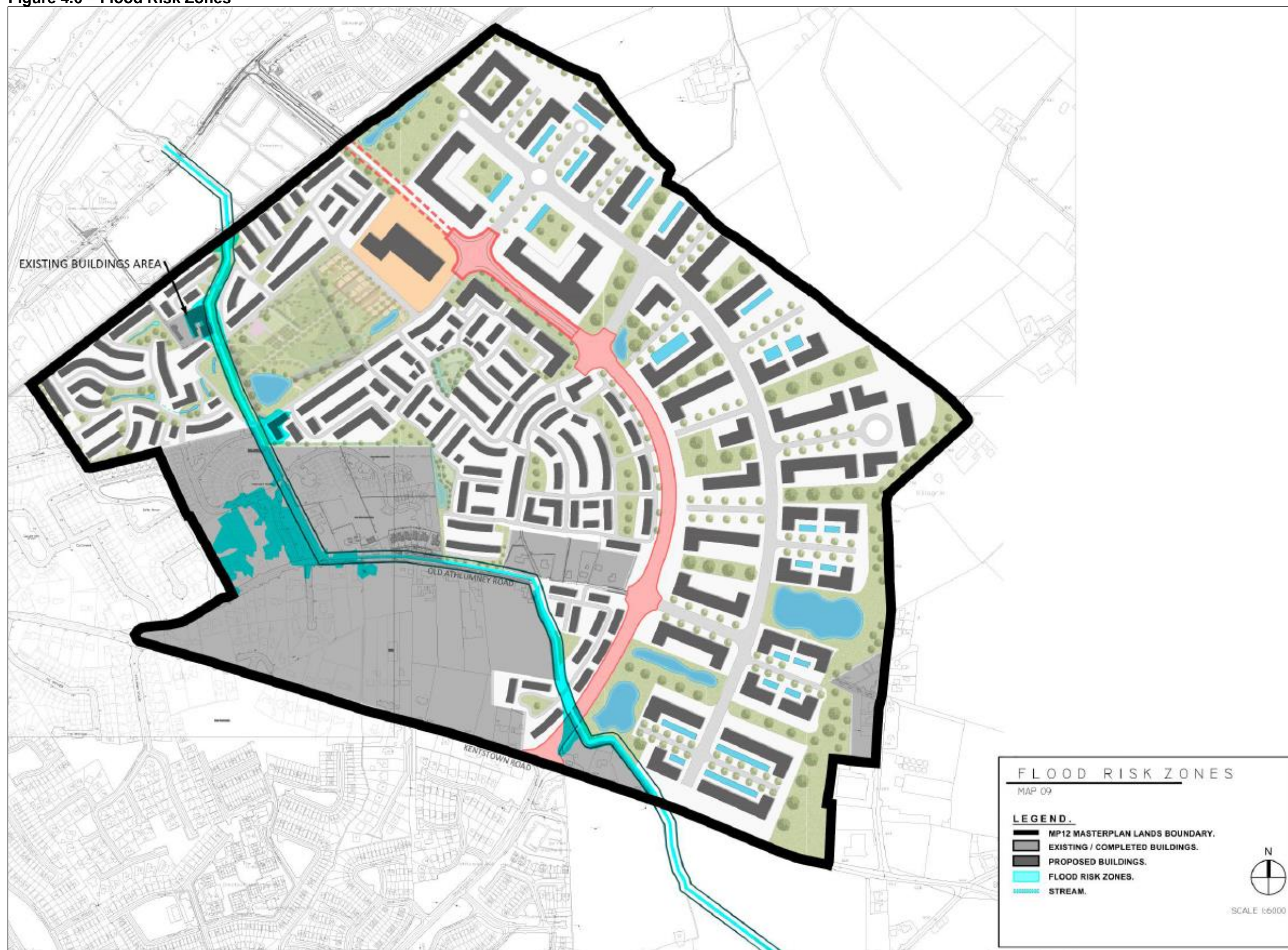
- 44 Other utility services such as telecommunications, electricity and gas will require action on the part of the utility providers, however there would appear to be no insurmountable difficulties in providing these services.

Figure 4.5 – Green Infrastructure and Sustainable Urban Drainage



Source: Adrian Hill Architects (NOTE SUBJECT TO DETAILED DESIGN)

Figure 4.6 – Flood Risk Zones

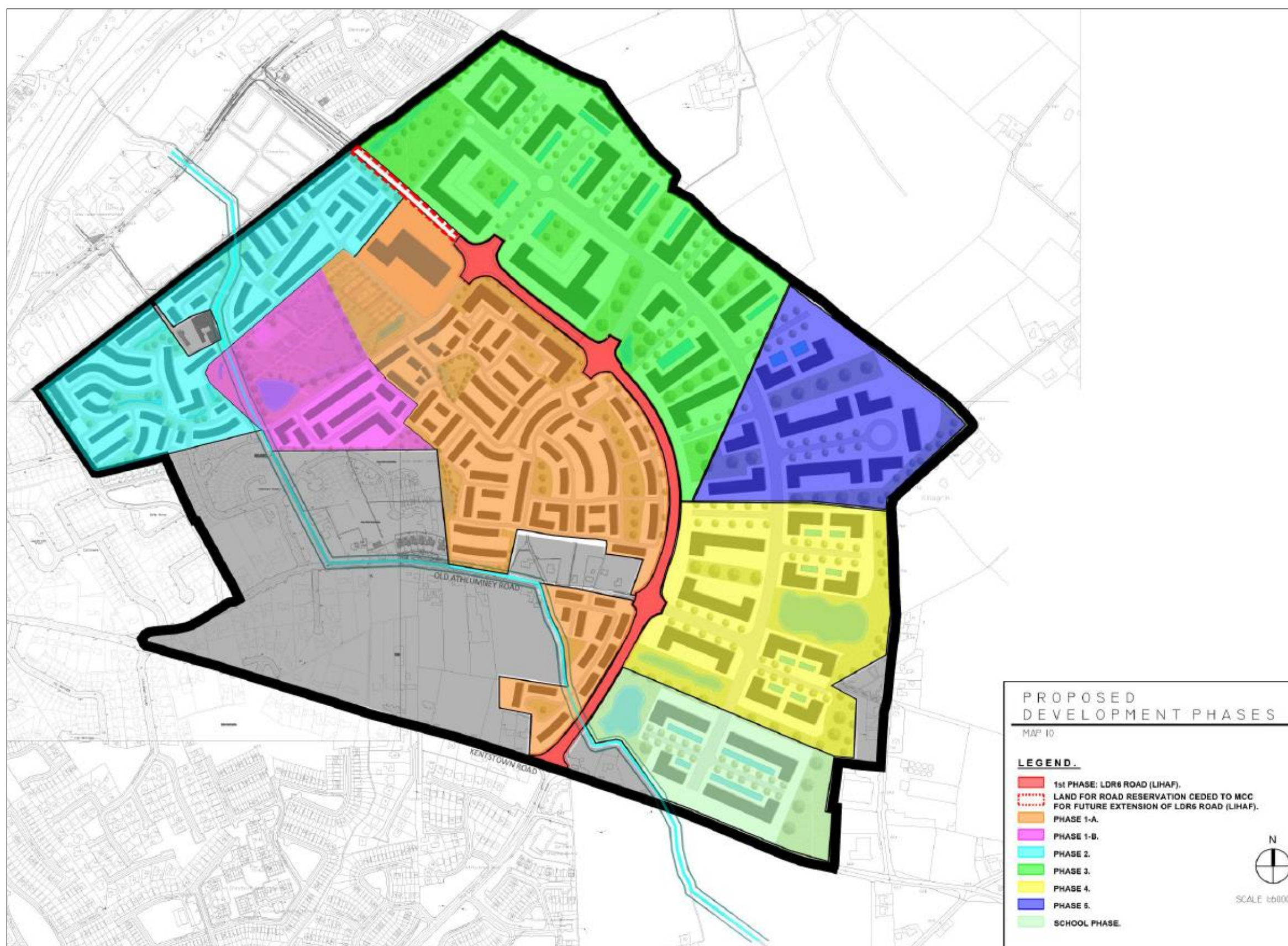


Source: Adrian Hill Architects

5.0 PHASING AND IMPLEMENTATION

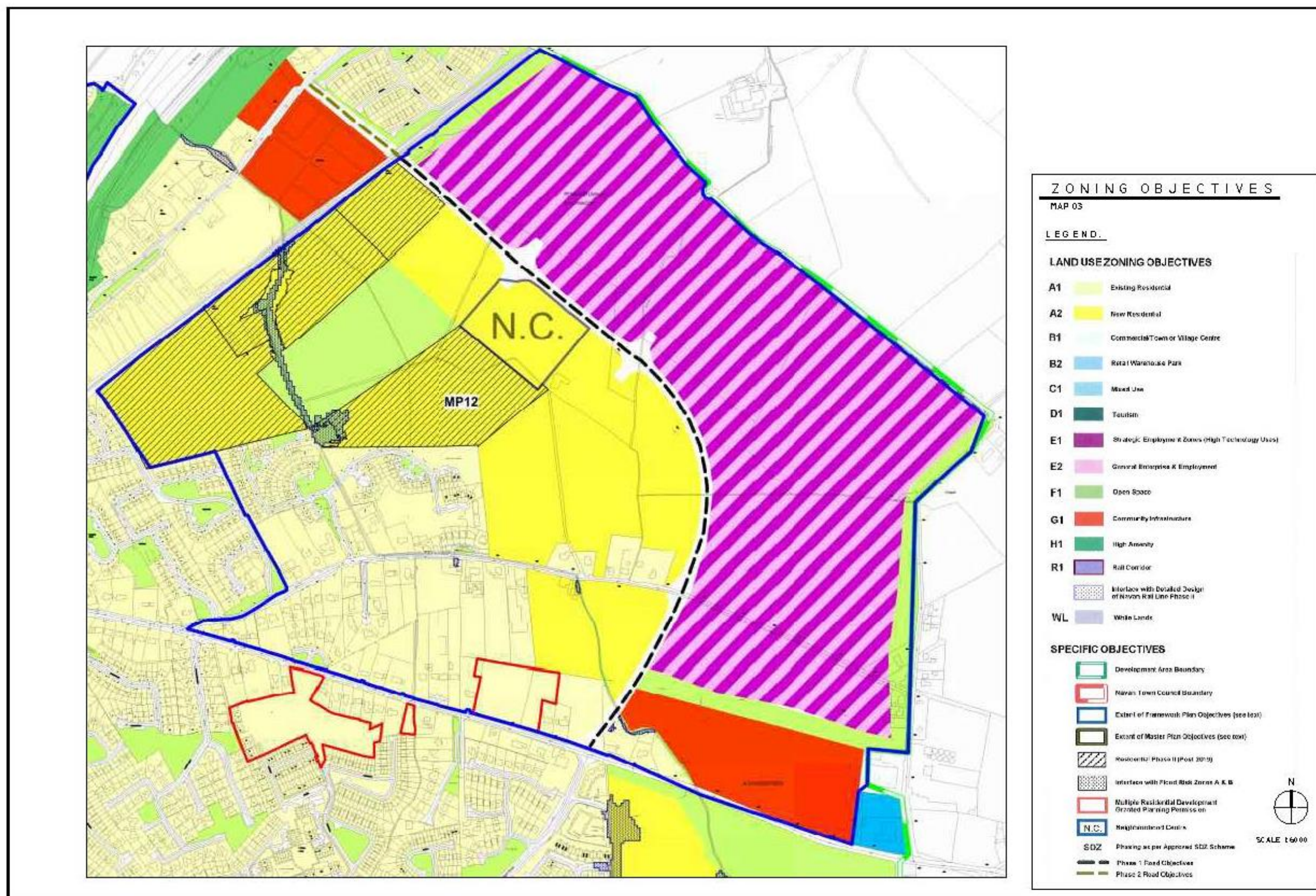
- 1 It is an objective of the Planning Authority to promote the implementation of development in a rational approach that is in keeping with the proposed development strategy, and to ensure that essential facilities (such as road infrastructure, water, drainage etc.) are secured and in place concurrent with proposed development projects.
- 2 The proposed Masterplan lands will be developed on a phased basis and within individual planning applications. The role and function of this masterplan is to guide future development of all lands within the masterplan area. It is however considered to be an iterative and live document that will be subject to change with the agreement of the Planning Authority in order to reflect changes in the national and local economy, market trends, land ownership and future infrastructure provision. As development activity increases and planning applications are submitted within the masterplan area, future iterations of the document will evolve in order to reflect the circumstances at that time.
- 3 The guiding principle for infrastructure delivery is to ensure the delivery of sustainable living and working communities with an emphasis on the provision of the necessary infrastructure in tandem with the delivery of residential units. the construction of physical infrastructure such as transportation infrastructure, water and drainage facilities necessary to serve a particular development will be provided for as part of the relevant planning application and secured through the development management process.
- 4 The development of the MP12 lands is dependent on the delivery of the Farganstown Access Road under the Local Infrastructure Housing Activation Fund (LIHAF).
- 5 Once the road is in place in 2021, the first phase of development will see 445 homes being provided, with a good mix of social, affordable and private homes in the overall numbers. In time, there is potential to deliver up to 1,600 new homes in the area in subsequent phases.

Figure 5.1 – Phasing



Source: Adrian Hill Architects

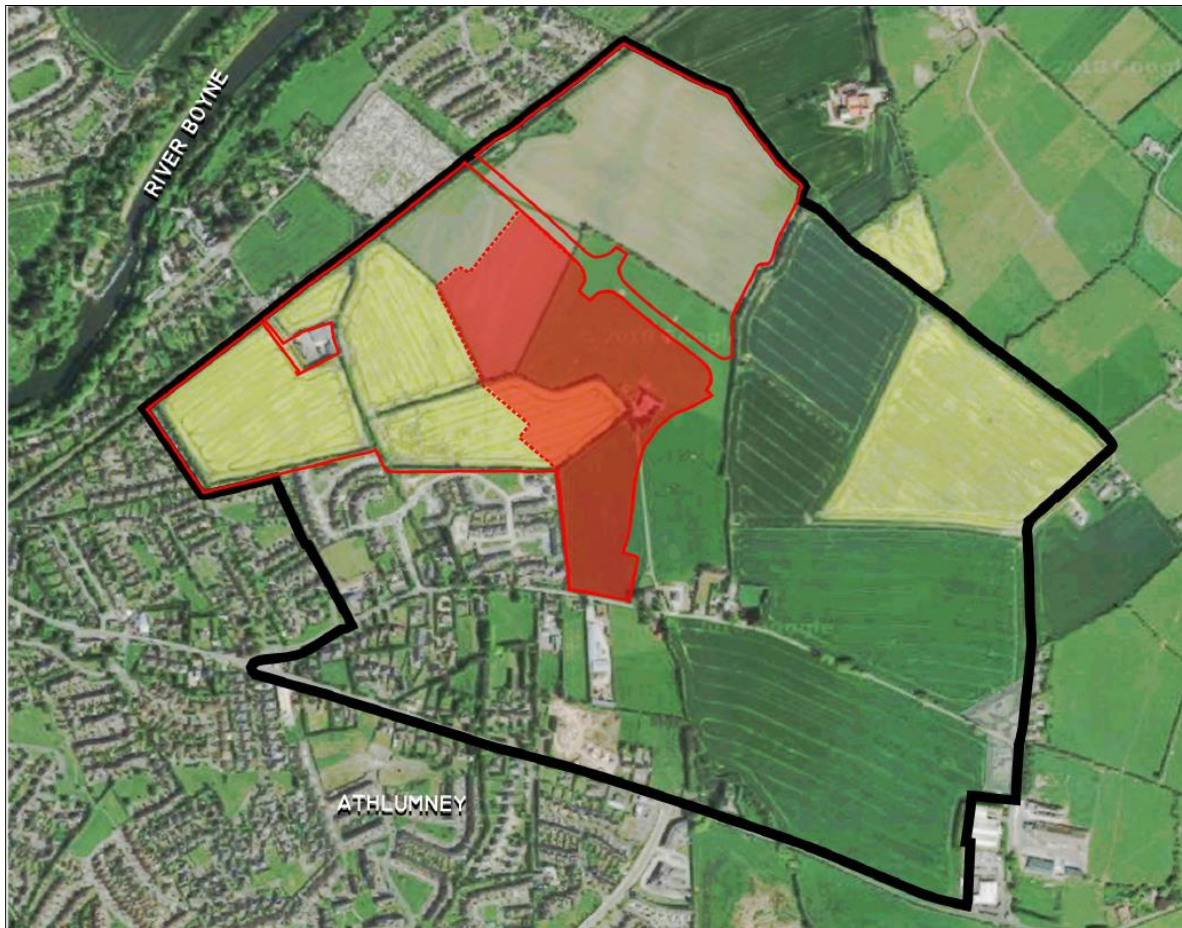
Appendix 1



Appendix 2 – Albert Services Ltd. Draft Proposal November 2019

The subject lands outlined below represent Phase 1 of the proposed development of the MP12 lands as set out in Figure 5.1 of the Masterplan Framework.

Site Location with approximate extent of site outlined in red



(Source: Google Maps) – Site in Red

1.0 INTRODUCTION AND SUMMARY OF PROPOSAL

In overview , the proposed development comprises c. 360 no. dwellings, consisting of 269 no. houses (230 no. 3 bedroom and 39 no. 4 bedroom dwellings). In addition, it is proposed to provide 91 no. apartments in 2 no. blocks (4 and 5 storeys) comprising 54 no. 1 bedroom apartments and 37 no. 3 bedroom apartments.

A neighbourhood centre will also be provided in a 5-6 storey building including, retail units and a community centre at ground floor with apartments above. A 1.6 hectare park will also be included in the development scheme. The final design of this portion of the development is yet to be resolved. It is anticipated that c. 96 units will be accommodated comprising a total of c. 456 residential units on the site.

2.0 SITE LOCATION AND DESCRIPTION

The subject lands extend to approximately c. 11.3 hectares and are located to the north of the Old Athlumney Road and will be accessed from the LIHAF funded road which links the site to the Kenntstown Road, located to the south of the proposed development. The site exists currently as

greenfield land and is surrounded by residential properties to the south and west, with fields to the east. The route of the railway and River Boyne is located on the north of the site.

The lands to the north of the site have been identified as suitable for a neighbourhood centre and a large open space, and the Masterplan layout (including road layout) has been designed to accommodate and integrate with the centre with the surrounding proposed residential development.

3.0 MASTERPLAN LANDS

The Development Plan identifies the subject site as being located in Phase 1 of the ‘Masterplan 12’ lands. The envisaged schedule of accommodation is shown below. This and the layout may be subject to change through detailed design.

Type	Description	Area Sq/m	No. Units
A1	3 Bedrooms Semi-detached house	106.7	92
A2	3 Bedrooms terraced house	106.7	2
A3	3 Bedrooms terrace house	106.7	2
B1, B2(corner)	3 Bedrooms Semi-detached house	110, 117(corner)	12+12
C	3 Bedrooms semi detached / detached house	110	4
D	4 Bedrooms detached house	132	10
E1	4 Bedrooms terraced house	125	16
E2	4 Bedrooms end of terraced house	125	12
F1	3 Bedrooms terraced house	125	59
F2	3 Bedrooms end of terraced house	125	32
G1	1 Bedrooms terraced duplex apartment	68	20
G2	3 Bedrooms terraced duplex apartment	120	20
H1	1 Bedrooms end of terraced duplex apartment	68	10
H2	3 Bedrooms end of terraced duplex apartment	120	10
I	4 storey building 1 bedroom and 2 bedrooms apartment	55, 85	12+11
J	5 storey building 1 bedroom and 2 bedrooms apartment	55, 85	8+16

24 ACRES:

No. Houses: 253

No. Duplexes: 60

No. Apartments: 47

TOTAL NUMBER OF UNITS = 360 no.

NO. OF CARPARKING SPACES ON THE STREETS:

Type	Description	Area Sq/m	No. Units
APARTMENTS	4 floors 1 bedroom and 2 bedrooms apartment	26/60	86
COMMERCIAL	Ground floor	2100 230 x 3 TTL: 2790 sqm	1 Anchor retail 3 retail units
COMMUNITY CENTRE	Ground floor	2130	1

NO. OF CARPARKING SPACES WITHIN THE NC:

- 4 beds: 38
- 3 beds: 245
- 2 beds: 27
- 1 bed: 50

- 2 beds: 60
- 1 bed: 26