

**New Council Chamber & Office Extension  
to Meath County Council Civic Offices**

**Traffic Statement**

**182196-PUNCH-XX-XX-RP-C-0005**

**December 2022**

## Document Control

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## **1 Non-Technical Summary**

1. The proposed development is an extension to the existing Buvinda House building in Navan, Co Meath.
2. For the purposes of our assessment, the TII Traffic and Transport Assessment Guidelines document PE-PDV-02045 was consulted. As the proposed extension is less than the requirements set out in the document, no junction analysis is required or has been undertaken for the proposed development.
3. It is proposed to access the development via the existing IDA Business Park access road, off Bóthar Sion.
4. Parking spaces for the proposed development have been provided to meet the requirements set out in the Meath County Development Plan.
5. Secure cycle parking facilities have been provided within the development to meet the requirements set out in the Meath County Development Plan.

## **2 Introduction**

PUNCH Consulting Engineers were commissioned by Meath County Council (MCC) to provide a Traffic Statement for a proposed extension to the Meath County Council Offices at Buvinda House located in the IDA Business Park in Navan, Co Meath.

The assessment has been carried out in accordance with TII's Traffic and Transport Assessment Guidelines PE-PDV-02045 (May 2014) and refers to the Design Manual for Urban Roads & Streets (DMURS). Sections from the Meath County Development Plan (2021-2027) have been used to help describe the development location and its local context.

The purpose of the statement is to verify any requirement to carry out traffic analysis in line with TII guidelines. An assessment of the accessibility of the site for cyclists, pedestrians and public transport users has also been made.

### **2.1 Scoping**

Pre-planning meetings were held with Meath County Council to allow them to express their views/comments regarding the proposed development prior to the submission of the planning application. The outcome of this discussion concluded that in accordance with the development plan and best practice guidelines, a traffic statement is required, and junction modelling was not considered necessary.

### 3 Existing Conditions

#### 3.1 Site Location

The existing site is located at Buvinda House, Meath County Council, Navan, Co. Meath. It is within the IDA Business & Technology Park, Navan, and is accessed via the access road to the industrial park, off the Bóthar Sion Road. The site is located southeast of Navan Town Centre and is bounded to the north by Bóthar Sion, to the east by the access road to the IDA business & Technology Park, to the south by a brownfield site, and to the west by the River Boyne and its adjoining floodplain.

It is an existing developed site consisting of office buildings, car parking, and landscaped areas. The site is generally flat, with a dropped level area located to the rear (south-west) of the building. This area is accessible via a ramp. There are also sloping levels towards the Bóthar Sion Road and the River Boyne.

The site is currently developed and consists of infrastructure associated with the existing Meath County Council (MCC) building.

Refer to Figure 3-1 below indicating the site location.



Figure 3-1: Site Location Plan (Ref: Google Maps)



## 3.2 Existing Road Network

The site location in relation to the wider road network is detailed in Figure 3-2 below.

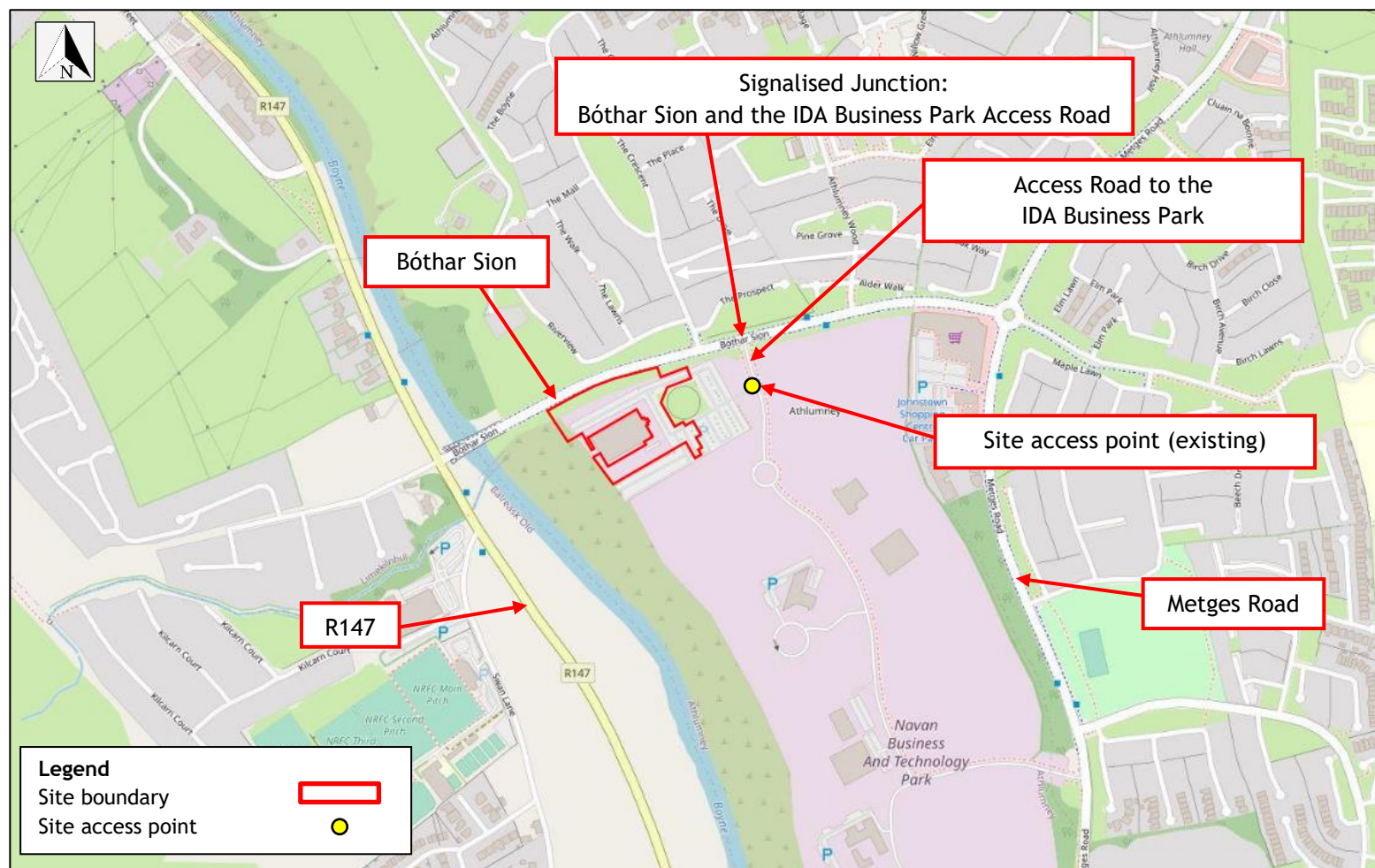


Figure 3-2: Site Location and Surrounding Road Network (Ref: Open Street Maps)



A brief description of the local road network and the major road junctions is provided below:

### **3.2.1 Bóthar Sion**

The Bóthar Sion Road is the link between the R147 to the west and Metges Road to the east. Refer to Figure 3-3. Bóthar Sion Road is a single lane two-way carriageway with wide footpaths on both sides of the carriageway and existing designated cycle lanes. There is a right turn lane at the junction with the IDA Business Park Access Road.



**Figure 3-3: Bóthar Sion (Looking East) © Google Maps**

### **3.2.2 Access Road (to the IDA Business Park)**

The Access Road is the link between the Bóthar Sion Road to the north and the IDA Business Park to the south. Refer to Figure 3-4. The Access Road is a wide single lane two-way carriageway with wide footpaths on both sides separated from the carriageway by a grass strip. There are no existing designated cycle lanes.



**Figure 3-4: Access Road to the IDA Business Park (Looking South) © Google Maps**



### 3.2.3 Metges Road

The Metges Road is the link between the Bóthar Sion Road to the north and the R147 to the south. Refer to Figure 3-5. Bóthar Sion Road is a single lane two-way carriageway with wide footpaths on both sides of the carriageway and existing designated cycle tracks.



Figure 3-5: Metges Road (Looking South) © Google Maps

### 3.2.4 R147 Road

The R147 Road is the link between Navan town centre to the north and the M3 (Jct 8) to the south. Refer to Figure 3-6. Bóthar Sion Road is a single lane two-way carriageway with wide footpaths on both sides of the carriageway and no existing designated cycle lanes.



Figure 3-6: R147 Road (Looking North) © Google Maps

## 3.3 Existing Traffic Flows

Refer to section 5 for comments regarding existing traffic flows and associated traffic assessment.

### **3.4 Future Transport Proposals**

The site is located in the Meath County Development Plan (2021-2027) area.

There are a number of local distributor roads being planned or in construction in Navan. These will improve connectivity and accessibility within the town, as outlined in Section 5.0 of the Meath Council Development Plan 2021-2027.

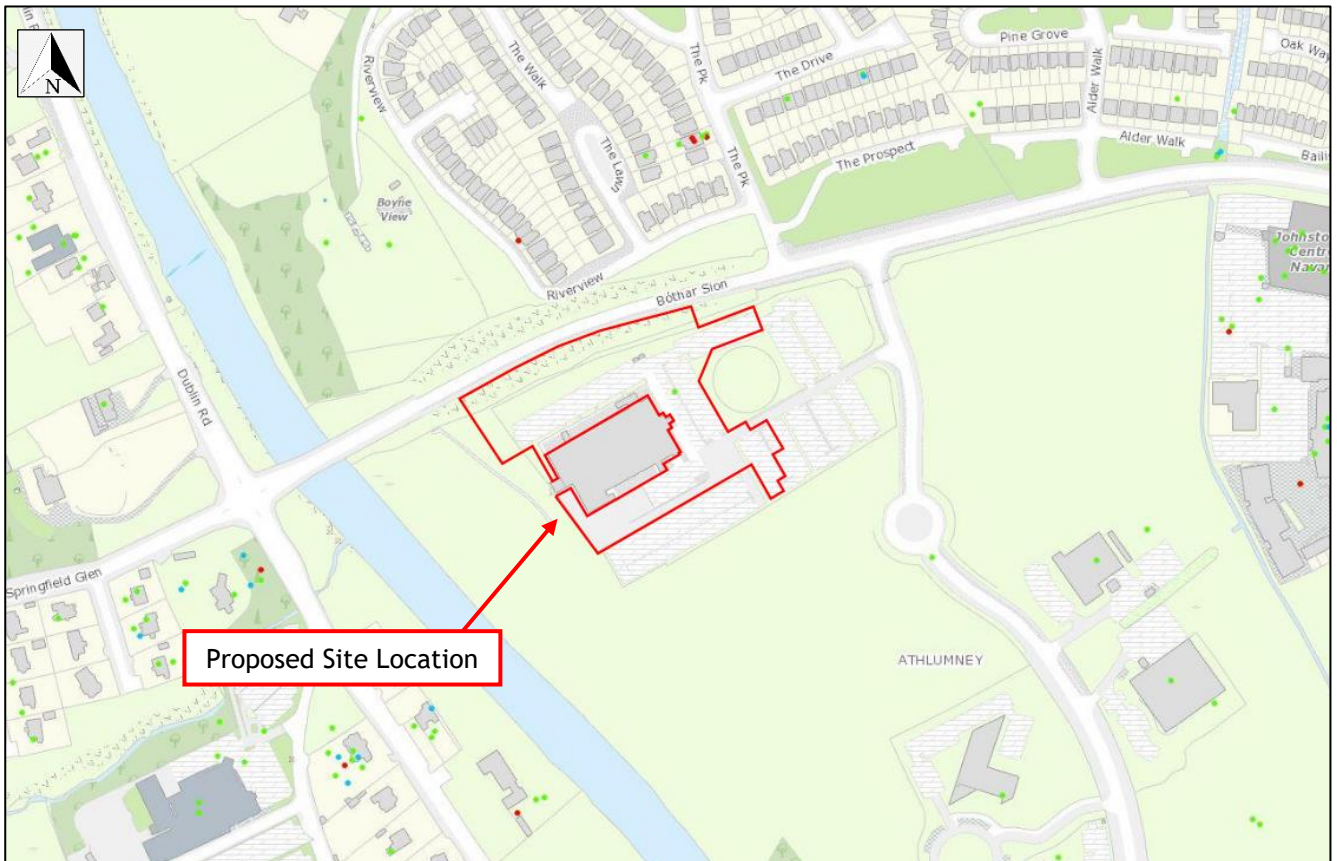
General proposals and objectives as noted in the Development Plan are to reduce car dependency and increase the use of sustainable means of transport such as walking, cycling and the use of public transport.

The proposed site is primarily zoned as “E1 -Strategic Employment Zone (High Technology uses)” with the zoning objective being “To facilitate opportunities for high technology and major campus style office-based employment within high quality accessible locations.” in the Meath Council Development Plan 2021-2027. A narrow strip to the west of the site is located within a “H1 - High Amenity”.

### 3.5 Coordination with Other Projects

Adjacent planning consents/applications granted/submitted in the area have been reviewed and none are considered to have a potential significant impact on this traffic assessment.

In assessing the traffic impacts of the subject development, no other developments were considered based on the current data available, due to their negligible impact. Refer to Figure 3-7 taken from the current MCC planning application web portal.



**Figure 3-7: Planning Applications in the vicinity of the site (Ref: MCC)**

## **4 Proposed Development**

The proposed development will consist of an extension to the existing Buvinda House, which is currently being used as Meath County Councils local government office. The extension to Buvinda House is proposed to the north-east of the building, which is currently a paved area for car parking for Meath County Council.

The proposed development provides all associated development works, including the redesign of storm water attenuation, the relocation of existing watermain within the car park and landscape area to facilitate the proposed building and provide a suitable ring main. Vehicular access to the development will be off the existing access road to the IDA business & Technology Park, via Bóthar Sion.

The proposed works are outlined in a series of architectural drawings prepared by Bucholz McEvoy Architects and engineering drawings prepared by PUNCH Consulting Engineers and supplied as part of the planning documentation.



## **5 Traffic Assessment Threshold**

The proposed extension consisting of approximately 3,320m<sup>2</sup> of new development. This includes for 692 m<sup>2</sup> of council chamber and 111 m<sup>2</sup> of public foyer leading to the chamber, and 2,417 m<sup>2</sup> of office area. As the council chamber and foyer are not office space, they have been excluded from the traffic assessment thresholds. Please refer to architectural documentation for detailed breakdown of floor areas.

The proposed new office development is 2,417 m<sup>2</sup>. This is below thresholds set by Transport Infrastructure Ireland (TII) for the requirements of a Traffic and Transport Assessment (TTA) as per Section 2, Table 2.1 of the Traffic and Transport Assessment Guidelines (PE-PDV-02045) May 2014:

- Traffic to and from the development exceeds 10% of the traffic flow on the adjoining road.
- Traffic to and from the development exceeds 5% of the traffic flow on the adjoining road where congestion exists, or the location is sensitive.
- Residential development in excess of 200 dwellings. Retail and leisure development in excess of 1,000m<sup>2</sup>. Office, education, and hospital development in excess of 2,500m<sup>2</sup>.
- Industrial development in excess of 5,000m<sup>2</sup>. Distribution and warehousing in excess of 10,000m<sup>2</sup>.

The extension is below the TII threshold for 'Office Developments' of 2,500m<sup>2</sup>. For this reason, junction analysis and junction counts have not been undertaken for the proposed development.



## **6 Internal Layout**

The layout of the proposed development is detailed in the architect and landscape architect's drawings submitted as part of this application.

### **6.1 DMURS**

The on-site vehicle access area comprises an on-grade car park. The majority of this is existing and to be retained. New areas have been provided with appropriate speed limits and associated vehicle movement controls .

### **6.2 Visibility Splays**

The existing development junction is retained

### **6.3 Vehicle Manoeuvring**

Autotrack analysis has been undertaken to ensure there are no issues with swept paths and manoeuvrability of fire appliances.

## 7 Parking

### 7.1 Car Parking

Car parking serving the development is provided in accordance with the Meath County Development Plan (2021-2027) 'Table 11.2'. The applicable car parking standards are noted in below:

**Table 7-1: Meath County Development Plan (2021-2027) Car Parking Standards (Offices).**

Development type	GFA (sq.m)	Car Parking Standards	Total
Offices* (Proposed)	3,220	Where the floor area exceeds 1,500 sq.m. gross floor area, 1 space per 50 sq.m. gross floor area.	64

*\*Offices (type allowance, refer architectural documentation for detailed breakdown)*

The existing site has 519 no. car parking spaces, 20 no. of which are accessible car parking spaces. Following the removal and reconfiguration of parking spaces to accommodate the new development, a net provision of 412 no. car parking spaces will be provided to serve the existing and proposed development, 20 no. of which are accessible car parking spaces. A total of 64 no. car parking spaces will be assigned to the proposed development, as outlined in Table 7-1. The balance of the car parking spaces (348no.) will be retained to serve the existing office building of approx. 7,710 sq.m.

Please refer to the mobility management plan for commentary regarding the means of discouraging single occupant car use and encouraging sustainable modes of transport.

Please refer to architectural documentation including the architect's site plan and design report for further details including locations for all proposed, removed and retained car parking spaces.

#### 7.1.1 Accessible Parking

20 no. parking spaces (5% of the total spaces) will be provided as accessible car parking spaces. The accessible car parking provision is to be in accordance with the development plan and Part M of the building regulations. These spaces are to be demarcated with yellow lines, a protected hatched area and appropriate road markings to identify these spaces. The proposed location of the accessible parking spaces will be in close proximity to the building entrances.

#### 7.1.2 Electric Vehicle Charging Points

6 no. parking spaces, including 2 no. accessible parking spaces, will be Electric Vehicle Charging Points (EVCP). A further 14 no. spaces to include ducting for future provision of EVCP. This is an equivalent of 31% of the new parking spaces being compatible for EVCP and is in excess of the the Meath County Development Plan standards, section 11.9.2 i.e. 20% of total spaces.

#### 7.1.3 Carpool/Car share spaces

2 no. new spaces are to be dedicated carpool/car sharing spaces to incentivise employees away from individual private car trips.

## 7.2 Cycle Parking

Cycling is to be significantly encouraged as part of the development. Cycle parking serving the proposed development is provided in accordance with the Meath County Development Plan 'Table 11.4'. The applicable cycle parking standards are noted in below:

Table 7-2: Cycle Parking Space Requirements

Development type	Cycle Parking Standard	Requirement	Total Requirement
Offices* (Proposed)	10% of employee numbers subject to minimum of 10 bicycle spaces	Employees = 204 => 20 bicycle spaces	64
	or One bike space for every car space (Whichever is the greatest)	Proposed Car Spaces = 64 => 64 bicycle Spaces	

\*Offices (type allowance, refer architectural documentation for detailed breakdown)

There are currently 48 no. existing cycle parking spaces at the existing development. It is proposed that 40 no. existing cycle parking spaces are to be removed and reinstated in a new location for the proposed development, with 8 no. existing cycle parking spaces to be retained in their existing location.

54 no. new cycle parking spaces are to be provided on the development site for MCC employees and 12 no. new public cycle parking spaces are to be provided (total 66 no. new spaces).

This will result in a net provision of 114 no. cycle parking spaces for the existing and proposed development.

## 7.3 Service and Delivery Trips

Vehicular set-down access is provided within the site. Visitor, delivery and service access will be available and be managed by MCC.

Any deliveries by HGV are to be generally by appointment and be managed to minimize any potential conflict with cars.

## **8 Public Transport, Pedestrians/ Cyclists**

To ensure future transport sustainability and to endeavour to make new developments as accessible as possible to travel by other modes of transport, an assessment has been made of the proposed and existing pedestrian, cyclist and public transport facilities. A Mobility Management Plan is also provided as a separate report with this planning application.

### **8.1 Public Transport**

Existing Public transport retained. Please refer to the Mobility Management Plan for details of public transport.

### **8.2 Pedestrians**

The existing footpath on site is to be retained. The network within the site is currently integrated into the existing footpath network. Refer to the architects site plan for further details.

### **8.3 Cycling**

Existing designated cycle lanes are located on Bóthar Sion. Cycling enhances both the environment and quality of life of the surrounding area. Cycling has an important transport role, in reducing car usage. The consequential reduction in emissions improves air quality, aids the ecological system and results in less noise pollution.

Providing cycle and pedestrian links that are free of motorised traffic will encourage the use of cycling.

The primary access to the development is via the IDA business Park access road. There are segregated cycle lanes on Bóthar Sion. The IDA access road is currently considered to be low volume, low speed traffic environment where traffic and cyclists share the road space and provides connectivity to the cycling facilities on Bóthar Sion which form part of the GDA Cycle Network for Navan town.

A dedicated cycle facility is provided to enable access to the new proposed cycle storage to the rear of the new development.

## **9 Access for People with Disabilities**

Parking facilities for disabled users are provided within the development in line with the requirements of the Meath Council Development Plan. Disabled friendly accesses to the proposed development, including ramp access, are designed to the Technical Guidance Document M of the Building Regulations.

It is noted that the existing bus stops are wheelchair accessible and served by low floor buses.

## **10 Construction Stage Traffic**

### **10.1 Construction Phase**

The volumes of traffic that will be generated during the construction phase of the proposed development will be small in comparison to the existing traffic volumes.

The construction stage therefore does not require quantitative traffic analysis, however in order to minimise disruption due to construction, wheel washing facilities will be installed at the compound access during the construction stage to reduce the amount of dirt and debris carried on to the public roadway during the excavation operations, etc. The specific construction management operation is to be developed by the contractor and approved by Meath County Council in advance of any works.

Please refer to construction and environmental management plan for further details.

### **10.2 Construction Traffic Management Plan**

The successful contractor will be required to carry out a traffic management plan for the duration of the works. This will involve consultation with the local authority and/or the Gardaí, and once agreed will be adhered to for all aspects of construction that involves movement of vehicles in and out of the site.



## **11 Summary and Conclusion**

1. The proposed development is an extension to the existing Buvinda House building in Navan, Co Meath.
2. For the purposes of our assessment, the TII Traffic and Transport Assessment Guidelines document PE-PDV-02045 was consulted. As the proposed extension is less than the requirements set out in the document, no further junction analysis is required or has been undertaken for the proposed development.
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