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Ardbraccan House, Co Meath

**Sexton's Accommodation Lodge, Transport
Statement**

26102-DID-XX-ZZ-RP-T-0020



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1 Introduction

1.1. Background

Design ID have been appointed by Mr. Tadhg Carolan of Ardraccon Estate Holdings Ltd (the applicant) to prepare a transport statement (TS) to assist Meath County Council (MCC) in its assessment of a planning application for a proposed change of use of Sexton's Accommodation Lodge at Ardraccon Estate House, Ardraccon Village, Navan, Co. Meath.

The existing Ardraccon Estate House is currently a privately owned country estate, which includes the historical Ardraccon house building, the Ardraccon demesne outbuildings, a church, a graveyard and 4 no. lodges:

- Kells Gate Lodge
- Sexton's Lodge
- Front Gate Lodge
- Church / School House Lodge

This TS relates exclusively to Sexton's Accommodation Lodge.

It is noted that these 4 no. lodges are classified as "Protected Structures". The location of Kell's Accommodation Lodge is indicated in Figure 1 below.

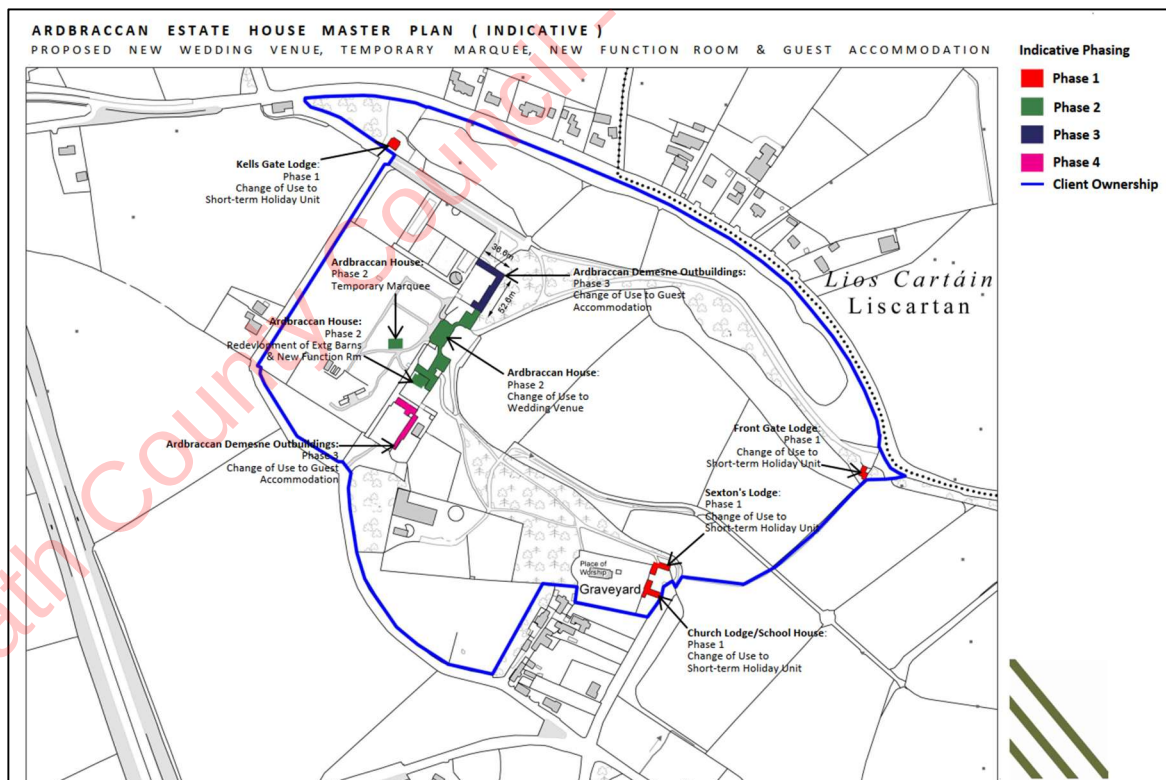


Figure 1 - Ardraccon Estate House Masterplan and Sexton's Lodge Location (Source: Rafferty Architects & Conservation Architects)

It is proposed to change the current use of Sexton's Lodge to be used as a short-term holiday unit, as described in Figure 1. Material alterations on the lodges comprise minor interior alterations associated with upgrading fire protection.

This proposal forms part of a wider masterplan for the Ardraccon Estate House property, which envisages further alterations across the estate in the future. The change of use of the lodge forms part of the Phase 1 of the wider Ardraccon House Estate Masterplan.

1.2. Site Location

The subject lodge is located at, approximately, 600m to the east of M3 motorway, 1.9km to the northwest of N51 national road, 1.6km to the west of Kells Road (R147 regional road) and 4.8km to the west of Navan town (refer to Figure 2).

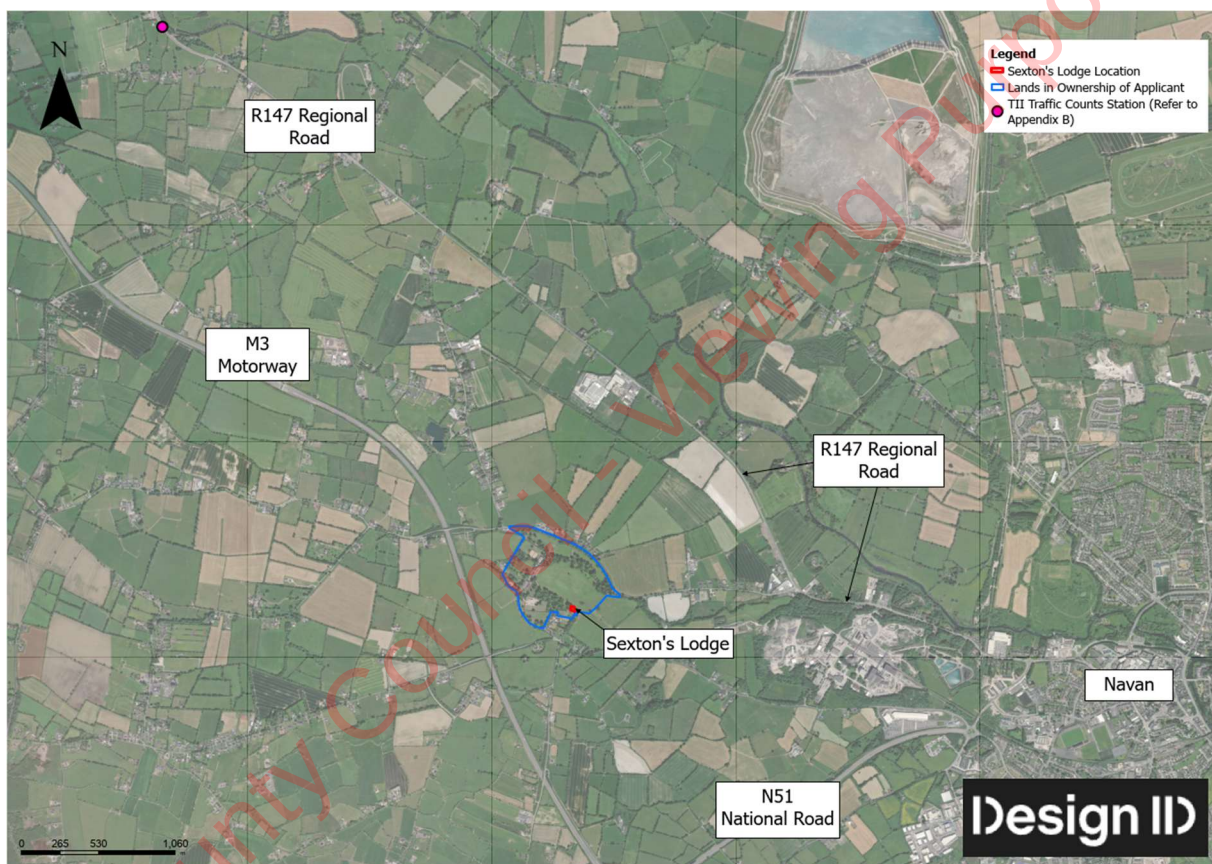


Figure 2 – Sexton's Lodge Location (Prepared by Design ID)

Vehicular access to Sexton's Lodge is proposed via an existing access road from the L8009 local road, as shown in Figure 3. From this local road, it is possible to access Navan town centre, M3 motorway, N51 national road and R147 regional road, as shown in Figure 2 and Figure 3.



Figure 3 – Lodges Accesses (Prepared by Design ID)

The M3 motorway, which provides strategic connectivity to the Greater Dublin Area (GDA) and the wider national road network, is accessible within approximately a 5-minute drive.

The N51 national road provides connectivity to Drogheda, the M1 motorway, and the N2 and N52 national roads, and is accessible within approximately a 4-minute drive.

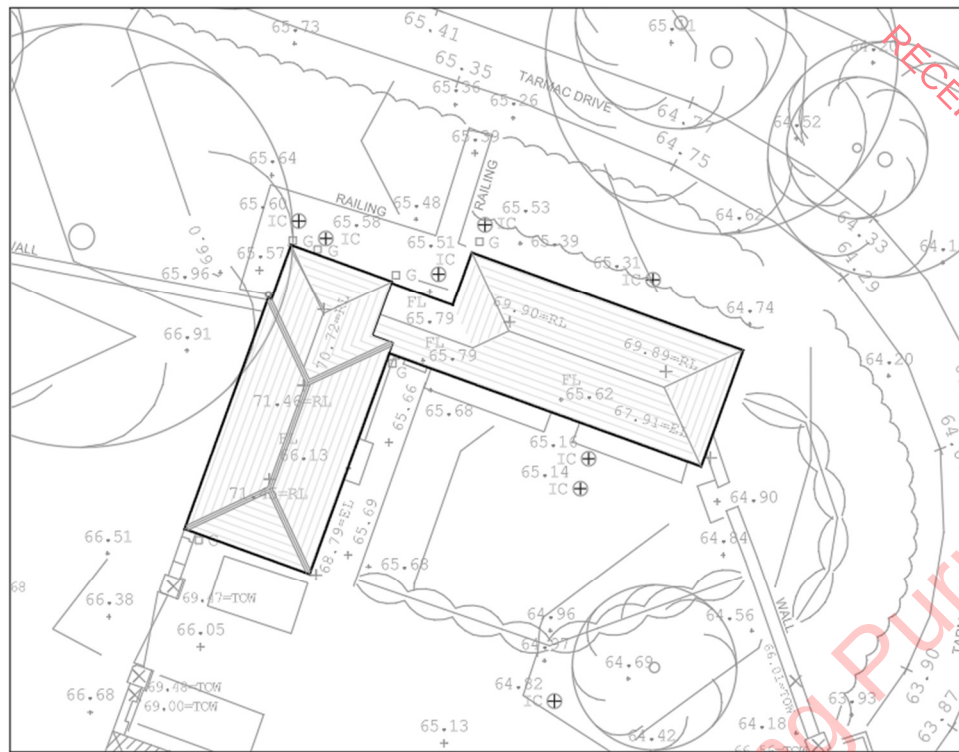
Furthermore, the R147 regional road provides connectivity to the M3 motorway, Navan, Kells, Dunshaughlin and the wider Meath area, and is accessible within approximately a 4-minute drive.

1.3. Existing Lodges Conditions and Proposed Alterations

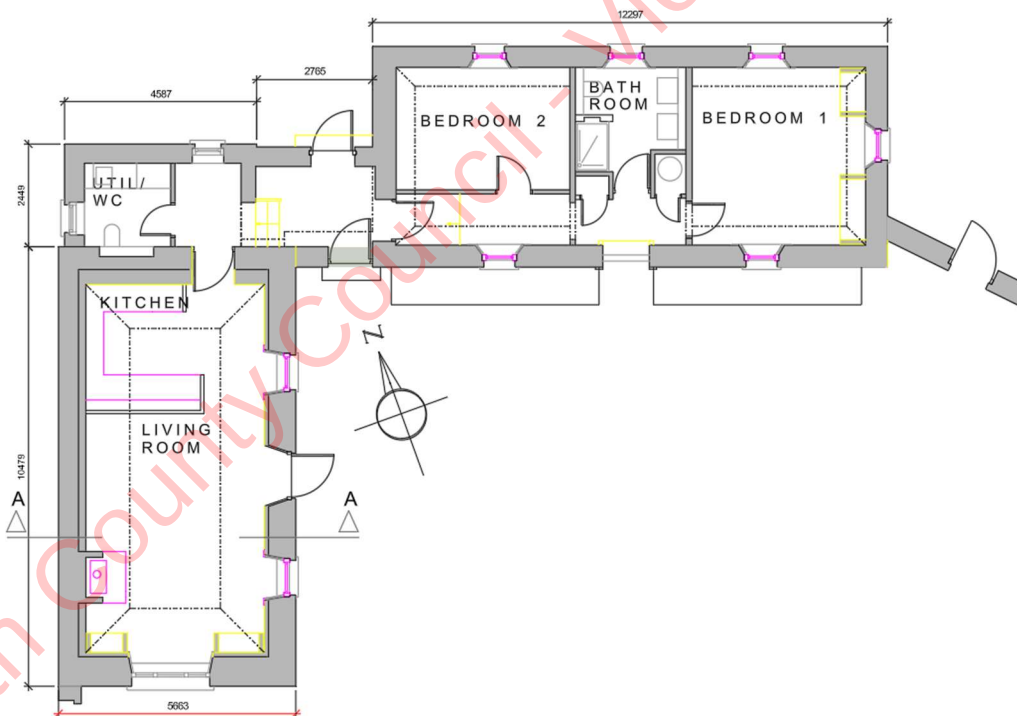
As mentioned in Section 1.1, it is proposed to change the use of the subject lodge to be used as short-term holiday unit, comprising minimal interior alterations associated with upgrading fire protection. The lodge has 2-bedrooms and can accommodate a maximum of 4 no. guests.

Therefore, it is expected that the existing plan layout of the lodge can largely be retained, subject to only minimal modifications. The existing layout is shown in

below.



Existing Site Plan
Scale 1:200



Existing Floor Plan
Scale 1:100

Figure 4 – Sexton's Lodge Existing Site Plan Layout (Source: Rafferty Architects & Conservation Architects)

Car and bicycle parking within the lodge will be provided to the required standards set out within the Meath County Development Plan (CDP) 2021 – 2027 and in accordance with the Specific Planning Policy Requirements of Sustainable Residential Development and Compact Settlements - Guidelines for Planning Authorities.

The subject lodge site shall be designed to facilitate the access of emergency and refuse collection vehicles, with minimal reversing manoeuvres.

1.4. Report Structure

This TS outlines the guidance framework for the proposed planning application, assesses the lodge's accessibility, evaluates the likely vehicle travel demands and considers the transport impact of the proposed change of use. It also identifies measures necessary to mitigate any adverse effects on the local transport network and evaluates if junction modelling is required for any existing junctions that might be affected by the traffic increment generated by the proposal.

Additionally, this TS also includes strategies to manage travel movements during the construction stage through an Outline Construction Traffic Management Plan (CTMP).

This TS has been written so the reader can understand the transport characteristics of the proposed changes to Sexton's lodge with the respective traffic impact. This document should be read in conjunction with the Architectural Drawing Package prepared by Rafferty Architects & Conservation Architects Ltd along with the visibility splay and swept path analysis drawings prepared by Design ID.

The remainder of this TS is structured as follows:

- Chapter 2 - sets out planning policy and guidance;
- Chapter 3 – details the forecast travel demands associated with Sexton's Lodge and assesses traffic impact as a result of the change of use;
- Chapter 4 – constitutes a Design Manual for Urban Roads and Streets (DMURS) Statement of Compliance;
- Chapter 5 – sets out an Outline Construction Traffic Management Plan (CTMP); and
- Chapter 6 - summarizes and concludes the TS.

2 Guidance and Proposals

2.1. National Planning Framework

The National Planning Framework (NPF) which was published in 2018 and revised in 2025 by the Department of Housing, Local Government and Heritage is defined as:

"The Government's high-level strategic plan for shaping the further growth and development of our country out to the year 2040"

The NPF prioritises ten National Strategic Outcomes which are as follows:

- *"Compact Growth"*
- *Enhanced Regional Accessibility*
- *Strengthened Rural Economies and Communities*
- *High-Quality International Connectivity*
- *Sustainable Mobility*
- *A Strong Economy supported by Enterprise, Innovation and Skills*
- *Enhanced Amenity and Heritage*
- *Transition to a Carbon Neutral and Climate Resilient Society*
- *Sustainable Management of Environmental Resources*
- *Access to Quality Childcare, Education and Health Services"*

Moreover, the NPF includes a number of policies that are deemed particularly relevant to this application, these are:

- **National Policy Objective 23:** "Protect and promote the sense of place and culture and the quality, character and distinctiveness of the Irish rural landscape that make Ireland's rural areas authentic and attractive as places to live, work and visit."
- **National Policy Objective 24:** "Support the sustainable development of rural areas by encouraging growth and arresting decline in areas that have experienced low population growth (...) while sustaining vibrant rural communities."
- **National Policy Objective 26:** "To support the proportionate growth of and appropriately designed development in rural towns that will contribute to their regeneration and renewal (...)"
- **National Policy Objective 30:** "Facilitate the development of the rural economy, in a manner consistent with the national climate objective, through supporting a sustainable and economically efficient agricultural and food sector, together with forestry, fishing and aquaculture, energy and extractive industries, the bio-economy and diversification into alternative on-farm and off-farm

activities, while at the same time noting the importance of maintaining and protecting biodiversity and the natural landscape and built heritage which are vital to rural tourism."

- **National Policy Objective 34:** "Continue to facilitate tourism development and in particular the Strategy for the Future Development of National and Regional Greenways, and a Blueways and Peatways Strategy..."

2.2. Traffic and Transport Assessment Guidelines

Transport Infrastructure Ireland's (TII's) Traffic and Transport Assessment Guidelines (May 2014) provide guidance in relation to the preparation of a Traffic and Transport Assessment. In relation to scoping, the guidance states:

"The scoping study is a very important part of the TTA process. It is a precursor to the preparation of a TTA and should be undertaken at the earliest stages of planning for development. For a planning application, this phase may be the initial contact between the developer and the planning authority and, as such, the opportunity should be taken to emphasise the role of transport as both a possible asset and liability to the development. The planning authority should avail of such contact to address traffic and transport implications as an integral element of the development proposal."

In relation to the Assessment:

"The Traffic and Transport Assessment should be written as an impartial assessment of the traffic impacts of a scheme and it should not be seen to be a "best case" promotion of the development. All impacts, whether positive or negative, should be recorded. The level of detail to be included within the report should be sufficient to enable an experienced practitioner to be able to follow all stages of the assessment process and to reach a similar set of results and conclusions."

Within Table 2.1 of the TTA Guidelines, the following thresholds trigger the requirement for a TTA:

- "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 1,000m².
- Office, education and hospital development in excess of 2,500m².
- Industrial development in excess of 5,000m².
- Distribution and warehousing in excess of 10,000m²."

It is noted that Sexton's lodge is not located in congested or sensitive areas, as it is not situated in a location where existing congestion, road safety considerations, vulnerable road users, public transport operations, or environmental and amenity considerations mean that relatively small increases in traffic may result in significant transport impacts.

Chapter 3 of this document demonstrates that a TTA is not required, as none of the aforementioned thresholds are exceeded. Hence, this report constitutes a Transport Statement rather than a TTA.

2.3. Meath County Development Plan 2021-2027 Guidelines

The Meath CDP 2021-2027 sets out the policies and objectives that guide the county's development over the plan period. Of particular relevance is Volume 1 – Chapter 11, entitled “*Development Management Standards and Land Use Zoning Objectives*”, which outlines the Council's strategic objectives for land use zoning, transport and mobility.

2.3.1. Car Parking

The number of proposed car parking spaces has been reviewed in accordance with the Meath CDP guidelines which provide parking standards in Section 11.9.1. According to this section, the car parking provision for Sexton's Lodge shall comply with the CDP's **Development Management Objective 89**: “*Car parking shall be provided in accordance with Table 11.2 and associated guidance notes*”. Hence, 1 no. car parking space per bedroom shall be provided.

The following relevant guidance notes shall also be considered:

- “*Where parking is permitted in the view of the general public, adequate soft landscaping shall be provided to soften the appearance of hard surfaced areas;*”
- “*Parking areas shall be reserved solely for the parking of vehicles and should not be used for the storage of materials or goods associated with the development, nor for the parking of goods or other heavy vehicles;*”
- “*Accessible car parking spaces shall be provided at a minimum rate of 5% of the total number of spaces, for developments requiring more than 10 car parking spaces, with the minimum provision being one space (unless the nature of the development requires otherwise). Such spaces shall be proximate to the entry points of buildings and comply with the requirements of the Building Regulations;*”
- “*Age Friendly car parking spaces should generally be provided, where possible, in all developments*”;

Therefore, it is proposed that Sexton's Lodge shall accommodate 2 no. car parking spaces, including 1 no. accessible car parking space. These spaces will be provided within the curtilage of the respective lodge, to comply with the CDP's **Development Management Objective 91**: “*Car parking provision shall normally be provided within the curtilage of the development site. Where, in the opinion of the Council, it would be impracticable for individual developers to provide for on-site parking, a contribution may be required.*”

Additionally, the CDP also promotes the usage of electric vehicles (EV), as set out in the following CDP's objectives:

- **Development Management Objective 94**: “*All car parks shall include the provision of necessary wiring and ducting to be capable of accommodating future Electric Vehicle charging points, at a rate of 20% of total space numbers.*”

- **Development Management Objective 95:** *“In any car park in excess of 20 spaces where public access is available, four fully functional charging points for Electric Vehicles shall be provided in accordance with IEC 61851 Standard for Electric Vehicle Conductive Charging Systems.”*

For the subject lodge, it is not necessary to provide fully functional charging points or wiring and ducting, as the lodge building can provide standard electric plugs for EV charging.

It is also noted that no additional visitor car parking spaces are required for short-term holiday units.

The dimensions of the proposed car parking spaces shall comply with the requirements of the CDP's Table 11.3 outlined below in Figure 5.

Table 11.3 Car Parking Bays	
Parking dimensions (Perpendicular to Kerb)	5.0m x 2.5m 5.0m x 2.75m

Meath County Development Plan 2021-2027	Chapter 11
Where space is adjacent to a wall or other obstruction	
Parking dimensions (Parallel to Kerb)	6.0m x 2.5m
Accessible Parking Bay to comply with Building Regulations.	5.0m x 2.5m + 1.2m to the sides and rear of each space
Loading Bay	6.0m x 3.0m
Circulation Aisles	6.0m in width

Figure 5 – Minimum Car Parking Spaces Dimensions (Extract from Meath CDP 2021-2027)

Please refer to Design ID's drawing no. 26102-DID-ZZ-XX-DR-C-5043 for the layout and location of the proposed car parking spaces for Sexton's Lodge.

2.3.2. Cycle Parking

According to the standards set out in Section 11.9.3 of the CDP, 1 no. bike space per car space is required for this type of development, as per the CDP's Table 11.4. It is also noted that short-term holiday units fall within the *“Other Developments”* category in the CDP's Table 11.4.

Additionally, *“Cycle parking facilities shall be conveniently located, secure, easy to use, adequately lit and well sign posted”* and *“All long-term (more than three hours) cycle racks shall be protected from the weather”*, in accordance with the CDP's **Development Management Objective 97**.

Therefore, 2 no. cycle parking spaces are required, as 2 no. car parking spaces are proposed. However, it is noted that the subject lodge's building can accommodate 2 no. bicycles inside it, providing adequate, convenient, secure and protected from the weather bike storage. Hence, no additional cycle parking is required.

Refer to **Figure 6** for the location within Sexton's Lodge where bicycles can be safely stored.

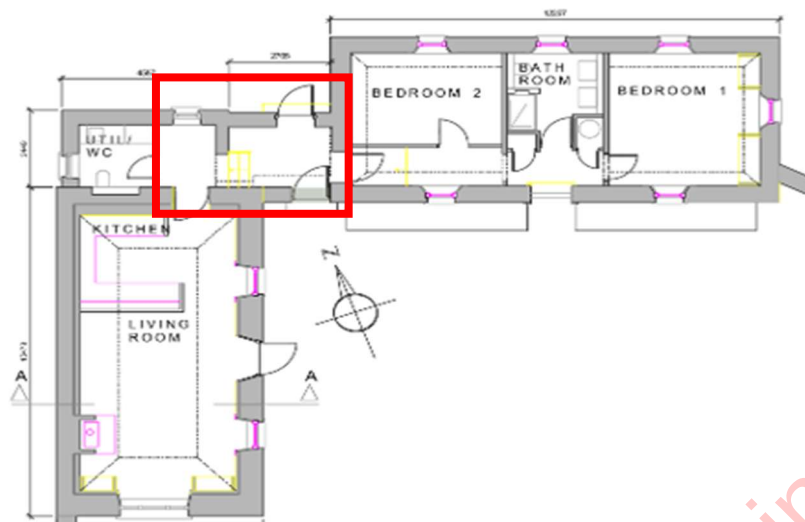


Figure 6 – Bike Storage Location within Sexton's Lodge in Red (Source: Rafferty Architects & Conservation Architects)

2.4. Design Manual for Urban Roads and Streets

The Design Manual for Urban Roads and Streets (DMURS), published by the Department of Transport, Tourism and Sport and the Department of Environment, Community and Local Government, updated in 2019, provides guidance relating to the design of urban roads and streets.

It presents a series of approaches and standards that are necessary to achieve balanced and best design practice with regards to individual streets and overall transport networks. Chapter 4 of this report sets out a review of Sexton's Lodge's layout against key standards from DMURS. For more information on the design, please refer to the proposed layout drawings produced by Rafferty Architects & Conservation Architects.

3 Travel Demands

3.1. Introduction

This section assesses the likely future vehicle travel demands to and from Sexton's Lodge. To estimate vehicle travel demands, the Trip Rate Information Computer System (TRICS) 7.11.4 database was consulted for the proposed land use. The recommended trip rates from TRICS were extracted from the database and applied pro-rata to the proposed short-term holiday unit.

Note that the peak hours extracted from TRICS are the peak hours specific to the land use, thus representing a robust assessment. It should be noted that rounding errors may apply to all trip generation calculations. For the purpose of this study, the following land use data was extracted:

- The land use for the proposed short-term holiday unit was categorized as "Residential – Holiday Accommodation" and factored up by 1 to account for a single lodge unit.

To assess the potential traffic impact of the proposed lodge on the local road network, the forecast vehicle trips associated with Sexton's Lodge has been compared against existing traffic volumes.

Baseline traffic conditions were established using the nearest publicly available traffic survey on the R147, obtained from the TII Traffic Data Portal (trafficdata.tii.ie/publicmultinodemap.asp). The survey data provides a benchmark against which the forecast vehicle trips generated by the proposed lodge can be assessed.

The full TRICS output file is included in Appendix A and the publicly available traffic survey on R147 is provided in Appendix B.

3.2. Proposed Vehicle Trip Rates

Table 1 presents the anticipated vehicle trip rates for the lodge during the respective peak hours.

Table 1 - Short-Term Holiday Unit Vehicle Peak Trip Rates						
Land Use	AM Peak (10:00-11:00)			PM Peak (17:00-18:00)		
Residential – Holiday Accommodation	In	Out	Total	In	Out	Total
	0.105	0.251	0.356	0.251	0.174	0.425

For a short-term holiday unit, the peak hour periods for trip generation generally occur between 10:00-11:00 in the morning (AM) and 17:00-18:00 in the evening (PM). These peaks are expected due to guest check-ins and check-outs during these time periods. For this analysis, the peak-period trip rate was used.

3.3. Proposed Trip Generation

Table 2 presents the expected trip generation by vehicles for the AM and PM peak hours related to Sexton's Lodge. These values are based on the vehicular trip rates shown in Table 1 for "Residential – Holiday Accommodation".

Table 2 – Short-Term Holiday Unit Vehicle Peak Trip Generation Expected			
Land Use	Calculation Factor	AM Peak (10:00-11:00)	PM Peak (17:00-18:00)
Residential – Holiday Accommodation	1	In & Out	In & Out
		1	1

Table 2 indicates that the total number of two-way vehicle trips is 1 in both the morning and evening peak times. These increments are deemed to be negligible, hence, it is anticipated that the existing local road network has sufficient capacity to accommodate them.

3.4. Traffic Survey, Assessment and Road Impact

The potential impact on the local road network has been assessed. As noted in Section 2.2, the lodge is not located in a congested or sensitive area. Accordingly, and in line with the Department of Transport's Traffic Management Guidelines, a Traffic and Transport Assessment (TTA) and junction modelling are required where traffic to and from the development exceeds 10% of the traffic flow on the local road network.

To determine whether a TTA and junction modelling are required for the proposed application, the expected number of two-way vehicle trips to and from the lodge during peak time has been compared with the existing traffic conditions in the local road network during the same period (refer to Table 3). It is noted that the existing traffic volume in the local road network is represented by the traffic counts survey on R147 (refer to Appendix B), as mentioned in Section 3.1.

Table 3 – Comparison Between Traffic Generated by the Proposed Short-Term Holiday Accommodation at Sexton's Lodge During Peak Hours and Existing Traffic Volume on R147 During the Same Period			
Peak Period	Existing Traffic Volume on R147	Predicted Traffic from the Lodges at Peak Hour	Percentage Increase (%)
AM (10:00-11:00)	547	1	0.18
PM (17:00-18:00)	760	1	0.13

As demonstrated in Table 3, it has been determined that the traffic to and from the lodge does not exceed 10% of the traffic flow on the local road network. Hence, neither a TTA nor junction modelling are required for the proposed change of use to short-term holiday unit, as per the TII's Traffic and Transport Guidelines.

3.5. Summary

The TRICS database was used to determine vehicle trip rates for Sexton's Lodge's change of use to short-term holiday unit. The estimated forecast traffic associated with the proposed short-term holiday unit during peak times has been compared with the existing traffic conditions on the local road network for the same period.

The results and reasons outlined above indicate that the expected trips generated by the lodge's change of use to short-term holiday unit would not lead to a significant increase in traffic volumes on the local road network, not exceeding the TII's Traffic and Transport Guidelines threshold of 10% of the traffic flow on the local road network. Therefore, the local road network is expected to have sufficient capacity to accommodate this increase without causing any undue congestion or delays. Additionally, neither a TTA nor junction modelling are required for the existing road network.

4 DMURS Statement of Compliance

4.1. Introduction

This section of the TS contains a statement that the proposed application has been designed in accordance with the DMURS (Design Manual for Urban Roads and Streets, May 2019). Compliance of key aspects of the lodge's layout with the principles of DMURS are outlined below.

4.2. Site Entrances / Accesses

The access of Sexton's Lodge has been designed in accordance with DMURS. The entrance incorporates the lodge's existing access road from L8009, with minimal changes.

The subject lodge's entrance and access road have been assessed using swept path analysis to confirm that they can safely accommodate large cars and infrequent movements by emergency and refuse collection vehicles (i.e. fire tenders, ambulances and refuse trucks). Refer to Figure 7 for the existing access road from L8009.



Figure 7 – Existing Access Road from L8009 to Sexton's Lodge (Source: Google Earth)

For more information, refer to Design ID's drawing no. 26102-DID-ZZ-XX-DR-C-5043 submitted with this application.

4.3. Pedestrian Facilities and Permeability

Pedestrian facilities are provided within the Ardraccan Estate House Masterplan to connect internally the existing lodges, including Sexton's Lodge, with the historical Ardraccan house building. These pedestrian facilities consist of both green paths or private roads with gates where the access of vehicles is very limited. These pedestrian facilities promote safe mobility for pedestrians within the estate.

All pedestrian paths have, in minimum, a width of 1.8m, as per Section 4.3.1 of DMURS.

In accordance with DMURS, walking connectivity should be maximised throughout the development and the existing pedestrian accesses provide the permeability required for Sexton's Lodge.

Refer to Figure 8 below for the location of the pedestrian facilities that serve Sexton's Lodge.

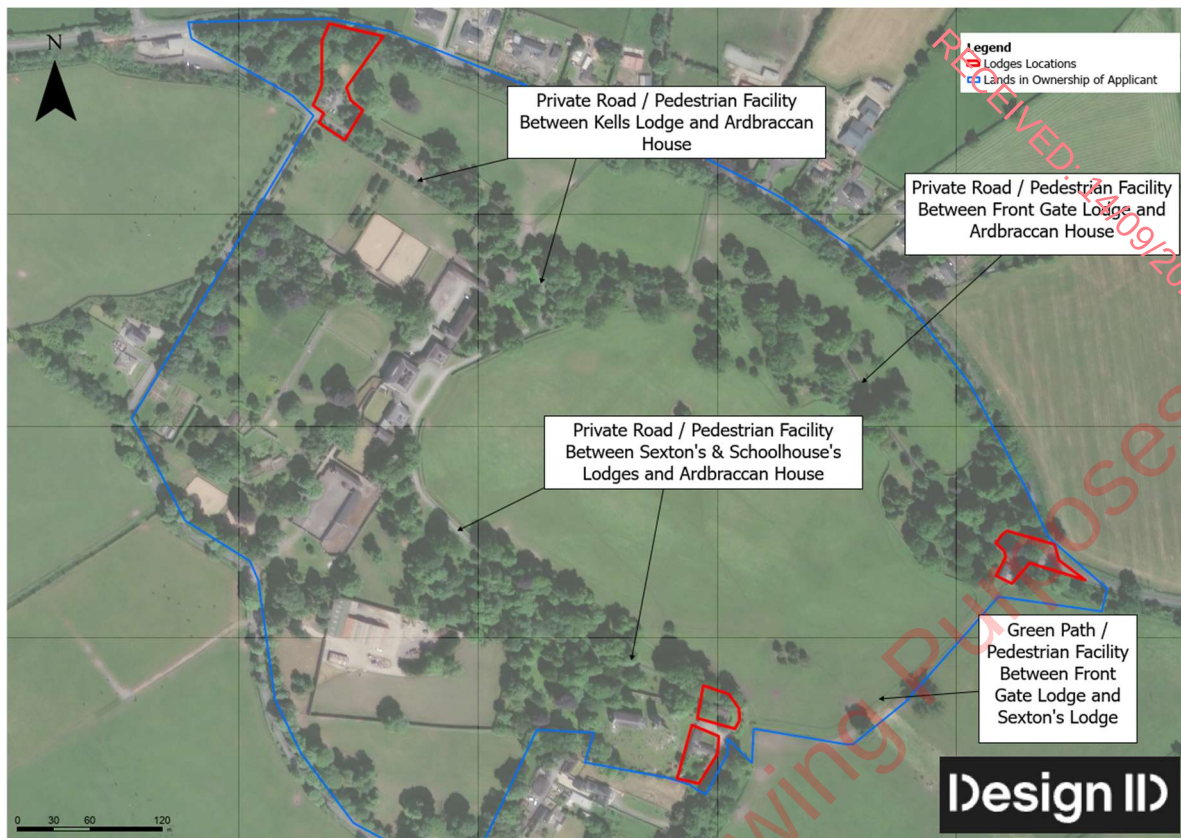


Figure 8 – Pedestrian Facilities Between Lodges and the Historic Ardraccan House Building (Prepared by Design ID)

4.4. Traffic Calming

Traffic calming measures including reduced road widths and corner radii, in accordance with DMURS section 4.4.7, are included in the existing design of Sexton's Lodge. These horizontal and vertical deflections "are changes that occur within the alignment of the carriageway to slow vehicles by requiring drivers to slow and navigate obstacles" (DMURS section 4.4.7). Refer to Figure 9 for the existing reduced road widths and corner radii at Sexton's Lodge entrance.

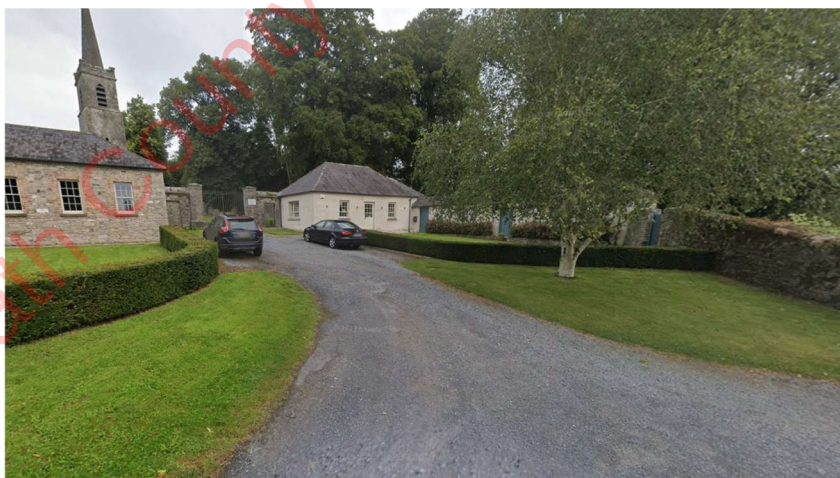


Figure 9 – Existing Entrance of Sexton's Lodge with Reduced Width and Corner Radii (Source: Google Earth)

It is noted that the existence of trees along the access road also contributes for the traffic calming. As stated in DMURS section 4.2.2 *"trees are an integral part of street design as they contribute to the sense of enclosure, act as a buffer to traffic noise/ pollution and enhance place. A traffic calming effect can also be achieved, where trees are planted in continuous rows and their canopies overhang, at least in part, the vehicular carriageway"*. Refer to Figure 7 for the existing trees along the access road at Sexton's Lodge.

4.5. Car Parking

As described in Section 2.3.1, it is proposed that the lodge shall accommodate 2 no. in-curtilage car parking spaces, including 1 no. accessible car parking space.

All existing parking spaces are parallel to a kerb and have been designed to a minimum width of 2.5m and a minimum length of 6m.

The accessible parking space has been provided with an additional width of 1.2m to the sides and rear, to comply with Part M of the of the Irish Building Regulations.

All car parking spaces dimensions comply with the DMURS and Meath CDP requirements.

Refer to Design ID's drawing no. 26102-DID-ZZ-XX-DR-C-5043 for further details.

4.6. Swept Path Analysis

Apart from private cars and motorbikes, access for emergency and refuse collection vehicles is facilitated at Sexton's Lodge.

Swept path analysis drawings have been produced demonstrating both a large refuse vehicle and a fire tender accessing, manoeuvring within and egressing Sexton's Lodge, confirming the acceptability of the lodge to accommodate such vehicles.

Additionally, swept path analysis drawings have been prepared to demonstrate that large private cars can access, park, manoeuvre within and egress the lodge site. This further confirms the acceptability of the lodge's layout.

For further details refer to Design ID's drawing no. 26102-DID-ZZ-XX-DR-C-5043 submitted with this application.

4.7. Sightlines

At the time of writing, there is no speed limit signage in the local road network. However, it can be assumed that the speed limit is 60km/h in this road network, as it is a rural local road network.

The standard visibility splay for junctions with a 60km/h design speed on the major arm is 59 metres in both directions from a setback of 2.4 metres.

A visibility splay assessment has been undertaken for the subject lodge entrance junction to verify that adequate sightlines are available for vehicles exiting Sexton's Lodge. The assessment confirms that the existing lodge entrance provides sufficient visibility. Details of the visibility splays are presented in Design ID's drawing no. 26102-DID-ZZ-XX-DR-C-5032, submitted with this application.

4.8. Summary

The proposed application demonstrates compliance with DMURS guidelines across various aspects, including site entrance design, pedestrian facilities, traffic calming measures, car parking, swept path analysis and sightlines. The design prioritises pedestrian safety, promotes low vehicular speeds and facilitates access for refuse collection and emergency vehicles. These measures aim to create a safer, more accessible and more liveable environment for all users, in line with DMURS principles.

5 Outline Construction Traffic Management Plan (CTMP)

5.1. Introduction

Should consent be granted for the proposed change of use, the applicant and the appointed contractor will be responsible for setting out a CTMP to be finalised and agreed with MCC. This Outline CTMP sets out indicative good practice measures which could be included in the final CTMP. The final CTMP is anticipated to form a condition of consent.

5.2. Working Hours

Potential working hours to manage impacts on the local community may be between the hours of 08:00 and 18:00 Monday and Friday. Minimal construction activities may occur on Saturdays between the hours of 08:00 and 13:00 and no construction activities will occur on Sundays or any Bank and Public Holidays.

5.3. Transport Co-Ordination

The appointed site manager will undertake the transport co-ordination role for the site. In this respect, their main responsibilities will include but not limited to:

- Managing the implementation of the CTMP.
- Vehicle scheduling.
- Scheduling refuse collections.
- Handling complaints.
- Acting as a point of contact for employees, contractors, the general public and with stakeholders; and
- Liaising with other developers / contractors in the area to mitigate against cumulative construction traffic impacts.

5.4. Delivery of Plant and Materials

The following measures shall be implemented in relation to the delivery and storage of materials:

- All materials relating to the development process will be stored within the footprint of the site.
- Skips and other plant machinery will be stored within the confinements of the site.
- A loading and unloading area for plant and machinery will be available within the site. It is expected that the majority of deliveries will be made via articulated goods vehicles.
- All car parking, both staff and others, will be within the site, not on the public road.

Due to the scale of the application, the number of daily deliveries to site throughout the construction phases is anticipated to be minimal and disruption would be minimised via the scheduling of deliveries and material removal. Construction materials that are delivered will be stored on-site.

5.5. Route Compliance

The use of an agreed vehicle route will be included as a contractual requirement and communicated to all drivers. No temporary full closures of public roads are expected to be required for the subject application, but should exceptional circumstances arise that would require such a closure, MCC would be notified in advance and their consent sought through the statutory process required.

5.6. Vehicle Compound

All car parking by staff members and others will take place within the site, with car sharing promoted to reduce the number of vehicle trips made to the site.

5.7. Construction Staff Mobility Management

To ensure the proper movement of construction staff on site, the appointed contractor should also prepare a Travel Plan document for staff. This would set out measures to ensure the traffic impact of construction staff travelling to work is also minimised. This would include elements such as car sharing initiatives and information on public transport for staff who are able to travel by bus.

5.8. Dust and Dirt Control

Mud and loose gravel on the road are one of the main annoyances and safety issues arising from construction sites. In the unlikely event of dust becoming an issue, the contractor will use hoses to saturate bulk materials with water both during the process and whilst loading and unloading.

To keep smoke emissions to a minimum, the burning of materials on site will be strictly prohibited.

The contractor will maintain the condition of the area around the site, including the public roadway, ensuring that it is regularly and adequately swept to prevent the accumulation of dust and dirt.

5.9. Noise Control

Noise generated by the construction process will be considered and its impact on surrounding properties mitigated. Suitable mitigation options include:

- Standard construction hours.
- The use of quieter alternative methods of construction, where deemed reasonably practicable.
- Locate construction items and machinery, that will produce the most amount of noise, away
- From neighbouring properties. This includes site offices and facilities.
- Ensure to carry out and maintain proper procedure regarding operating all vehicles and
- Equipment to keep noise and vibrations to a minimum.

5.10. Waste Management

The volume of earthworks arising from the development will be minimal and will be re-used where possible on site. Any waste material will be collected and stored in suitable storage facilities before being taken off site.

Waste materials will not be allowed to build up and accumulate due to the increase in risk of fire / vermin.

The waste will be separated and divided into various recycling types and general waste to maximise the percentage of waste recycled and reused.

5.11. Other Mitigation Measures

Earthworks and concrete works will take place during periods of low anticipated rainfall, where practical, to reduce the runoff and potential siltation of watercourses.

All plant and machinery will be properly serviced before being mobilised to site. No plant maintenance will be done on site, and any broken plant will be taken off site and fixed remotely.

Procedures and contingency plans will be set up to deal with emergency accidents or spills. An emergency spill kit with oil boom, absorbers etc. will be kept on-site for use in the event of an accidental spill.

5.12. Summary

The Outline CTMP provides a set of measures to be included in the final CTMP for the proposed development. It covers aspects such as working hours, transport coordination, delivery of materials, route compliance, vehicle compound, dust and dirt control, noise control, waste management, and other mitigation measures. The plan aims to minimise disruption to the local community, ensure proper storage and disposal of waste, and address potential environmental concerns during the construction process.

6 Summary and Conclusion

6.1. Summary

Design ID has been commissioned by Mr. Tadhg Carolan of Ardbraconn Estate Holdings Ltd (the applicant) to prepare a Transport Statement (TS) to assist MCC in its assessment of a planning application for a proposed change of use of Sexton's Lodge at Ardbraconn Estate House, Ardbraconn Village, Navan, Co. Meath. It is proposed to change the current use of this lodge to be used as a short-term holiday unit.

This TS adheres to key objectives of the NPF, the standards of Meath CDP 2021-2027 and the guidelines of the TII and DMURS.

This TS has found the existing lodge to have adequate accesses, and the proposed number of car and bicycle parking spaces complies with the Meath CDP 2021-2027.

The proposed short-term holiday unit is expected to generate 1 no. two-way vehicle trip during each peak period. These additional movements have been compared with the existing traffic volume in the local road network to assess the traffic impact generated by Sexton's Lodge change of use. It has been determined that the local road network is expected to have sufficient capacity to accommodate this increase without causing any undue congestion or delays and, therefore, neither a TTA nor junction modelling are required for the proposed change of use.

The access and internal layout of the lodge have been designed in line with DMURS by prioritising pedestrian and cycling mobility and permeability. Traffic calming measures have been proposed where appropriate and possible.

The lodge's accesses and layout have been analysed by way of swept path analysis to demonstrate that large private cars access can be safely facilitated. It has also been concluded that emergency and refuse vehicles can access, manoeuvre within and egress safely Sexton's Lodge.

Sightlines at the lodge's access have been assessed in accordance with the requirements of DMURS.

Should consent be granted, a detailed CTMP will be prepared by the appointed contractor and agreed in consultation with MCC. However, for the purposes of this report, an Outline Construction Traffic Management Plan has been included.

6.2. Conclusion

This TS finds the lodge to have suitable accesses and visibility splays. The proposed number of car and cycle parking spaces are deemed to be appropriate and in line with the standards of Meath CDP 2021-2027, and the lodge's trip generation characteristics are expected to have a residual impact on the local road network.

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Appendix A – TRICS Output

Audit Code: eb71f769-0fce-4012-b5ef-469e05b3540b

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: J - HOLIDAY ACCOMMODATION

Selected Vehicle Type: Total Vehicles

**BOLD print indicates peak (busiest) period*

Selected regions and areas:

02	SOUTH EAST		
	HF	HERTFORDSHIRE	1 day
03	SOUTH WEST		
	CW	CORNWALL	1 day
04	EAST ANGLIA		
	NF	NORFOLK	1 day
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NO	NORTH LINCOLNSHIRE	1 day
	RI	EAST RIDING OF YORKSHIRE	1 day
11	SCOTLAND		
	HI	HIGHLAND	1 day
13	MUNSTER		
	LI	LIMERICK	1 day
17	ULSTER (NORTHERN IRELAND)		
	AN	ANTRIM	1 day
	DO	DOWN	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

Audit Code: eb71f769-0fce-4012-b5ef-469e05b3540b

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	UNITS
Actual Range:	10 to 75 (units:UNITS)
Range Selected by User:	10 to 75 (units:UNITS)
Parking Spaces Range:	0 - 5000

Public Transport Provision:	
Selection by:	All Surveys Included
Date Range:	20/06/89 to 26/05/25

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	2 days
Tuesday	1 days
Wednesday	2 days
Thursday	2 days
Friday	1 days
Saturday	1 days
Sunday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	9
Direction ATC Count	1

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:

Suburban Area	1 days
Edge of Town	4 days
Neighbourhood Centre	1 days
Free Standing	4 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

No Sub Category	2 days
Out of Town	6 days
Residential Zone	1 days
Village	1 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Unknown	9 days

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Secondary Filtering Selection:

Use Class:

N/A

10 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

10 - 1523

Population within 1 mile:

1,000 or Less	4 surveys
1,001 to 5,000	2 surveys
5,001 to 10,000	2 surveys
10,001 to 15,000	1 surveys
25,001 to 50,000	1 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,000 or Less	2 surveys
5,001 to 25,000	1 surveys
25,001 to 50,000	1 surveys
75,001 to 100,000	3 surveys
100,001 to 125,000	1 surveys
125,001 to 250,000	2 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	4 surveys
1.1 to 1.5	5 surveys
1.6 to 2.0	1 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Audit Code: eb71f769-0fce-4012-b5ef-469e05b3540b

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 10 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 10 surveys

This data displays the number of surveys within the selected set by PTAL rating category.

COVID-19 Restrictions:

Yes - At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

Audit Code: eb71f769-0fce-4012-b5ef-469e05b3540b

1 CASTLE ROAD ANTRIM Edge of Town Out of Town Number of units: 75.00 UNITS Survey date: Saturday 15/06/2024	AN-03-J-01	HOLIDAY PARK	ANTRIM Survey Type: Unknown
2 A394 NEAR PENZANCE Free Standing Out of Town Number of units: 69.00 UNITS Survey date: Monday 06/08/1990	CW-03-J-03	CARAVAN & CAMPING	CORNWALL Survey Type: Unknown
3 BALLYQUINTIN ROAD PORTAFERRY Free Standing Out of Town Number of units: 50.00 UNITS Survey date: Friday 30/07/2010	DO-03-J-01	TARA CARAVAN PARK	DOWN Survey Type: Unknown
4 BREAKSPEAR WAY HEMEL HEMPSTEAD Edge of Town No Sub Category Number of units: 55.00 UNITS Survey date: Wednesday 30/07/2008	HF-03-J-01	CARAVAN	HERTFORDSHIRE Survey Type: Unknown
5 GRAMPIAN ROAD AVIEMORE Neighbourhood Centre Village Number of units: 65.00 UNITS Survey date: Thursday 24/07/1997	HI-03-J-02	SCANDINAVIAN VILLAGE	HIGHLAND Survey Type: Unknown
6 ROCKINGHAM ROAD NEAR CORBY CALDECOTT Free Standing Out of Town Number of units: 10.00 UNITS Survey date: Wednesday 10/04/2024	LE-03-J-01	CARAVAN PARK	LEICESTERSHIRE Survey Type: Unknown
7 GALTREE AVENUE LIMERICK Suburban Area Residential Zone Number of units: 70.00 UNITS Survey date: Monday 18/07/2011	LI-03-J-01	HOLIDAY VILLAGE	LIMERICK Survey Type: Unknown

Audit Code: eb71f769-0fce-4012-b5ef-469e05b3540b

8	NF-03-J-02	CAMPING	NORFOLK
WHITLINGHAM LANE NORWICH WHITLINGHAM Edge of Town Out of Town Number of units: 72.00 UNITS Survey date: Tuesday 17/08/2021			
			Survey Type: Unknown
9	NO-03-J-01	CARAVAN PARK	NORTH LINCOLNSHIRE
WATERSIDE ROAD BARTON-UPON-HUMBER Edge of Town No Sub Category Number of units: 31.00 UNITS Survey date: Sunday 27/09/2009			
			Survey Type: Unknown
10	RI-03-J-01	CAMPSITE/HOLIDAY COTTAGES	EAST RIDING OF YORKSHIRE
SPROATLEY ROAD NEAR KINGSTON UPON HULL PRESTON Free Standing Out of Town Number of units: 37.00 UNITS Survey date: Thursday 10/04/2025			
			Survey Type: Unknown

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
HI-03-J-02	19-07-1997	Removed: Most Recent HI-03-J-02 24-07-1997
HI-03-J-02	20-07-1997	Removed: Most Recent HI-03-J-02 24-07-1997
HI-03-J-02	21-07-1997	Removed: Most Recent HI-03-J-02 24-07-1997
HI-03-J-02	22-07-1997	Removed: Most Recent HI-03-J-02 24-07-1997
HI-03-J-02	23-07-1997	Removed: Most Recent HI-03-J-02 24-07-1997

Audit Code: eb71f769-0fce-4012-b5ef-469e05b3540b

TRIP RATE for Land Use 03 - RESIDENTIAL/J - HOLIDAY ACCOMMODATION

Total Vehicles

Calculation factor: 1 UNITS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. UNITS	Arrivals	Departures	Totals
00:00-01:00	1	65	0.077	0.031	0.108
01:00-02:00	1	65	0.000	0.000	0.000
02:00-03:00	1	65	0.000	0.000	0.000
03:00-04:00	1	65	0.000	0.000	0.000
04:00-05:00	1	65	0.000	0.000	0.000
05:00-06:00	1	65	0.000	0.000	0.000
06:00-07:00	1	65	0.077	0.000	0.077
07:00-08:00	10	53	0.026	0.032	0.058
08:00-09:00	10	53	0.081	0.062	0.143
09:00-10:00	10	53	0.051	0.157	0.208
10:00-11:00	10	53	0.105	0.251	0.356
11:00-12:00	10	53	0.101	0.174	0.275
12:00-13:00	10	53	0.137	0.139	0.276
13:00-14:00	10	53	0.142	0.152	0.294
14:00-15:00	10	53	0.150	0.075	0.225
15:00-16:00	10	53	0.142	0.118	0.260
16:00-17:00	10	53	0.213	0.129	0.342
17:00-18:00	10	53	0.251	0.174	0.425
18:00-19:00	10	53	0.165	0.163	0.328
19:00-20:00	8	57	0.138	0.084	0.222
20:00-21:00	8	57	0.092	0.042	0.134
21:00-22:00	7	55	0.047	0.037	0.084
22:00-23:00	1	65	0.169	0.062	0.231
23:00-00:00	1	65	0.062	0.031	0.093
Total Rates:			2.226	1.913	4.139

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: eb71f769-0fce-4012-b5ef-469e05b3540b

Parameter Summary:

Trip rate parameter range selected:	10 - 75 (units: UNITS)
Survey date date range:	06/08/1990 - 10/04/2025
Number of weekdays (Monday-Friday):	8
Number of Saturdays:	1
Number of Sundays:	1
Surveys automatically removed from selection:	5
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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Appendix B – TII's Traffic Survey at R147 Road

Site Data



000000020032 - TMU R147 040.0

S - R147 (Old N03) Between Kells and Navan, Martry, Co. Meath

County: Meath

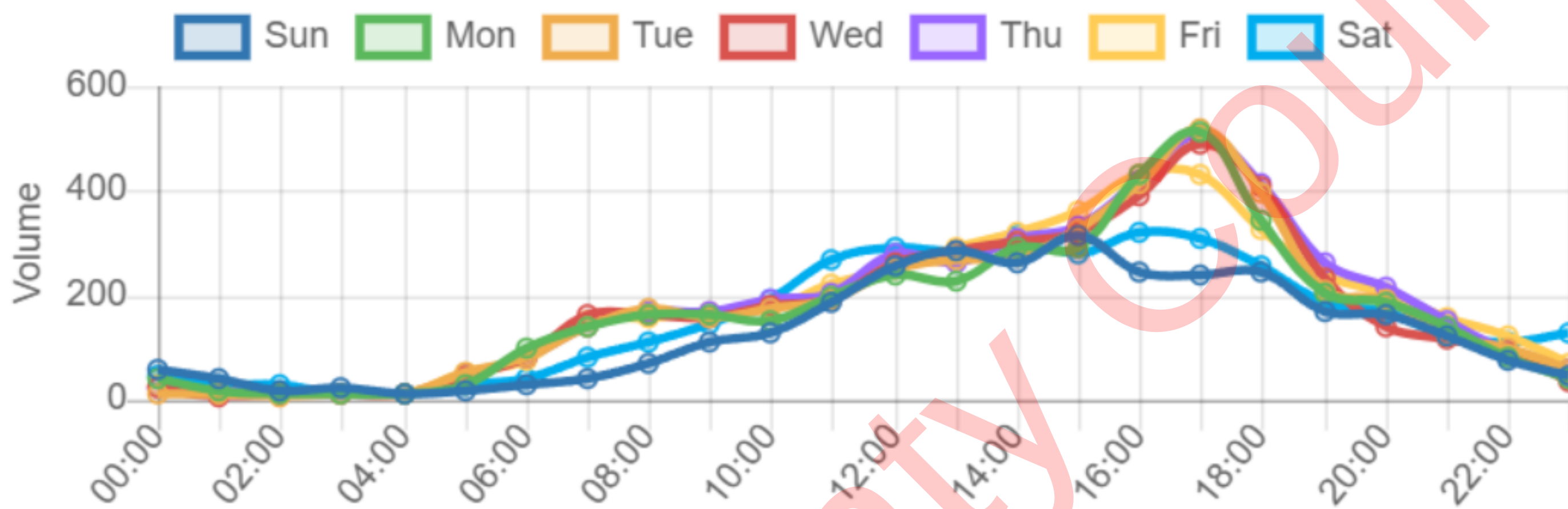
Coordinates: 53.69842, -6.78932

Latest data is from July 2026

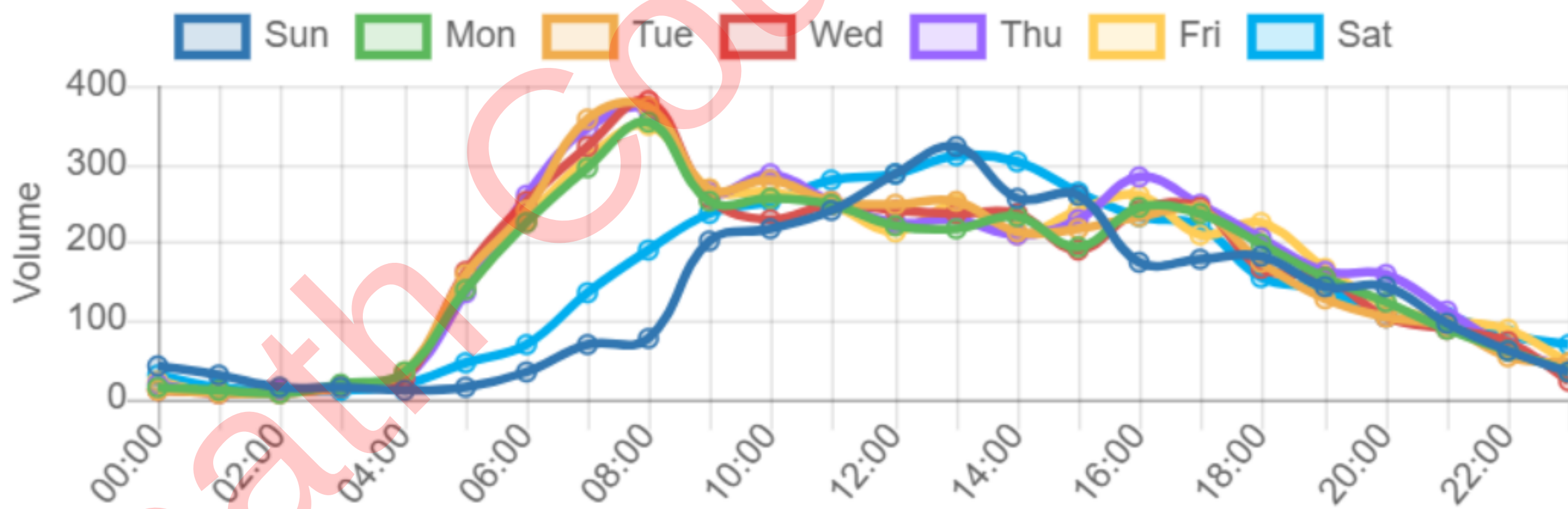
Traffic Statistics by Direction

Direction	Weekday average total traffic	7-day average traffic	Weekly traffic total
South	4,000	3,812	26,681
North	4,199	3,989	27,922

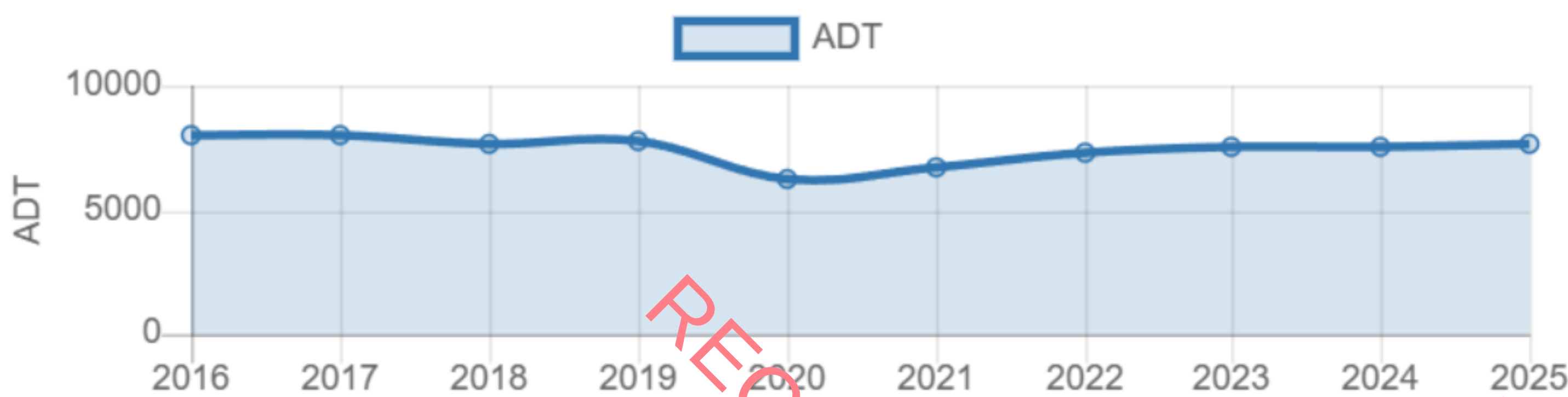
Daily Volume (North)



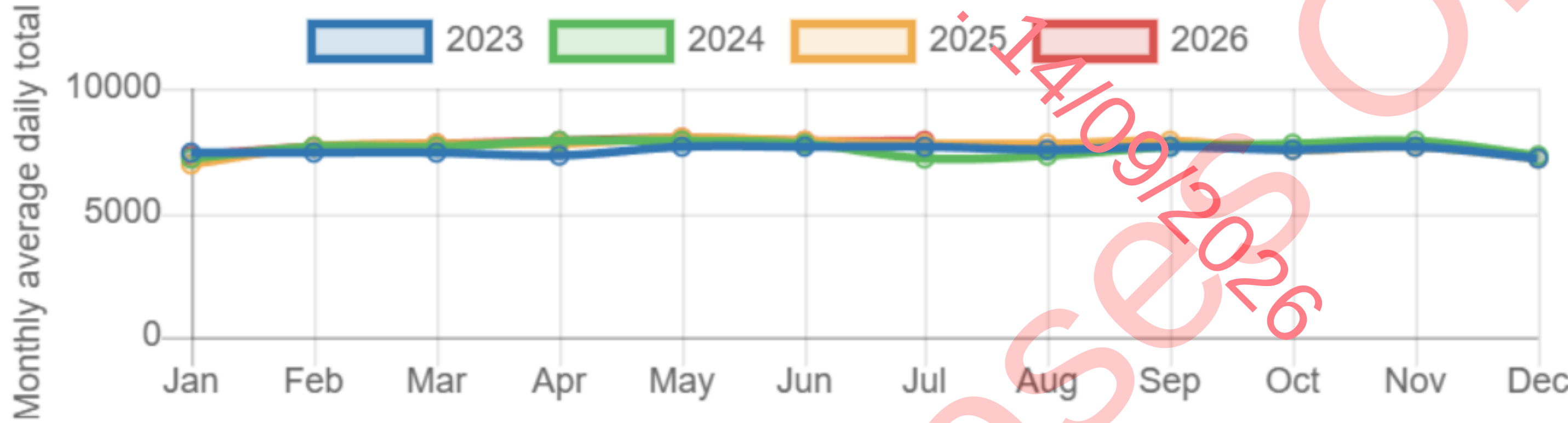
Daily Volume (South)



ADT Trend



Monthly average daily total



Weekly Traffic Count

54,603

7-day Average Traffic Count

7,800

Weekday Average Traffic Count

8,199

Vehicle Classification 2026

1. Motorbike Motorbikes		0.61%
2. Car Passenger cars		84.76%
3. LGV Light goods vehicles		10.18%
4. Bus Buses or coaches		1.59%
5. HGV Heavy goods vehicles		1.06%
6. Articulated HGV Articulated heavy goods vehicles		1.33%
7. Caravan Vehicles pulling caravans		0.47%