SOCIAL HOUSING DEVELOPMENT

SHANGAN ROAD, BALLYMUN, DUBLIN

Traffic and Transport Assessment

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Contents

1 INTRODUCTION 1
1.1 Objective 2
1.2 Reference Documents 2
1.3 Approach 2
1.4 Methodology 2
1.4.1 Establishment of Traffic Flows 2
1.4.2 Traffic Analysis 2

2 EXISTING CONDITIONS 4
2.1 Existing Site Conditions 4
2.2 Existing Surrounding Road Network 6
2.3 Existing Surrounding Footpath Network 6
2.4 Existing Public Transport Facilities 8
2.4.1 Bus 8
2.4.2 Cycle 8

3 FUTURE CONDITIONS 9
3.1 Proposed Development 9
3.2 Surrounding Road and Footpath Network 10
3.2.1 Southern Access Road/R108 Junction 10
3.3 Future Public Transport Facilities 11
3.4 Future Cycle Facilities 11

4 TRAFFIC ANALYSIS 12
4.1 Existing Traffic 12
4.1.1 Junctions Analysed 12
4.1.2 Units 12
4.1.3 Time Periods Analysed 13
4.1.4 Existing Traffic Flows 13
4.2 Travel Demand from the New Development 14
4.2.1 Trip Generation 14
4.2.2 Trip Distribution 14
4.3 Traffic Impact of Proposed Development 16
4.3.1 TII Traffic and Transport Assessment Guidelines 16
4.3.2 Traffic Impact Analysis 19
4.3.3 Traffic Impact Conclusions 19

5 ROAD LAYOUT, PARKING AND VISIBILITY 20
5.1 Proposed Internal Roads 20
5.2 Parking 20
5.3 Visibility 20
5.4 Road Safety Audit 20

6 CONCLUSION 21

Appendices

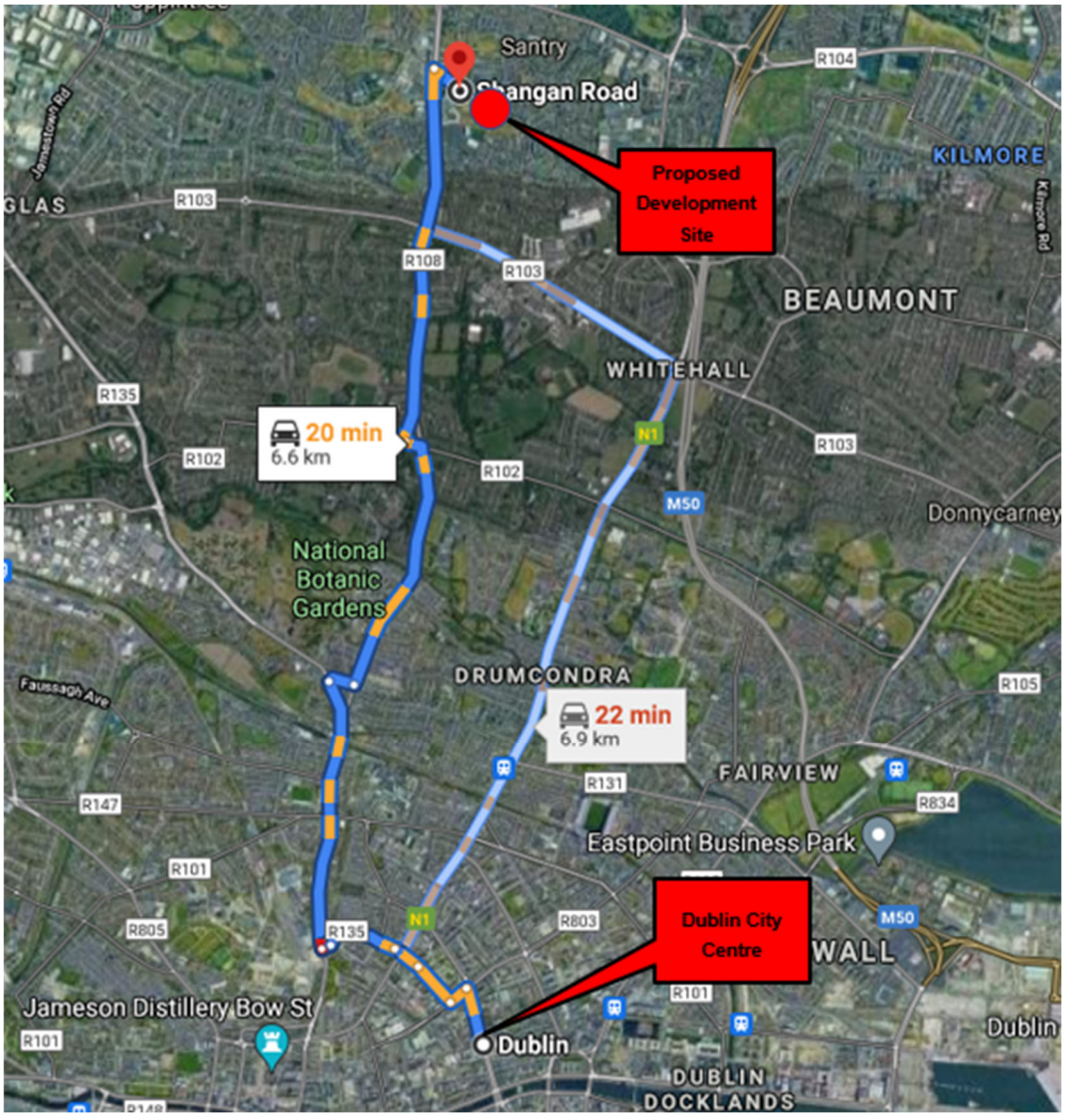
Appendix A Traffic Engineering Drawings
Appendix B Go Ahead Ireland Correspondence

1 INTRODUCTION

RPS are the appointed Civil and Structural Engineering advisors for the proposed residential development at Shangan, Ballymun, Dublin. This project will deliver 94 residential units to Dublin City Council.

RPS was appointed to carry out a Traffic and Transport Assessment (TTA) as part of a Part 8 Planning application for a social housing residential development on the Shangan Road in the Ballymun area of Dublin City. The proposed site is located at Shangan Road, Ballymun, Co. Dublin, approximately 6.6km north of Dublin City Centre. The site location is shown on the Site Location Map in **Appendix A** and in **Figure 1.1** below.

Figure 1: Site Location



1.1 Objective

The objective of this TTA is to assess the likely impact of the proposed development on the surrounding road network.

1.2 Reference Documents

This TTA was prepared in accordance with and with cognisance of the following:

- NRA Traffic and Transport Assessment Guidelines (May 2014),
- Ballymun Local Area Plan 2017
- Dublin City Council - Dublin City Development Plan 2016 - 2022
- NTA - Transport Strategy for the Greater Dublin Area 2016 - 2035

1.3 Approach

This TTA includes the following;

- Relevant policy review,
- Establishment of existing and future traffic flows and development trip generation, and
- Appraisal of predicted traffic flows

1.4 Methodology

1.4.1 Establishment of Traffic Flows

Traffic generated by the proposed development was calculated TRICS trip rate calculations. TRICS trip rates are calculated by using surveyed trips to and from similar developments and are explained on TRICS.org as being;

“Trip rates show the number of traffic/people movements in and out of a development (or an average of a number of developments within the same land use category), for a given trip rate parameter factor. For example, when trip rates are calculated by Gross Floor Area (GFA), they are shown per 100m2 of GFA. Using this factor, users can apply trip rates to potential developments, and are encouraged to achieve a balance between their selection criteria and the size of their selected data sample to achieve this aim.”

“Trip rates are calculated as follows: Mean average trip rates are calculated when there are at least 2 surveys included in a selected list (trip rates for an individual site can also be calculated). The calculation process consists of 3 parts, and these apply to every hour of the survey duration, for arrivals, departures and totals counts:””

1.4.2 Traffic Analysis

1.4.2.1 Consultation

Following consultation with Dublin City Council (DCC) Roads and Traffic Department the following junctions were identified as requiring analysis:

- Shangan Road/R108 (Signalised Junction)
- Shangan Road/R108 (Priority Junction)
- Shangan Road/Longdale Terrace Road (Priority Junction)

1.4.2.2 Traffic Counts

Traffic counts were carried out at the junctions listed in Section 1.4.2.1 by Irish Traffic Surveys Ltd. on 15th June 2021. Whilst it is understood that these traffic counts were carried out during the Covid-19 Pandemic which has influenced traffic behaviour and outside of the school calendar, it was agreed following discussions with DCC that these counts should be used to inform this report due to a lack of historical data. The location of the proposed development site being in a city centre where car ownership will likely be low the approach is considered to be reasonable based on the level of unknowns with regards future traffic patterns post Covid-19 Pandemic and workplaces adopting 'work from home' policies.

1.4.2.3 Adjustment to Traffic Counts

TII Publications – Project Appraisal Guidelines for National Roads Unit 5.3 – Travel Demand Projections includes alternative future demand scenario growth factors to account for changes in traffic patterns as a result of the Covid-19 Pandemic. The methodology of this assessment aims to assess the requirement for traffic modelling and assessment based on the TII Traffic and Transport Assessment Guidelines May 2014 and the following thresholds within this document in relation to direct effects on traffic volumes that will require a Traffic and Transport Assessment;

- 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.

These Guidelines also give the below advisory thresholds for Traffic and Transport Assessments to be required.

- 100 trips in / out combined in the peak hours for the proposed development
- Development traffic exceeds 10% of turning movements at junctions with and on National Roads.
- Development traffic exceeds 5% of turning movements at junctions with National Roads if location has potential to become congested or sensitive.

As the adjustment factors in TII Publications – Project Appraisal Guidelines for National Roads Unit 5.3 – Travel Demand Projections are growth factors, it was considered prudent to use the existing traffic counts without these growth factors in order to represent a worst-case scenario when assessing the developments impact in relation to the thresholds within the TII Traffic and Transport Assessment Guidelines May 2014.

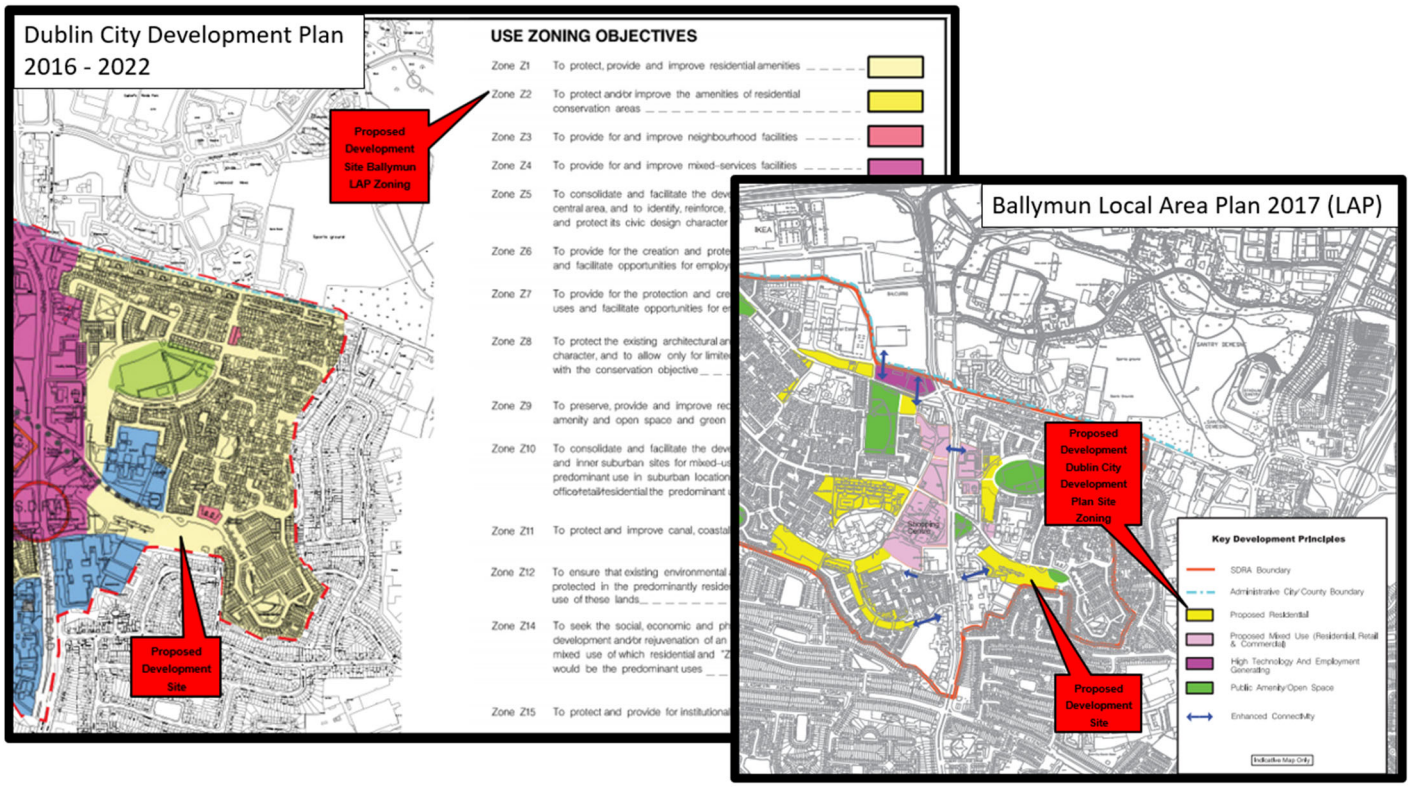
2 EXISTING CONDITIONS

2.1 Existing Site Conditions

The proposed development site is currently a green field within a built up urban area site zoned for residential land use in the Ballymun LAP 2017 and the Dublin City Development Plan 2016 – 2022 as shown in the below **Figure 2-1** and **2-2**

Figure 2-1: Existing Site Condition

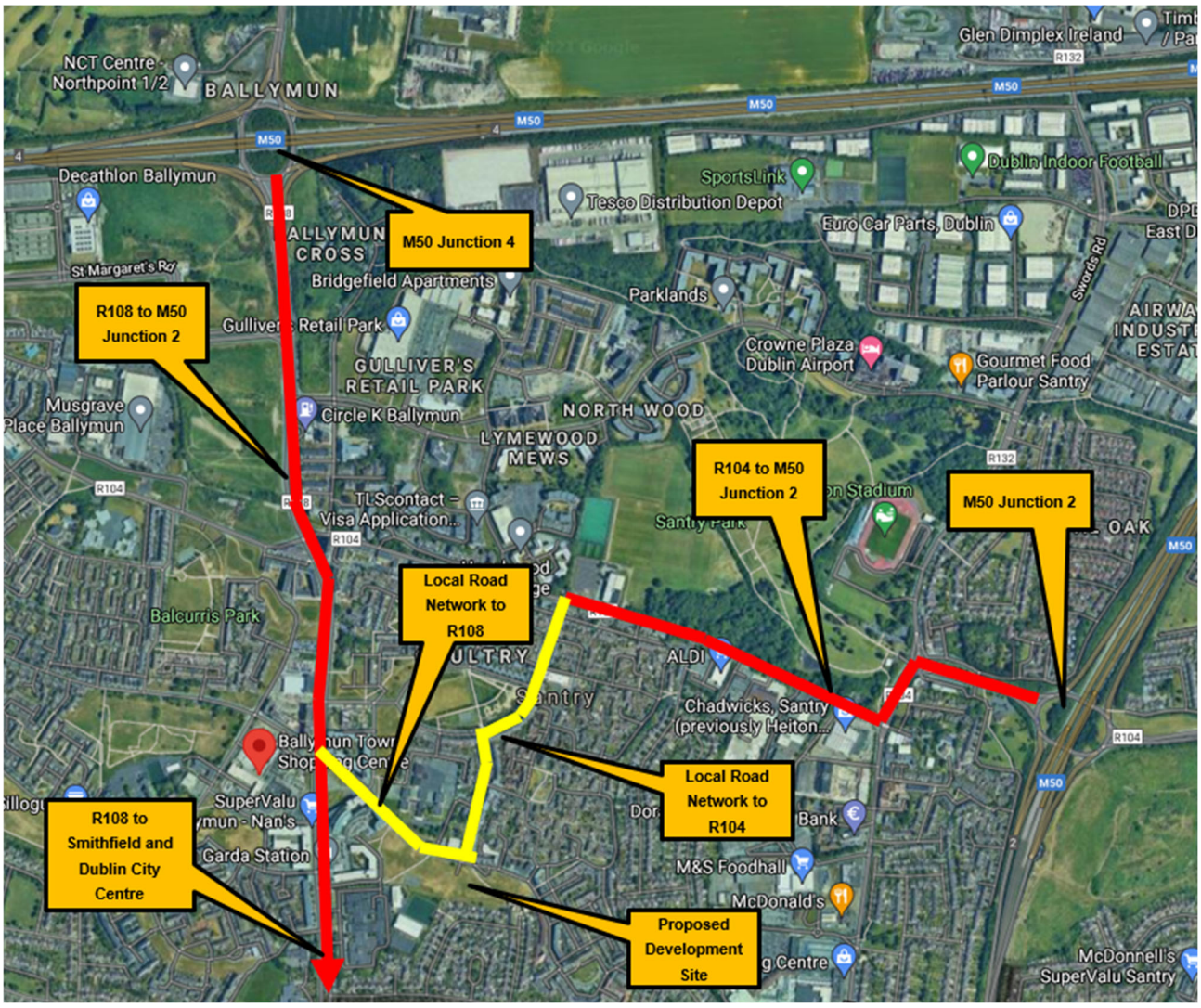
Figure 2-2: Existing Site Usage



2.2 Existing Surrounding Road Network

The Shangan Road is a local access road which runs adjacent to the proposed development. The roads surrounding the proposed development site are local in nature and serve as a network of connecting roads from housing developments to the R108 which joins the M50 at Junction 4 to the north of the proposed development site and Smithfield to the south and R104 which joins the M50 at junction 2 to the west of the proposed development site. This road network is illustrated in **Figure 2-3** below

Figure 2-3: Existing Surrounding Road Network



2.3 Existing Surrounding Footpath Network

The surrounding road network includes a well-connected network of footpaths in good condition on both sides. These footpaths link the proposed development site to a number of local amenities such as schools, shops and healthcare facilities within a comfortable walking distance of approximately 1.2km (15 minutes), calculated by Google Maps as shown in the below **Figure 2-4** and **2-5**. Also present along this network of footpaths are pedestrian crossings in the form of uncontrolled and signal controlled crossings. Traffic calming in the form of speed ramps and raised tables are also present to assist pedestrian safety.

Figure 2-4: Existing Footpath Network and Linkages to Amenities

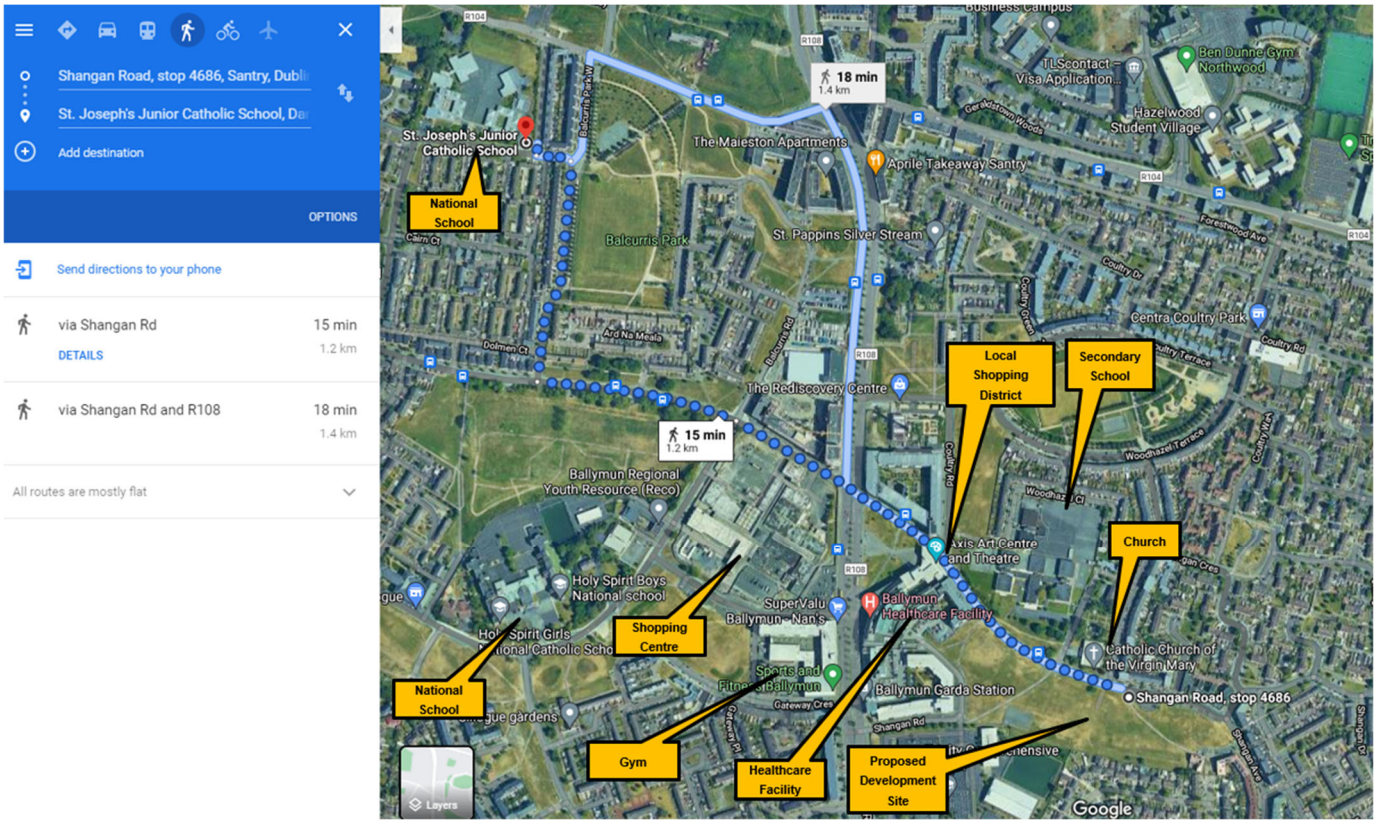


Figure 2-5: Existing Footpath Network Features

2.4 Existing Public Transport Facilities

2.4.1 Bus

The proposed development site is well serviced by bus as there is a bus stop 100m from the development on Shangan Road. The four most convenient services are the Dublin Bus no's 1, 4, 13 and 155. Each of these services allow a commuter to access Dublin City Centre within 29-34mins during the AM peak period of 08:00-09:00. These services benefit from bus lanes which are present along the vast majority of these routes.

As part of the works, Bus Stop No. 4686 will be removed (see **Figure 2-6** below). The removed bus stop won't be replaced as Bus Stop No. 4687 is in very close proximity on Shangan Road. The bus route is largely unaffected as it can circulate around the Public Open Space and continue west along Shangan Road. The proposal was discussed with Derry O'Leary of Go Ahead Ireland and correspondence is included in **Appendix B**.

Figure 2-6 Bus stop to be removed

2.4.2 Cycle

The proposed development site is well connected to existing cycle facilities. The local road network adjacent to the proposed development site being residential and having traffic calming measures in place means that cyclists can be comfortable with sharing the road carriageway with vehicles. Approximately 550m from the proposed development site, the segregated cycles lanes northbound and southbound along the R108 can be accessed. Dublin City Centre can be accessed via bicycle from the proposed development site using a mixture of segregated cycle lanes and bus lanes in approximately 19minutes.

3 FUTURE CONDITIONS

3.1 Proposed Development

The proposed development, as described in **Section 1** is a social housing development and will consist of the following units;

Table 3.1 Development Type

Unit Type	1 Bed	2 Bed	3 Bed	4 Bed	Total
House	-	10	8	2	20
Apartment	67	6	-	-	73
				Total	93

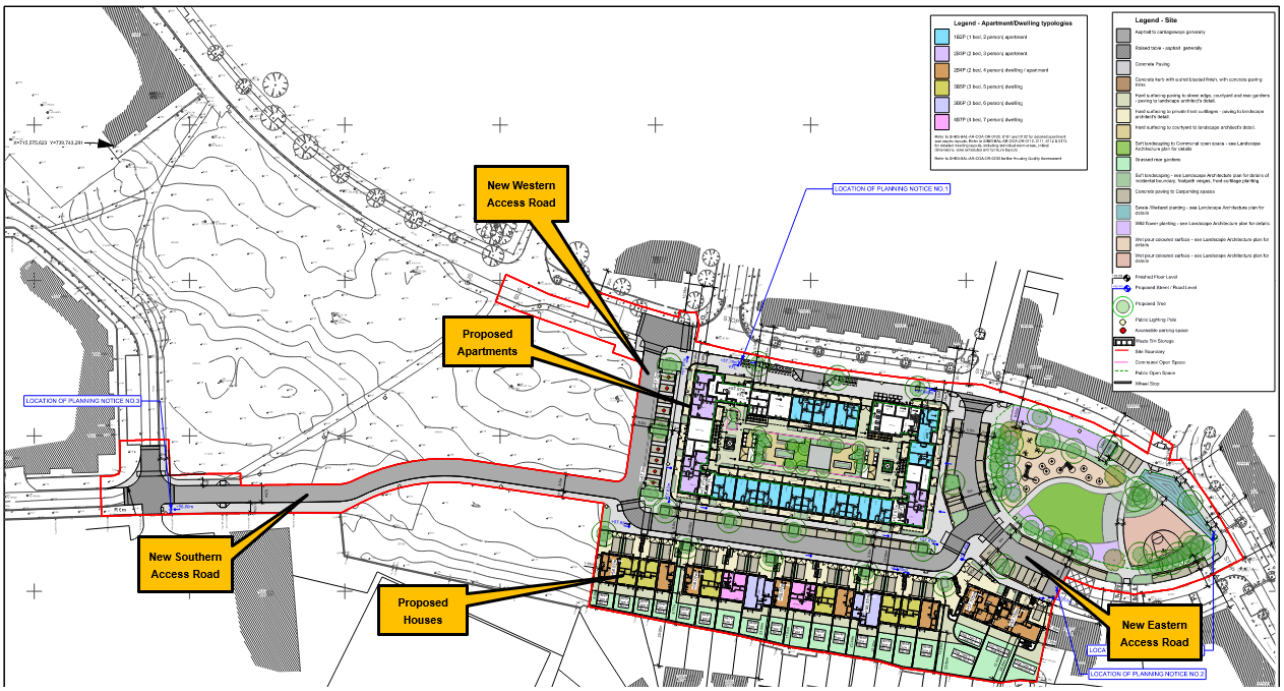
The proposed apartments will front on to the Shangan Road to the north and three new access roads to the east, west and south of this section of the development and surround a central green area. The proposed houses will consist of three blocks of terraced houses fronting on to a new access road to the south of the of proposed apartments.

The proposed new access roads will junction the Shangan Road to the north of the proposed development at two different locations and will also junction the Shangan Road to the west of the proposed development.

Parking will be provided in the form of 39 on street parallel, 10 on street perpendicular and 10 on street perpendicular disabled parking bays.

This is illustrated in the Proposed Site Layout Drawing in **Appendix A** and **Figure 3-1** below

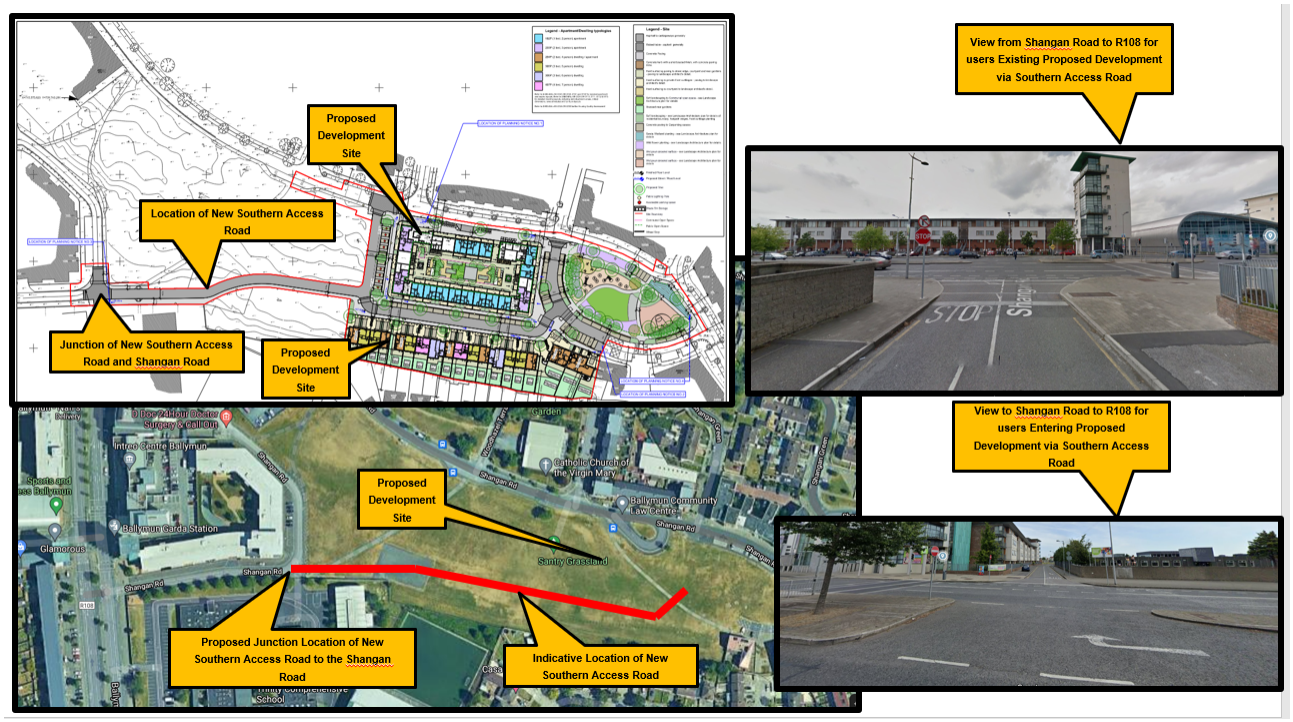
Figure 3-1: Proposed Site Layout



3.2 Surrounding Road and Footpath Network

As stated previously in **Section 3.1**, the proposed development will include three new access roads that will junction the Shangan Road to the north of the proposed development at two different locations and will also junction the Shangan Road to the west of the proposed development. These roads will be 6.0m in width and will include footpaths along the fronts of the apartments and houses and will connect to the existing footpaths network. Pedestrian crossings will be included in the form of uncontrolled crossings. No other changes to the surrounding road network are proposed as part of this development and no new road schemes have been identified for this area.

Figure 3-2: Future Surrounding Road Network



3.2.1 Southern Access Road/R108 Junction

Consideration was given to the potential traffic impact of the opening of the new route of the Southern Access Road and its potential effects on the surrounding road network, particularly from the potential for East to West traffic which may decide to use this route to the junction of the Southern Access Road/R108.

The attractiveness of the new route to the development is likely to be low due to the proposed design of the internal road network of the proposed development. The proposed alignment of the internal road network has been designed in accordance with DMURS and therefore has features such as; a narrow carriageway, low radius corners at junctions, raised pedestrian crossings and raised tables. These factors combined with the turning restrictions at the junction of the new Southern Access Road with the R108 preventing right turns (northbound) are likely to make the Shangan Road the more attractive route for east to west traffic. The junction of the Shangan Road and the Ballymun Road being signalised may also be considered more attractive for the east to west traffic as there will be clear opportunity to join the R108 rather than potentially long waiting periods at the uncontrolled junction of the new Southern Access Road and the R108. Whilst some drivers may chose to use this new access route, the volume of these is likely to be minimal due to the proposed design of the internal road network being in accordance with DMURS which promotes lower vehicle speeds.

3.3 Future Public Transport Facilities

As stated previously the proposed development site is well serviced by existing bus services. The NTA - Transport Strategy for the Greater Dublin Area 2016 – 2035 proposes that Ballymun will be serviced by the New Metro North line which, should it be constructed, will give a greater connectivity for residents in the area and likely impact positively on encouraging a modal shift from car travel thus reducing car ownership in the area.

The NTA - Transport Strategy for the Greater Dublin Area 2016 – 2035 also proposes improvements to bus infrastructure that will benefit the proposed development. A Core Bus Network is proposed which includes improvements to bus infrastructure improvements aimed at providing a continuous priority bus movement that will serve this proposed development.

3.4 Future Cycle Facilities

The NTA Greater Dublin Area Cycle Network Plan has identified the Ballymun area as a primary area for proposed radial routes to Dublin City Centre. This radial route has the potential to link Ballymun to Parnell Square, Phibsborough, Glasnevin, Finglas and Charlestown depending on the final route chosen. There are potential additional areas to be linked to this proposed radial route that will connect Dublin City University and the Mater Hospital to this radial cycle route. A route has been identified that will serve Ballymun. This route is along the Royal Canal Bank over an area of now filled in canal. This will provide a safe off road cycle route with minimal conflict points with vehicular traffic and should make cycling a more attractive mode of transport for all people in the Ballymun and surrounding areas.

4 TRAFFIC ANALYSIS

4.1 Existing Traffic

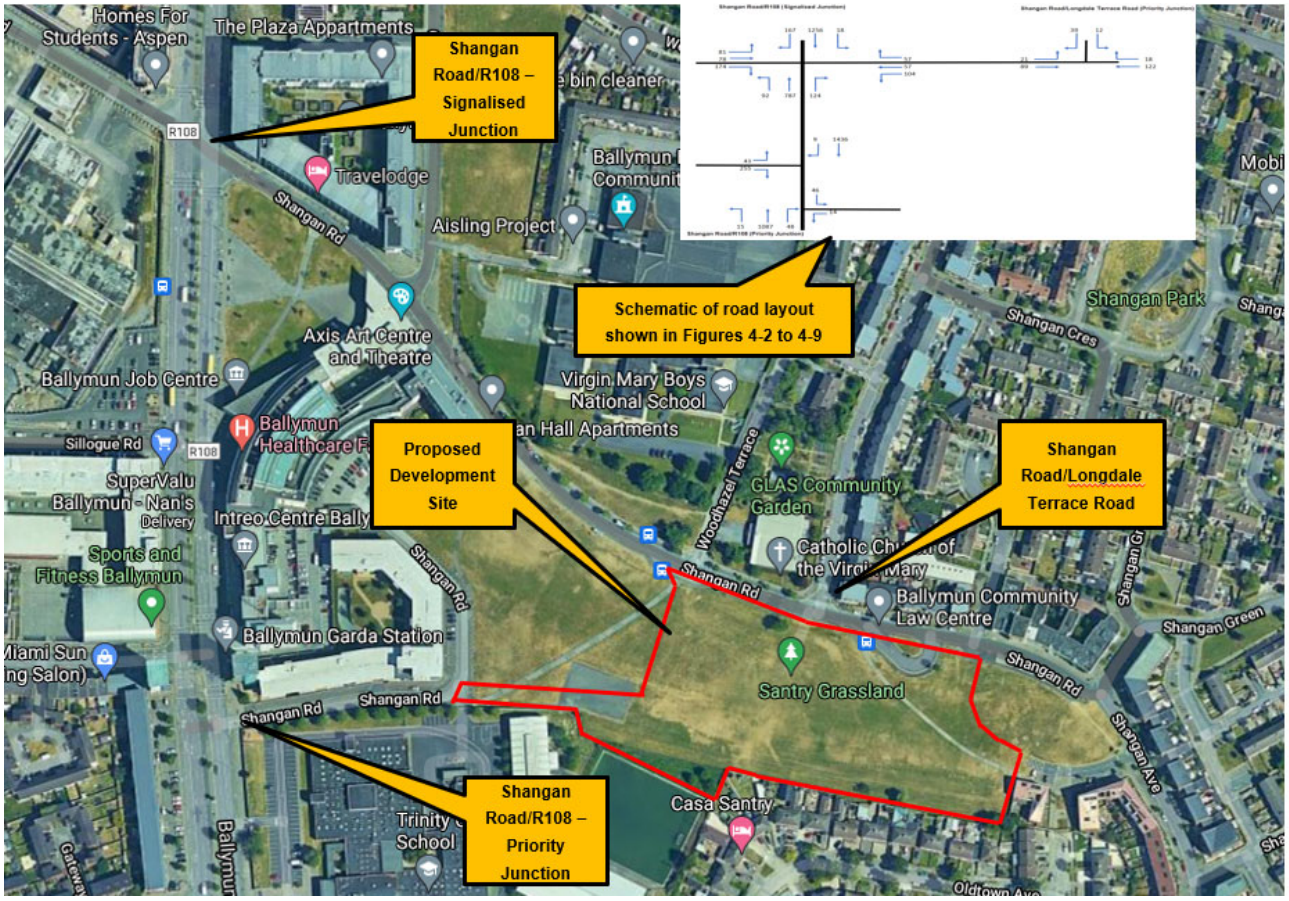
4.1.1 Junctions Analysed

As stated in Section **1.4.2.1** previously the following junctions will be analysed

- Shangan Road/R108 (Signalised Junction)
- Shangan Road/R108 (Priority Junction)
- Shangan Road/Longdale Terrace Road (Priority Junction)

These junctions locations, and proximity to the proposed development site are shown in below in **Figure 4-1**.

Figure 4-1: Junctions Analysed



4.1.2 Units

The existing traffic flows recorded as detailed in **Section 1.4.2.2** were converted to Passenger Car Unit's (PCU's) using the below conversion rates:

- Motorcycle, Car, LGV = 1PCU
- OGV1, OGV2 & PSV = 2PCU

PCU's can be described as the impact a mode of transport has on traffic variables such as headway, speed and density compared to a single car.

4.1.3 Time Periods Analysed

Traffic volumes in the form of PCU values and turning movements during peak AM peak period (08:00-09:15) and the PM peak period (17:00-18:15) were used in this analysis. These time periods were identified as being the busiest periods of the day for traffic as recorded in the traffic count survey described in **Section 1.4.2.1**.

4.1.4 Existing Traffic Flows

Based on the above and the traffic count data described previously, the below peak traffic flows are illustrated in the schematics in **Figure's 4-2** and **4-3**

Figure 4-2: Existing AM Peak Period Traffic Flows

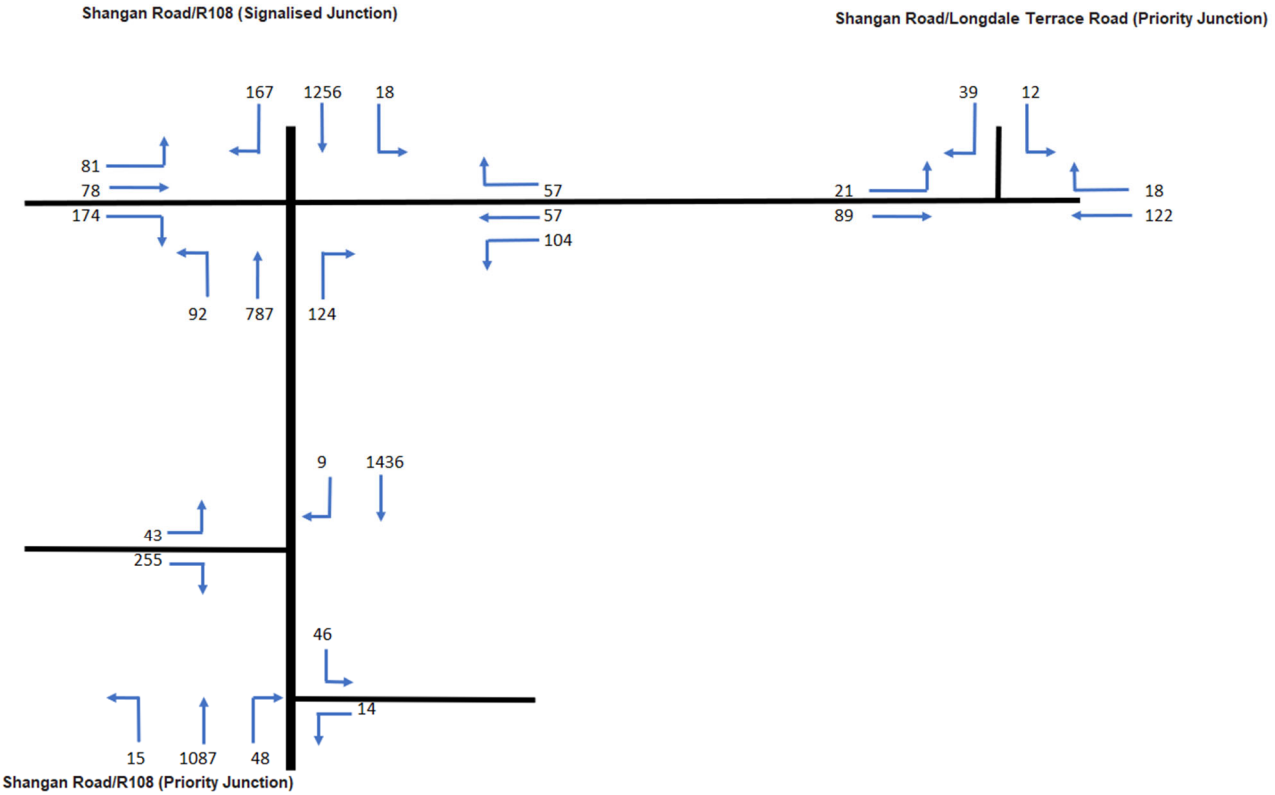
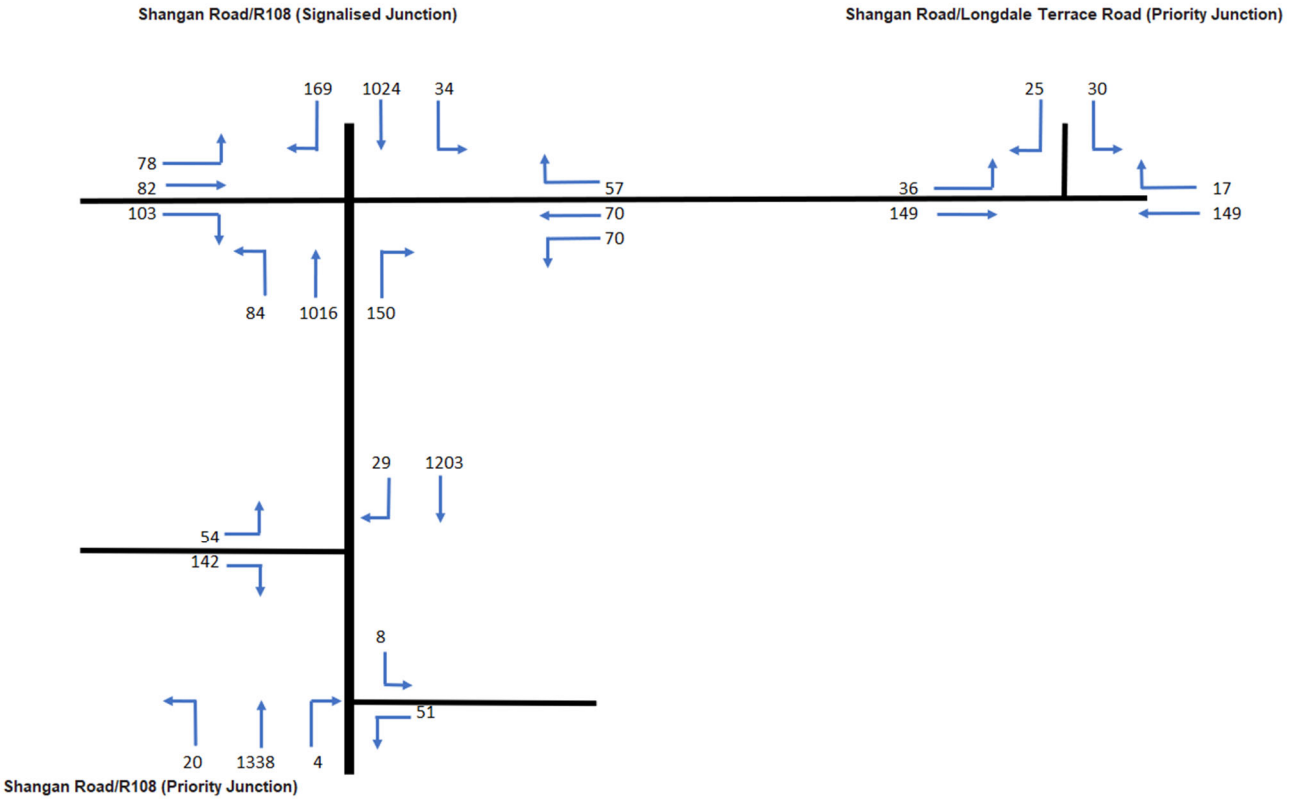


Figure 4-3: Existing PM Peak Period Traffic Flows



4.2 Travel Demand from the New Development

The development will consist of 93 housing units, with a mix of one, two, three and four bed housing units, as described in **Table 3.1** previously.

4.2.1 Trip Generation

As described in **Section 1.4.1**, trip rates were obtained using TRICS. This resulted in the following estimated traffic volumes being generated by the development;

- AM Peak Period: 11 Departures, 7 Arrivals
- PM Peak Period: 9 Departures, 12 Arrivals

4.2.2 Trip Distribution

Existing traffic flows were established based on the traffic counts undertaken at the three junctions to be analysed, as described previously in **Section 1.4.2.2**. A directional flow for the traffic at each junction was established by calculating the percentage turning ratios at each junction. This is used to determine the directional flow to and from the proposed development site at each junction and to establish a travel pattern for traffic generated by the proposed development based on the existing patterns.

The proportions of traffic flow direction leaving the proposed development was calculated based on travel patterns. The R108 to the west of the proposed development site is the more direct route to Dublin City Centre to the south and the M50 to the north. With Dublin City Centre being the most likely destination for drivers leaving the proposed development site, the left turning movement proportion from the Shangan Road to the R108 at the signalised junction was applied to number of departures from the proposed development as calculated by TRICS. This figure was then split in a 50:50 ratio between this junction and the Shangan Road/R108 (Priority Junction) as the proposed development will include a new access to this route.

The remainder of vehicles existing the proposed development was distributed through the road network based on the existing turning proportions calculated on the surrounding road network. The traffic arriving at the proposed development was considered to arrive from the direction of the R108 and not the Shangan Road/Longdale Terrace junction due to the likelihood that the majority of traffic will be generated to and from the direction of Dublin City Centre.

These traffic flow ratios are shown in the below **Figures 4-4** and **4-5**

Figure 4-4: Existing AM Peak Period Traffic Turning Proportions to and from the Proposed Development

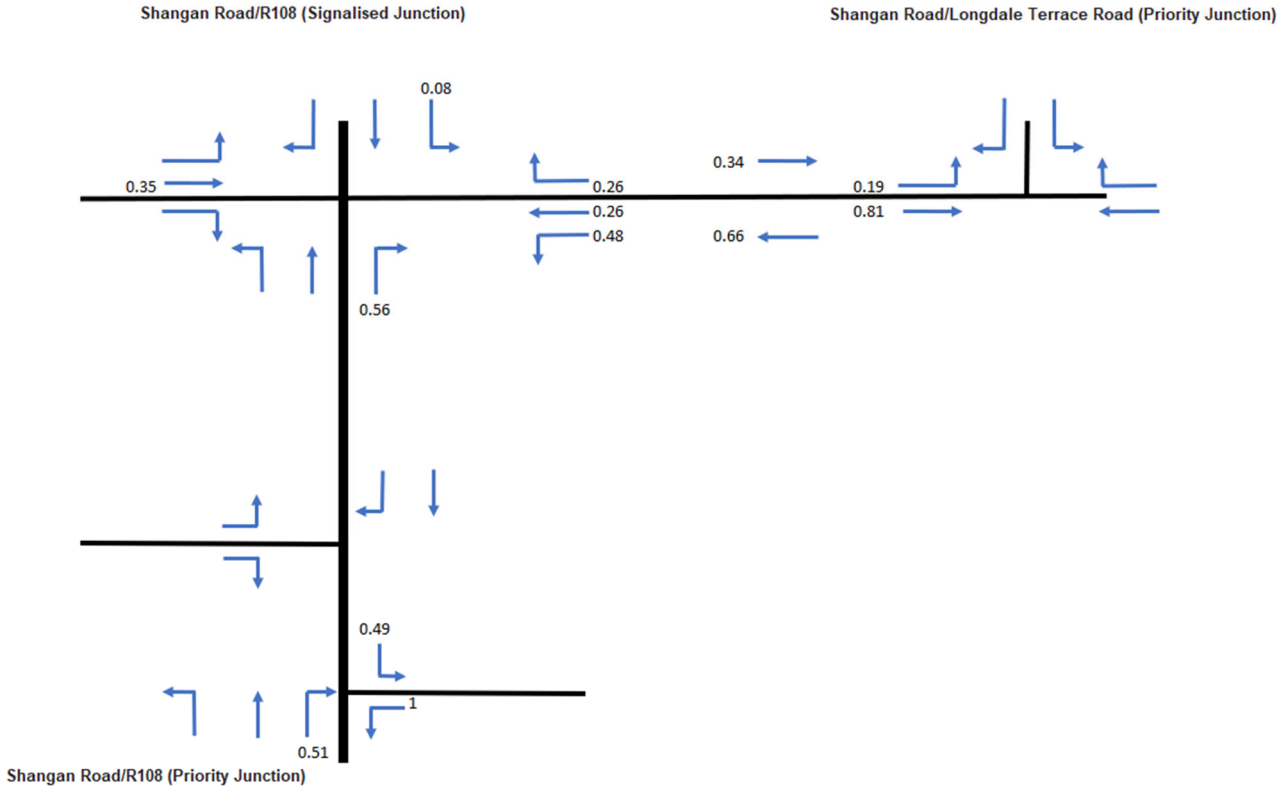
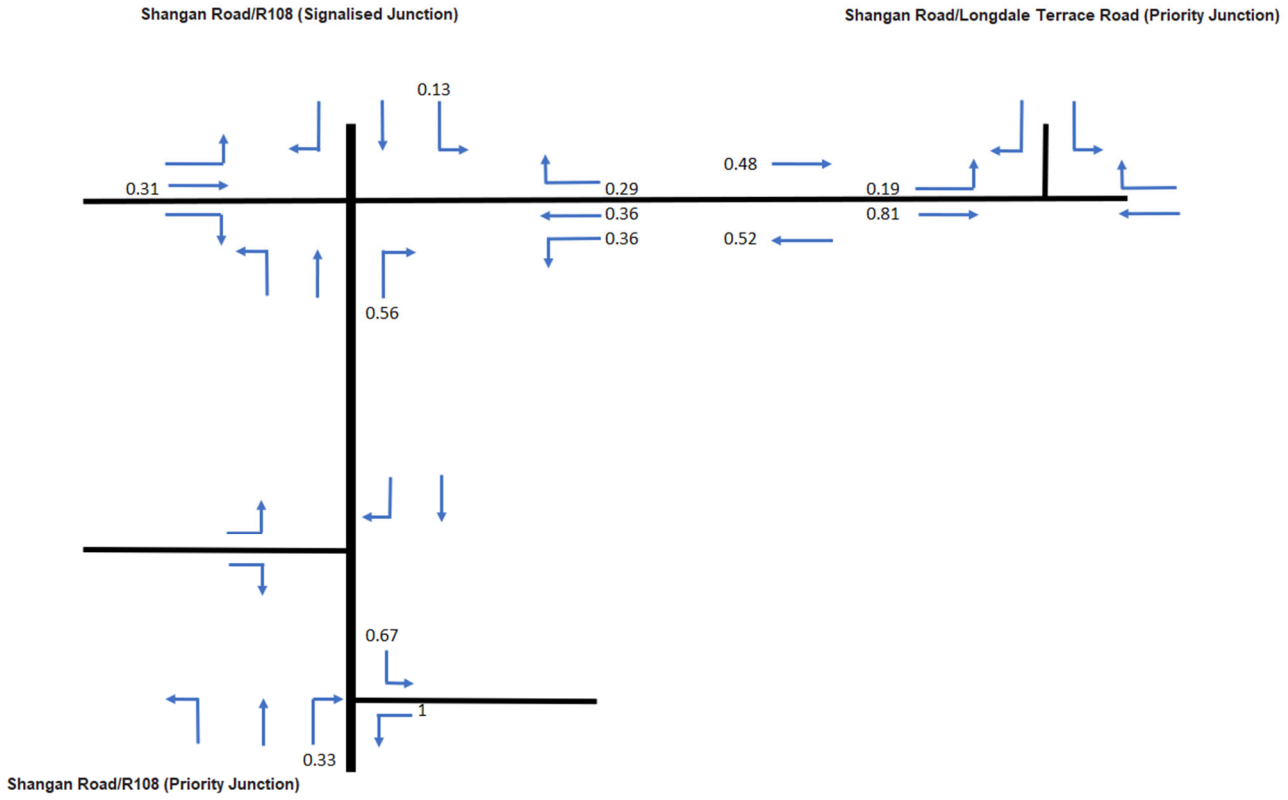


Figure 4-5: Existing PM Peak Period Traffic Turning Proportions to and from the Proposed Development



4.3 Traffic Impact of Proposed Development

4.3.1 TII Traffic and Transport Assessment Guidelines

The TII Traffic and Transport Assessment Guidelines May 2014 gives the following thresholds in relation to direct effects on traffic volumes that will require a Traffic and Transport Assessment;

- 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.

These Guidelines also give the below advisory thresholds for Traffic and Transport Assessments to be required.

- 100 trips in / out combined in the peak hours for the proposed development
- Development traffic exceeds 10% of turning movements at junctions with and on National Roads.
- Development traffic exceeds 5% of turning movements at junctions with National Roads if location has potential to become congested or sensitive.

Based on the above, the below schematics show the traffic generated by the proposed development and the percentages of turning movements generated

Figure 4-6: AM Peak Period Existing and Proposed Development Traffic Volumes and Percentage Turning Movements for Traffic Departing the Proposed Development

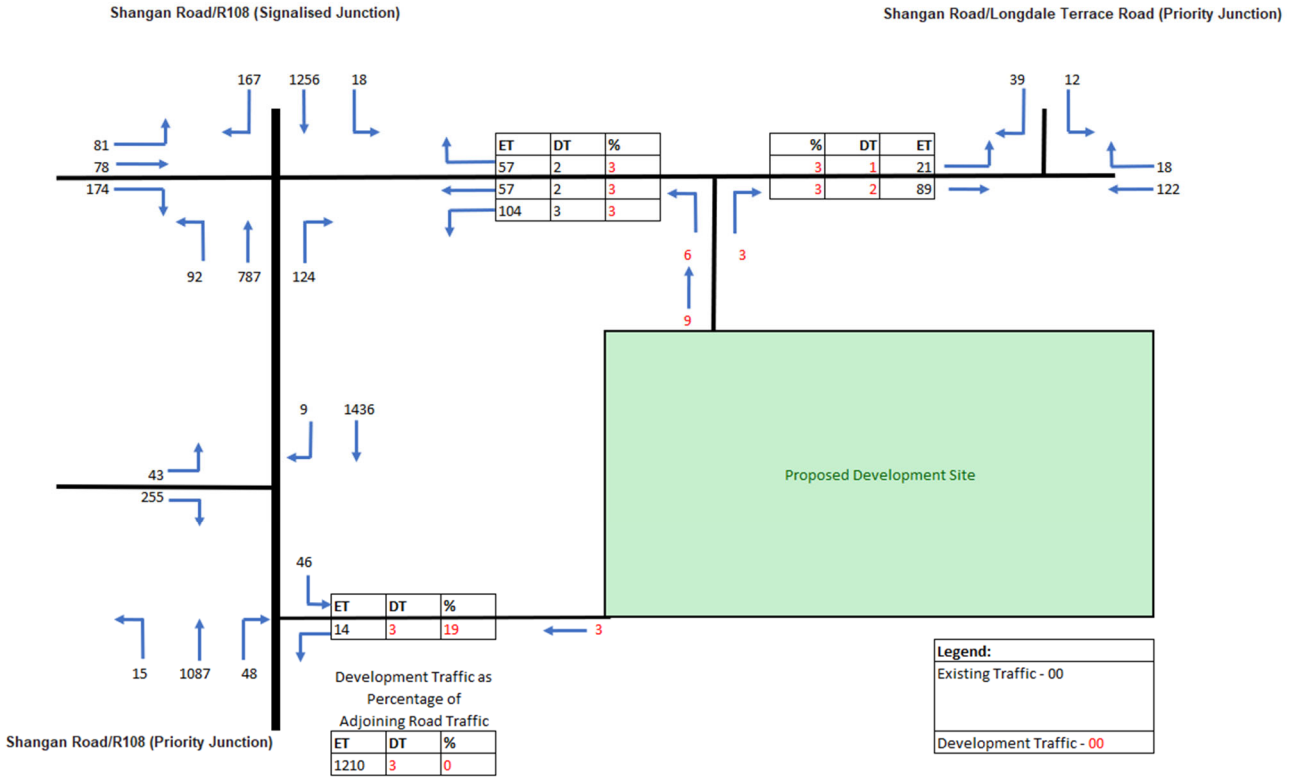


Figure 4-7: AM Peak Period Existing and Proposed Development Traffic Volumes and Percentage Turning Movements for Traffic Arriving at the Proposed Development

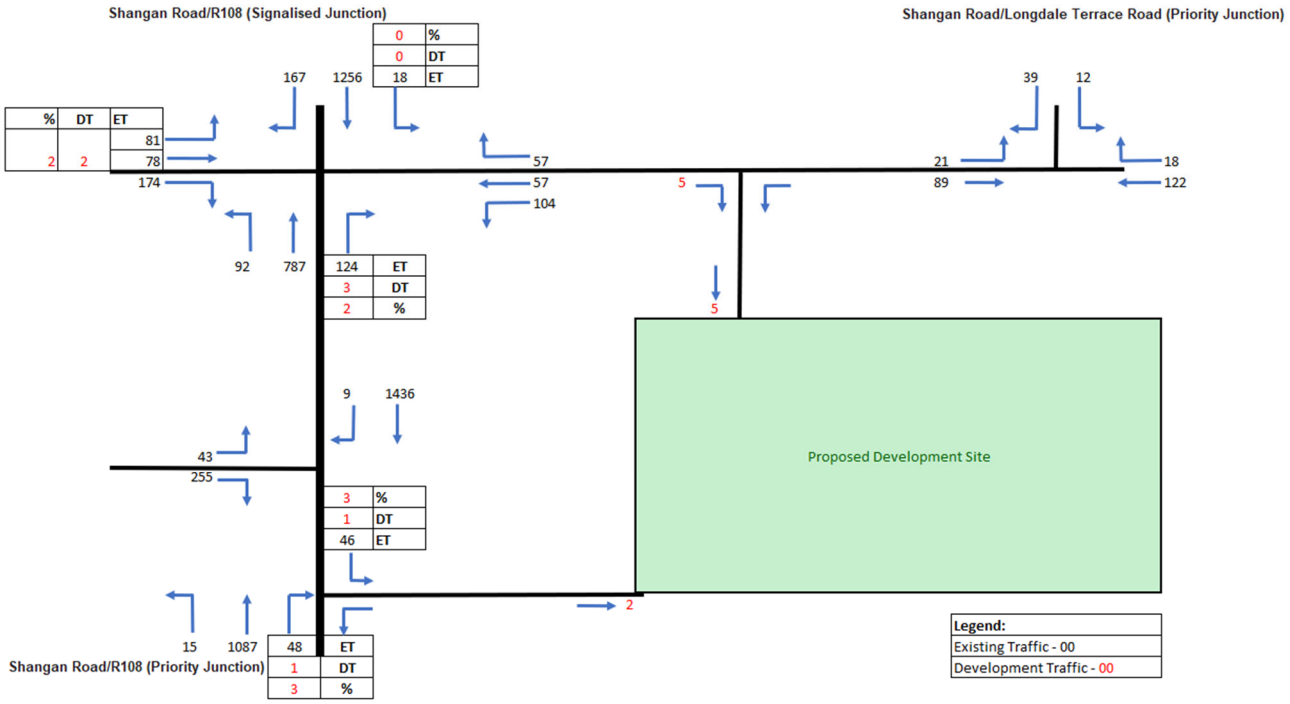


Figure 4-8: PM Peak Period Existing and Proposed Development Traffic Volumes and Percentage Turning Movements for Traffic Departing the Proposed Development

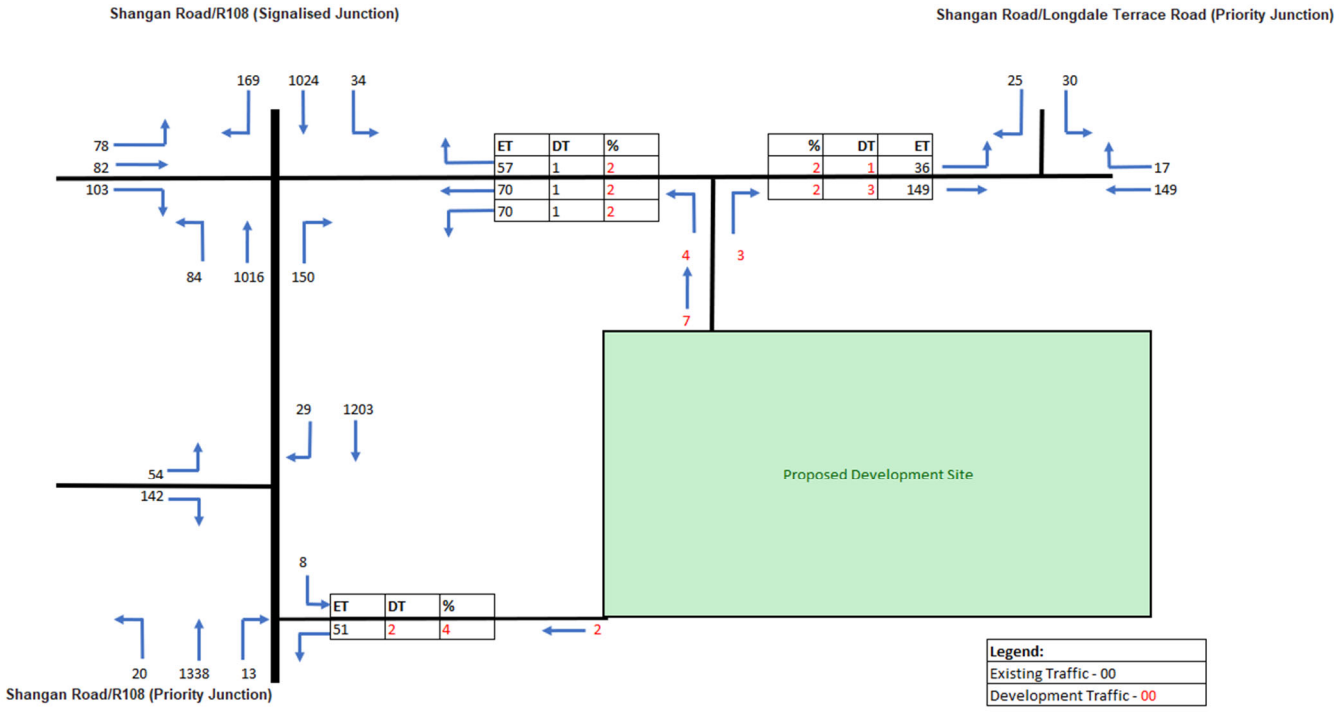
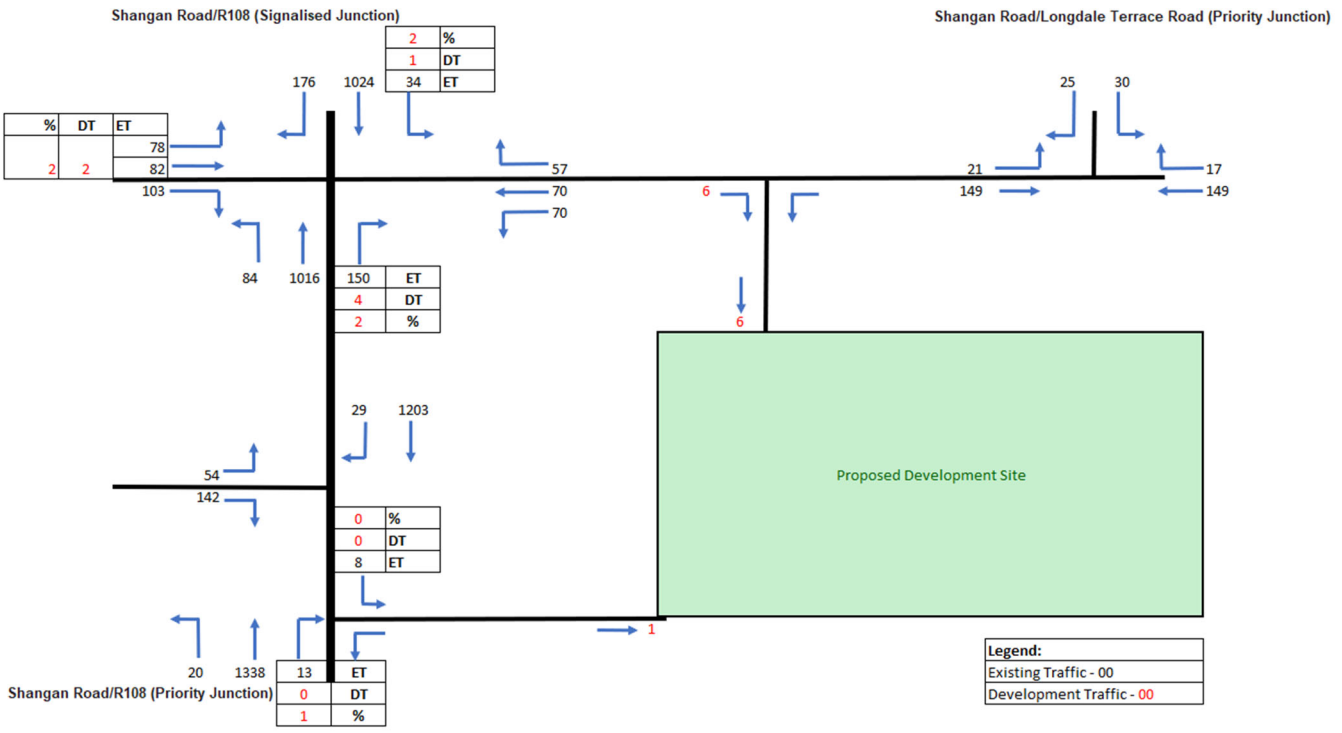


Figure 4-9: PM Peak Period Existing and Proposed Development Traffic Volumes and Percentage Turning Movements for Traffic Departing the Proposed Development



4.3.2 Traffic Impact Analysis

From the above schematics it can be seen that the traffic generated by the proposed development accounts for below 5% of the existing turning movements at all junctions and is therefore well below the thresholds for a Traffic and Transport Assessment in terms of direct traffic impact, with the exception of the left turning movement from the Shangan Road/R108 (priority junction) in the AM peak period scenario shown in **Figure 4-4** , however when the traffic generated by the proposed development at this junction is compared to the threshold “Traffic to and from the development exceeds 10% of the traffic flow on the adjoining road”, it is well below 10% and is negligible.

Traffic modelling is not considered necessary due to the low traffic impact on these junctions in the opening year scenarios. As future year traffic analysis will show greater traffic volumes on the surrounding road network as growth factors are applied, it is considered unnecessary to assess these years as the impact of the proposed development will further reduce.

4.3.3 Traffic Impact Conclusions

Based on the above traffic analysis the impact of the traffic generated by the proposed development on the surrounding road network is considered to be negligible at opening year and beyond. The site’s good location in proximity to public transport, cycle and walking infrastructure and local amenities as described previously means car ownership is likely to not be a necessity for occupants.

5 ROAD LAYOUT, PARKING AND VISIBILITY

5.1 Proposed Internal Roads

The internal road network within the development will have a carriageway width of 5.5m and a minimum 1.8m footpath width in accordance with the guidance set out in DMURS. Corner radii will not be greater than 6m and will allow for the swept path of a 7.90m refuse truck and 8.68m fire engine.

5.2 Parking

Parking volume has been provided in accordance with Chapter 16 of the Dublin City Development Plan 2016-2022. Based on this guidance a maximum of 1.5 spaces per residential dwelling is required. A total number of 53 parking spaces for the 93 units are proposed for this development. This is considered to be adequate due to the proposed developments proximity to public and sustainable transport modes. A Mobility Management Plan has also been developed which will assist the sufficiency of parking provided. A copy of the Mobility Management Plan is included with this planning application.

5.3 Visibility

A visibility splay of 45m is required based on a speed limit of 50km/h in accordance with DMURS. Visibility splays in excess of this are achieved from the proposed development access to the surrounding road network once site clearance has been completed as shown on the drawing in **Appendix A**.

5.4 Road Safety Audit

The proposed design and its interaction with the surrounding road network have been audited by a team of Road Safety Auditors and amendments to the general arrangement based on this Road Safety Audit have been incorporated to the current proposed design. A copy of the Road Safety Audit is included with this planning application.

6 CONCLUSION

The traffic impacts resulting from the proposed development was assessed in accordance with the TII Traffic and Transport Assessment Guidelines.

The traffic growth as a result of this development was calculated using TRICS

The traffic impacts as a result of the proposed development are summarised as follows:

- The traffic impact at all junctions is below the thresholds where a TTA would normally be required. The majority of the impact as a result of the proposed development in terms of volume is less than 5% of the individual turning movements at each junction, with the exception of one location, however the traffic volume here is below 1% of the traffic volume on the adjoining road.
- The proposed development is considered to have a low traffic impact based on its proximity to access public transport and sustainable modes of transport to local amenities and Dublin City Centre
- The proposed development is within an area that is proposed to see an increase in public transport. The NTA - Transport Strategy for the Greater Dublin Area 2016 – 2035 proposes that Ballymun will be serviced by the New Metro North line which, should it be constructed. The NTA - Transport Strategy for the Greater Dublin Area 2016 – 2035 also proposes improvements to bus infrastructure that will benefit the proposed development. A Core Bus Network is proposed which includes improvements to bus infrastructure improvements aimed at providing a continuous priority bus movement that will serve this proposed development. The NTA Greater Dublin Area Cycle Network Plan has also identified the Ballymun area as a primary area for proposed radial routes to Dublin City Centre.

In conclusion and following this assessment, the construction of this proposed development will not have a negative impact on the surrounding road network.

Appendix A
Traffic Engineering Drawings

Legend - Apartment/Dwelling typologies

- 1B2P (1 bed, 2 person) apartment
- 2B3P (2 bed, 3 person) apartment
- 2B4P (2 bed, 4 person) dwelling / apartment
- 3B5P (3 bed, 5 person) dwelling
- 3B6P (3 bed, 6 person) dwelling
- 4B7P (4 bed, 7 person) dwelling

Refer to SHB3-BAL-AR-COA-DR-0100, 0101 and 0102 for detailed apartment and duplex layouts, Refer to SHB3-BAL-AR-COA-DR-0110, 0111, 0112 & 0113 for detailed dwelling layouts, including individual room areas, critical dimensions, area schedules and furniture layouts

Refer to SHB3-BAL-AR-COA-DR-0200 for the Housing Quality Assessment

Legend - Site

- Asphalt to carriageways generally
- Raised table - asphalt generally
- Concrete Paving
- Concrete kerb with a shot blasted finish, with concrete paving trims
- Hard surfacing paving to street edge, courtyard and rear gardens - paving to landscape architect's detail.
- Hard surfacing to private front curtilages - paving to landscape architect's detail.
- Hard surfacing to courtyard to landscape architect's detail.
- Soft landscaping to Communal open space - see Landscape Architecture plan for details
- Grassed rear gardens
- Soft landscaping - see Landscape Architecture plan for details of incidental boundary, footpath verges, front curtilage planting
- Concrete paving to Carparking spaces
- Swale /Wetland planting - see Landscape Architecture plan for details
- Wild flower planting - see Landscape Architecture plan for details
- Wet pour coloured surface - see Landscape Architecture plan for details
- Wet pour coloured surface - see Landscape Architecture plan for details
- Finished Floor Level
- Proposed Street / Road Level
- Proposed Tree
- Public Lighting Pole
- Accessible parking space
- Waste Bin Storage
- Site Boundary
- Communal Open Space
- Public Open Space
- Wheel Stop

X=715,575,623 Y=739,743,291

LOCATION OF PLANNING NOTICE NO.1

LOCATION OF PLANNING NOTICE NO.2

LOCATION OF PLANNING NOTICE NO.3

LOCATION OF PLANNING NOTICE NO.4

1 Proposed Site Plan
Scale: 1:500

N

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REV	NOTES	DATE
P012	Scaled notes	20/12/21
P013	Planning Issue	03/03/22
P014	Planning Issue	11/03/22

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3rd Floor
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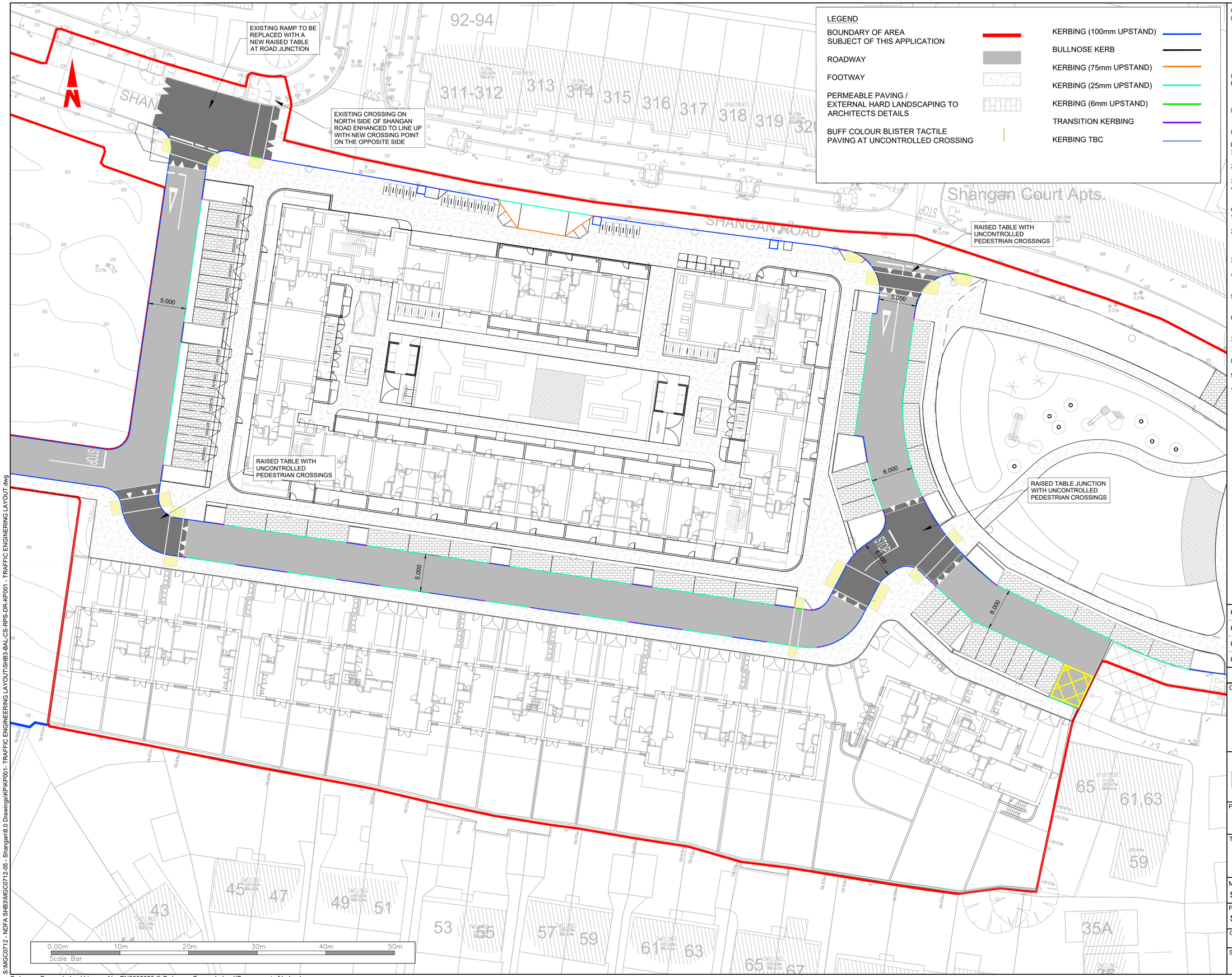
Dublin 1, Ireland
t 01 8733 422
e info@sha.ie

PROJECT:
Social Housing Bundle 3 - Residential Development Shangan Road, Ballymun

CLIENT:
Dublin City Council

DRAWING TITLE:
Proposed Site Plan

PROJECT STAGE:	SCALE:	DATE:	Project - Orig - Vol - Level - Type - Role - No.	REV NO:
Planning	As Shown	Aug '21	SHB3-BAL-AR-COA-DR-006	P014
SUITABILITY CODE: S2	DRAWN BY: MOB	CHECKED BY: AR		



LEGEND

BOUNDARY OF AREA SUBJECT OF THIS APPLICATION	KERBING (100mm UPSTAND)
ROADWAY	BULLNOSE KERB
FOOTWAY	KERBING (75mm UPSTAND)
PERMEABLE PAVING / EXTERNAL HARD LANDSCAPING TO ARCHITECTS DETAILS	KERBING (25mm UPSTAND)
BUFF COLOUR BLISTER TACTILE PAVING AT UNCONTROLLED CROSSING	KERBING (6mm UPSTAND)
	TRANSITION KERBING
	KERBING TBC

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3. Sub-base - 804 - Granular Material Type B - 150mm.
4. Capping - 6F2 - 450mm (*600mm if CBR<4% 300mm Min if CBR>4%*).

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Rev	Date	Drn / Chk	Amendment / Issue	App
P04	14.03.22	DK / PMGB	Issue for Part 8 Planning	DK
P03	07.03.22	OS / PMGB	Issue for Part 8 Planning	DK
P02	04.02.22	OS / PMGB	Issue for review	DK
P01	16.12.21	DM / PMGB	Issue for review	DK

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Project
PPP SOCIAL HOUSING BUNDLE 3
SHANGAN RD., BALLYMUN, DUBLIN 9

Title
Traffic Engineering Layout

(Sheet 1 of 3)

Model File Identifier
SHB3-BAL-CS-RPS-DR-KP001

File Identifier
SHB3-BAL-CS-RPS-DR-KP001-01

Created on	Sheets	
November 2020	01 OF 03	
Scale	Status	Rev
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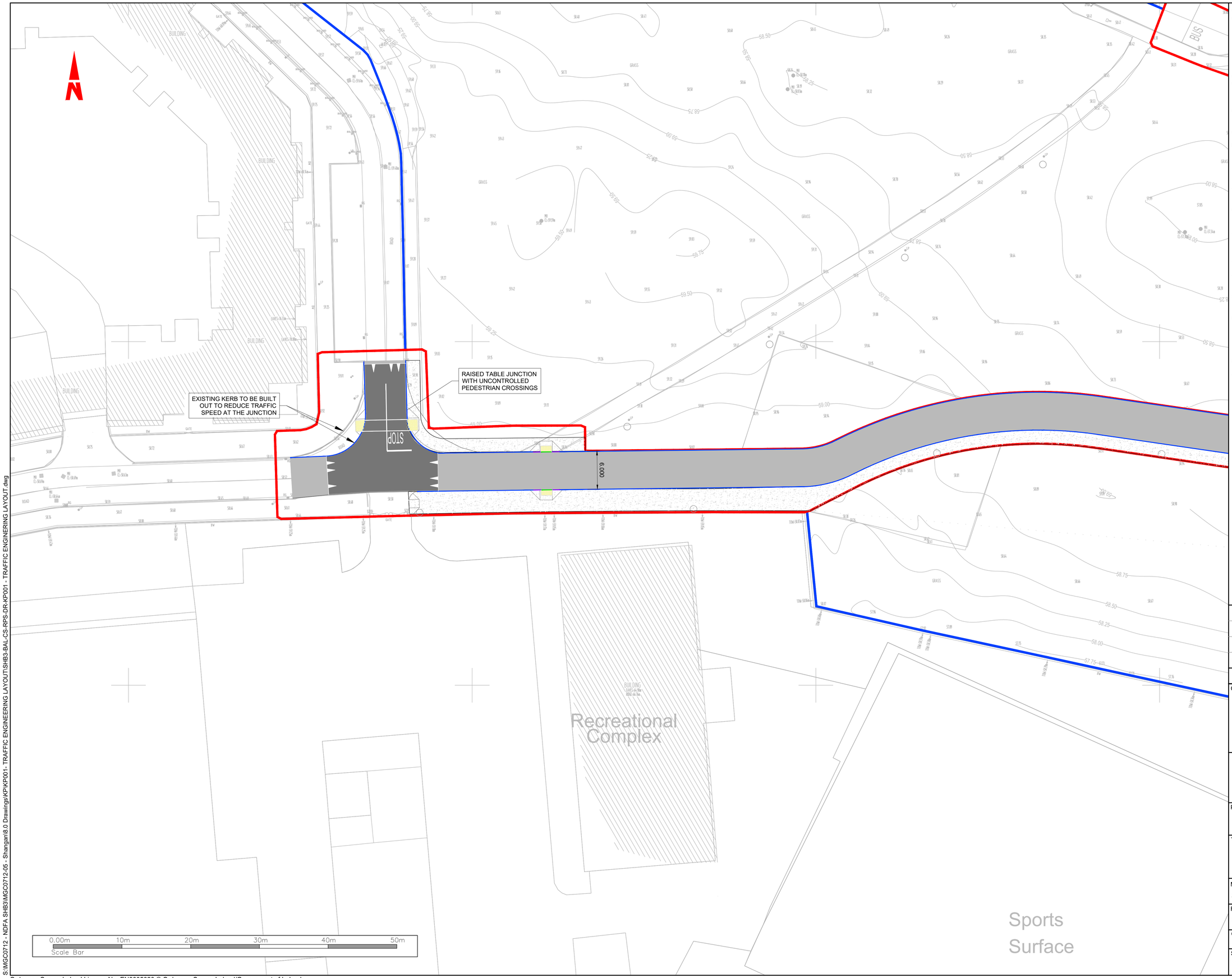

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Rev	Date	Dm / Chk	Amendment / Issue	App
P01	07.03.22	DK / RMcB	Issue for Part 8 Planning	DK

Client

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Project

PPP SOCIAL HOUSING BUNDLE 3
SHANGAN RD., BALLYMUN, DUBLIN 9

Title

Traffic Engineering Layout

(Sheet 2 of 3)

Model File Identifier

SHB3-BAL-CS-RPS-DR-KP001

File Identifier

SHB3-BAL-CS-RPS-DR-KP001-02

Created on	Sheets	
November 2020	02 OF 03	
Scale	Status	Rev
1:250 @ A1 1:500 @ A3	S4	P01

LEGEND

BOUNDARY OF AREA SUBJECT OF THIS APPLICATION

ROADWAY

FOOTWAY

PERMEABLE PAVING / EXTERNAL HARD LANDSCAPING TO ARCHITECTS DETAILS

BUFF COLOUR BLISTER TACTILE PAVING AT UNCONTROLLED CROSSING

KERBING (100mm UPSTAND)

BULLNOSE KERB

KERBING (75mm UPSTAND)

KERBING (25mm UPSTAND)

KERBING (6mm UPSTAND)

TRANSITION KERBING

KERBING TBC

RAISED TABLE WITH UNCONTROLLED PEDESTRIAN CROSSINGS

UNCONTROLLED PEDESTRIAN CROSSING ADDED AT THE JUNCTION TO IMPROVE PEDESTRIAN CIRCULATION

RAISED TABLE JUNCTION WITH UNCONTROLLED PEDESTRIAN CROSSINGS

5.000

6.000

6.000

6.000

SHANGAN ROAD

Shangan Court Apts.

Shangan Court Apts.

STOP

0.00m 10m 20m 30m 40m 50m

Scale Bar

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Rev	Date	Drn / Chk	Amendment / Issue	App
P02	14.03.22	DK / PMcB	Issue for Part 8 Planning	DK
P01	07.03.22	DK / PMcB	Issue for Part 8 Planning	DK

Client

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Project

PPP SOCIAL HOUSING BUNDLE 3
SHANGAN RD., BALLYMUN, DUBLIN 9

Title

Traffic Engineering Layout

(Sheet 3 of 3)

Model File Identifier

SHB3-BAL-CS-RPS-DR-KP001

File Identifier

SHB3-BAL-CS-RPS-DR-KP001-03

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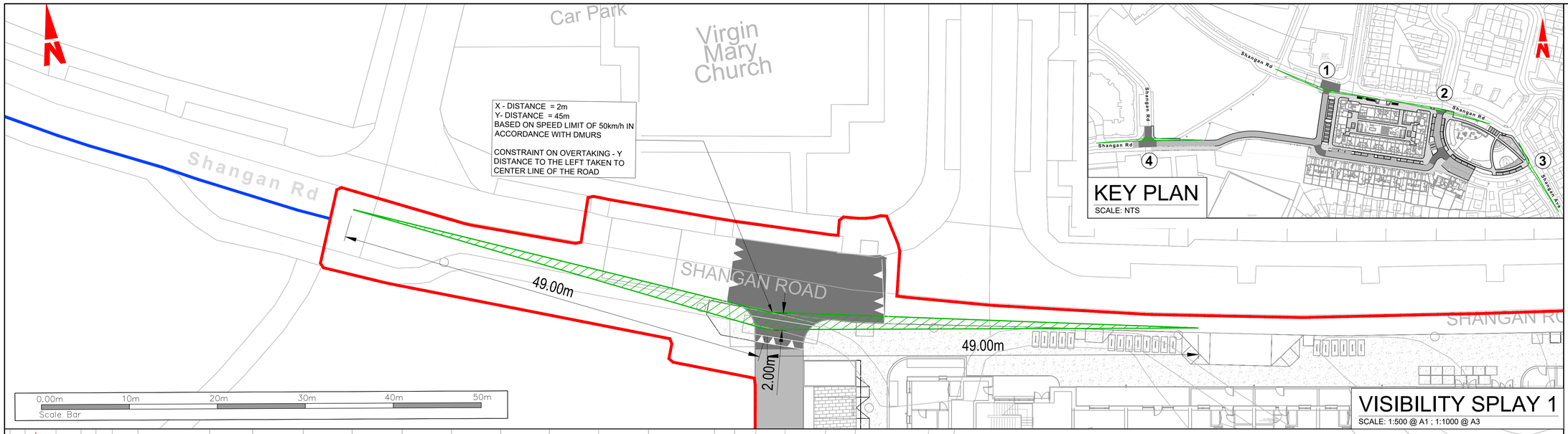
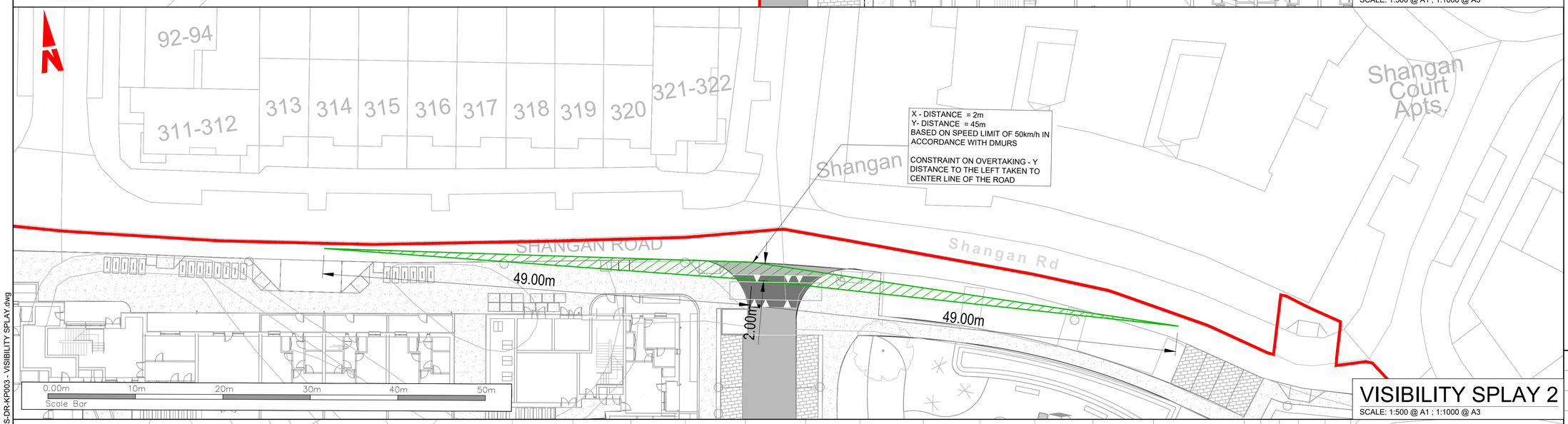


KEY PLAN
SCALE: NTS

VISIBILITY SPLAY 1
SCALE: 1:500 @ A1 ; 1:1000 @ A3



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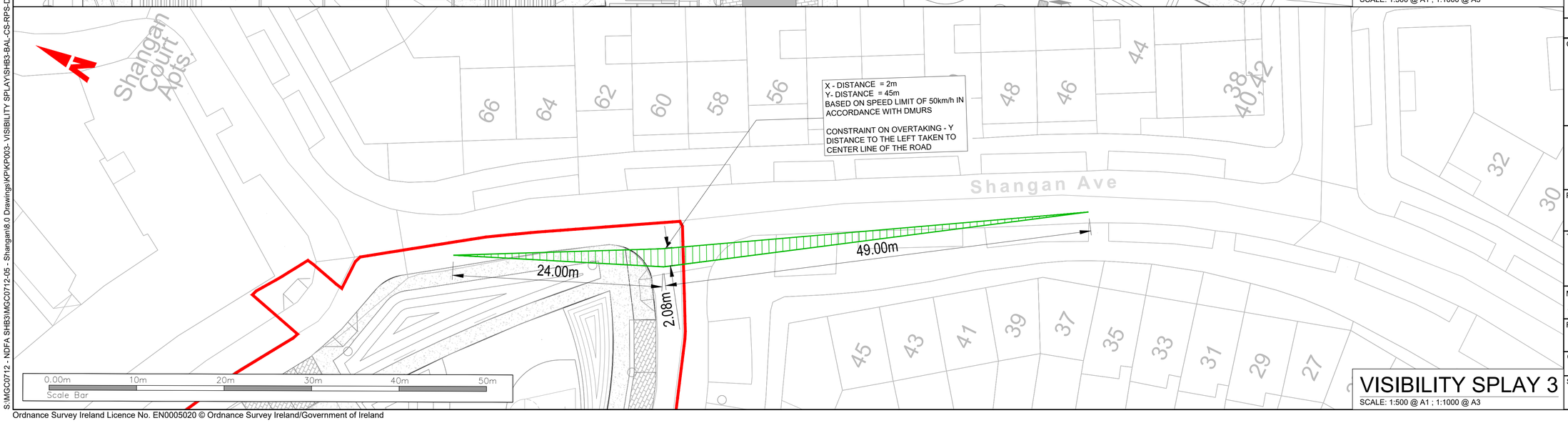

VISIBILITY SPLAY 3
SCALE: 1:500 @ A1 ; 1:1000 @ A3

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Rev	Date	Drn. / Chk.	Amendment / Issue	App
P03	07.03.22	CS / PMcB	Issue for Part 8 Planning	DK
P02	04.02.22	CS / PMcB	Issue for review	DK
P01	16.12.21	DM / PMcB	Issue for review	DK

Client
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Dublin City Council

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Project
PPP SOCIAL HOUSING BUNDLE 3
SHANGAN RD., BALLYMUN, DUBLIN 9

Title
Visibility Splay

Model File Identifier
SHB3-BAL-CS-RPS-DR-KP003

File Identifier
SHB3-BAL-CS-RPS-DR-KP003-01

Created on	Sheets	
April 2021	01 OF 01	
Scale	Status	Rev
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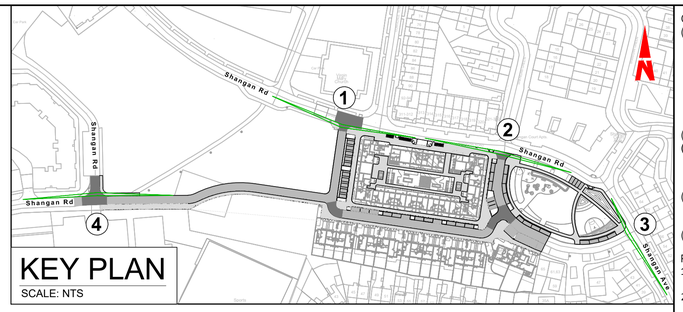
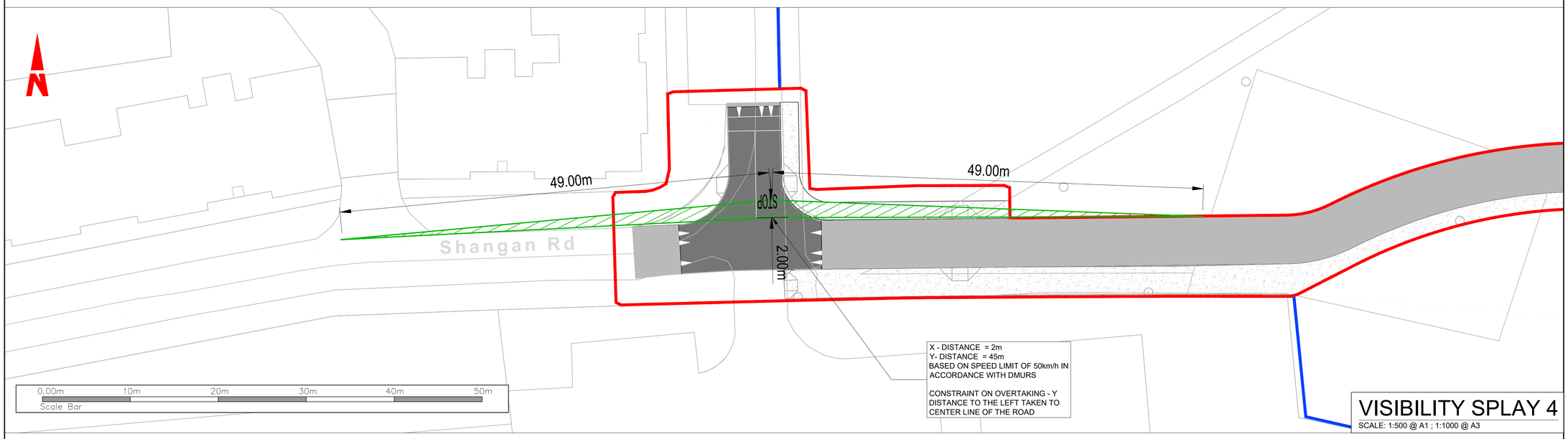


KEY PLAN
SCALE: NTS



VISIBILITY SPLAY 4
SCALE: 1:500 @ A1 ; 1:1000 @ A3

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Rev	Date	Drn	Chk	Amendment / Issue	App
P01	07.03.22	PS	DK	Issue for Part 8 Planning	DK

Client

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Project
PPP SOCIAL HOUSING BUNDLE 3
SHANGAN RD., BALLYMUN, DUBLIN 9

Title
Visibility Splay

Model File Identifier
SHB3-BAL-CS-RPS-DR-KP003

File Identifier
SHB3-BAL-CS-RPS-DR-KP003-02

Created on	Sheets	
April 2021	02 OF 02	
Scale: 1:500 @ A1, 1:1000 @ A3	Status: S4	Rev: P01

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Appendix B
Go Ahead Ireland Correspondence

From: Derry O"Leary
To: Desmond Keane
Subject: Re: [EXTERNAL] Social Housing Bundle 3 - Bus Stop Relocation Query
Date: 03 March 2022 15:11:33
Attachments: image002.png

CAUTION: This email originated from outside of RPS.

Hi Des,

I refer to our Teams call just now.

Having again reviewed the layout, to refresh my memory, I am satisfied that scheme that RPS propose will meet the needs of the current bus service. This is despite the loss of stop 4686 to facilitate the development as stop 4687 is close by. There may be value in upgrading stop 4687 as it becomes busier.

Kind regards,

Derry

From: Derry O'Leary <derry.oleary@goaheadireland.ie>
Sent: Thursday, March 3, 2022 2:30 PM
To: Desmond Keane <desmond.keane@rpsgroup.com>
Subject: Re: [EXTERNAL] Social Housing Bundle 3 - Bus Stop Relocation Query

Hi Des,

I will call you in a few minutes.

Derry

From: Desmond Keane <desmond.keane@rpsgroup.com>
Sent: Thursday, March 3, 2022 2:20 PM
To: Derry O'Leary <derry.oleary@goaheadireland.ie>
Subject: RE: [EXTERNAL] Social Housing Bundle 3 - Bus Stop Relocation Query

Hi Derry,

Would you be able to give me a call to discuss 0879423329?

Regards,

Des

Desmond Keane
Principal Engineer - Structures
RPS | Consulting UK & Ireland
T +353 91 400 200
E desmond.keane@rpsgroup.com

From: Derry O'Leary <derry.oleary@goaheadireland.ie>
Sent: 24 February 2022 11:42
To: Desmond Keane <desmond.keane@rpsgroup.com>
Subject: Re: [EXTERNAL] Social Housing Bundle 3 - Bus Stop Relocation Query

CAUTION: This email originated from outside of RPS.

Hi Desmond,

Let me refresh my memory on this and I will get back to you.

Regards,

Derry

From: Desmond Keane <desmond.keane@rpsgroup.com>
Sent: Thursday, February 24, 2022 10:46 AM
To: Derry O'Leary <derry.oleary@goaheadireland.ie>
Cc: Padraic Mac Giolla Bhride <Padraic.MacGiollabhride@rpsgroup.com>
Subject: RE: [EXTERNAL] Social Housing Bundle 3 - Bus Stop Relocation Query

Hi Derry,

Do you have comments on the email and attachment sent below on the 28th September? We are finalising planning documents for the formal application next week and would like to confirm your agreement on the bus stop location.

Let me know if you wish to call me and discuss.

Regards,

Des

Desmond Keane
Principal Engineer - Structures
RPS | Consulting UK & Ireland
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E desmond.keane@rpsgroup.com

From: Desmond Keane
Sent: 08 November 2021 16:27
To: Derry O'Leary <derry.oleary@goaheadireland.ie>
Cc: Padraic Mac Giolla Bhride <Padraic.MacGiollabhride@rpsgroup.com>
Subject: RE: [EXTERNAL] Social Housing Bundle 3 - Bus Stop Relocation Query

Hi Derry,

Did you get a chance to review my email below? Let me know if you have any queries.

Regards,

Des

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E desmond.keane@rpsgroup.com

From: Derry O'Leary <derry.oleary@goaheadireland.ie>
Sent: 28 September 2021 14:36
To: Desmond Keane <desmond.keane@rpsgroup.com>
Cc: Padraic Mac Giolla Bhride <Padraic.MacGiollabhride@rpsgroup.com>
Subject: Re: [EXTERNAL] Social Housing Bundle 3 - Bus Stop Relocation Query

CAUTION: This email originated from outside of RPS.

Thanks Desmond,

I recall our review and will examine your proposal.

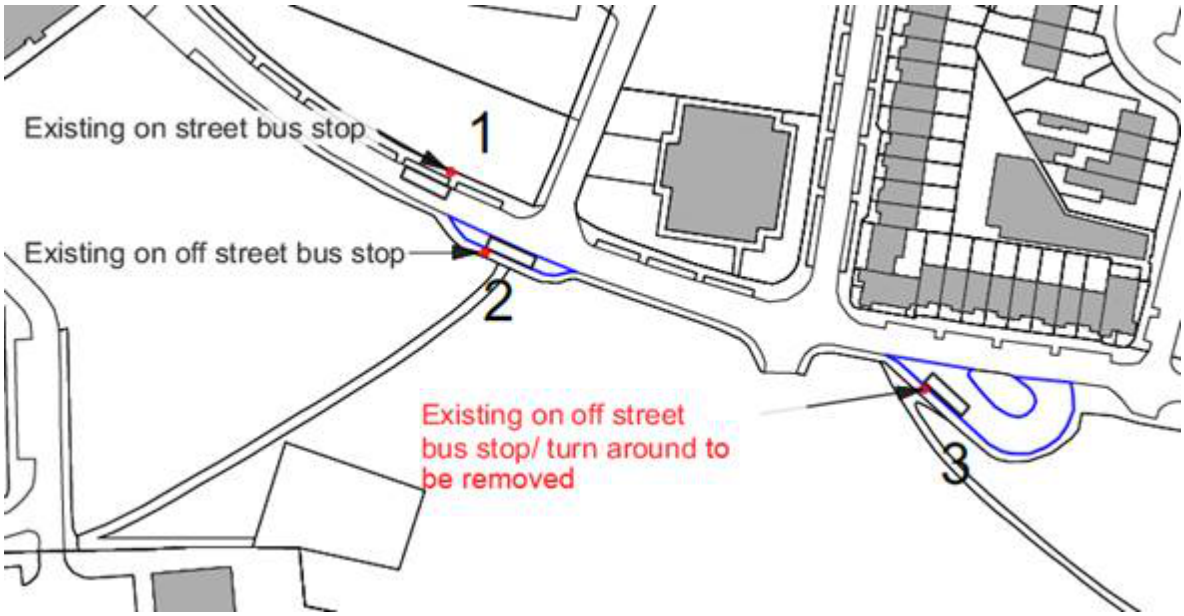
Derry

From: Desmond Keane <desmond.keane@rpsgroup.com>
Sent: Tuesday, September 28, 2021 2:29 PM
To: Derry O'Leary <derry.oleary@goaheadireland.ie>
Cc: Padraic Mac Giolla Bhride <Padraic.MacGiollabhride@rpsgroup.com>
Subject: RE: [EXTERNAL] Social Housing Bundle 3 - Bus Stop Relocation Query

Hi Derry,

You may recall our correspondence below and an online meeting we had on 16th April to discuss a proposed development at Shangan Road, Ballymun. We have finalised the proposed development layout and as discussed, it results in the removal of the bus turning circle and Bus Stop No. 4686 (see point 3 on the image below). See the proposed plan layout attached.

The bus route is largely unaffected as it can circulate around the Public Open Space and continue west along Shangan Road. The removed bus stop won't be replaced as Bus Stop No. 4687 is in very close proximity on Shangan Road. Can you review and confirm if this is in line with your understanding for the proposals. Let me know if you have any queries and we would be happy to discuss this online with you again if you wish.



Regards,

Des

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Principal Engineer - Structures
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E desmond.keane@rpsgroup.com

From: Desmond Keane
Sent: 14 April 2021 11:55
To: derry.oleary@goaheadireland.ie
Subject: FW: [EXTERNAL] Social Housing Bundle 3 - Bus Stop Relocation Query

Hi Derry,

Thanks for your email and yes I am happy to meet and discuss. Is a Teams call ok with you? I'd like the architect to join the call also as he is developing the site layout.

Would 11.00am this Friday morning suit?

Regards,

Des

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E desmond.keane@rpsgroup.com

From: Derry O'Leary <derry.oleary@goaheadireland.ie>
Sent: Wednesday 14 April 2021 09:18
To: Desmond Keane <desmond.keane@rpsgroup.com>

Subject: Re: [EXTERNAL] Social Housing Bundle 3 - Bus Stop Relocation Query

CAUTION: This email originated from outside of RPS.

Hi Des,

Following your email and phone call I went on site in Ballymun to look at this site. Can we arrange to meet and discuss this?

Regards,

Derry

From: Desmond Keane <desmond.keane@rpsgroup.com>
Sent: Thursday, March 25, 2021 7:41 AM
To: Derry O'Leary <derry.oleary@goaheadireland.ie>
Subject: [EXTERNAL] Social Housing Bundle 3 - Bus Stop Relocation Query

Hi Derry,

Thanks for your phone call yesterday. We, RPS Consulting Engineers are part of a broader design team working on a Social Housing Public Private Partnership (Bundle 3) on behalf of The Department of Housing, Local Government and Heritage and the National Development Finance Agency (NDFA). The Department is the approving authority for the programme with the NDFA acting as financial advisor, procuring authority and project manager. Dublin City Council are acting as the Lead Local Authority for this bundle working with other relevant Local Authorities on the development of approx. 441 social housing units across six sites.

I am emailing to discuss the relocation of a bus stop for the Shangan Road development. I attached above a development overview which provides some context to this email. The bus stop affected by this development is as follows:

Bus Stop No. 4686, Shangan Road
The current bus stop is located within a turning circle off Shangan Road. The proposed site layout will encroach on this area of the site. A new road layout will be developed to circulate a Public Open Space as shown in the attached sketch no. *MGC0712-05-RPS-00-XX-C-SK0001 - Bus Stop Query*. A new bus stop could be developed along the new link road around the POS. A new bus stop along this road will not alter the existing bus route as it is not significantly different from the current arrangement.

We would appreciate if you could give us feedback on whether this is a proposal you are comfortable with. Once the site layout is confirmed we will be in touch again regarding the finer detail of the bus stop location and layout.

Regards,

Des

Desmond Keane
Senior Engineer - Structures

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