

TRAFFIC & TRANSPORTATION 13

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INTRODUCTION

- 13.1 This Environmental Impact Statement (EIS) provides supporting information to accompany a Planning Application to Fingal County Council by Roadstone Wood Ltd in respect of the continuance of use of Huntstown Quarry at North Road, Finglas, Co. Dublin.
- 13.2 The application is based on an average annual output of c.1M tonnes from Huntstown Quarry over a life of 35 years. The proposed development will continue to utilise the primary site entrance accessed off North Road located on the eastern edge of the site. The secondary entrance accessed off Kilshane Road located on the western edge of the site will also remain operational.
- 13.3 The location of the proposed development (hereafter referred to as 'the application site') is indicated on an extract from the 1:50,000 scale Ordnance Survey Discovery series map of the area, reproduced as Figure 13-1.
- 13.4 This Chapter of the EIS describes in detail the development proposals with regards to traffic and transportation; assessing the highway network within the vicinity of the application site. Following a summary of the overall baseline conditions this leads on to a description of the relevant policy and legislation. The historic, existing and proposed trip generation of the application site is assessed and the resultant impacts on highway capacity outlined. A qualitative assessment is made of the environmental impacts of application site traffic, with particular regard to impacts caused by HGVs. This Chapter concludes with a summary of the results of the assessment.
- 13.5 This Chapter has been prepared in accordance with the general methodology contained within the National Roads Authority (NRA) document 'Traffic and Transport Assessment Guidelines' (September 2007).

Scoping Consultation

- 13.6 Early consultation with regard to transport has been undertaken with Fingal County Council Roads Section (FCC) and the National Roads Authority (NRA).
- 13.7 A verbal scoping response was received from FCC providing a general steer on their requirements.
- 13.8 The NRA provided a written response, advising that "*...it is not in a position to engage directly with planning applicants in respect of the proposed development...the issuing of this correspondence is provided as best practice guidance only...*". The correspondence went on to recommend a number of guidance documents which should be consulted when assessing the impact of the development proposals; these have been referred to during the preparation of this Section.

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Site Location

- 13.9 The application site is situated in Huntstown, located north-east of Blanchardstown and to the north of Finglas. Positioned north of the M50 Motorway, the quarry has two points of access; the primary entrance located on the eastern boundary of the site, served off North Road, and a secondary access, located on the western boundary of the site, served off Kilshane Road.
- 13.10 The location of the application site is shown on Figure 13-1.

Existing Development Details

- 13.11 The existing quarry operation involves the extraction and processing of rock from deposit areas within the overall Huntstown quarry lands. Existing site infrastructure includes internal haul roads and the crushing, grading and processing plant used to process the blasted rock.
- 13.12 In addition to the existing quarrying activities, there are several associated activities undertaken at the site. These ancillary activities include land restoration and the production of concrete blocks, readymade concrete and blacktop.
- 13.13 The existing site layout is shown on Figure 13-2.

Existing Site Access

- 13.14 Huntstown Quarry is currently accessed via the primary entrance located on the eastern boundary of the site, served off the North Road. The access road leading from the North Road into Huntstown Quarry is shared by quarry traffic and traffic to and from Huntstown Power Station. The access road is approximately 7.3m wide at the site entrance and divides as it runs towards the quarry. The width of both the inbound (westbound) and outbound (eastbound) lanes is approximately 3.7m wide.
- 13.15 A photo depicting the access road leading from North Road into Huntstown Quarry is shown within Plate 13-1.

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Plate 13-1
Access road from North Road to Huntstown Quarry

- 13.16 The existing North Road entrance was granted planning permission in 2006. It was constructed and opened in 2008 and lies approximately 140m north of the former entrance which was used up to that time. The North Road entrance was relocated in order to reduce perceived environmental impacts of traffic movements on residences located immediately opposite the former site entrance.
- 13.17 A photo depicting the primary entrance served off North Road is shown within Plate 13-2.



Plate 13-2

Primary entrance served off North Road

- 13.18 The North Road in the vicinity of the existing entrance to Huntstown Quarry comprises a running carriageway of approximately 7.5m. The carriageway is undivided and provided with hard shoulders of approximately 2.5m width on both sides. The visibility sightlines from the site entrance comply with the requirements for the road design speed of 50kph and with current design standards for stop control and afford good forward visibility for traffic travelling in both directions in the vicinity of the site entrance.
- 13.19 A photo depicting North Road in the vicinity of the primary entrance is shown within Plate 13-3.



Plate 13-3
North Road near quarry entrance

- 13.20 The western entrance to Huntstown Quarry, from Kilshane Road, is a 6m wide 'rural' county undivided road leading to the Ballycoolin Industrial Estate. Hedgerows and small trees line both sides of the road. The gated entrance is approximately 8m wide and is set back from the running carriageway by 10m. The entrance is flared to approximately 45m at the running carriageway edge. Visibility sightlines in both directions are satisfactory and comply with the current design standards for stop control.
- 13.21 A photo depicting Kilshane Road in the vicinity of the western entrance is shown within Plate 13-4.