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| <b>AN BORD PLEANÁLA</b> |            |
| TIME _____              | BY _____   |
| <b>27 MAR 2019</b>      |            |
| LTR DATED _____         | FROM _____ |
| PL _____                |            |

## **An Bord Pleanála Oral Hearing**

**Irish Water**

**Greater Dublin Drainage**

**Response to Roads Issues Raised on behalf of Gannon  
Properties and Response to Roads and Traffic Issues Raised  
by Sabrina Joyce Kemper**

**Tom Cannon**

***(27<sup>th</sup> March 2019)***



**GDD Oral Hearing**  
**Response to Roads Issues Raised on behalf of Gannon Properties and Response to Roads and Traffic**  
**Issues Raised by Sabrina Joyce Kemper**



*Figure 1 Extract from Planning Drawing 32102902-2120 showing proposed WwTP access Road on the line of the indicative North-South Link Road provided by Fingal County Council*

- 6 It is proposed that the western kerb line of the proposed access road be fixed along the kerb line of the outline North-South Link Road and construct a 5.0m wide carriageway to the east side, with a 2.0m wide footway to the west side of the kerb line. By following the line of the western kerb line, the construction of the proposed WwTP access road will not prejudice the FCC objective of the future North-South Link Road. If the North-South Link Road is developed over time, the proposed access road being fixed to the western kerb line, will ensure that the WwTP access can be maintained whilst road construction work to the east side of the access road can take place to construct the road cross section that will be determined by FCC as their plans for the area develop.
- 7 The design of the proposed WwTP access road is such that it will not prejudice the future link road. Road construction as shown on planning drawing 32102902-2205 shows a typical road construction comprising 250mm thick of bound materials (surface, binder and base layers) on a road foundation of 150mm thick layer of granular Clause 804 material on 180mm thick granular capping material. Should permission be granted for the development, the exact road design detail will be agree with Fingal County Council and Dublin City Council.
- 8 Temporary Traffic Management arrangements will be put in place during any future construction to provide for the North-South Link Road. These traffic management measures, providing a carriageway width of 3.3m



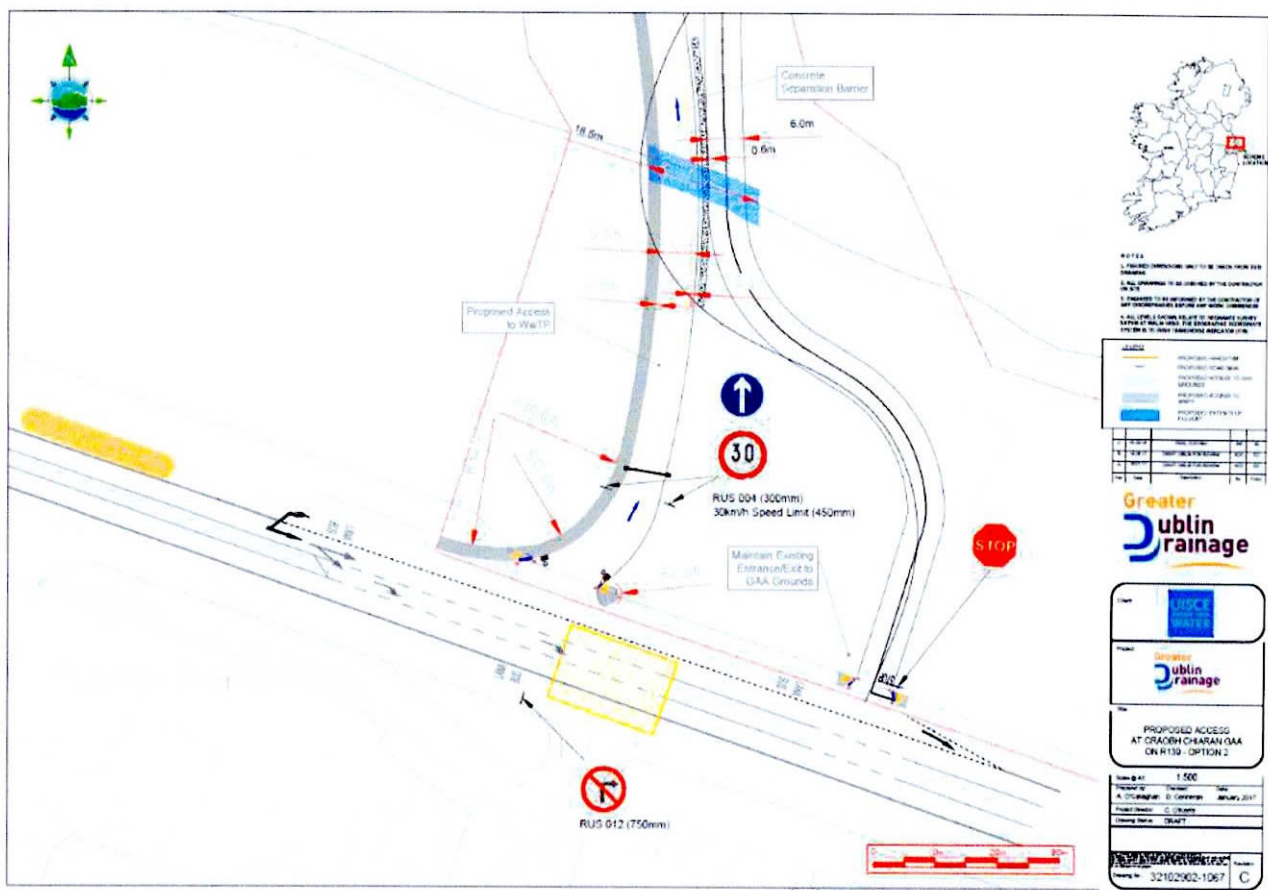
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to 3.5m<sup>1</sup> will ensure access to the WwTP can be maintained with minimal impact from construction whilst at the same time allow the road widening works to extend from the eastern pavement edge of the WwTP access road.

- 9 It is acknowledged that any future junction works with the R139 will require temporary Traffic Management Measures to ensure access to the WwTP can be maintained at all times.
- 10 The proposed WwTP access road, constructed by the applicant, will therefore form part of any future North-South Link that may be advanced for future zoned lands.

**Mayne River Culvert**

- 11 The observer has stated the applicant be conditioned to construct the Mayne River Culvert to the distributor road standard.
- 12 I can confirm that the application for the Proposed Development includes the construction of the Mayne River Culvert to facilitate both the proposed one-way WwTP Access Road and the adjacent Craobh Chiaráin GAA club access road proposals. This is shown as the blue hatched area on drawing 32102902-1067 included with Appendix 2 - Appendix A Part 2 of the Construction Environmental Management Plan.



<sup>1</sup> In accordance with Temporary Traffic Management Operations Guidance - Level 1 Roads Urban and Low Speed Roads; soon to be adopted by DTTAS

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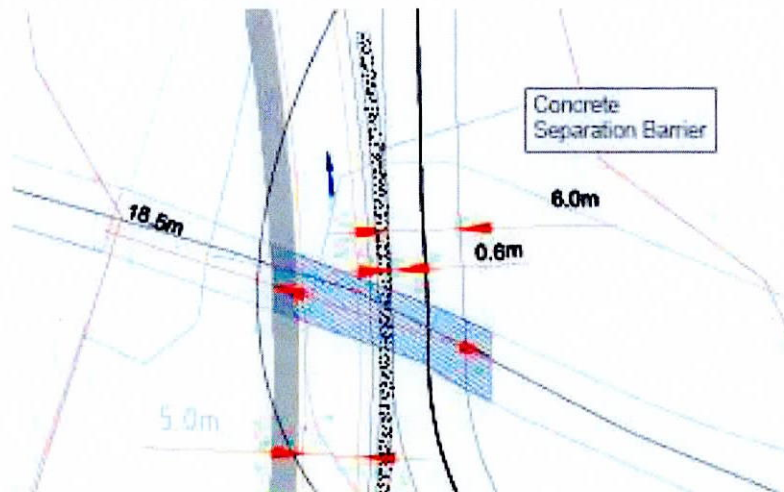
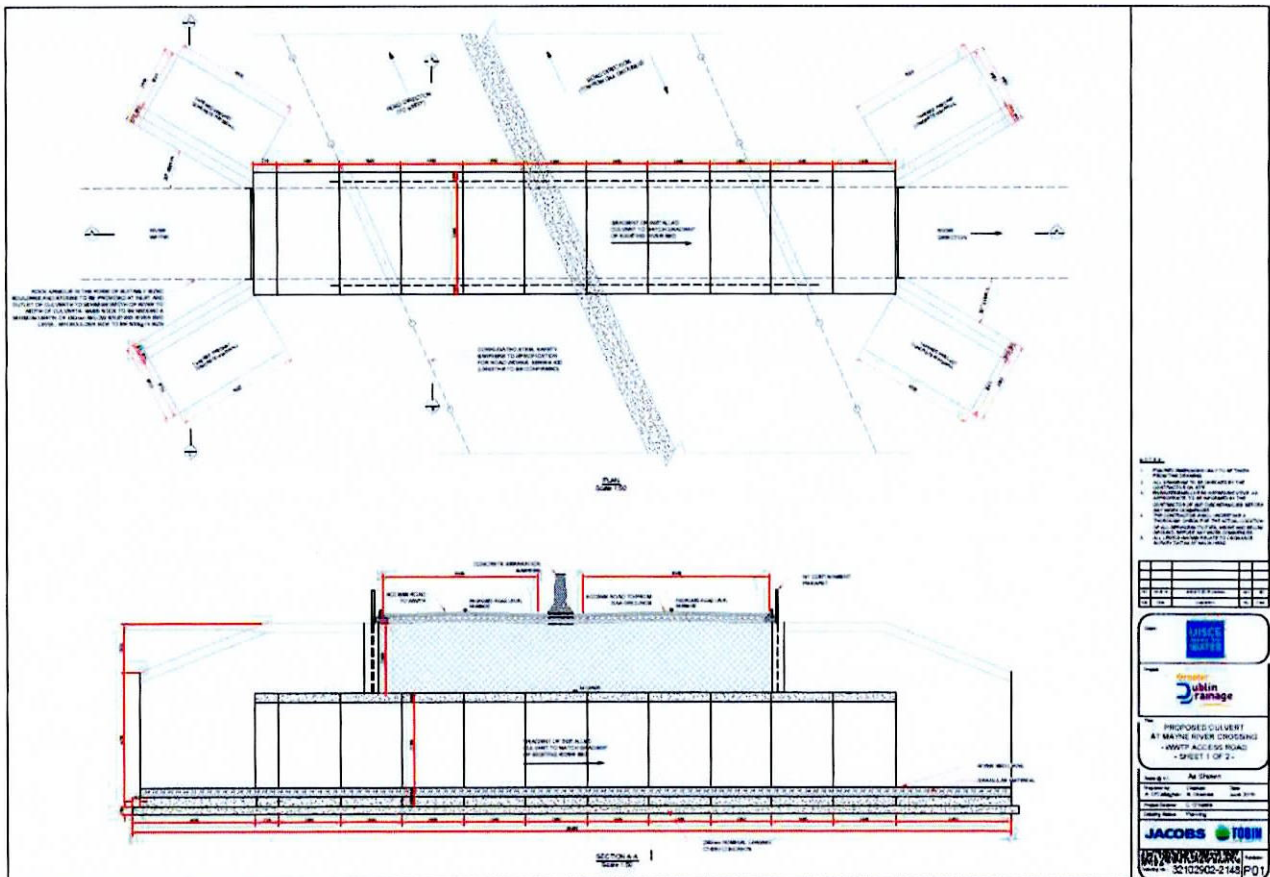


Figure 2 Extract from drawing 32102902-1067 showing extent of culvert.



- 13 The length of the proposed Mayne River culvert shown on Planning Drawing 32102902-2148 will also facilitate the indicative cross section of the FCC future North South Link Road (i.e. 17.5m wide back of footway to back of footway, comprising 2m footway, 1.5m on road cycle lane, 3.5m northbound traffic lane, 3.5m reserve / turning lane, 3.5m southbound traffic lane, 1.5m cycle lane and 2.0m footway).
- 14 It is acknowledged that as the future North-South Link Road cross section is indicative, the future road width may be subject to change as the development plan is advanced. Should a wider future road cross section be required, the culvert can be widened by removing the eastern headwall and extending the culvert units the necessary additional width.



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- 15 On Day 5 of the hearing, (27<sup>th</sup> March 2019), a submission was made by Sabrina Joyce Kemper and raised issues around access to Compound 10 along the Golf Links Road

I set out below my response to this matter.

**Response**

- 16 The EIAR assessed the capacity of Junction 9, the R106 and the Golf Links Priority Junction, presented in Table 13.12 of Chapter 13 Volume 3 Part A of the EIAR; the junction was demonstrated to be operating well within capacity during peak construction.
- 17 Ms Joyce Kemper referenced Figure 4 in her statement, which was an extract of the Trip Generation for the construction phase of the Proposed Project, referenced in Table 13.2 of Chapter 13 Volume 3 Part A of the EIAR. It should be noted that Table 13.2 presents the traffic movements for various elements of the Proposed Project. The element of the Proposed Project associated with Compound 10 is the Subsea (section of proposed outfall pipeline route (marine section)).
- 18 The section of the Golf Links Road to be used as a haul route is presented on Figure 13.2 (Sheet 3) in Volume 5 Part A of the EIAR. The length of golf links road to be used as a haul route is approximately 1km.
- 19 The first 300 metres of the road has a carriageway width in excess of 6m and will be suitable for the passing of 2-way lorry movements. A footway is also present on the northeast side of the carriageway and the raised bund and walking track is on the south side of the road.
- 20 The next 250 metres of the road has a carriageway width in excess of 5m in width. This width is suitable for a lorry and a car to safely pass.
- 21 The remaining 450 metres has a carriageway width of less than 4.8m and will require temporary traffic management measures to be put in place during the construction period to ensure the safety of all road users.
- 22 The low HGV numbers to be generated at this compound 10, at a maximum of 2 HGV movements per hour (1 HGV arrival and 1 HGV departure) [EIAR Table 13.4], can be easily managed by temporary traffic control systems that will be put in place as part of the temporary traffic management system.
- 23 The majority of HGVs, delivering pipes and removing spoil, will occur over the winter months and therefore will not clash with the summer holiday traffic.
- 24 These temporary traffic management measures will include parking restrictions along the length of the golf links road and a STOP / GO system to be in place along the narrow section of road at a time when a lorry will need to gain access or exit the compound.
- 25 It should also be noted that although there is no footway along the Golf Links Road, the track at the top of the bund is regularly used by pedestrians and dog walkers.
- 26 Access into Site Compound 10 will be developed at the construction stage within the red line boundary and an access radius suitable to facilitate the safe turning movement in and out by HGV traffic will be provided.
- 27 As confirmed in by Brief of Evidence on Day 2 of the Hearing, Irish Water will undertake pre-construction and post-construction visual pavement surveys on the haul routes. Where the surveys conclude that damage on the roadway is attributable to the construction of the Proposed Project, Irish Water will fund the appropriate

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reinstatement works to bring the road back to pre-construction condition; details for which will be agreed with the Roads Authority.

- 28 In conclusion, the traffic numbers to be generated by the works at Compound 10 are low and with the mitigation measures that will be included and implement with the Construction Traffic Management Plan, as specified in section 13.11.1 of Volume 3 Part A of the EIAR, will ensure that any construction traffic impacts on Vulnerable Road Users and traffic flows are minimised.