



Preliminary Construction Traffic Management Plan

Cherry Orchard Point – Phase 3 of Proposed Development at
Sites 4 and 5, Park West Avenue, Dublin 10

September 2026

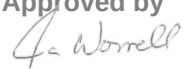
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Issue	Date	Prepared by	Checked by	Approved by
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Comments

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1. Introduction

This Preliminary Construction Traffic Management Plan has been prepared by Waterman Moylan on behalf of the Land Development Agency (LDA) to accompany a planning application to Dublin City Council for Phase 3 of a proposed new residential development on lands at Park West Avenue, Cherry Orchard, Dublin 10.

1.1 Purpose and Objectives

The purpose of this preliminary plan is to address how construction traffic will access and egress the Development Site. In addition, this report assesses the potential traffic impacts on the surrounding road network during the construction phase and proposes measures to manage these impacts. Furthermore, this report outlines several measures to encourage construction workers to use public transport and to minimise the use of private vehicles.

As is normal practice, the Main Contractor for the project is responsible for the method by which the construction works are to be carried out and to ensure that best practices and all legal obligations including Local Authority requirements and Health and Safety legislation are complied with. The main contractor is also responsible for the design and installation of all temporary works required to complete the permanent works. The preliminary plan included in **Section 5** below can be used by the Main Contractor to develop their final Construction Traffic Management Plan. The Applicant reserves the right to deviate from the contents of this Report as the construction of the development progresses on-site. Any such deviation from this report however shall still comply with all relevant Local Authority requirements and legislation.

1.2 Development Description

The proposed development will consist of the construction of a residential led mixed-use scheme containing 312no. residential apartments comprising 244no. cost rental and 68no. social units, 8no. local retail and commercial units, landscaped public and communal open space. The proposed development includes a new principal access via Barnville Park to the south, providing entry to an internal undercroft parking court, upgraded pedestrian and cycle footpaths, Barnville link connecting the Park West Avenue and Cherry Orchard railway station and all associated site and public realm works. The proposed development represents Phase 3 of the overall planned development at Cherry Orchard Pointe for Development Sites 4 and 5 of the LAP lands. Phase 1 of the overall planned development was granted permission in July 2024 (ACP Case Ref: 318607-23) and Phase 2 was granted in September 2025 (ACP Ref. 31-395-2025). The proposed development comprises the works to be undertaken on Site 5: Barnville, which forms the subject of this planning application.

The proposed development (Total GFA c. 28,413 sq.m) involves construction of 312no. residential apartments (c. 24,556 sq.m), across 7 blocks consisting of 4 to 10 floors, comprising 16no. studio units, 146no. one-bed units, 139no. two-bed units (15no. two-bed three-person and 124no. two-bed four person), 9no. 3-bed units (three four-person) and 2no. 4-bed units (one four-bed seven-person) together with 8no. Local Retail and Commercial units (c. 1,441 sq.m GFA), and all ancillary and sundry accommodation (c. 2,416sq.m total GFA). The proposed development also includes the provision of landscaped public open space of 1691 sq.m and 6519sq.m of communal open space. The communal open space has been designed to provide a high-quality amenity area, incorporating a community garden seating and play areas and fitness facilities, and associated landscaping. The scheme also provides private open space for all residential units.

The proposed development will involve the provision of car parking (including accessible and EV car parking spaces), car sharing spaces, bicycle parking spaces, motorbike spaces, motorcycle parking spaces, and

loading bays. The scheme includes a Barnville link to the south of the site connecting Barnville Park with Park West Avenue and providing direct pedestrian access to the railway station, along with over 40no. pedestrian crossing points connecting Park West Avenue, Barnville Park and New Cherry Orchard Park.

The development will also provide for all associated ancillary site development infrastructure including site clearance, boundary treatment, associated public lighting, internal roads and pathways, substations, switch room, water tank rooms, storage room, rainwater/surface water attenuation, stormwater, bin storage, bicycle stores, hard and soft landscaping, play equipment, boundary walls, attenuation area, green and blue roof systems, photovoltaic panels and all associated works and infrastructure to facilitate the development including connection to foul and surface water drainage and water supply.

Refer to the enclosed statutory notices for a full description of development as part of this planning application.

1.3 Site Location

The subject site of this application is situated Cherry Orchard, Dublin 10. The site is located approximately 8.0km from Dublin City Centre to the East. The site is currently in greenfield condition.

The location of the subject development is shown in the **Figure 1** below.



Figure 1 | Site location Map
(Source: Google Earth)

2. Proposed Development

2.1 Construction Programme

The Proposed Development is currently anticipated to commence construction in Q3 2028, with the construction programme expected to take at least 24 months. Completion is currently earmarked, subject to change, for Q3 2030.

2.2 Construction Traffic

During the construction phase of the proposed development, some construction traffic movements will be undertaken by heavy goods vehicles, though there will also be vehicle movements associated with the appointed contractors and their staff.

An estimate of the day-to-day traffic movements associated with the construction activities, based on experience of similar sites, considered that the number of construction related heavy goods vehicle movements to and from the application site will be no more than 3 arrivals/departures per hour, with the majority of the trips undertaken outside the network AM and PM peak hours.

During the earthworks phase of the development, up to 20,000 cum of material is expected to be removed off site in days over a 130 days during a twenty six week period.

The excavated material is expected to be removed in 32 tonne trucks with a self-weight of 12 tonnes and a carrying capacity of 20 tonnes. On the basis of a maximum soil weight of 1.3 - 1.7 tonnes per cubic metre, each truck would have a capacity of 12 – 15 cubic metres per truck.

Based on an average payload of 8 cubic metres per truck, this operation is predicted to generate an average of 24 arrivals and 24 departures per working day equivalent to 3 arrivals and 3 departures per hour.

$(25,000 \text{ cum} / 8 \text{ cum per truck} / 130 \text{ days} = 24 \text{ arrivals and } 24 \text{ departures per day})$.

Allowing for other concurrent on-site activities during the same period particularly completion and fit-out, the construction related truck movements are expected to peak at 5 arrivals and 5 departures per hour during a 10 hour day between 08.00 and 18.00.

The general workforce is likely to be c. 100 in number, reaching up to 150 persons at peak times. It is estimated that c. 80% of the workforce will travel to/from the site by a vehicle and will carpool on average 2 workers per vehicle. As a result, the site is expected to attract/generate 40-60 cars / vans per day, with up to 50% the trips being undertaken outside the AM and PM peak hours.

Based on the above, it is estimated that the daily construction traffic movements during the AM Peak Hour 08.00 – 09.00 is predicted to be:

- Car / Van 20 arrivals and 3 departures per hour
- HGV: 5 arrivals and 5 departures per hour
- Total 33 movements per hour.

These movements represent some 3.0% of the existing traffic flow of 1,103 vehicles per hour on Park West Avenue during the AM Peak. See Section 2.4. This increase is less than the 10% threshold set out in the Traffic and Transport Assessment Guidelines published by TII in May 2014 and as a result, no further transport assessment is required.

The number of construction vehicle movements is low compared to the number of vehicular trips expected to be generated by the proposed development during the operational phase. It should be noted that most

of such trips will occur between 10am and 5pm outside of the traditional peak hours, and it is not considered that this level of construction traffic would result in any operational problems.

2.3 Proposed Routes for Heavy Goods Vehicles

Site access for construction traffic is proposed off Barnville Park to the north or the Proposed Site, as indicated in **Figure 2** below.

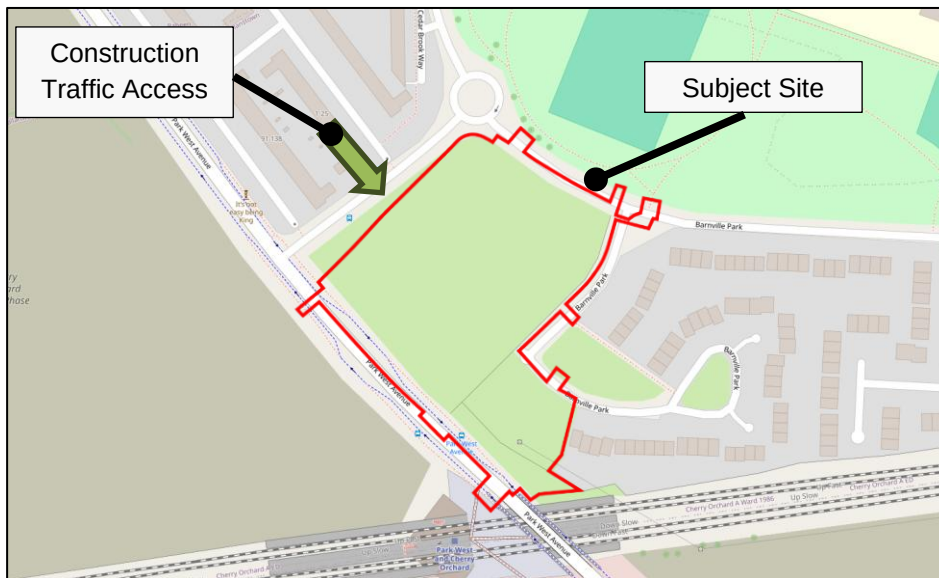


Figure 2 | Construction Traffic Access (Source: Openstreetmap)

Construction traffic routes to the proposed development are facilitated by the high standard of the existing road network in the surrounding area.

The primary construction access route is expected to be from the R134 Nangor Road via Park West Avenue. See Figure 25.

The secondary construction access would be from Ballyfermot Road / Coldcut Road via Cloverhill Road and Park West Avenue.

At the time of writing in June 2026, both of the proposed construction access routes are fully operational and open to traffic including road markings and traffic signals.

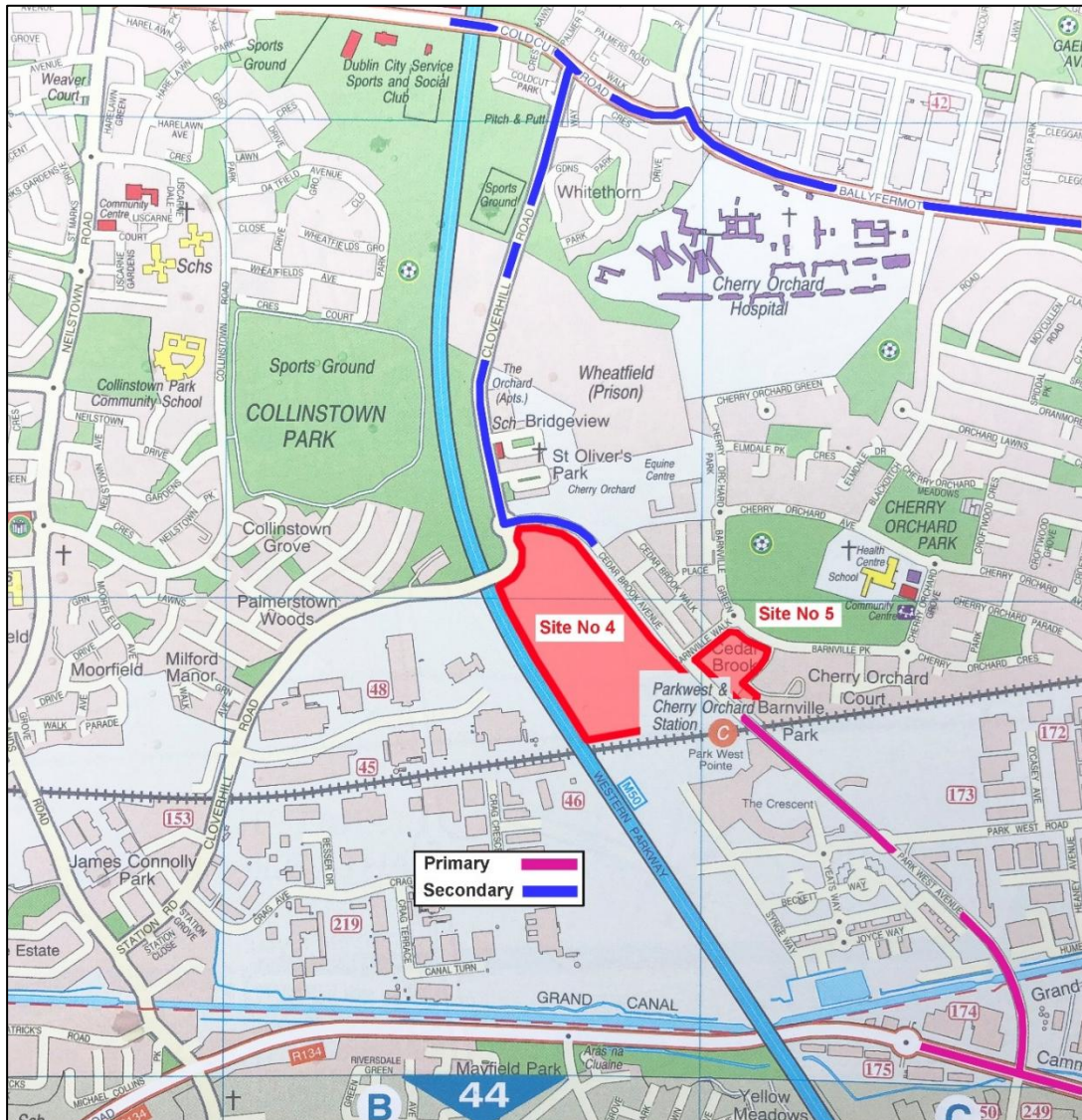


Figure 3 | Construction Traffic Routes

2.4 Parking During Construction

Off-street parking for construction staff will be provided on site where a construction carpark will be created at the start of works by the laying of a temporary surface for vehicles.

Parking will not be provided for construction staff on public roads.

Construction staff will be encouraged to reduce the use of the car for the journey to work by car sharing and / or travelling by public transport.

Workers will be encouraged by their employer to keep themselves informed about the public transport options and active mode facilities provided in the surrounding area.

3. Site Accessibility

This section provides a detailed description of the public transport service close to the Construction Site.

3.1 Existing Roads

The subject site is situated in Cherry Orchard, Dublin 10, approximately 11.0 km west of Dublin City Centre. It is currently a greenfield site. The site is located to the north of the southwestern railway line, and benefits from good vehicular and pedestrian connectivity, as detailed in the following section.

The Subject Site is located in a comprehensive road network consisting of national roads, regional roads, and local roads. The key roads within this network are shown in **Figure 4** and described below.

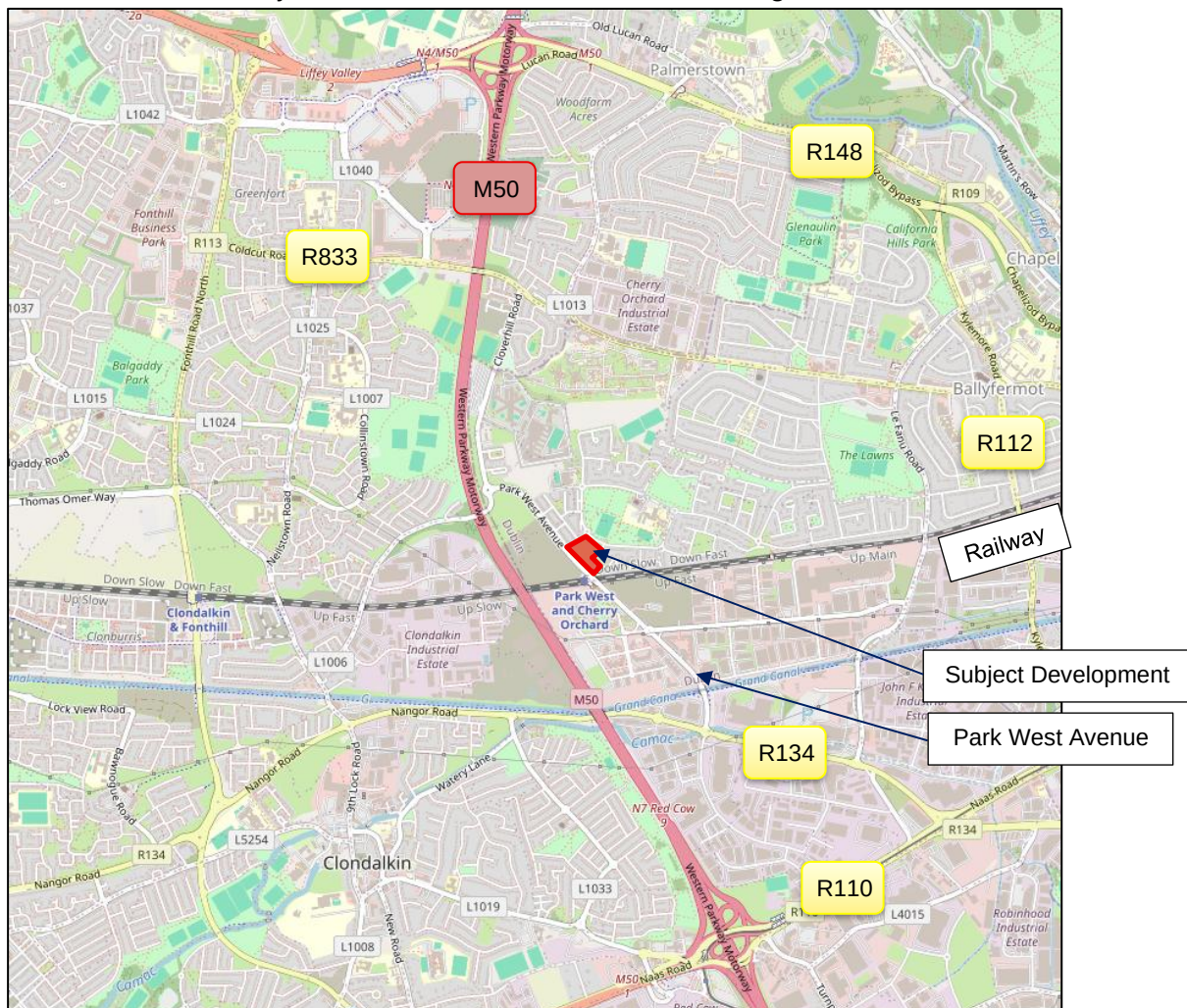


Figure 4 | Existing Road Network

Park West Avenue is a one carriageway road link with pedestrian and cycle facilities on both sides, that begins at the three-arm roundabout with Cloverhill Road to the north and ends at the intersection with R134 and Oak Road to the south. The road has a width of approximately 7.5m, with wider and narrower segments throughout, 2m cycle tracks, 2m pedestrian footpaths, speed bumps and a signalised T-junction with Barnville Park.

R833 (Ballyfermot Road/Cold Cut Road) is a regional road located in South Dublin, linking R148 to the R113. It comprises of a varying width carriageway, and pedestrian/ cycle facilities on both sides.

R148 is one of Ireland's regional roads which was classified following the opening of a bypassed national primary road. The section of the old N4 which has been by-passed by the M4 motorway was reclassified R148. The R148 runs from Dublin to Kinnegad in County Westmeath. The road is 45 km long. It is generally of a very high standard for a regional road, with wide lanes, hard shoulders, and turning bays. It is still heavily used by traffic avoiding the tolled M4 between Kilcock and Kinnegad.

R112 road is a regional road in south Dublin, Ireland. It begins at the junction with the R148 road at Chapelizod and arcs southeastwards, then eastwards across the middle of south Dublin, ending at the Mount Merrion junction of the R138. The road is a single-carriageway, with cycle lanes on some stretches. Improvements to the road have been made over the last 10 years, the most significant being at Dundrum Cross where the road was widened to make room for the new Luas bridge and Dundrum bypass (R117 road).

R134 road is a regional road in South Dublin, Ireland connecting the R110 (Naas Road) to the R120 (Lock Road). The road is 7.6 kilometres long.

R110 road is a regional road in Ireland which goes from St Stephen's Green to Red Cow, Dublin. Its route is completely within the Dublin urban area. Some of the route is the original route of the N7 road prior to the construction of the Chapelizod bypass on the N4, at which point N7 traffic was redirected to use the M50 motorway and N4 road instead to travel between Dublin city centre and the Red Cow roundabout. It is therefore the alternative route for motorway prohibited traffic for this section of the N7.

The **M50 motorway** is a C-shaped ring road in Dublin and the busiest motorway in Ireland. It begins at Dublin Port, running northward through the Dublin Port Tunnel and along a portion of the Airport Motorway. It then turns west at its junction with the M1, circling the northern, western and southern suburbs of Dublin, before merging with the M11 at Shankill in South East Dublin. The road forms part of European route E01.

The **N7** is a national primary road in Ireland, connecting Limerick and Dublin. The majority of the route (between Naas and Limerick) is motorway standard and is designated as the M7 motorway. At the Rosbrien interchange in Limerick the route continues as the N18 dual carriageway to Galway, Shannon and Ennis. The road passes through the midlands of Ireland, and acts as a trunk route out of Dublin for the N8 and N9 national primary routes to Cork and Waterford respectively. It forms part of European route E20.

3.2 Bus Network

Bus stops are located to the northwest and southwest of the Proposed Development, the farthest away positioned 210 metres from the Subject Development (around a 3-minute walk) as shown in **Figure 5** below. The bus stop is served by the routes 60 and G1.

A summary of the available bus services is provided in **Table 1** below.

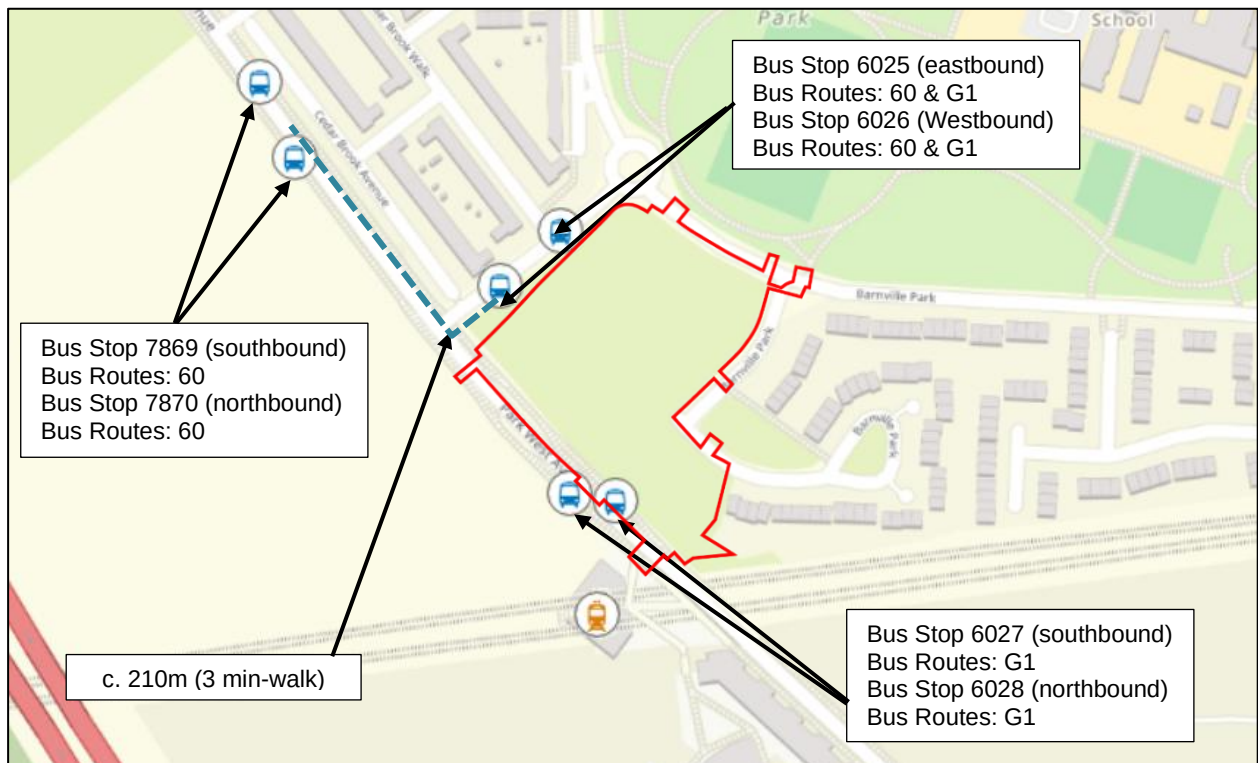


Figure 5 | Bus Network – Walking distance from development to Bus Stops

Route	From	To	Weekday Frequency	Saturday Frequency	Sunday Frequency
60	Rogersons Quay	Red Cow Luas	Every 60 minutes between 6:09 and 00:11	Every 60 minutes between 7:09 and 00:13	Every 60 minutes between 8:09 and 00:13
	Red Cow Luas	Rogersons Quay	Every 60 minutes between 5:09 and 23:12	Every 60 minutes between 6:13 and 23:13	Every 60 minutes between 8:12 and 23:11
G1	Spencer Dock	Red Cow Luas	1 Service at 5:32 Every 10-30 minutes between 6:11 and 00:12 Every 60 minutes between 00:12 and 4:57	Every 10-30 minutes between 5:56 and 23:12 Every 60 minutes between 00:14 and 4:57	Every 60 minutes between 6:00 and 8:00 Every 30 minutes between 8:00 and 00:11 Every 60 minutes between 00:11 and 5:00
	Red Cow Luas	Spencer Dock	Every 10-30 minutes between 4:54 and 0:24 Every 60 minutes between 0:24 and 4:29	Every 10-30 minutes between 5:21 and 0:29 Every 60 minutes between 0:29 and 4:29	Every 60 minutes between 5:26 and 7:22 Every 10-30 minutes between 8:00 and 00:23 Every 60 minutes between 00:23 and 4:26

Table 1 | Local Bus Routes and Frequencies
(Source: Transport for Ireland)

3.3 Rail Network

The nearest rail station to the Subject Site is the Park West and Cherry Station, located approximately 100m to the south of the site, through a direct access through the Proposed Development. This distance can be reached in a 2-minute walk or through a 1-minute cycle.

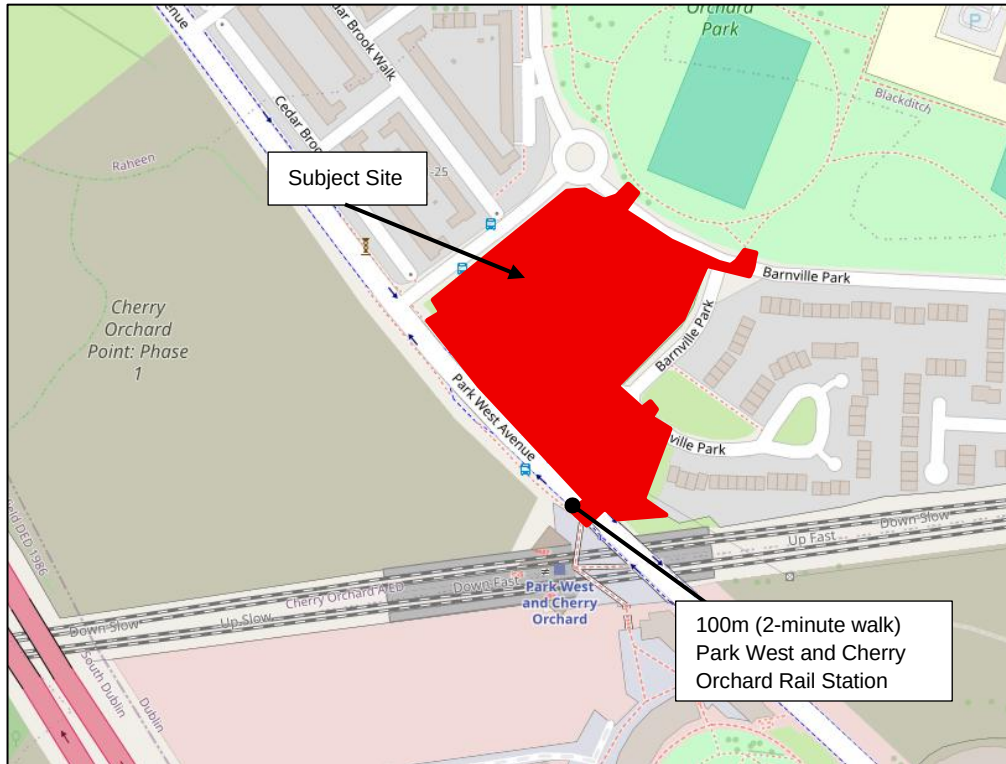


Figure 6 | Location of Park West and Cherry Orchard Rail Station
(Source: Openstreetmap app)

This station provides access to several regions of Ireland. **Figure 7** below shows the rail network.

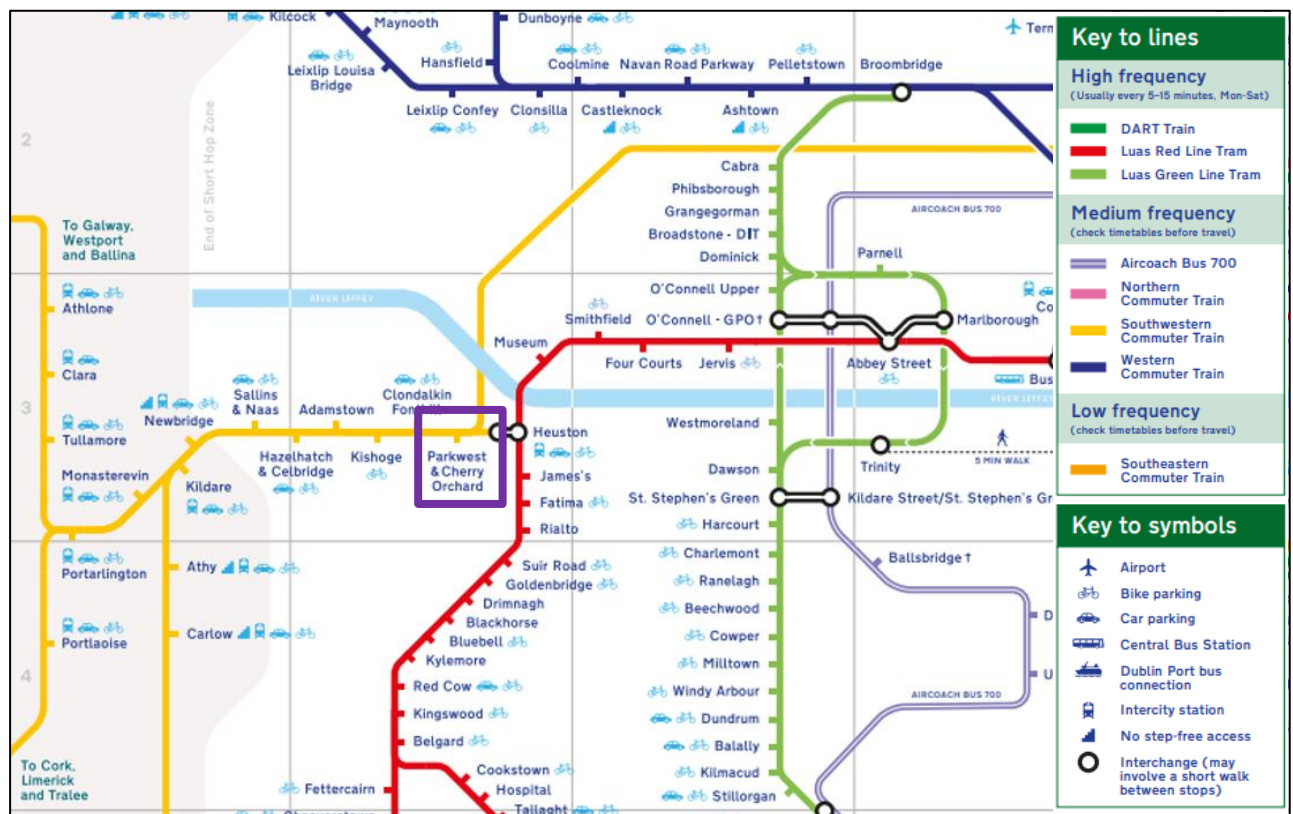


Figure 7 | Location of Rail Station

The rail routes serving at Park West & Cherry Orchard Rail Station are outlined in the table below with their frequencies. The times indicated in the table are based on the timetable for each bus stop.

Route Name	Frequency
Commuter Grand Canal Dock and Dublin Heuston – Kildare – Portlaoise	Dublin Heuston – Portlaoise Monday to Saturday: Every hour between 7:38 and 23:25. Sunday: Every two hours between 9:20 and 20:35
	Dublin Heuston – Newbridge: Monday to Friday: 6:47, 10:52, 11:52, 12:52, 13:52, 14:52, 18:10, and 19:03
	Grand Canal Dock– Hazelhatch & Celbridge Monday to Friday: Every hour between 9.11 and 0:07 & 19:54
	Dublin Heuston – Dublin Conolly Monday to Friday: 16:43, 17:21 ,17:38, 18:37 & 19:03
Commuter Portlaoise – Kildare – Heuston – Grand Canal Dock and Dublin	Considering the combination of all routes, during peak hours there is a train every 15-20 minutes from Kishoge Station to Hazelhatch & Celbridge Station.
	Portlaoise – Dublin Heuston Monday to Saturday: 6:27. Then every hour between 8:10 and 23:25. Sunday: 8:34, 11:25, 12:19 & 13:21. Then every two hours between 15:20 and 21:24
	Newbridge – Dublin Heuston Monday to Friday: 8:00, 8:37, 9:34, 10:51, 12:05, 12:53, 13:51, 14:51 & 15:52
	Newbridge – Grand Canal Dock Monday to Friday: 6:35, 7:23 & 7:44

	Hazelhatch & Celbridge – Grand Canal Dock Monday to Friday: Every hour between 6:35 and 20:50 Hazelhatch & Celbridge – Dublin Conolly Monday to Friday: 16:32 & 17:48 Considering the combination of all routes, during peak hours there is a train every 15-20 minutes from Kishoge Station to Heuston Station.
Dublin – Waterford	Monday to Saturday: 20:35
Waterford - Dublin	Monday to Saturday: 22:43

Table 2 | Irish Rail Frequencies
 (Source: Irish Rail)

3.4 Pedestrian Infrastructure and Walking Accessibility

The Subject site is located within a neighbouring residential area with dedicated footpaths on both sides of surrounding local streets, as well as throughout Park West Avenue. Strategically positioned safe pedestrian crossing facilities are also provided.

As a reference for walking accessibility from the site, the “Guidelines for Providing for Journeys on Foot” published by the Institution of Highways & Transportation in 2000 indicates that acceptable walking distances will vary between individuals and circumstances, such as an individual’s fitness, physical ability, and personal motivation; the size of the city itself and the quality of the surrounding footpath network. This document also suggests walking distances and times based on an average walking speed of 1.4m/sec (approximately 400m in five minutes). **Table 3** below summarises these suggestions.

	Town Centre	Commuting / School / Sight-seeing	Elsewhere
Desirable	200m (2.5 minutes)	500m (6 minutes)	400m (5 minutes)
Acceptable	400m (5 minutes)	1,000m (12 minutes)	800m (10 minutes)
Preferred Maximum	800m (10 minutes)	2,000m (24 minutes)	1,200m (15 minutes)

Table 3 | Suggested Walking Distances
 (Source: Guidelines for Providing for Journeys on Foot)

Figure 8 below details the walk catchment areas from which the Subject Development can be accessed within 10-, 15-, and 24-minute walk times. As illustrated, a 10-minute walk provides access to/from the Park West and Cherry Orchard Rail Station.

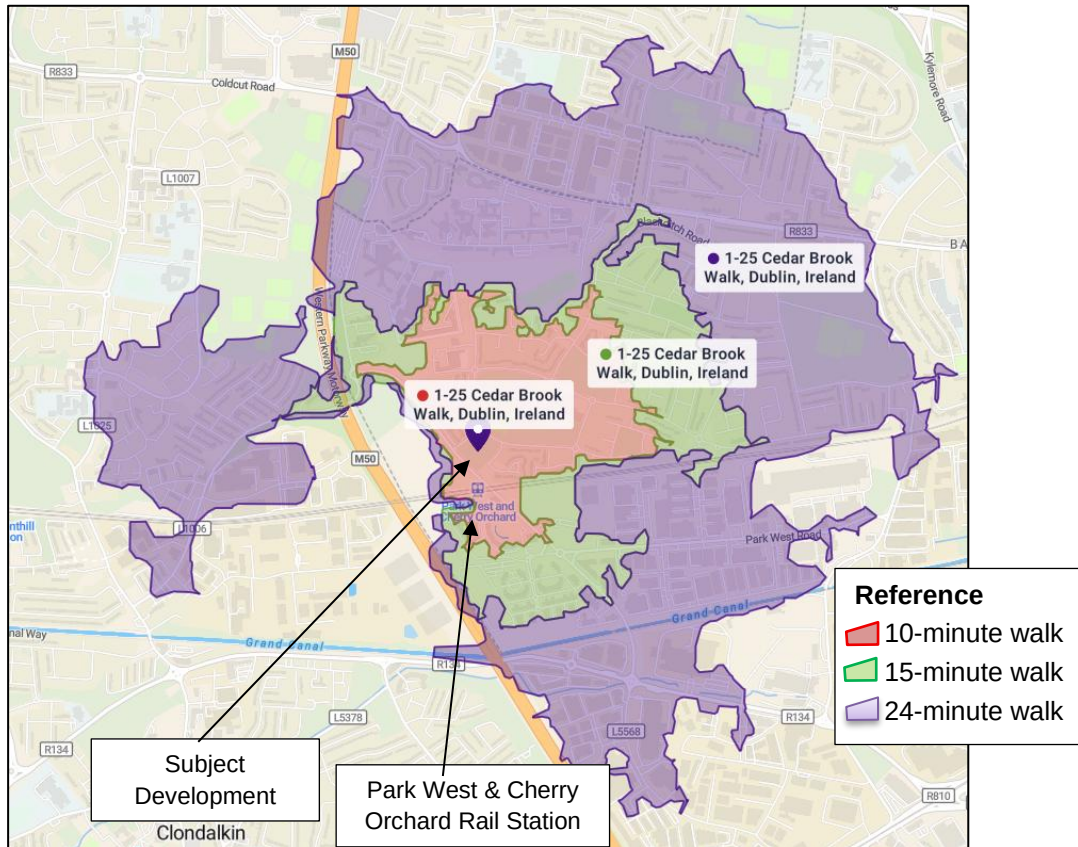


Figure 8 | Isochrone map indicating Walking Accessibility
(Source: Smappen)

3.5 Cycle Infrastructure and Cycling Accessibility

The existing cycle infrastructure surrounding the Proposed Development is defined by dedicated cycle tracks on both sides of Park West Avenue, linking to further cycle facilities to the north and to the Grand Canal Greenway to the south. **Figure 9** below shows the cycling infrastructure near the Development location.

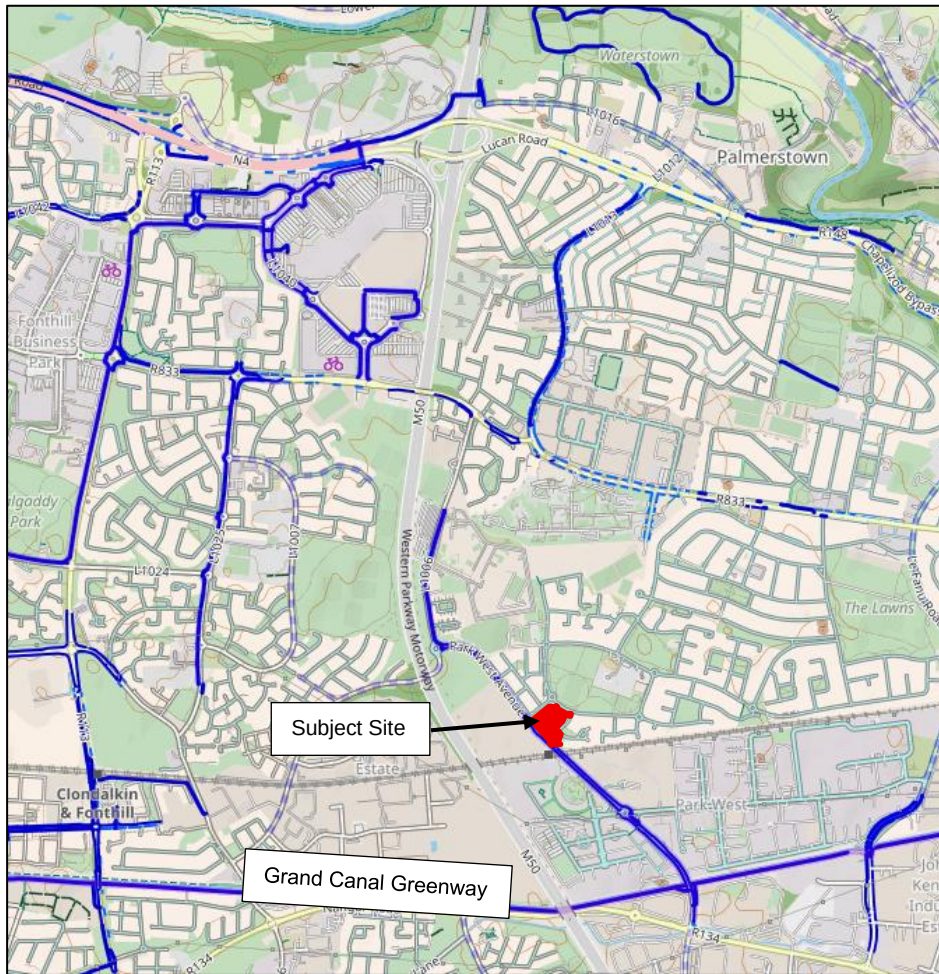


Figure 9 | Existing cycling infrastructure
(Source: Open Street Map)

The Grand Canal Greenway, indicated in **Figure 9** above is a shared-use bicycle and pedestrian path that runs west-east along Grand Canal, providing a direct connection to Dublin City Centre in an approximately 24-minute cycle.

Figure 10 below illustrates the cycling catchment areas from which the Subject Development can be accessed within 10, 15 and 24-minutes cycle.

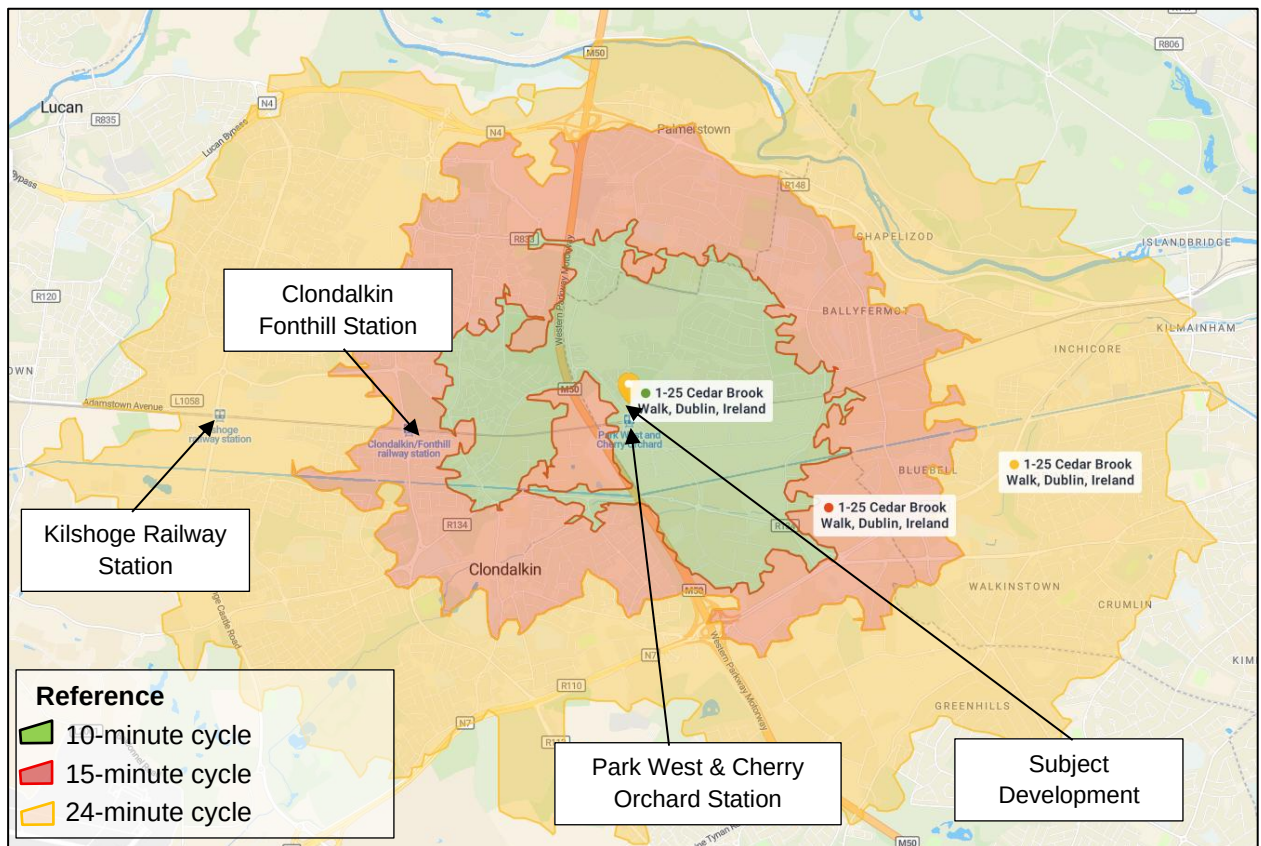


Figure 10 | Isochrone map indicating Cycling Accessibility
(Source: Smappen)

4. Environmental Effects and Mitigation Measures

4.1 Potential impacts

It is possible that the construction traffic flows may have an adverse effect on the surrounding road network in terms of noise and dust pollution. Heavy goods vehicles to and from the site may impact on noise levels, whilst dust may result from vehicles travelling along site roads and from general earthwork activities.

There is also potential for traffic congestion and elevated construction-related vehicle volumes along the surrounding road network, including turning movements at critical points that may disrupt the flow of traffic.

There is a potential for conflict between construction traffic and pedestrians/cyclists using the existing facilities on the roads indicates in the figures above. There is potential for construction traffic to have a moderate effect on the surrounding environment. However, the duration of this impact will be short to medium-term.

4.2 Measures to Minimise Nuisance

The measures, which are proposed to be operational at this site will include:

- Use of a properly designed access and egress to minimise impact on both external traffic and local amenity.
- Check on each arriving and departing vehicle at the site entrance from the public street.
- Use of banksman, where necessary, to control exit of construction vehicles onto public road.
- Issue of instructions and maps clearly setting out the construction traffic route to the site to each sub-Contractor to ensure that all contractors are clearly briefed on the route to/from the site.
- Ongoing assessment of the route for construction traffic to and from the site and prompt action when issues are identified.
- Ensure all vehicle movement (on site) occur within normal working hours. (Other than where extension of work requiring such movements has been granted in cases of required road closures or for health and safety reasons).
- Plan deliveries and vehicle movements so that vehicles are not waiting or queuing on the public highway, if unavoidable engines should be turned off.
- Plan the site layout to ensure that reversing is kept to a minimum.
- Where reversing is required use broadband reverse sirens or where it is safe to do so disengage all sirens and use banksmen.
- Rubber/neoprene or similar non-metal lining material matting to line the inside of material transportation vehicles to avoid first drop high noise levels.
- Wheel washing of vehicles prior to exiting the site will take place to ensure that adjoining roads are kept clean of dirt and debris.
- Regular washing of adjoining streets will also take place as required by road sweepers.

4.3 Site Control Measures

The designated and operational on-site control measures, which will be established and maintained at this site, will include:

- Designated hard routes through site.

- Each departing vehicle to be checked by banksman.
- Wheel wash facility (in required) at egress point.
- Provision and facilities to cover lorry contents, as necessary.
- Controlled loading of excavated material to minimise risk of spillage of contents.
- Spraying/damping down of excavated material on site by dedicated crews.
- Facility to clean local roads if mud or spillage occurs.

4.4 Mud and Dust Suppression

The main consideration will be to combat mud and dust at source so as not to let it adversely affect the surrounding areas. The objective will be to contain any mud or dust within the site, which is large enough for comprehensive control measures.

The following are techniques and methods which are widely used currently throughout the construction industry, and which will be used in the Development.

- The use of hardcore access route to work front.
- Ongoing monitoring during working hours.
- A regime of 'wet' road sweeping will be set up to ensure the roads around the immediate site are as clean and free from dirt / dust arising from the site, as is reasonably practicable. This cleaning will be carried out by approved mechanical sweepers.
- Footpaths immediately around the site will be cleaned by hand regularly, with damping, as necessary.
- Vehicle waiting areas or hard standings will be regularly inspected and kept clean by brushing or vacuum sweeping and will be regularly sprayed to keep moist, if necessary.
- Vehicle and wheel washing facilities will be provided at the site exit(s). If necessary, vehicles will be washed down before exiting the site.
- The transport of dusty materials and aggregates will be carried out using covered / sheeted lorries.
- Vehicle loading will be dampened down and drop heights for material to be kept to a minimum.
- Vehicles using site roads will have their speed restricted, and this speed restriction must be enforced rigidly. On any un-surfaced road, the limit shall be 20 kph, and on surfaced roads as site management dictates.

4.5 Control of Noise

Site deliveries will be confined to working hours and an allocated offloading location will be utilized for all deliveries. Measures for the control and monitoring of noise and vibration during construction, including measures to mitigate noise, are set out in **Section 10** of the Waterman Moylan report No. 22-010r.045 Preliminary Construction Environmental Management Plan, included as part of the document package.

4.6 Waste

Construction and demolition waste arising from the construction stage of the Subject Development will be managed in accordance with the details set out in **Section 5** of the Waterman Moylan report No. 22-010r.045 Preliminary Construction Environmental Management Plan, included as part of the document package.

4.7 Construction Environmental Management

Further Construction Environmental Management measures, including, watercourse and groundwater safeguarding and pollution control during the construction stage of the Subject Development will be managed in accordance with the details set out in the accompanying Waterman Moylan report No. 22-010r.045 Preliminary Construction Environmental Management Plan.

5. Preliminary Construction Traffic Management Plan

5.1 Standards

Given that the construction of this Development may impact on the surrounding road network, the Subject Site and associated roadworks shall be undertaken in compliance with the requirements of Dublin City Council and any other requirements that the Council may impose during the course of the works.

5.2 Project Team

It shall be the duty of the Project Team to provide the main Contractor in good time with all necessary designs, details, drawings, and specifications so that the Contractors can, in conjunction with the Project Team, prepare detailed proposals and programmes for the execution of the works.

The proposals shall be submitted to Dublin City Council and shall incorporate any requirements included in the conditions of the planning permission for the Development.

It shall also be the duty of the Project Team to ensure that the Contractors proposals are reasonable and that they are implemented in a safe and competent manner.

5.3 Main Contractor

It is the responsibility of the main contractor, in conjunction with the Project Team, to prepare a detailed Construction Traffic Management Plan before construction begins. These plans may be integrated into a single document or into two separate documents.

The main constructor will be in charge of the management and control of vehicular movement within the construction site as well as on the access roads.

In addition, the following responsibilities should be coordinated by the personal of the Main Contractor:

- Adequate signposting will be located on-site to ensure the safety of all road users and construction workers.
- All heavy vehicles spilling solid material on the road must cover the material to prevent dust being thrown onto the road.
- All vehicles should wash their wheels, when necessary, when leaving the site to prevent dust being thrown onto the road.
- Hoarding will be set up around the perimeter to prevent pedestrian access.
- A material storage zone will also be provided in the Construction Compound area. This storage zone will include material recycling areas and facilities.

The Contractor will be obliged to ensure that any sub-contractors engaged on the site are made fully aware of the required mitigation measures and that they are properly implemented as part of any works that they undertake

The Contractor shall ensure that all HGVs drivers serving the site receive a toolbox talk, outlining the preferred haul routes and outlining the importance that drivers to adhere to the posted speed limits. Construction workers and other site staff should also receive a toolbox talk, noting that site staff car use should be minimised.

The Main Contractor may elect to provide a shuttle service to and from site, if deemed necessary.

The Main Contractor will be responsible for applying for road opening licences. Any excavation on the public road, including for drainage, water supply and other utility connections, will require a separate Traffic Management Plan.

Special HGVs require an Abnormal Load Permit. The Main Contractor will be responsible for applying for any required Abnormal Load Permit through Dublin City Council's Traffic Division.

The Main Contractor will inform local residents and commercial outlets of any traffic disruptions in advance, including prior to road opening for service connections or any dates with an increased number of deliveries scheduled.

5.4 Construction Traffic Management Plan

A detailed Construction Traffic Management Plan will be prepared and agreed with Dublin City Council before commencing works on site, which must describe the following (but not limited to):

- Dedicated construction transport routes, which will be identified and agreed upon with Dublin City Council before the commencement of construction activities on site, following the indication in **Section 2.3** above.
- Manage the entry and exit of heavy vehicles to and from the site, with a detailed description of operations during this time, including the assignment of staff to assist pedestrians and traffic flow during heavy vehicle movements on the roads.
- Define schedules for the entry and exit of materials and machinery to limit the generation of noise on the network to specific time slots.

5.5 Construction Mobility Management Plan

The main contractor as part of their site set up arrangements, shall appoint a Coordinator responsible for the implementation of a Construction Mobility Management Plan, which must describe the following (but not limited to):

- Encourage staff to avoid using of their cars and use alternative modes of transport in order to reduce the number of cars on the road and the need of car parking spaces.
- Provide an extensive information service for public transport options and routes at a public location(s) within the Development for construction workers. An example is provided in **Section 3** above.
- Update the public transport information adjacent to the Development on an ongoing basis.
- Advise company staff of tax incentives for public transport and bicycles. For those wishing to cycle to and from the site, dedicated cycle parking will be provided for the duration of the works within the site. Shower facilities and lockers will also be provided.
- A shuttle service to/from the parking will be provided if required.

5.6 Monitoring of the Management Plans

The responsibility for monitoring and reviewing the Plan will be borne by the main contractor. The principal indicators that will be subject to monitoring are as follows (but not limited to):

- Status of complaints received about the passage of Heavy Goods Vehicles.
- Level of compliance with management plans by the main contractor and subcontractors working on site.
- Changes in modal split – both 'usual' and 'occasional' modes used.

- Cycle Parking on site: Include the state of the bike racks and that there are no abandoned bikes without owners.
- Number of car parking permits issued.
- Others that may be important.

It is recommended that within three months of the start of construction, and then every six months thereafter, the main contractor meets with Dublin City Council, to assess and review the progress of the management plans and to agree targets for the next six months.

6. Summary

This Preliminary Construction Traffic Management Plan has been prepared by Waterman Moylan on behalf of the Land Development Agency (LDA) to accompany a planning application to Dublin City Council for Phase 3 of a proposed new residential development on lands at Park West Avenue, Cherry Orchard, Dublin 10.

The report presents a comprehensive evaluation of the various aspects pertaining to the traffic flow to and from the construction site, including an assessment of the transportation routes that will be accessible to heavy goods vehicles.

It also includes an assessment of the environmental impact in the surrounding area and potential measures to minimise it.

Finally, this Preliminary Construction Traffic Management Plan provides guidance to the main contractor who will be responsible for preparing the detailed Construction Traffic Management Plan and detailed construction mobility management plan to ensure that construction traffic to and from the Subject Development can be accommodated on the surrounding road network without significant impact on other road users.

UK and Ireland Office Locations

