

## PROPOSED STRATEGIC HOUSING DEVELOPMENT ON THE FORMER PLAYER WILLS SITE AND UNDEVELOPED LAND OWNED BY DUBLIN CITY COUNCIL AT SOUTH CIRCULAR ROAD, DUBLIN 8

### CONSTRUCTION TRAFFIC MANAGEMENT PLAN



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### IDENTIFICATION TABLE

<b>Client/Project Owner</b>	DBTR-SCR1 Fund, a Sub-Fund of the CWTC Multi Family ICAV
<b>Project</b>	Proposed Strategic Housing Development on the former Player Wills site and undeveloped land owned by Dublin City Council at South Circular Road, Dublin 8
<b>Study</b>	Construction Traffic Management Plan
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# 1. INTRODUCTION

## 1.1 Overview

- 1.1.1 SYSTRA Ltd (SYSTRA) has been commissioned to prepare an outline Construction Traffic Management Plan (CTMP) to assess the transportation implications for all stages of construction activity, to accompany a Strategic Housing Development (SHD) application to An Bord Pleanála (ABP), at the former Player Wills Factory Site, located on the South Circular Road, in Dublin 8.

## 1.2 Report Purpose

- 1.2.1 This Construction Traffic Management Plan (CTMP) has been prepared to ensure traffic management practices and necessary arrangements are in place throughout the construction period, to safeguard highway impact and the amenity of the area surrounding the site. All proposed Heavy Goods Vehicle (HGV) haulage routes presented in this plan are subject to approval by DCC.
- 1.2.2 This preliminary Construction Traffic Management Plan identifies measures that aim to minimise the effect of construction traffic on the surrounding road network, with respect to potential temporary changes to vehicular traffic and pedestrian movements.
- 1.2.3 It should be noted that at this application stage a construction contractor is yet to be appointed. Should permission be granted for the development, a more detailed and comprehensive CTMP will be developed by the contractor for specific phases of the development construction.
- 1.2.4 The applicant has prepared a separate SHD application for the adjacent site, known as the Bailey Gibson site which was approved by ABP earlier this year. The cumulative impact on construction traffic generation of both sites have been considered in this report.

## 1.3 Structure

- 1.3.1 Following this section, the CTMP is structured as follows:
- **Section 2: Baseline Conditions** – Describes the existing site and the surrounding area’s transport and highway characteristics;
  - **Section 3: Construction Traffic Generation & Routing** – Provides an overview of the proposed development, the construction scheme overview and the construction programme, considers the logistics of construction, including vehicular access routes, loading and unloading arrangements, anticipated vehicle frequencies, sizes and movements, and details of core working hours;
  - **Section 4: Construction Mitigation Measures** – Sets out the mitigation measures that will be employed during construction to minimise the impact of construction on local residents, businesses and the local highway network;
  - **Section 5: Conclusion** – Summarises the key points of this CTMP and provides a final conclusion.



## 2. BASELINE CONDITIONS

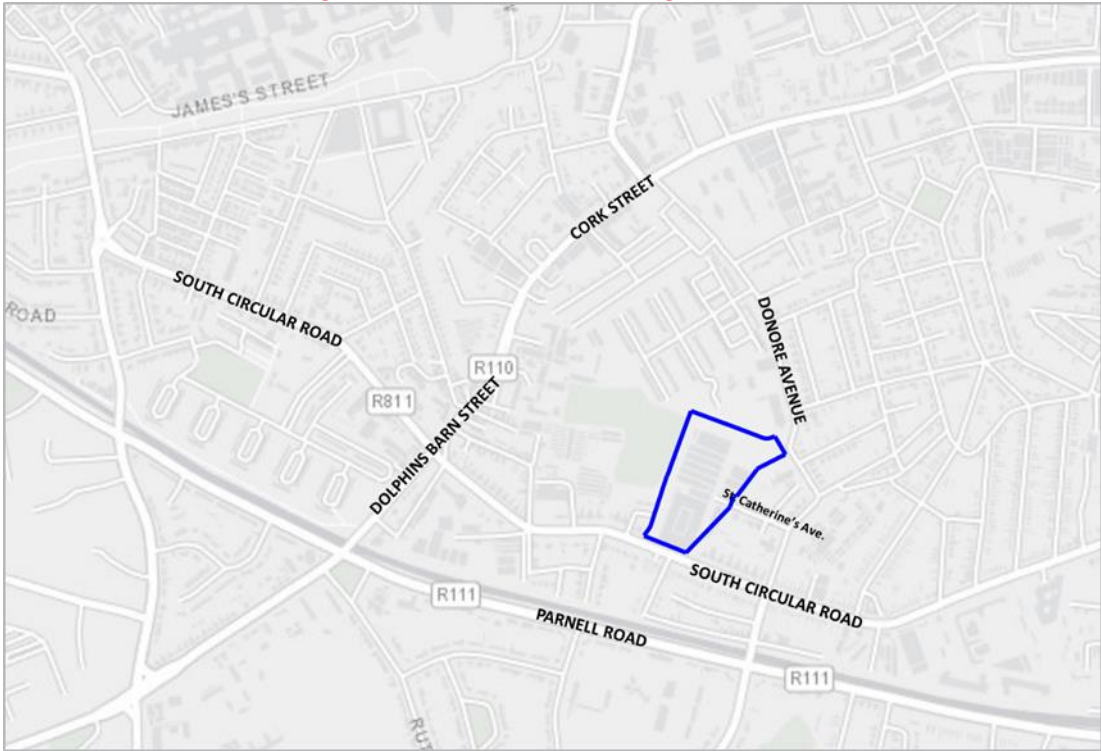
### 2.1 Context

2.1.1 This section provides information on the existing site and the surrounding area, with a focus on local transport infrastructure and services.

### 2.2 Site Location

2.2.1 The site is located on the South Circular Road with connections to St. Catherine’s Avenue and Donore Avenue to the North. The primary access points to the site are currently located along the South Circular Road and along Donore Avenue, north of St. Catherine’s National School. The location of the site in relation to the surrounding road network is shown in **Figure 1**.

**Figure 1. Site Location & Surrounding Road Network**



### 2.3 Pedestrian and Cycle Accessibility

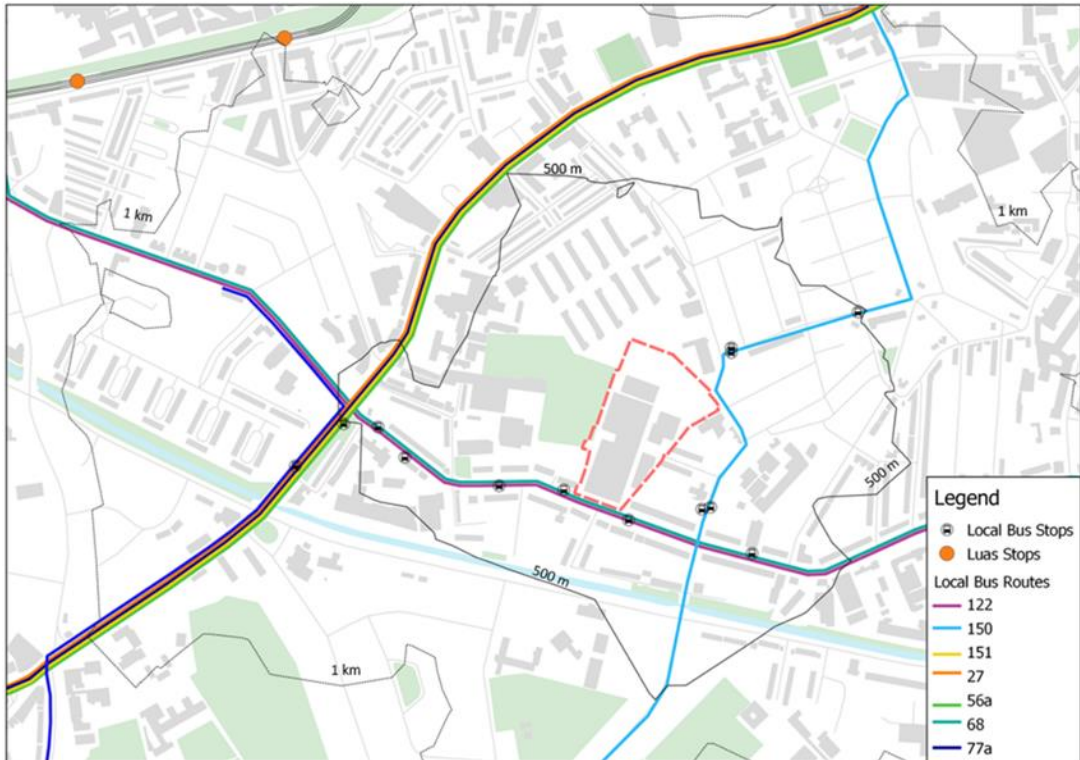
2.3.1 The construction site can be accessed on foot via South Circular Road and Donore Avenue and is within walking distance of the city centre. It is also within walking distance of a number of public transport stops along Dolphin’s Barn Street, South Circular Road and the Fatima Red Line Luas Stop. Heuston station is also approximately 20-25 minutes on foot. The site is also very accessible by bicycle, with Heuston Station and the city centre both within a 15-minute cycle of the site.

### 2.4 Public Transport

2.4.1 The site is located within a five minute walk of numerous high frequency Dublin Bus & Go-Ahead services along Dolphin’s Barn Street/Cork Street, a dedicated Quality Bus Corridor, and

the South Circular Road. It is also a 12-minute walk to the Fatima Red line Luas stop. **Figure 2** below illustrates the existing public transport network and stop locations.

**Figure 2. Local Public Transport Services**



2.4.2 All bus services shown are within a five minute walk of the site and operate frequently during the weekday and weekend. **Figure 3** shows the approximate distances to each local bus stop from the nearest site entrance.

**Figure 3. Distance & Pedestrian Routes to Local Bus Stops**





2.4.3 **Table 1** outlines the frequency of the bus services, along with the red line Luas, during the weekday AM peak hour & Inter peak as well as the weekend Inter peak.

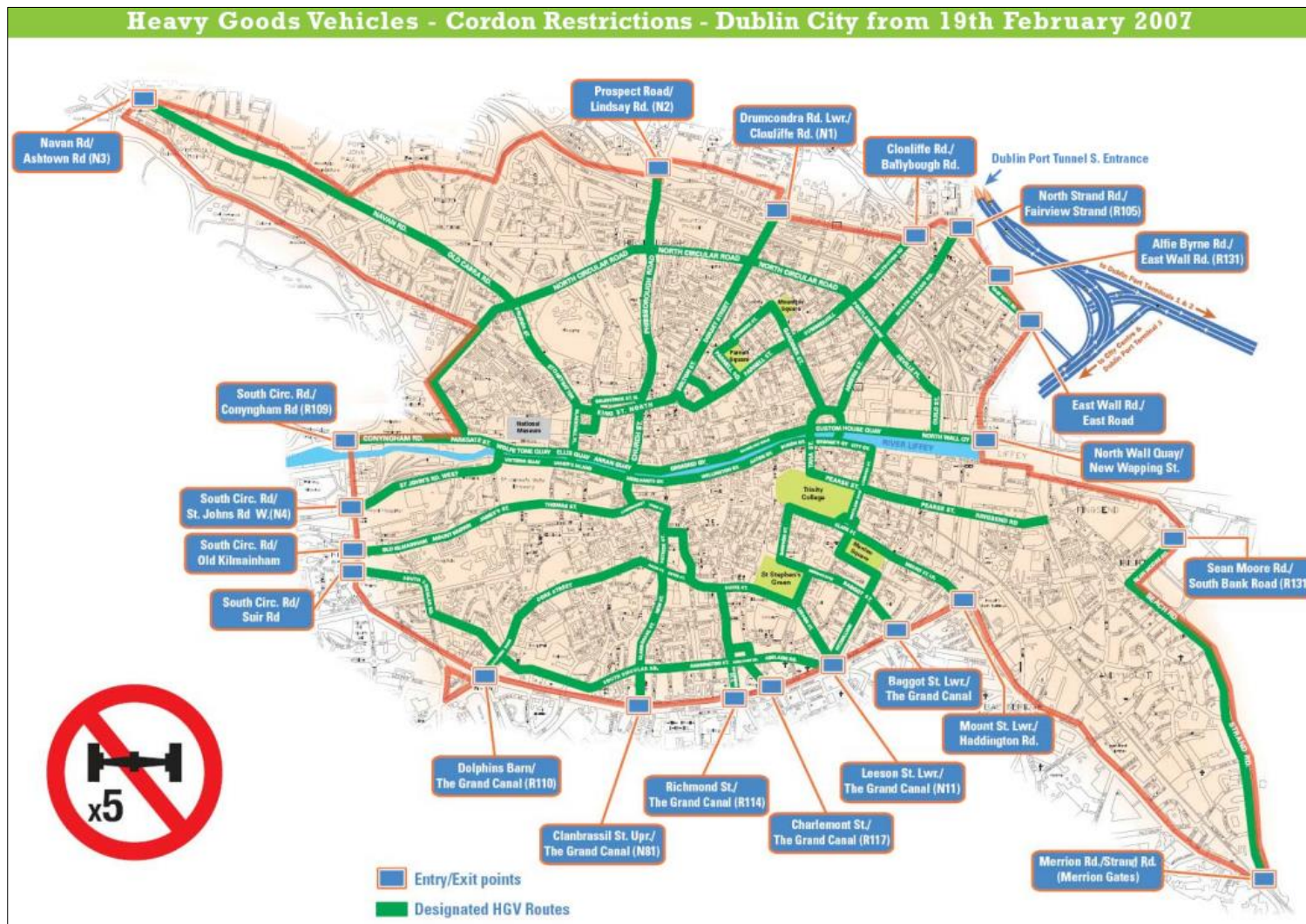
**Table 1. Local Public Transport Services Frequency (min)**

Route		Week Day		Weekend	
		AM Peak	Interpeak	Saturday	Sunday
68	Hawkins St./Newcastle	60	60	60	45-90
122	Ashington/Drimnagh	10	20	20	20
27	Clarehall/Jobstown	10	10	10	15
56a	Ringsend/Tallaght	60	75	75	75
77a	Ringsend/Citywest	20	20	20	30
151	Docklands/Foxborough	20	20	20	30
150	Hawkins St/Rossmore	15	20	20	30
17	Blackrock/UCD/Rialto	20	20	20	30
Luas	Tallaght/Saggart/Citywest-Connolly/Point	4	4	6	9

## 2.5 Road Network Infrastructure & Traffic Conditions

- 2.5.1 The surrounding road network is a mix of quieter residential streets and more heavily trafficked regional, urban roads such as the R811 South Circular Road, the R110 Dolphin's Barn Street/Cork Street and the R111 Parnell Road (Canal Road). Many of the residential streets are narrow in nature due to restricted carriageway widths and/or on-street parking. There are several busy signalised junctions, such as the Dolphin's Barn Cross, along the South Circular Road as well as along the Canal. These roads carry heavier volumes of traffic particularly during the morning and evening peaks.
- 2.5.2 South Circular Road is a single carriageway street, with one general traffic lane running in either direction, in addition to an eastbound running bus lane. It routes east to west, connecting to Dolphin Barn Cross to the west and the South Circular Road/ Donore Avenue junction to the east. Good quality footways are provided on both side of the carriageway and the road is subject to a 50km/h speed limit.
- 2.5.3 Donore Avenue comprises a single carriageway, in either direction. The road connects to South Circular Road to the south and Cork Street/ Donore Road T-junction to the north. High quality footways are provided on both sides of the road, with the road being restricted to a 30km/h speed limit.
- 2.5.4 There are a number of restrictions of the movements of HGVs local to the site as part of the DCC HGV Strategy. The strategy provides a number of designated routes and entry/ exit points for HGVs travelling into the city. The strategy also outlines an exclusion zone which applies to 5+ axle vehicles without a valid permit between 07:00-19:00.
- 2.5.5 It is noted that the site lies within this exclusion zone. The exclusion zone and designated routes are shown in **Figure 4**. As shown, the South Circular Road is a designated HGV route with the closest designated entry points to the site located at Dolphin's Barn Cross, Suir Road and Clanbrassil Street.

Figure 4. HGV Exclusion Zone and Designated Entry Points / Haulage Routes in DCC



Source: [https://urbanaccessregulations.eu/images/stories/pdf\\_files/IE%20Dublin%20kARS%20map.pdf](https://urbanaccessregulations.eu/images/stories/pdf_files/IE%20Dublin%20kARS%20map.pdf)

### 3. CONSTRUCTION TRAFFIC GENERATION

#### 3.1 Overview

3.1.1 This section of the report provides an outline of the logistics of construction and traffic routing, along with the likely traffic generation arising from its construction at the site.

#### 3.2 Development Description

3.2.1 **Figure 5** below demonstrates the proposed site layout and ground floor plan. The development comprises of 4 blocks as shown. This drawing, PL1010, can be found in the architectural suite of drawings provided under separate cover as part of the application pack.

**Figure 5. Proposed Block Plan & Ground Floor Layout**





3.2.2 DBTR-SCR1 Fund, a Sub-Fund of the CWTC Multi Family ICAV intend to apply to An Bord Pleanála for permission for a mixed-use Build to Rent Strategic Housing Development at the former 'Player Wills' site (2.39 hectares) and adjoining lands (0.67 hectares) under the control of Dublin City Council. A public park, public road and works to South Circular Road and to facilitate connections to municipal services at Donore Avenue are proposed on the Dublin City Council land. The former 'Player Wills' site incorporates Eircode's: D08 T6DC, D08 PW25, D08 X7F8 and D08 EK00 and has frontage onto South Circular Road, St. Catherine's Avenue and Donore Avenue, Dublin 8. The Dublin City Council undeveloped land adjoins the former 'Player Wills' site to the west and the former 'Bailey Gibson' site to the east. The total area of the proposed development site is 3.06 hectares.

3.2.3 The design rationale is to create and deliver a high quality, sustainable, residential led mixed use strategic housing development within this inner-city brownfield site which respects its setting and maximises the site's natural attributes while achieving maximum efficiency of existing infrastructure. The Proposed Site Layout is illustrated on Drawing No. PL0003 contained within the architectural suite of drawings. The development will consist of;

- the demolition of all buildings (15,454 sq.m GFA), excluding the original fabric of the former Player Wills Factory, to provide for the development of a mixed use(residential, community, arts and culture, creche, food and beverage and retail) scheme comprising predominantly build to rent apartment dwellings (492 no.) together with a significantly lesser quantity of single occupancy shared accommodation private living areas (240 no.), with an average private living floor area of 24.6 sq.m (double the minimum private living space size required for single occupancy shared accommodation) and a arts/culture/community hub within the repurposed ground floor of the former factory building;
- change of use, refurbishment, modifications and alterations to the former Player Wills Factory building (PW1) to include the removal of 1 no. later addition storey (existing 4th storey) and the later addition rear (northern) extension, retention and modification of 3 no. existing storeys and addition of 2 no. storeys set back on the building's south, east and west elevations with an 8-storey projection (max. height 32.53m) on the north eastern corner, with a cumulative gross floor area of 17,630 sq.m including ancillary uses, comprising;
  - at ground floor 852 sq.m of floor space dedicated to community, arts and cultural and exhibition space together with artist and photography studios (Class 1 and Class 10 Use), 503 sq.m of retail floor space (Class 1 Use), 994 sq.m of café/bar/restaurant floor space, 217 sq.m of co-working office floor space (Class 3 Use) and ancillary floor space for welfare facilities, waste management and storage;
  - 240 no. single occupancy shared accommodation private living areas, distributed over levels 1-4, including 2 no. rooms of 30 sq.m, 49 no. rooms of 25 sq.m; 14 no. rooms of 23 sq.m, 58 no. rooms of 22.5 sq.m, 8 no. rooms of 20 sq.m, 104 no. rooms of 19 sq.m and 5 no. disabled access (Part M) rooms (3 no. 32 sq.m and 2 no. 26 sq.m); 21 no. kitchen/dining areas, and, 835 sq.m of dedicated shared accommodation services, amenities and facilities distributed across levels 1-4, to accommodate uses including lounge areas, entertainment (games) area, 2 no. external terraces (Level 03 and 04), laundry facilities, welfare facilities and waste storage;

- 47 no. build-to rent apartments distributed across levels 1-7 including 12 no. studio apartments; 23 no. 1 bed apartments, 8 no. 2 bed apartments: and, 4 no. 3-bed apartments;
  - 1,588 sq.m of shared (build to rent and shared accommodation) services, amenities and facilities including at ground floor reception/lobby area, parcel room, 2 no. lounges and administration facilities; at Level 01 entertainment area, TV rooms, entertainment (games room), library, meeting room, business centre; at Level 02 gym and storage and at Level 07, a lounge area.
  - Provision of communal amenity outdoor space as follows; PW1 - 450 sq.m in the form of roof terraces dedicated to shared accommodation and 285 sq.m roof terrace for the proposed apartments .
  - a basement (190 sq.m) underlying the proposed 8-storey projection to the northeast of PW1 to accommodate plant.
- the construction of 445 no. Build to Rent apartment units, with a cumulative gross floor area of 48,455 sq.m including ancillary uses distributed across 3 no. blocks (PW 2, 4 and 5) comprising;
    - PW2 (45,556 sq.m gross floor area including ancillary uses) - 415 no. apartments in a block ranging in height from 2-19 storeys (max. height 63.05m), incorporating 16 no. studio units; 268 no. 1 bed apartments, 93 no. 2 bed apartments and 38 no. 3-bed apartments. At ground floor, 2 no. retail units (combined 198 sq.m) (Class 1 use), and a café/restaurant (142 sq.m). Tenant services, amenities and facilities (combined 673 sq.m) distributed across ground floor (lobby, mail room, co-working and lounge area), Level 06 (terrace access) and Level 17 (lounge). Provision of communal amenity open space including a courtyard of 1,123 sq.m and roof terraces of 1,535 sq.m
    - Double basement to accommodate car parking, cycle parking, waste storage, general storage and plant.
    - PW4 (1,395 sq.m gross floor area including ancillary uses) - 9 no. apartments in a part 2-3 storey block (max. height 10.125m) comprising, 2 no. 2-bed duplex apartment units and 7 no. 3-bed triplex apartment units. Provision of communal amenity open space in the form of a courtyard 111 sq.m
    - PW5 (1,504 sq.m gross floor area including ancillary uses) - 21 no. apartments in a 4 storey block (max. height 13.30m) comprising 12 no. studio apartments, 1 no. 1-bed apartment, 5 no. 2-bed apartments, and 3 no. 3-bed apartments. Provision of communal amenity space in the form of a courtyard 167sq.m. Provision of communal amenity open space in the form of a courtyard 167 sq.m
  - the construction of a childcare facility (block PW4) with a gross floor area of 275 sq.m and associated external play area of 146 sq.m;
  - the provision of public open space with 2 no. permanent parks, 'Players Park' (3,960 sq.m) incorporating active and passive uses to the northwest of the former factory building on lands owned by Dublin City Council; 'St. Catherine's Park' (1,350 sq.m) a playground, to the north east of the Player Wills site adjacent to St. Catherine's National School. A temporary public park (1,158 sq.m) to the northeast of the site set aside for a future school extension. The existing courtyard (690 sq.m) in block PW1 (former factory building)



to be retained and enhanced and a public plaza (320 sq.m) between proposed blocks PW and PW4.

- 903 no. long-stay bicycle parking spaces, with 861 no. spaces in the PW2 basement and 42 no. spaces at ground level in secure enclosures within blocks PW4 and PW5. 20 no. spaces reserved for non-residential uses and 110 no. short-stay visitor bicycle spaces provided at ground level.
- 4 no. dedicated pedestrian access points are proposed to maximise walking and cycling, 2 no. from South Circular Road, 1 no. from St. Catherine's Avenue and 1 no. from Donore Avenue.
- in the basement of PW2, 148 no. car parking spaces to serve the proposed build to rent apartments including 19 no. dedicated disabled parking spaces and 6 no. motorcycle spaces. 20 no. spaces for a car sharing club ('Go Car' or similar). 10% of parking spaces fitted with electric charging points.
- in the basement of PW2, use for 81 no. car parking spaces (1,293 sq.m net floor area) including 5 no. dedicated disabled parking spaces, 3 no. motorcycle spaces and 10% of parking spaces fitted with electric charging points to facilitate residential car parking associated with future development on neighbouring lands. The area will not be used for carparking without a separate grant of permission for that future development. In the alternative, use for additional storage (cage/container) for residents of the proposed development.
- 37 no. surface level car parking spaces including 3 no. disabled access and 3 no. creche set down spaces and 10% fitted with electric charging points. 2 no. loading bays and 2 no. taxi set-down areas.
- development of internal street network including a link road (84m long x 4.8m wide) to the south of the proposed 'Players Park' on land owned by Dublin City Council that will provide connectivity between the former 'Bailey Gibson' site and the 'Player Wills' site.
- vehicular access will be provided via Donore Avenue with a one-way exit provided onto South Circular Road to the east of block PW1(the former factory building);
- replacement and realignment of footpaths to provide for improved pedestrian conditions along sections of Donore Avenue and South Circular Road and realignment of centreline along sections of Donore Avenue with associated changes to road markings;
- a contra-flow cycle lane is proposed at the one-way vehicular exit to the east of PW1 (former factory building) to allow 2-way cycle movements via this access point;
- decommissioning of existing 2 no. ESB substations and the construction of 2 no. ESB substations and associated switch rooms, 1 no. single ESB substation in PW 1 (43.5 sq.m) and 1 no. double ESB substation in PW2 (68 sq.m);
- the construction of a waste and water storage building (combined 133 sq.m, height 4.35m) to the west of building PW1;
- all ancillary site development works; drainage, rooftop solar photovoltaics (20 no. panels total), landscaping, boundary treatment and lighting.

### 3.3 Construction Programme & Phasing

- 3.3.1 Construction of the proposed development is scheduled to last 42 months and two weeks, overlapping with the adjacent Bailey Gibson site from May 2021 until March 2023.

### 3.4 Site Setup

- 3.4.1 Site setup will take place within the existing site area due to the work being predominantly internal. Access to the site will be from South Circular Road and Donore Avenue; these entrance areas will remain presentable and tidy at all times, with hoarding up to a height of 2.44m from the ground floor level of the property to be established. The purpose of the hoarding is to provide additional security, both to prevent unauthorised personnel from accessing the site, as well as provide suitable segregation between pedestrians and the work being undertaken.
- 3.4.2 The site office can be positioned within the internal area of the site, with the office building/container sourced locally if feasible.

### 3.5 HGV Vehicular Trip Generation

- 3.5.1 The overall construction programme is anticipated to last 42 months and two weeks. The HGV trip generation will vary throughout the construction programme. On average, there will be 41 one-way HGV trips to the site during the course of construction. The 'peak' average of 87 one-way trips will take place during the excavation of the development basement under block PW2.
- 3.5.2 **Table 2** gives a broad outline of the expected HGV trip generation during different phases of construction.

**Table 2. Estimated HGV Trip Generation by Construction Stage**

Construction Stage	Duration	Average HGV One-Way Trips
Contractor Mobilisation Period	~1.5 months	35
PW2 Enabling Works	~8 months	87
PW2 Construction Works	~36 months	48
PW 1 Enabling Works	~8 months	62
PW 1 Construction Works	~28 months	53
PW 4 Construction Works	~16 months	25
PW 5 Construction Works	~16 months	24
Central Park	~9 months	29

- 3.5.3 A planning permission has been granted for development at Bailey Gibson and should Player Wills application be granted it is expected the construction programme will largely overlap. This will increase the additional number of HGVs on the local network. The expected number of HGVs generated by the construction of Bailey Gibson, during each construction stage of Player Wills is outlined in **Table 3**. The average HGV one-way trips during each construction stage at Bailey Gibson, can be found in the Bailey Gibson CTMP.
- 3.5.4 The average number of one-way HGVs across the entire programme with both sites under construction is 64 HGVs.

**Table 3. Estimated HGV Trip Generation Across Both Sites**

Construction Stage	Duration	Average HGV One-way Trips	Additional Bailey Gibson One-Way HGV Trips
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Contractor Mobilisation Period	~1.5 months	35	73
PW2 Enabling Works	~8 months	87	51
PW2 Construction Works	~36 months	48	27
PW 1 Enabling Works	~8 months	62	61
PW 1 Construction Works	~28 months	53	24
PW 4 Construction Works	~16 months	25	1
PW 5 Construction Works	~16 months	24	1
Central Park	~9 months	29	0

3.5.5 In addition to the application site and the Bailey Gibson site, there is potential for future development on lands adjacent to the church. 'Phase 3' of the development will also add additional HGV trips. The cumulative average total across the whole construction period for the Player Wills site, Bailey Gibson site and Phase 3 of the development is 85 one-way HGV trips. The peak, construction activity period for all three sites is 184 one-way HGV trips.

### 3.6 Construction Worker Trip Generation

3.6.1 In total, there will be up to 700 staff site across the project life span. To limit the impact of construction traffic on the local network, staff will be instructed to arrive to site by public transport, walking or cycling where possible. However, to ensure that where driving is required that there is no overspill of traffic onto the surrounding road network a total of 150 on-site parking spaces will be provided for visitors and staff combined. This will result in 150-200 potential car trips to site over the course of the construction period (allowing for potentially multiple visitor trips per day). The majority of these movements will occur before 08:00 and depart after 18:00, limiting the impact on peak hour conditions. There will also be 350 cycle spaces provided on site. The staff and visitor parking will be located in the areas shown in green in Figure 6 and will be primarily accessed via Donore Avenue. **Figure 6** also illustrates possible construction vehicular movement on the Bailey Gibson and Player Wills sites, the final arrangement for vehicular circulation will need to be determined once a contractor is appointed.

Figure 6. Site Layout



3.6.2 Assuming the majority of these staff/visitor trips will travel southbound along Donore Avenue towards the South Circular Road where the estimated AADT is 9,000 vehicles per day, they will represent an increase of 4.4% of daily traffic. The parking will be limited to 150 spaces across both sites and therefore there is no extra light vehicles traffic assumed cumulatively.

### 3.7 Hours of Work

3.7.1 The hours of construction work are to be agreed with DCC. It is envisaged that the hours of construction will be as follows:

- Mondays –Fridays, 08:00AM –19:00 PM,
- Saturdays, 08:00AM –13:00 PM,
- No working on Sundays and Bank Holidays.

3.7.2 The final construction hours will be agreed with DCC prior to commencement of work on site. Deviation from the agreed hours may be required in exceptional circumstances for larger or wide deliveries. If required prior written approval will be requested from DCC.

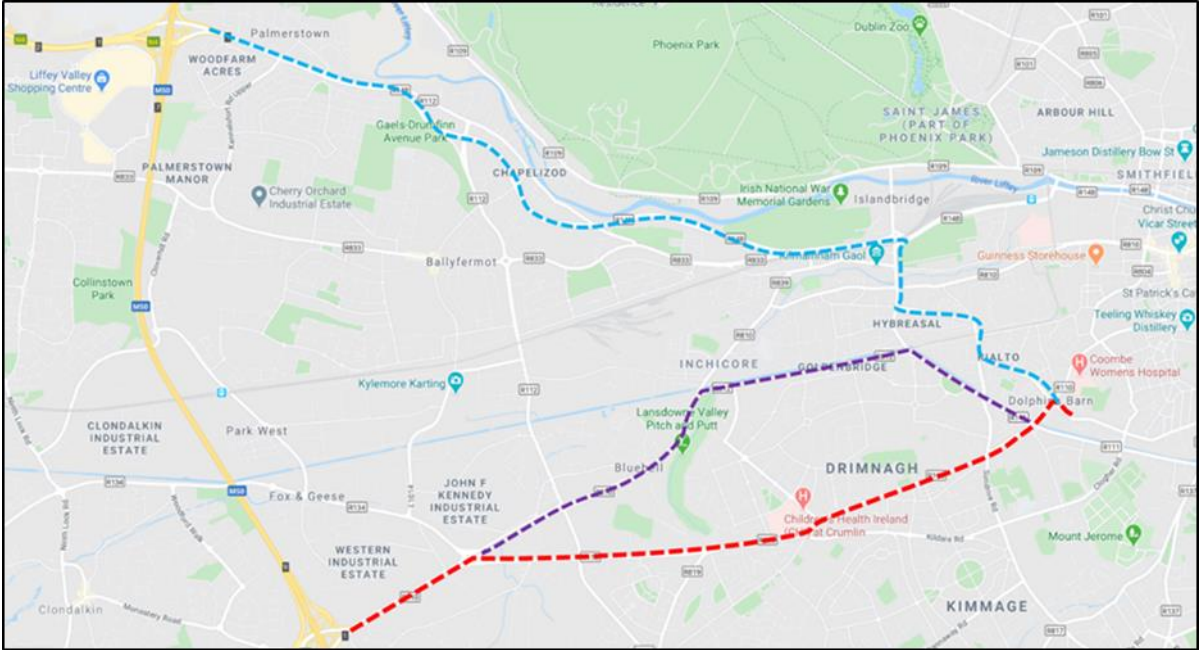
### 3.8 Construction Vehicle Routing

3.8.1 The details of the proposed construction routing will be agreed with DCC, prior to commencement of construction works, with HGVs as far as possible using the designated haulage routes outlined in the DCC HGV Strategy, shown in **Figure 4**. To facilitate this, all entry and exit points for HGVs will be located along the South Circular Road.

3.8.2 The routing of HGVs through the site is dependent on the stage of construction. The nearby Bailey Gibson site, owned by the client, and the adjoining DCC lands will be used to facilitate access to heavy construction traffic, with the agreement of DCC. It should be noted that the DCC land in question will be developed as a neighbourhood park, included in this application.

3.8.3 The proposed routing of HGVs across the wider network is shown in **Figure 7**. These routes follow the DCC designated HGV routes within the city boundaries. It is proposed the red route would be the main access route with the alternative routes provided along the purple or blue routes.

**Figure 7. Construction Traffic Access Routes**



**3.9 Route Compliance**

3.9.1 Use of the agreed vehicle routes will need to be accepted by the contractor and will be communicated to all individuals associated with the works. It is envisaged that this information will be communicated in the form of a leaflet or email and will include information with regard to times of operation, delivery routes, the call up procedure and delivery slot information.

**3.10 Delivery and Servicing for the Site**

3.10.1 All vehicles will be met by a banksman before being directed into a dedicated unloading area. Vehicles will then load / unload before exiting along the routes outlined. All users associated with the site will be made aware of construction deliveries and appropriate safety measures will be put in place to ensure safety of staff and pedestrians. The Site Manager will stagger the deliveries to minimise the impact on and off the site. A banksman will meet all deliveries on site prior to vehicles undertaking any manoeuvres.

**3.11 Vehicle Size**

3.11.1 It is likely that the majority of vehicles accessing the site will be 8-wheel large tipper (10.2 metres) 6-wheel grab lorries (8.1 metres), rigid delivery vehicles (7.8 metres), 6-wheel concrete pump lorries (8.4 metres) and delivery vans (5.6 metres). As such it is envisaged that the majority of vehicles accessing the site for purposes of construction will be less than 10.2m in length.



### 3.12 Non-Road Mobile Machinery

3.12.1 The following non-road mobile machinery is likely to be used on site;

- Breaker
- Dumper trucks
- Excavators
- Compacter / Rollers
- Drills / Cutters
- Fork Lift Truck

### 3.13 Control of Deliveries

3.13.1 On a weekly basis the Site Manager will evaluate details of the daily profile of deliveries proposed for the upcoming week. Hauliers will be required to contact the site and indicate their delivery schedule for the following day. The proposed deliveries will be checked against the weekly delivery schedule. This will be overseen by the Site Manager to ensure that HGV deliveries are scheduled, ensuring that there is always space at the site to accommodate the necessary plant and deliveries. When planning deliveries, the following will be considered:

- All deliveries to the site will be restricted to the timings set out within this document;
- Deliveries will be permitted only in the specified loading area on site; and
- Material storage areas will be prepared on-site in advance of deliveries to minimise loading and unloading times.

3.13.2 Where feasible the contractor will seek to minimise deliveries during the peak hours (0700-0900 and 1700-1900).

3.13.3 Sufficient time will be given between deliveries to allow for any delays as a result of the delivery vehicle getting stuck in traffic or the loading / unloading taking longer than expected and to avoid any vehicles waiting on the surrounding highway network.

3.13.4 The following measures will be implemented to reduce the number of vehicle movements to the site;

- 'Backloading' vehicle operation, where site delivery vehicles are utilised to remove waste materials from the site as part of the same trip, where possible; and
- Practical re-use of any aggregates on site and recycling of material, where possible.

3.13.5 With proper planning and an efficient delivery schedule, unnecessary vehicle trips to the site will be kept to a minimum.

### 3.14 Non-Construction Traffic Access

3.14.1 There will be one non-HGV vehicular access to the site, located along Donore Avenue. Most staff will be required to arrive by public transport, walking or cycling so traffic through these entrances will be limited. Pedestrian and cycle access will be provided on Donore Avenue, with a secondary access on South Circular Road, as per **Figure 8** below. Pedestrian turnstile entrances will be provided across the site. This figure also illustrates possible construction vehicular movement on the Bailey Gibson and Player Wills sites, the final arrangement for vehicular circulation will need to be determined once a contractor is appointed.

Figure 8. Construction Site Access Points



## 4. CONSTRUCTION TRAFFIC MITIGATION

### 4.1 General

4.1.1 This section of the Construction Management Plan sets out the mitigation measures that will be employed during construction to minimise the impact of construction traffic on the local residents, businesses and the local highway network.

### 4.2 Construction Manager

4.2.1 There will be a designated Site Manager to deal with any complaints and enquiries from the general public and any other interested parties. Any changes to the designated Site Manager will be notified to DCC. The details of the Site Manager (including a 24-hour phone number) will be provided to DCC prior to activities beginning on-site. The Site Manager's details will also be advertised at the site entrance.

4.2.2 The Site Manager for the project will undertake the transport co-ordination role for the site. In this respect, their main responsibilities will include:

- Managing the implementation of the Construction Management Plan & Traffic Management Plan;
- Vehicle scheduling;
- Informing local residents, and DCC of the commencement of construction works;
- Informing local residents and DCC of any major or noise intensive works associated with the construction of the site to avoid / minimise disruption;
- Checking for scheduled road works, special events and incidents on or nearby proposed access routes;
- Handling any complaints; and
- Acting as a point of contact for employees, contractors, DCC and the general public.

4.2.3 The Site Manager will be responsible for keeping neighbours within the site vicinity informed of the construction progress. In this respect, the Site Manager will ensure that there is adequate liaison between the following key stakeholders throughout the construction period:

- The Contractor;
- The Developer;
- Site neighbours;
- DCC; and
- Other local stakeholders such as emergency services or local transport providers.

4.2.4 Regular review meetings and telecommunication will be held between the Site Manager and DCC. It is envisaged that update meetings / telecommunication will be held on an ad-hoc basis with an update provided to DCC approximately every six weeks. Furthermore, the Site Manager will provide any monitoring data, delivery schedules, complaints or breaches of agreements to DCC if requested.

### 4.3 Subcontractors

4.3.1 Individual subcontractors involved in activities such as waste removal will be required to incorporate the relevant requirements from the CTMP into their activities as well as statutory requirements. Any potential sub-contractors will be required to show how they will comply with the CTMP and how targets will be achieved and impacts minimised.

## 4.4 Dust and Dirt Control

- 4.4.1 The control of dust and dirt is a prime concern for all construction projects, particularly during periods of dry and windy weather. Best practice guidance 'Dust and Air Mitigation Measures' guidance provided by the Institute for Air Quality Management will be utilised to control dust.
- 4.4.2 Mud and debris on the road is regarded as one of the main environmental nuisances and safety problems arising from construction sites. All HGVs removing spoil from the site will be fully sheeted to minimise the risk of any mud over spilling onto the highway.
- 4.4.3 Further to this, all skips and storage area for cement, sand and fine aggregates will be sheeted / covered when not in use. All HGVs serving the site will be required to ensure that their wheels have been cleared of mud and debris, with wheel washing facilities provided on site. Similarly, provision will be made for cleaning of the road whenever required.
- 4.4.4 Pavements and carriageway fronting the access used for the construction will be swept daily, and the need for this will be continuously monitored throughout the day, in light of site operations and weather conditions. Goods, waste material and wheelbarrows will be secured and covered prior to being transported to and from the site to prevent the escape of debris and dust. Roads in the vicinity will also be sprayed with water to minimise dust.
- 4.4.5 The contractor will ensure that the area immediately adjacent to the site including the public road network is regularly and adequately swept to prevent any accumulation of dust and dirt.
- 4.4.6 The Site Manager will undertake daily inspections of the site and the roads surrounding the site to ensure that dust control measures are complied with. The Site Manager will record and respond to all dust and air quality pollutant emissions complaints and will maintain a log of any complaints and any action taken to resolve the issues.
- 4.4.7 The frequency of site inspections will increase when activities with a high potential to produce dust are being carried out as well as during periods of prolonged dry or windy conditions.
- 4.4.8 On site speed limits will also be enforced to minimise the generation of dust.

## 4.5 Mud on Roads

- 4.5.1 A wheel cleaning procedure will be used in order to mitigate the amount of mud that could potentially be deposited on the highways by vehicles exiting the site. An area close to the site exit will be utilised for wheel washing prior to vehicles leaving site. A power washer will be used to wash off any mud from the vehicles wheels, with excess mud/slurry being collected and disposed of.
- 4.5.2 The wheel wash station will remain on site until the development is complete. The proposed wheel cleaning procedure will consist of:
- Before leaving the site, vehicles will be inspected for any heavy deposit left on wheels. If present, these will be removed manually.
  - Following inspection, all wheels are to be washed down using a high-pressure jet wash until clear of all deposits.
  - Vehicles will be permitted to leave site following approval of the site manager/site representative that the above steps have been completed to a satisfactory standard.

- 4.5.3 The site will be kept as free of mud as is practicable during ground working operations. Machine and wagon trafficking around the site will be kept to a minimum in order to reduce the effects of rain on 'broken' ground.
- 4.5.4 The construction site vehicular access and the pedestrian access into the site will be secured. The site will be secured whenever construction personnel are not present. Site contact details and out of hours emergency contact details will also be prominently displayed on site hoardings. Daily inspections will be undertaken in the vicinity of the site and on footways to check for potential hazards (including blocked footways and the build-up of rubbish).

#### **4.6 Pedestrian Safety Measures**

- 4.6.1 Pedestrian safety throughout the construction programme will be paramount. To ensure pedestrian safety during loading and unloading activity, a Banksman / traffic marshal will be present at site entrances and exits to minimise the likelihood of conflict with pedestrians. Warning signage will be provided locally to the site to ensure that vehicles, pedestrian and cyclists are aware that construction activity is taking place.
- 4.6.2 The site will be properly secured, helping to ensure that pedestrians and the general public cannot access the construction site unauthorised. During Phases 7 & 8 when the first blocks are opened, the area shared by construction traffic will be marshalled to ensure any interaction between construction traffic and residents managed and supervised.
- 4.6.3 Pedestrian access to the site itself will be provided separately to vehicular access as shown previously in **Figure 8**.

#### **4.7 Consultation with Local Residents and Sensitive Sites**

- 4.7.1 The client, or client representative, will liaise with all neighbouring residents and businesses to ensure they are aware of the construction programme and the development proposals. Consultation and communication with local residents and businesses will begin prior to commencement of construction. The appointed Main Contractor will be required to follow best practice 'Considerate Constructor' guidelines and should appoint a Community Liaison Officer (CLO).
- 4.7.2 The CLO will initially host and attend regular community meetings. Following the initial meetings, the CLO will compile a list of stakeholders in the area. These stakeholders will be kept informed of progress and planned works on the site through the publication and distribution of a progress newsletters which should include details of updates to the construction programme.
- 4.7.3 Adjacent residents and businesses will be provided with information on the planned construction including times and contact details by the CLO. They will be given the contact details of the developer and will be invited to raise any issues during the construction works. Additionally, the contractor's contact details will be provided on the outside of the site perimeter.
- 4.7.4 An induction specific to the development site will be provided to all personnel before construction commences. This will incorporate health and safety; on-site construction works and issues and sensitivities in the context of the surrounding community particularly in relation to local schools.



## 4.8 Construction Travel Plan

- 4.8.1 The contractor will be encouraged as part of the contract to introduce a Travel Plan for its staff to limit the number of private car trips to the site. The Travel Plan will form part of the final Construction Management Plan and will be agreed with DCC prior to works beginning on site.
- 4.8.2 There is good accessibility between the site and public transport links which serve the area as detailed earlier in Section 2. The Cork Street Quality Bus Corridor and Red Line Luas are all within walking distance of the site. The contractor will issue an information leaflet to all staff as part of their induction on site highlighting these services.
- 4.8.3 The construction site will provide facilities to encourage sustainable travel such as drying area, storage facilities and secure bike parking. The number of onsite car parking spaces will also be limited and predominantly intended for visitors to the site. As detailed in Section 3.14, where staff are required to travel to site by car, they will be encouraged to do so outside the peak traffic hours.

## 4.9 Construction Traffic Management Plan Monitoring

- 4.9.1 The CTMP will be regularly reviewed and monitored, with feedback provided to DCC where necessary.

# 5. CONCLUSION

## 5.1 General

- 5.1.1 This report has provided a summary of the expected construction traffic impact of the proposed development. There will approximately be, on average, 41 one-way HGV trips across the construction programme, with a maximum of 87 one-way HGV trips travelling to the site; mostly during the excavation of the basement. Combined with the construction traffic proposed at the Bailey Gibson development and Phase 3 development, there will be an average of 64 one-way HGV trips made to the combined site during the construction programme.
  
- 5.1.2 The report has outlined a number of measures to help mitigate the impact of this additional traffic. These measures included roads safety, measures, dust control, wheel and road washing, implementation of the construction staff mobility management plan and communication/consultation with local residents. These measures will be subject to review once a Contactor has been appointed. The CTMP will be implemented by the construction manager and should be regularly updated throughout the construction programme.

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