



# **Preliminary Construction Traffic Management Plan**

Balscadden Development, Howth, Co. Dublin

March 2022

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## Quality Assurance – Approval Status

This document has been prepared and checked in accordance with  
Waterman Group's IMS (BS EN ISO 9001: 2015 and BS EN ISO 14001: 2015)

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## Comments

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We disclaim any responsibility to the Client and others in respect of any matters outside the scope of the above.

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# 1. Introduction

## 1.1 Purpose and Objectives

This Preliminary Construction Traffic Management Plan has been prepared by Waterman Moylan as part of the documentation in support of a planning application for a proposed residential development at Bascadden, Howth, Co Dublin.

The purpose of this preliminary Plan is to address how construction traffic will access and egress this development site. It will also address the impact of construction related traffic on the surrounding road network during the construction stage.

The objectives of the Plan are to ensure that the construction traffic from the proposed development can be accommodated on the surrounding road network without significant impact on other road users.

It will ultimately be the responsibility of the main appointed Contractor to prepare and submit the detailed Construction Traffic Management Plan to Fingal County Council for approval. It is intended that this preliminary plan will be agreed with Fingal County Council and will then be used to provide guidance to the main Contractor when the Contractor commences the preparation of the detailed Plan.

## 1.2 Site Location and Description

The proposed development relates to lands located to the south of the Martello Tower on Bascadden Road & the former Baily Court Hotel, Main Street, Howth, County Dublin. The subject site is bounded to the east by the Bascadden Road and by residential properties, to the west by residential and commercial buildings fronting onto Main Street and Abbey Street, and to the north by lands around Martello Tower. The overall site is approximately 1.43 Hectares, with a former leisure centre building at the northern portion of the lands. The site location is shown on the Figure below:



**Figure 1 | Site Location (Source: Google Maps)**

### **1.3 Meetings with Fingal County Council and Balscadden Residents**

An essential element of the planning stage for the proposed development was a series of meetings/consultations with the Planning and Transportation Departments, Fingal County Council (FCC) and with the Balscadden Residents

The meetings which were held between April and July 2021, discussed a number of issues.

Management of Construction Traffic is a key concern for both Fingal County Council and the Balscadden Residents. The significant issues raised, which are considered in the preliminary construction traffic management plan are set out below:-

a) No Construction Traffic on Balscadden Road – The Balscadden residents raised particular concerns regarding the use of Balscadden road for Construction traffic. This road is narrow in width and steeply inclined. It is used by locals for access to the bay. Concerns were raised in respect of traffic noise, vibration and impact on other road users.

b) No Construction Traffic through Howth Harbour – Fingal County Council raised concerns regarding the use of the roads through Howth Harbour which are heavily trafficked with high levels of pedestrian movements, on street parking and congestion (particularly during the summer months)

Concerns were also raised regarding Sutton Cross which is a very busy road junction and is the only route into and out of Howth. In this regard it was suggested that consideration be given to identifying suitable locations within Howth to deposit excavated material thus reducing the need to pass through Sutton Cross.

It will ultimately be the responsibility of the main appointed Contractor to prepare and submit the detailed Construction Traffic Management Plan to Fingal County Council for approval. It is intended that this Preliminary Construction Traffic Management Plan will be agreed with Fingal County Council and will then be used to provide guidance to the main Contractor when the Contractor commences the preparation of the detailed Plan. It is anticipated that only minor points of detail will remain to be agreed, with all information relevant to determining the impact on the environment included as part of this application.

It should be noted that the measures proposed in this Preliminary Construction Traffic Management Plan are subject to the agreement of Fingal County Council.

## 2. Description of Proposed Development

### 2.1 Description of Development

The development will consist of the demolition of existing structures on the proposed site including the disused sports building and the former Baily Court Hotel buildings and the construction of a residential development set out in 4 no. residential blocks, ranging in height from 2 to 5 storeys to accommodate 180 no. apartments with associated internal residential tenant amenity and external courtyards and roof terraces, 1 no. retail unit and 2 no. café/retail units.

Figure 2 below shows the current proposed layout plan:



**Figure 2** | *Proposed Site Layout*

The site will accommodate car parking spaces at basement level and bicycle parking spaces at basement and surface level. Landscaping will include new linear plaza which will create a new pedestrian link between Main Street and Balscadden Road to include the creation of an additional 2 no. new public plazas and also



maintains and upgrades the pedestrian link from Abbey Street to Balscadden Road below the Martello Tower. Please see the accompanying Statutory Notices for a more detailed description.

The proposed development requires significant excavation works due to the sloping topography of the site and the proposed basement. In this regard it is currently estimated that there will be approximately 67,000m<sup>3</sup> of excavation required on the site. It is important to note that the previous planning applications had some 80,000m<sup>3</sup> of excavation however in the current design the applicant has, through design amendments, sought to reduce the volume of excavation. These design amendments have resulted in approximately 13,000m<sup>3</sup> less excavated material to be removed off the site which in turn will reduce the number of construction-related trips.

The carrying capacity of the trucks is 15m<sup>3</sup>, so a reduction from 80,000m<sup>3</sup> of excavation to 67,000m<sup>3</sup> of excavation will result in approximately 867 fewer trips in and out over a 60-day (3-month) period, from 5,334 trips in and out down to 4,467 trips in and out.

## **2.2 Construction Program**

The construction program for the proposed development at Balscadden currently envisages commencement in Q3 2022 and completion some 3 years later in Q3 2025.

## **2.3 Construction Traffic**

During the construction period for the proposed development at Balscadden, there will be a number of high activity periods where construction related traffic will be highest.

The most active of these periods are likely to be:

- (a) Demolition of the existing building and removal of demolition waste off site.
- (b) Excavation to reduced levels including basement (approximately 67,000m<sup>3</sup>).
- (c) Construction of the actual buildings.

The nature of the construction process is such that the traffic generated will comprise short periods of high activity interspersed with longer periods with relatively low level of truck movements into and out of the site over the 3-year construction period.

The most active stage for construction traffic movements will be the excavation works.

It is proposed that the construction traffic will access the proposed development site from Abbey Street. There will be no construction access from Balscadden Road.

## **2.4 Predicted Traffic Movements**

The expected traffic movements during the construction period will vary significantly from month to month depending on the activities in progress.

In preparing this Preliminary Construction Traffic Management Plan, it has been assumed that the worst-case scenario in terms of construction traffic will be during the excavation stage. Determination of the construction traffic movements is based on the assumptions set out below: -

- A 10-hour day between 08h00 and 18h00, conservatively assuming removal trucks will operate Monday – Friday only
  - ➔ Note that these are conservative assumptions to maximise the predicted impact on surrounding roads – actual working hours at the site, as set out in Section 5.1 of this report, are to be agreed

with Fingal County Council and will likely be 07h00-18h00 Monday to Friday and 08h00-14h00 on Saturdays.

- 20 working days per month
- Preliminary computations of the excavation quantity are 67,000m<sup>3</sup>
- Carrying capacity of trucks – 15m<sup>3</sup>
- Based on a volume of 67,000m<sup>3</sup> there will be a total of 4,467 trips in and 4,467 trips out over a 60-day period (3 months)

This gives an average of 75 truck arrivals and 75 truck departures per working day during the busiest 3-month period. Overall, the expected HGV movements during the construction stage are predicted to vary from 65 to 95 arrivals per day and 65 to 95 departures per day, with a peak rate of up to 12 truck arrivals and 12 truck departures per hour in the AM/PM peak hours.

These movements represent some 2% of the existing traffic flow of 300 – 450 vehicles per hour each way on Main Street during the same period, with the peak hour arrivals and departures representing up to 3% of the existing traffic flow.

## **2.5 Parking During Construction**

Due to the density of the development, there is little or no space for car parking for construction staff. In this regard construction staff will be encouraged to travel to site by public transport, and the main contractor will be required to develop a mobility management plan which aims to encourage employees on site to use sustainable modes of transport, i.e. train, bus, cycle, walk, etc.

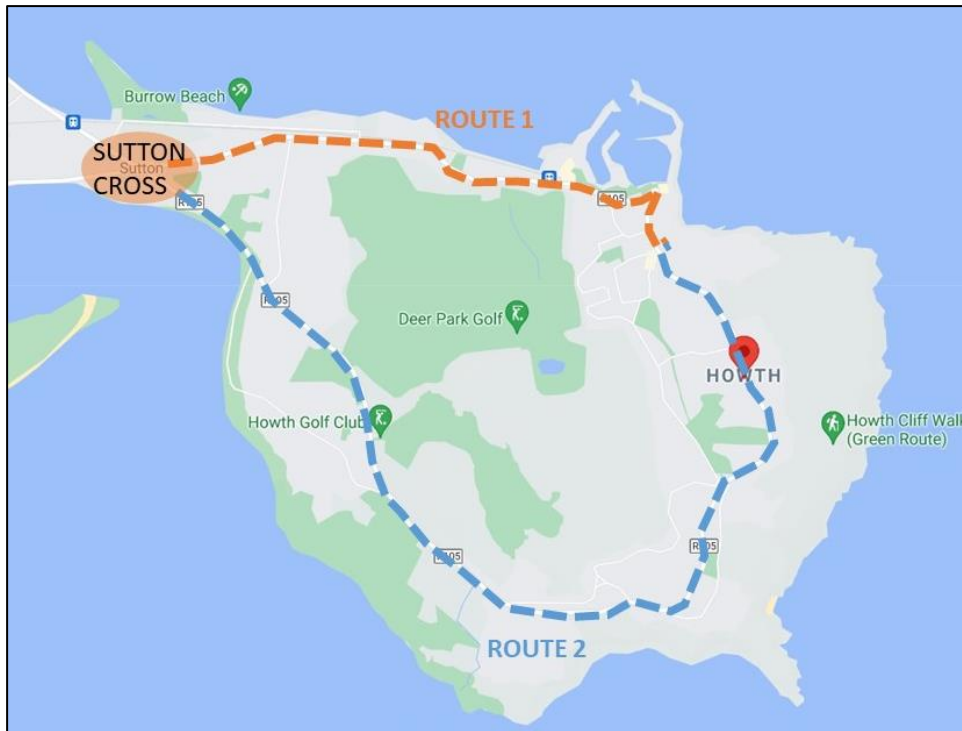
However, it is acknowledged that some car parking for construction staff may be required. In this regard it will be the responsibility of the main contractor to locate suitable off-site parking the location of which will be set out in the mobility management plan and will be agreed with Fingal County Council in advance of construction commencing.

The contractor will be required to ensure that off-site parking is minimised and located close to public transport to facilitate easy access to the site.

### 3. Primary Haul Routes

#### 3.1 Background

The nature of Howth is such that access via public roads requires all vehicles to pass through Sutton Cross. There are two route options to access the subject site from Sutton Cross. Route 1 is via Howth Road and Route 2 is via Greenfield Road/Howth Head. See Figure 3 below illustrating both Routes.



**Figure 3 | Vehicular routes from Sutton Cross**

Route 1 is the shortest route measuring approximately 3.5km from Sutton Cross to the proposed site. Route 2 is approximately 7.5km.

It has been agreed with the local Balcadden residents that Balcadden Road will not be used for Construction Traffic due to the restrictive nature of the road, so in this regard a route option using Balcadden Road is not considered in this assessment.

#### 3.2 Route Assessment

##### Route 1 –

This is the shortest route to the site measuring approximately 3.5km and is generally a flat route with the exception of the last 500m which is on a relatively steep incline.

The route is generally along good quality carriageway which varies from 7.5m to 8.0m wide from Sutton Cross to the harbour. There are footpaths along both sides of the entire route together with on road cycle tracks. At the harbour, the road width reduces to 6.0m to 7.0m with local pinch points at 5.5m.

The route through the harbour is approximately 700m. Along this section of the route it is very busy in terms of traffic movements and pedestrian movements as there is on street parking along the road together with 5 pedestrian crossings. There are numerous shops, bars and restaurants all generating traffic and

pedestrian movements. These are especially increased during the summer months. See Figure 4 below which presents a typical view along the section of route through the harbour.



**Figure 4 | Route through Harbour**

The number of frequent pedestrian crossings together with the on-street parking gives rise to significant traffic delays through the harbour section of Route 1. There is also increased risk of accident with pedestrian crossing the road at uncontrolled locations as illustrated in Figure 5 above.

The final section of the route is from the harbour to the site via Abbey Road. This section is along a carriageway of approximately 5.5m to 6.0m. The road is on a relatively steep incline and has no on street parking. There are double yellow lines on both sides of the road. There are also footpaths on both sides of the road but there is no provision for cyclists.

Route Advantages/Disadvantages: -

Table 1 below sets out the advantages and disadvantages of Route 1

Route	Advantages	Disadvantages
Route 1	<ul style="list-style-type: none"> <li>Shortest route</li> <li>Generally flat route</li> </ul>	<ul style="list-style-type: none"> <li>Traffic congestion in Howth Harbour</li> <li>Conflict with pedestrians</li> <li>Conflict with cars using on street parking</li> <li>Conflict with service/delivery vehicles to the retail units.</li> </ul>

**Table 1 | Route 1 Advantages/Disadvantages**

### Route 2 –

Route 2 is a longer route measuring approximately 7.5km. The route is generally along carriageways of 7.0m to 7.5m in width with a continuous footpath on one side only and intermittently footpaths on both sides.

Route 2 is generally rising at a reasonable incline from Sutton Cross to Howth village where it reaches the summit of Howth head. There are residential units along this section of the route which are generally set back from the road. There are no cycle lanes on this section of the route. From Howth Village the route starts to decline quite steeply towards Howth harbour and the proposed development site on Balscadden Road. The route is again through residential areas with some of the properties closer to the road as you start to approach the site, i.e. within the last kilometre.

There is a Dublin Bus service along Route 2 together with 2 schools.

Route Advantages/Disadvantages: -

Table 2 below sets out the advantages and disadvantages of Route 2

Route	Advantages	Disadvantages
Route 2	Less traffic congestion	Longer route
	Less pedestrian conflict	Steeper Route
	No on street parking	Passes 2 schools
	No retail/service/deliveries	

**Table 2 | Route 2 Advantages/Disadvantages**

### **3.3 Emerging Preferred Haul Route**

Following our review and consultation with Fingal Council, the emerging preferred route is Route 2

Although this route is longer it is considered that this route would have the least impact on the existing road network. The route is generally of consistent carriageway width (7.0m to 7.5m) suitable for construction vehicles. There will be less potential for conflicts with pedestrian and other vehicles which should reduce the risk of an accident. It is also considered that the travel time is likely to be similar or even quicker due to the congestion in Howth Harbour during the busy summer months.

It is recognised that the emerging preferred route passes 2 no. schools. In this regard, depending upon the time of year measures will be put into place to avoid construction traffic on this route during the ½ hr before schools start and similarly the ½ hr when schools close, these being the busiest times for peak traffic at the schools.

## **4. Site Access**

### **4.1 Construction Traffic Access**

No construction traffic is proposed on Balscadden Road. This has been agreed with the local residents. Measures will be put into place by the appointed contractor to ensure that this is strictly adhered to.

Construction access to the development site will be provided from Abbey Street only.

The detailed design and layout of the actual site access will be agreed between Fingal County Council and the appointed contractor prior to any construction works commencing on site.

## 5. Environmental Effects

### 5.1 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.
- Working hours of 07h00-18h00 Monday – Friday and 08h00-14h00 Saturday or as otherwise may be agreed with Fingal County Council.

### 5.2 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.

### 5.3 Control of Mud and Dust

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 main problems, which may arise during the early part of construction, will be controlled by the measures described above and by the following measures:

- The use of hardcore access route to work front.
- Channelling of departing vehicles through the wheel wash.
- Sweeping of public streets adjacent to egress from site.
- Ongoing monitoring during working hours.

### 5.4 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 8 of the accompanying Outline Construction & Demolition Management Plan.

## **5.5 Waste**

Construction and demolition waste arising from the construction stage of the development will be managed in accordance with the details set out in the Construction Management Plan.



## **6. Duties and Responsibilities**

### **6.1 Standards**

Insofar as the construction of this development may impact on the surrounding road network, the development and associated roadworks shall be undertaken in compliance with the requirements of Fingal County Council and any other requirements that the Council may impose during the course of the works.

### **6.2 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 Fingal County 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.

### **6.3 Main Contractor**

It shall be the duty of the Main Contractor in conjunction with the Project Team to prepare detailed construction and traffic management proposals for the implementation of the works.

The Contractor shall give adequate and timely notice to Fingal County Council.

The Contractor(s) shall also be responsible for implementing the traffic management proposals in a safe and competent manner on an ongoing basis.

## 7. Summary

This Preliminary Construction Traffic Management Plan for Balscadden has been prepared by Waterman Moylan on behalf of Balscadden GP3 Ltd.

The purpose of this Plan is to address the routeing and impact of construction related traffic during the construction stage.

The objectives of the Plan are to provide guidance to the Main Contractor who will be responsible for the preparation of the detailed Construction Traffic Management Plan in order to ensure that the construction traffic for the proposed Balscadden development can be accommodated on the surrounding road network without significant impact on other road users.

The emerging preferred route for construction traffic to/from the site is via Howth Head from Sutton Cross.

Access to the development site will be from Abbey Street. There will be no construction access from Balscadden Road. Construction traffic will not be permitted on Balscadden Road.

There will be very limited parking for construction traffic on site. Construction workers will be encouraged to use public transport. Where parking for construction staff is required, a suitable off-site parking location will be sourced. A shuttle service to/from the parking will be provided if required.

Preliminary Construction Traffic Management Plan  
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# UK and Ireland Office Locations

