CONSTRUCTION TRAFFIC MANAGEMENT PLAN

Bailey Gibson Strategic Housing Development No.2

JUNE 2022

SYSTRA

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

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1. INTRODUCTION

1.1.1 This report has been prepared by SYSTRA Limited under the appointment of the applicant: CWTC Multi Family ICAV acting solely in respect of its sub fun DTBR SCR1 Fund. This **Construction Traffic Management Plan (CTMP)** has been prepared to support a proposed Strategic Housing Development (SHD) at the Former Bailey Gibson Site, former Player Wills Site, Dublin City Council land (formerly Boys Brigade pitch and part of St. Teresa's Gardens (all within Strategic Development Regeneration Area 12)), South Circular Road and Donore Avenue, Dublin 8.

1.2 Development Description

This application relates to a proposed mixed-use strategic housing development (SHD) on a site of approx. 5.5 hectares in Dublin 8. It includes all of the former Bailey Gibson site and a small portion of the former Player Wills site, both of which are owned by the Applicant, CWTC Multi Family ICAV acting solely in respect of its sub fun DTBR SCR1 Fund. The balance of the proposed development site relates to land owned by Dublin City Council (DCC) known locally as the 'Boys Brigade pitch' and part of the St. Teresa's Gardens site, together with DCC controlled public roads.

The application area is predominately within Strategic Development Regeneration Area (SDRA) 12, St. Teresa's Gardens & Environs as identified in the Dublin City Development Plan 2016-2022. The part of the proposed development site not within SDRA 12 relate to works proposed in the public roads surrounding the site, South Circular Road, Donore Avenue and Rehoboth Place.

A comprehensive description of the proposed development is set out in the Planning Statement. The Statutory Notices should also be referenced.

Briefly, it is proposed to demolish the existing vacant buildings and structures on the Bailey Gibson site to make way for development of 345 new homes across 5 blocks, BG 1 - BG 5, ranging in height from 2-7 storeys. The residential blocks will be contained within the Bailey Gibson site. The typology is predominantly apartments with 4 townhouses proposed in block BG5.

This is a mixed tenure scheme, with 292 units proposed as Build to Rent (BtR) across blocks BG1-BG3 and 53 units proposed as Build to Sell (BtS) in blocks BG4 and BG5. It is proposed to deliver 34 social and affordable homes as part of the overall total.

All apartments have private amenity space. At ground floor this is in the form of terraces and on upper levels, balconies. Each of BG1-BG4 have communal amenity areas either as a courtyard or podium area.

Tenant amenities and facilities are proposed in the BtR blocks and include a gym, co-working space, kitchen/lounge areas, concierge, and waste facilities.

Over 2 hectares of public open space including a multi-sport play pitch, a playground, 'St. Teresa's Playground', a boulevard, 'St. Teresa's Boulevard', a park, 'Players Park', a plaza, 'Rehoboth Plaza'.

The proposed non-residential uses include in blocks BG1 and BG2 commercial units that have the capacity to support daily living needs e.g., a shop, pharmacy and professional services. A creche with capacity for approx. 60 children. In block BG2 the design includes floorspace for a café/restaurant/bar.

In total there are 89 car parking spaces allocated to the proposed apartments and all are contained within the Bailey Gibson site. Apart from 1 space at podium level, the parking is contained within a basement. Additionally, 10 'Go Car' spaces are proposed at podium level for residents use only. Each of the 4 townhouses has 1 on-curtilage car parking space.

Visitor parking is at street level and the proposed sport pitch will be serviced separately by new spaces on the public roads. The scheme includes set down parking for the creche, a loading bay for deliveries and coach parking area.

Provision is made for disabled parking, electric vehicle charging, a car sharing scheme and motorcycle parking.

784 spaces are proposed for cycle parking including secure residents parking, visitor parking and spaces for cargo bicycles.

Other works include the development of a network of streets across the proposed development site that will link with other sites within SDRA 12 and into the wider street network of Dublin 8. Improvement works within existing local streets to facilitate access and safe movement.

Ancillary development works includes the construction of electricity substations, meter rooms, plant rooms at basement level, waste storage areas, solar photovoltaics, drainage, landscaping, and lighting.

Figure 2.1 BAILEY GIBSON SHD 2 – Image from Urban and Architectural Design Statement

1.3 Report Purpose

1.3.1 This Construction Traffic Management Plan (CTMP) has been prepared to ensure traffic management practices and necessary arrangements are in place throughout the construction period. All proposed Heavy Goods Vehicle (HGV) haulage routes presented in this plan are subject to approval by DCC.

1.3.2 This 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. 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.

1.3.3 It should be noted the applicant is currently preparing a 2nd SHD application for the adjacent site and the CTMP will apply to both sites with shared compound and accesses assumed. The cumulative impact of both has also been considered in the context of construction traffic generation.

1.4 Structure

1.4.1 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 6: Conclusion –** Provides a final conclusion.

2. BASELINE CONDITIONS

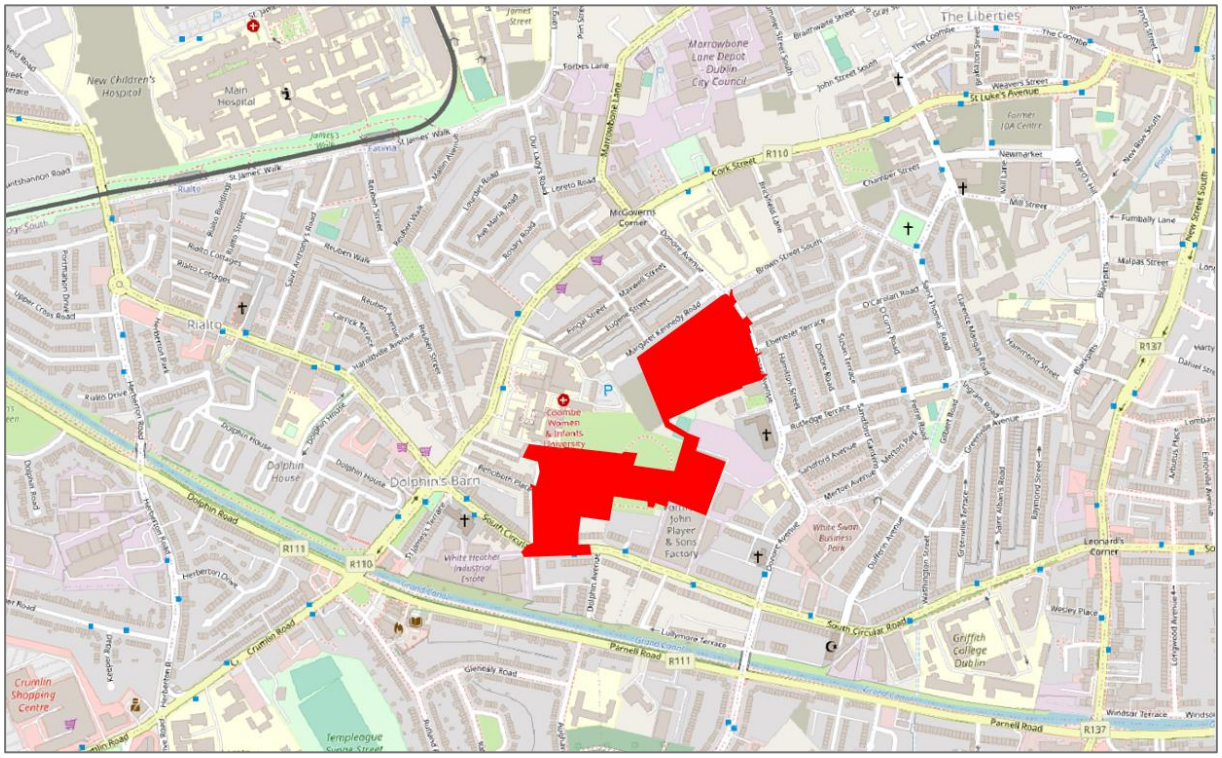
2.1 Context

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 application site is located between the South Circular Road and Dolphin Street/Cork Street and Donore Avenue in Dublin 8. It borders on the south the South Circular Road, on the west Rehoboth Place & Rehoboth Avenue, on the east Donore Avenue and on the north Margaret Kennedy Road. The location of the site in relation to the surrounding road network is shown in Figure 2.1 below.

Figure 2.1 Site Location & Surrounding Road Network



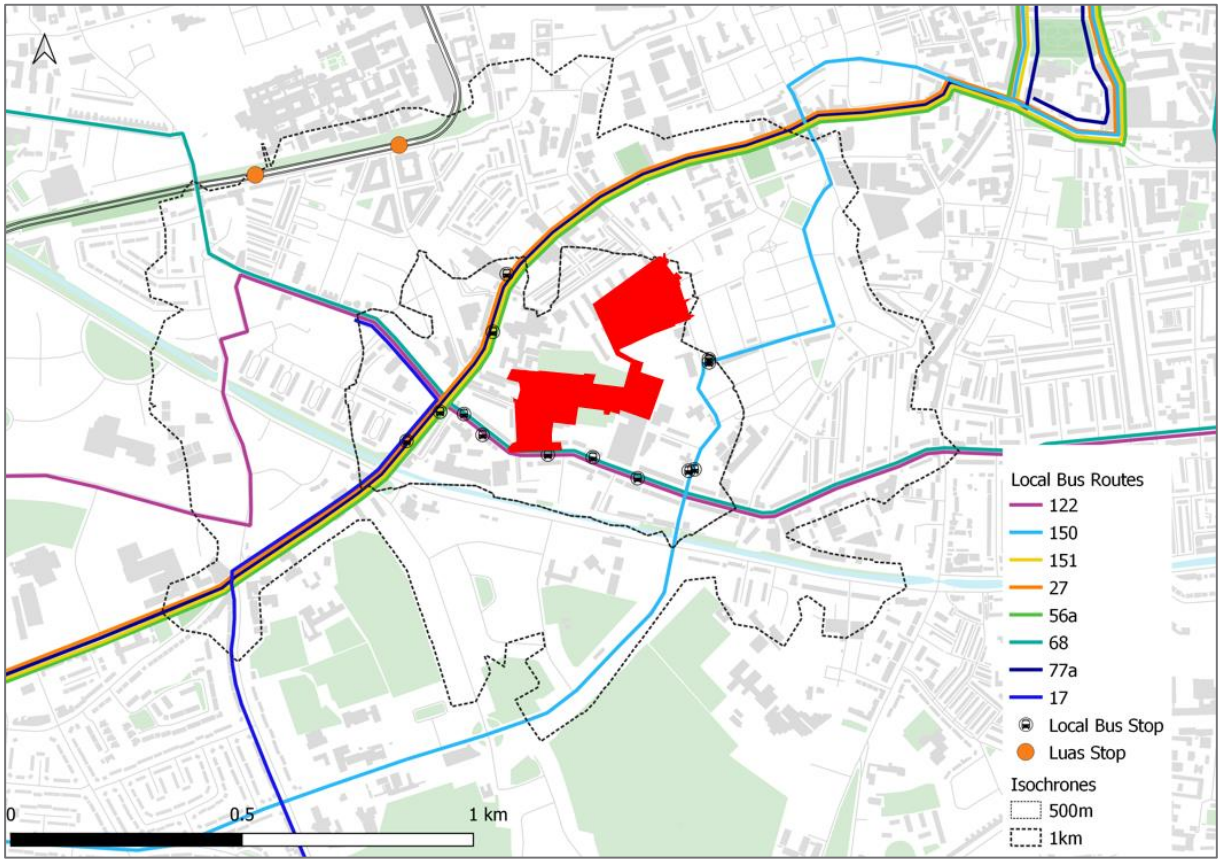
2.3 Pedestrian and Cycle Accessibility

2.3.1 The construction site can be accessed on foot via South Circular Road, Rehoboth Place and Donore Avenue. It is within walking distance of the city centre. It is also within walking distance of a number of public transports 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 also is very accessible by cycling with Heuston Station and the city centre both within a 15-minute cycle of the site.

2.4 Public Transport

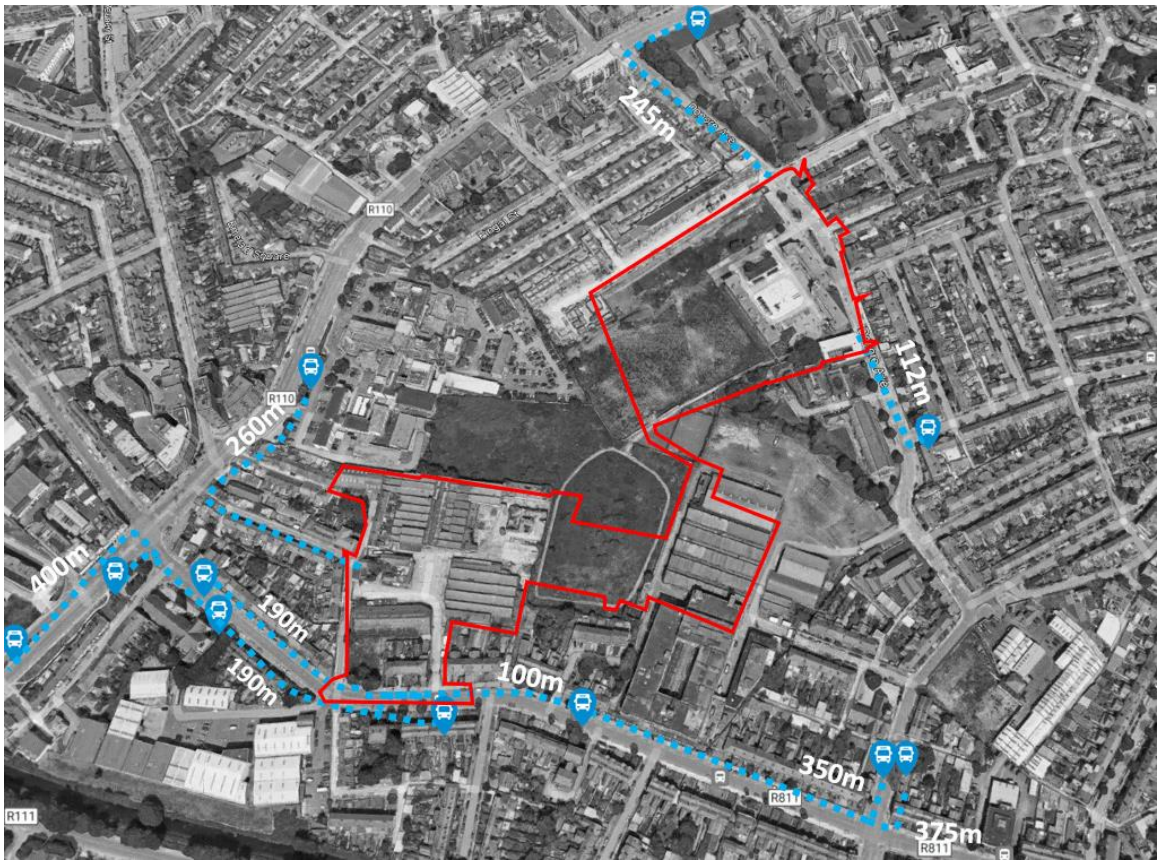
2.4.1 The site is located within a 5-minute walk of a numerous high frequency Dublin Bus & Go-Ahead services along Dolphin's Barn Street/Cork Street, a dedicated Quality Bus Corridor, and the South Circular Road. It is also a 9-minute walk to the Fatima Red line Luas stop. Figure 2.2 below illustrates the existing public transport network and stop locations.

Figure 2.2 Local Public Transport Services



2.4.2 All bus services shown are within a 5-minute walk of the site and operate frequently during the weekday and weekend. Figure 2.3 shows the approximate distances to each local bus stop from the nearest site entrance.

Figure 2.3 Distance & Path to Local Bus Stops



2.4.3 Table 2.1 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 2.1 Local Public Transport Services Frequency (min)

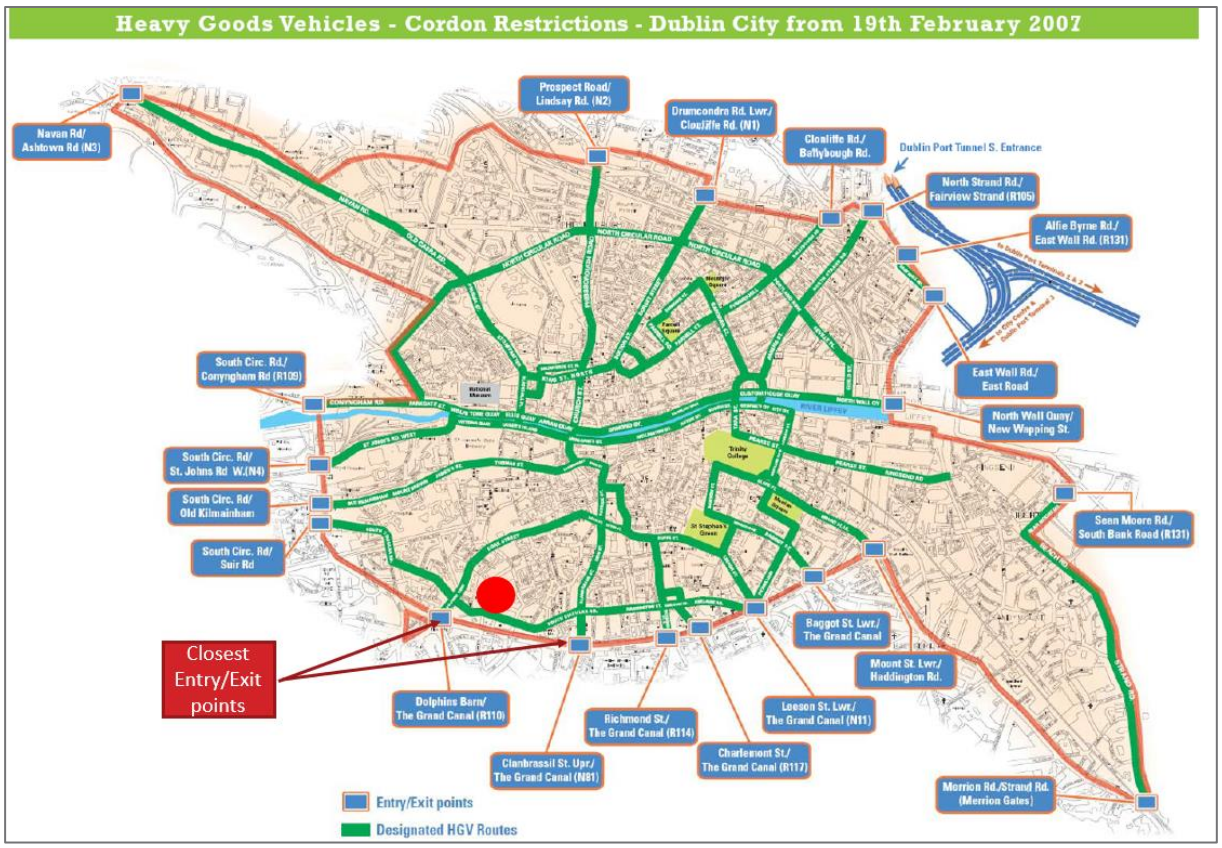
Route		Weekday		Weekend	
		AM Peak	Interpeak	Saturday	Sunday
68	Hawkins St./Newcastle	60	60	60	45-90
122	Ashington/Drimnagh	10	20	20	20
27	Clarehall/Jobstown	10	10	10	15
56a	Ringsend/Tallaght	60	75	75	75
77a	Ringsend/Citywest	20	20	20	30
151	Docklands/Foxborough	20	20	20	30
150	Hawkins St/Rossmore	15	20	20	30
17	Blackrock/UCD/Rialto	20	20	20	30
Luas Red Line	Tallaght/Saggart/City west-Connolly/Point	3	9	10	10

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, 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. There are currently significant levels of congestion along the canal and Dolphin's Barn Street in the morning and evening peak hours.

2.5.2 There are also 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. The subject lies within this zone. The exclusion zone and designated routes are shown in Figure 2.4. As shown, the South Circular Road is a designated HGV route with closest designated entry points to the site located at Dolphin's Barn Cross, Suir Road and Clanbrassil Street.

Figure 2.4: HGV Exclusion Zone and Designated Entry Points / Haulage Routes in DCC[1]



1 http://www.dublincity.ie/sites/default/files/content//SiteCollectionDocuments/map_hgv_restricted_zone.pdf

3. CONTRUCTION TRAFFIC GENERATION

3.1 Overview

3.1.1 This section of the report provides an outline the likely traffic generation arising from the development construction and the proposed access strategy for this traffic.

3.2 HGV Vehicular Trip Generation

3.2.1 The Demolition & Construction will be short-term in nature relative to the Operational Phase. In total, it will last approximately 24-30 months. The traffic generated on site both as a result of construction activity and staff required on site will vary during this time depending on the construction stage and activity though staff will generally be encouraged to travel to site by sustainable means.

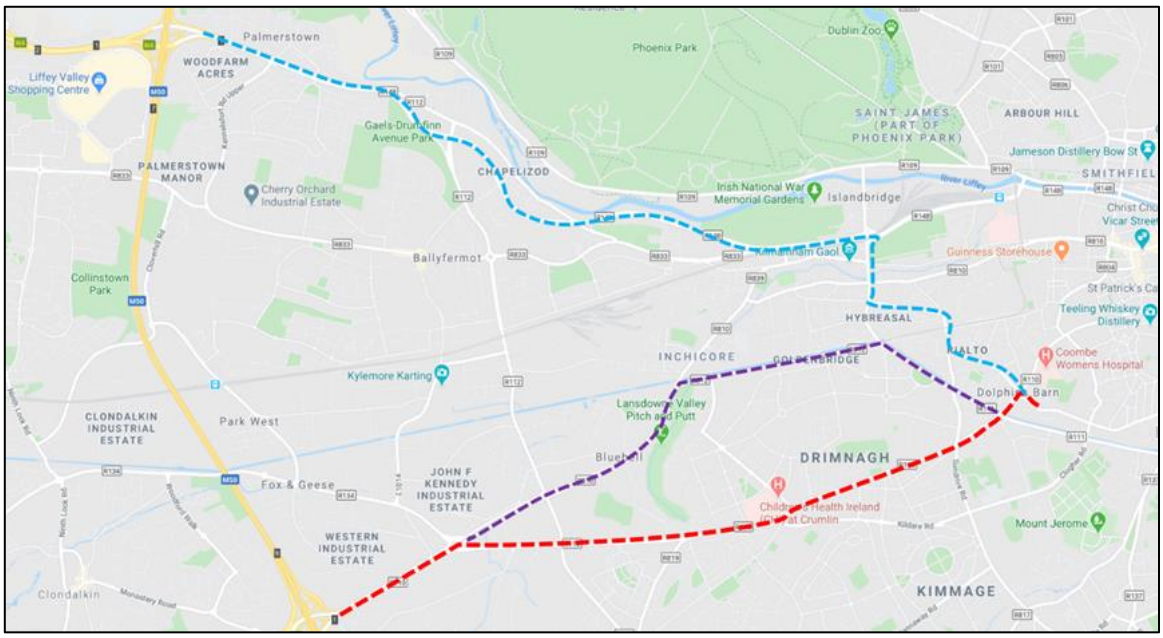
3.2.2 Heavy Construction Vehicles will enter and exit Bailey Gibson Site from the South Circular Road, and from Donore Avenue to access the Playing Pitch Area, via designated routes for HGVs within the DCC HGV strategy. The number of heavy vehicles will be dependent on the construction activity taking place on site. The average number of HGVs as well as the number during the peak period of development has been estimated and is outlined in Table 3.1 below. This 'peak' period will take place during the excavation of the development basement under blocks BG2 and BG3.

Table 3.1 Estimated HGV Trip Generation by Construction Stage

Construction Stage	Duration (approximate)	Average HGV One-way Trips per day
Average across total construction period	24-30 months	30-40
Peak period (Basement Excavation)	3 months	70

3.2.3 As shown, the maximum number of HGVs to the site will be during the basement excavation however this will be temporary lasting 3 months. The average number of HGVs to site over the entire construction phase will be closer to 40 one-way HGV trips (trips to and away from site). The proposed routing of HGVs from the site to the M50 where the majority will travel to/from is shown in Figure 3.1. It is proposed the red route would be the main access route with the alternative routes provided along the purple or blue routes.

Figure 3.1 Construction HGV Potential Routes to site



3.3 Construction Worker Trip Generation

3.3.1 During the peak of the construction phase for the proposed development, it is estimated that up to 150-200 personnel will be working on site. 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 120 on-site parking spaces will be provided for visitors and staff combined. This will result in 120-200 potential car trips to site over the course of the construction period (allowing for potentially multiple visitor trips per day).

3.3.2 The staff and visitor parking will be located in the area shown in blue in Figure 3.2 during Phase 1 Basement Excavation. The staff/visitor parking will be relocated over the Player Wills Park once the basement is finished and the E-W internal road has been constructed, this is shown in Figure 3.3. On both phases the car parking will be accessed via South Circular Road. There will also be 120 cycle spaces provided on site.

3.3.3 It is assumed that the majority of these staff/visitor (200max one-way) trips will travel southbound along Donore Avenue towards the South Circular Road where the estimated AADT is 9,000 vehicles per day and they will represent an increase of 4.4% of daily traffic.

Figure 3.2 Phase 1: Basement Excavation and Construction

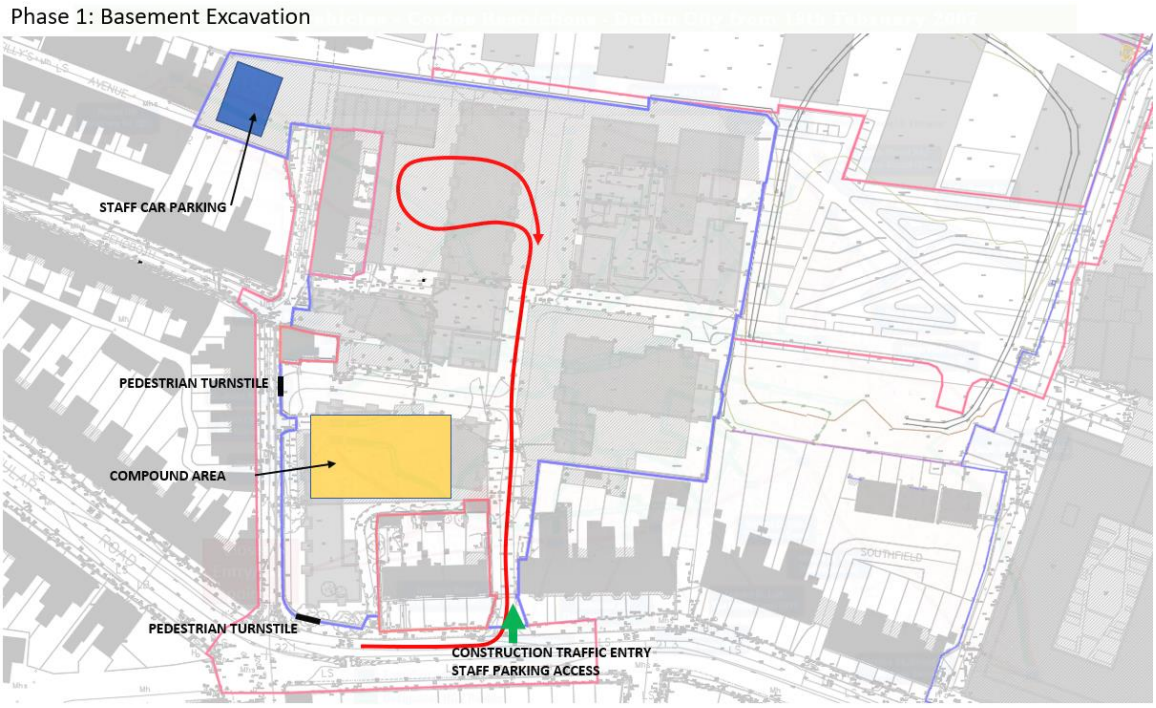
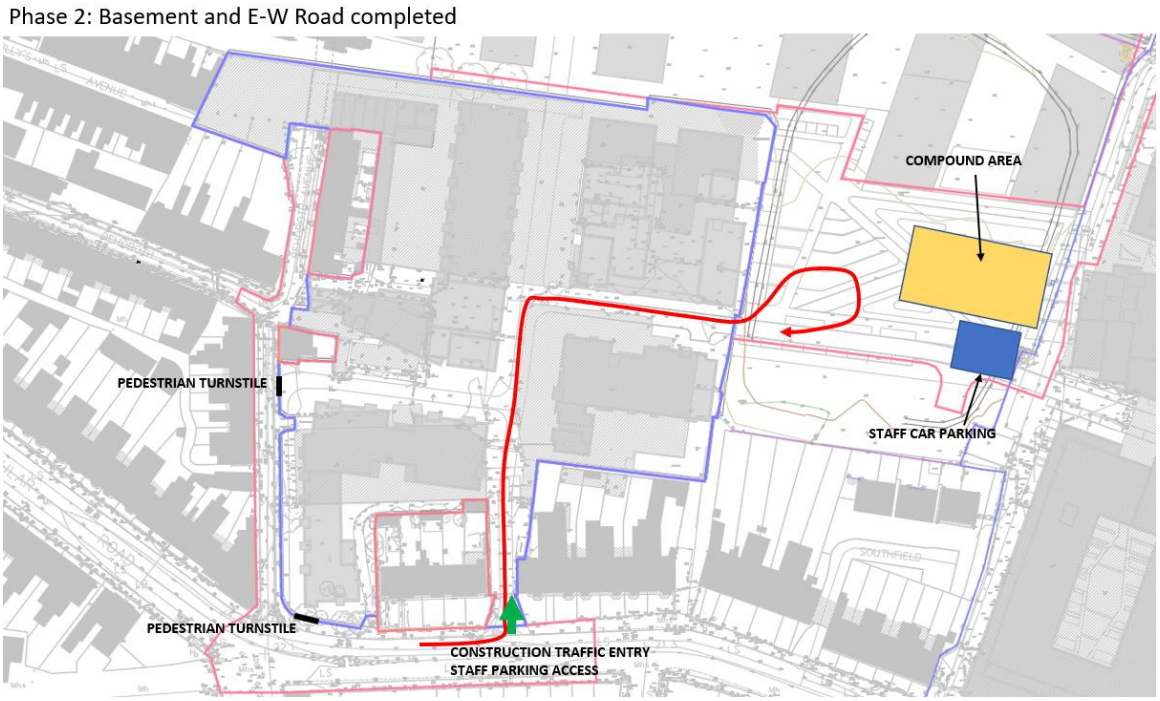


Figure 3.3 Phase 2: Basement Completed – BG1, BG 2, BG3, BG4 & BG5 construction



3.4 Hours of Work

3.4.1 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, 07:00AM –18:00 PM,
- Saturdays, 08:00AM –14:00 PM,

- No working on Sundays and Bank Holidays.

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 Dublin City Council.

3.5 Construction Vehicle Routing

3.5.1 The details of the proposed construction routing will be agreed with Dublin City Council, prior to commencement of construction works, with HGVs as far as possible using the designated haulage routes outlined in the DCC HGV Strategy as shown previously in Figure 3.1. To facilitate this all entry and exit points for Heavy Construction Vehicles will be located along the South Circular Road.

3.5.2 The internal routing of HGVs through the site is dependent on the stage of construction. At the time of preparing the CTMP 2no. of stages were defined, shown in Figure 3.2 and Figure 3.3.

3.5.3 Swept Path analysis has been undertaken for the routes outlined in the various phases and is presented in Appendix A of this report.

3.6 Route Compliance

3.6.1 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.

3.7 Delivery and Servicing for the Site

3.7.1 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 them undertaking any manoeuvres.

3.8 Vehicle Size

3.8.1 It is likely that the majority of vehicles accessing the site will be 8-wheel large tippers (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.

3.9 Non-Road Mobile Machinery

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

- Breaker
- Dumper trucks
- Excavators
- Compacter / Rollers

- Drills / Cutters
- Fork Lift Truck

3.10 Control of Deliveries

3.10.1 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.

3.10.2 It is anticipated that all deliveries to the site will be organised to take place between the hours of 07:00-10:00, Monday to Friday and 08:00-13:00 Saturday. Where feasible the contractor will seek to minimise deliveries during the peak hours (0700-0900 and 1700-1900).

3.10.3 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.

3.10.4 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.

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

3.11 Non-Construction Traffic Access

3.11.1 As indicated in Section 3.3.2, the access to non-construction traffic will be throughout the South Circular Road. Pedestrian turnstile entrances will be provided on two locations as shown in Figure 3.2.

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. This section to be read in conjunction with the Construction Environmental Management Plan (CEMP) prepared by 'DCON Safety Consultants' and part of this Application.

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 Dublin City Council. 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 local authority. It is envisaged that update meetings / telecommunication will be held on an ad-hoc basis with an update provided to the LA approximately every 6 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 CMP & CTMP into their activities as well as

statutory requirements. Any potential sub-contractors will be required to show how they will comply with the CMP 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.

4.4.9 Dust deposition will be monitored for breaches as outlined in Section 7.4.2 of the CMP.

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.

4.6.3 Pedestrian access to the site itself will be provided separately to vehicular access as shown previously in Figure 3.2.

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 3.4, 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.

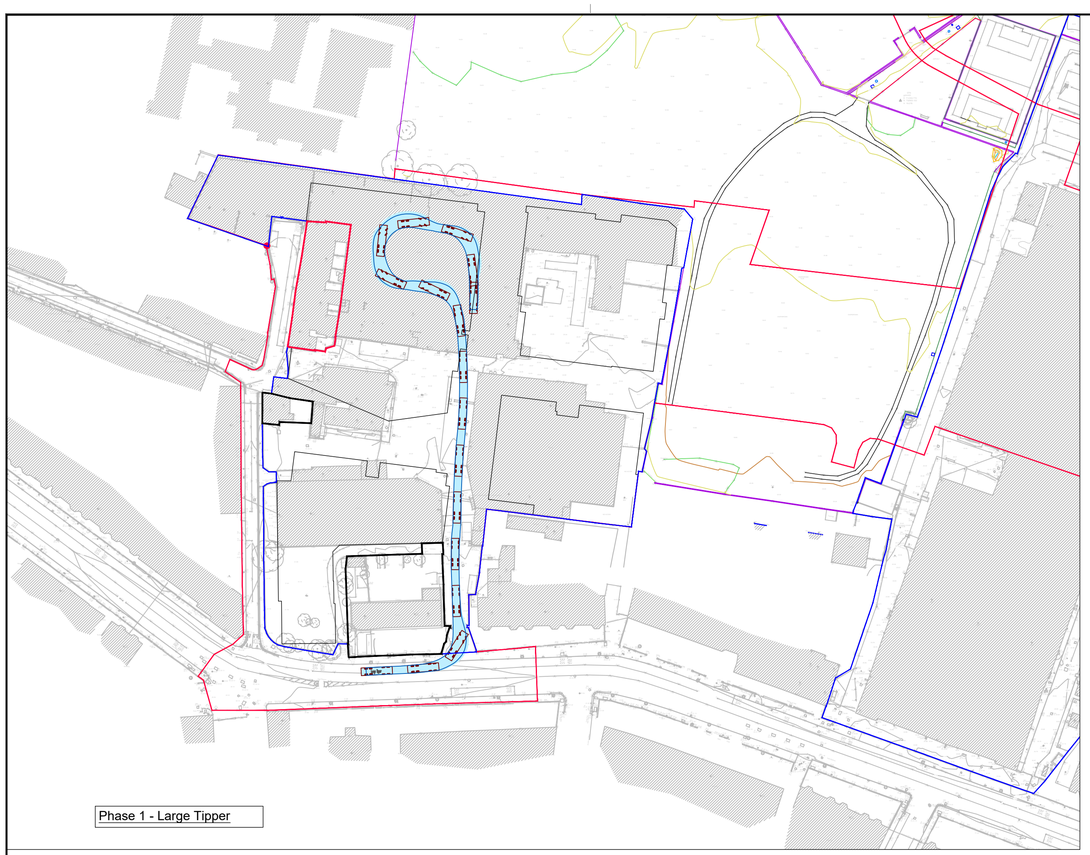
5. CONCLUSION

5.1.1 This report has provided a summary of the expected impact of the proposed development construction. There will be approximately 40 HGVs travelling daily to site on average across the construction programme with a maximum of 70 HGVs travelling to site during the excavation of the basement, expected to last 3 months approximately.

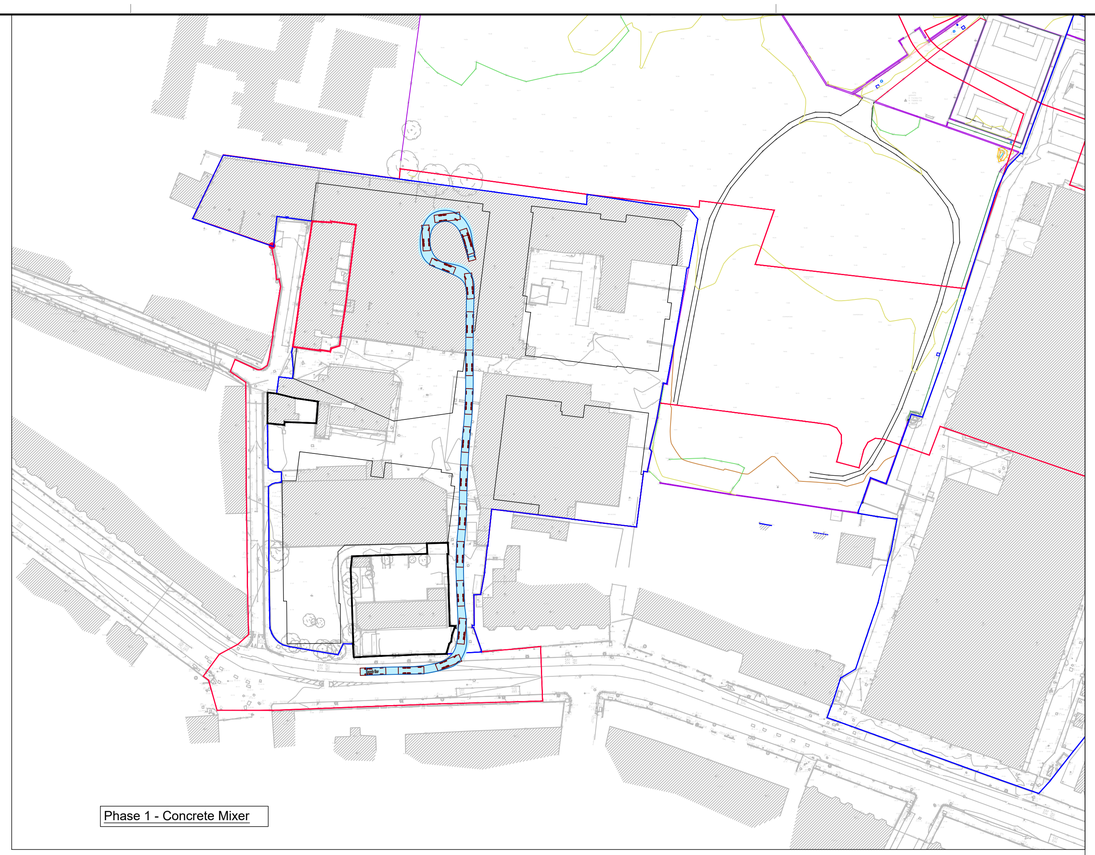
5.1.2 The report has outlined a number of measures to help mitigate the impact of this additional traffic. These measures included roads safety measures, dust control, wheel and road washing, implementation of the construction staff mobility management plan and communication/consultation with local residents. The CTMP will be implemented by the construction manager and should be regularly updated throughout the construction programme.

Appendix A

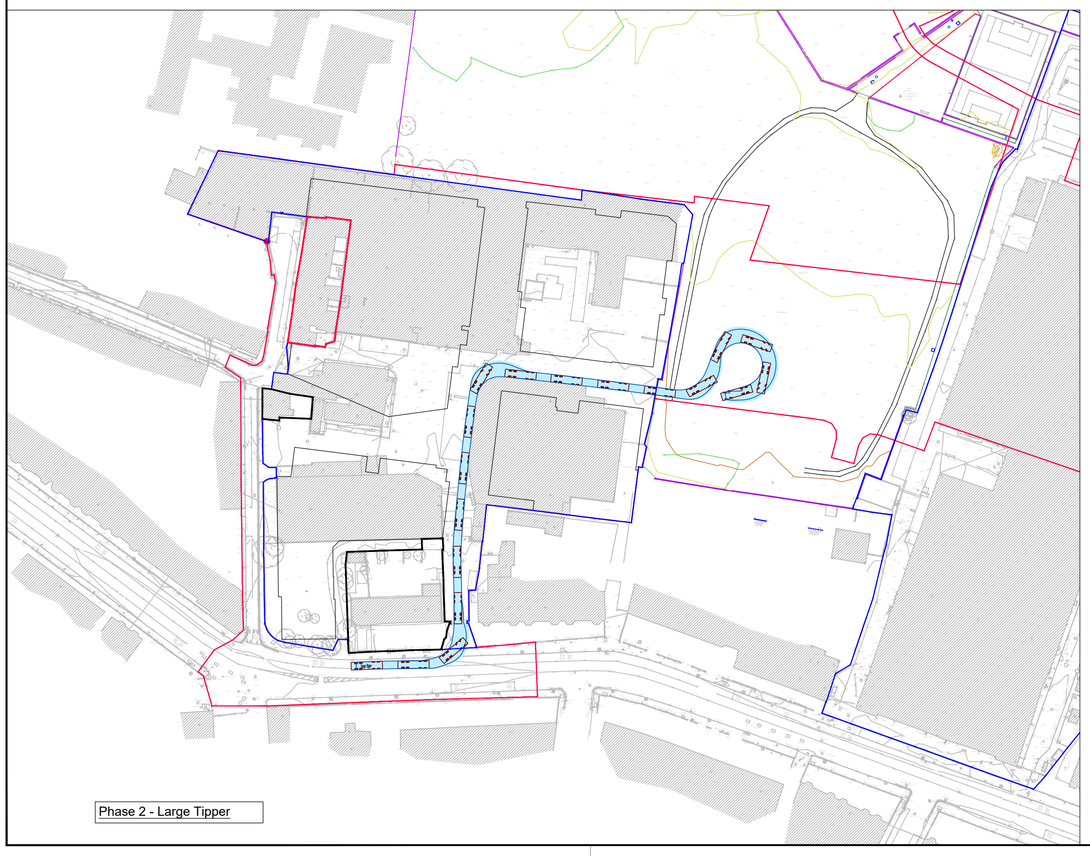
Access Arrangements and Swept Path Analysis



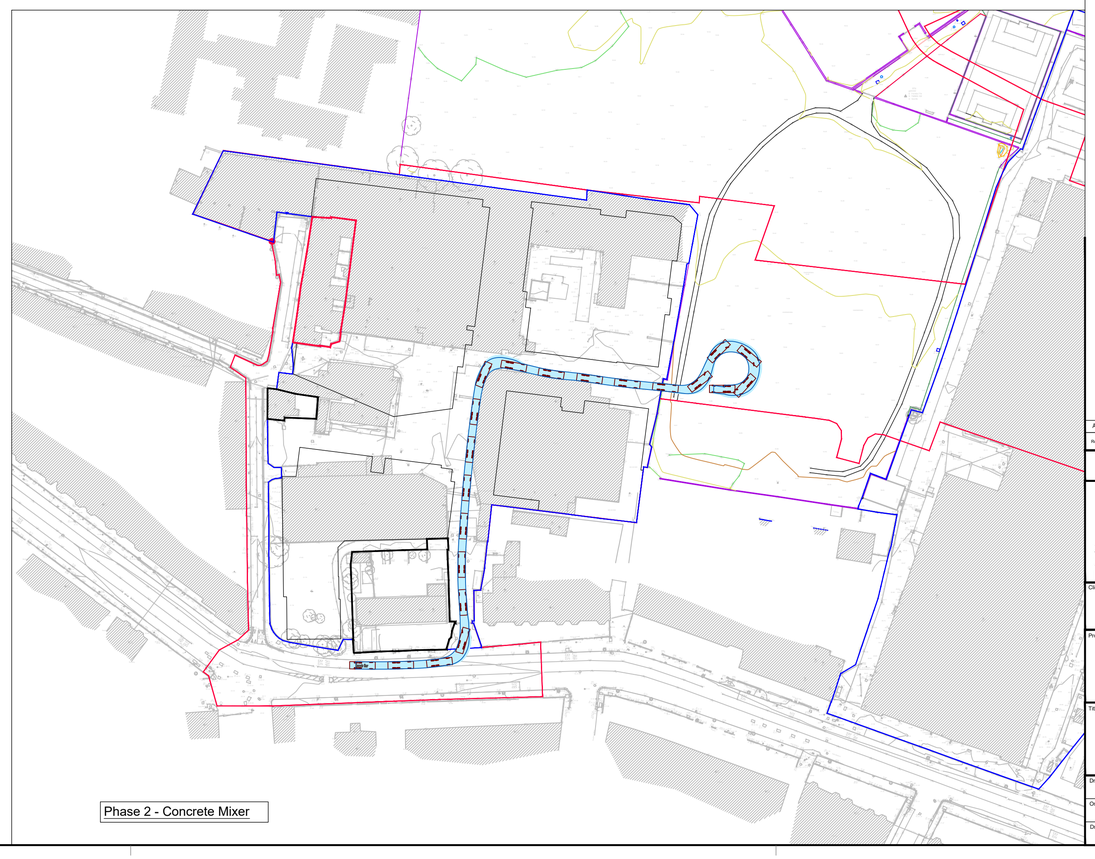
Phase 1 - Large Tipper



Phase 1 - Concrete Mixer



Phase 2 - Large Tipper



Phase 2 - Concrete Mixer

Notes:

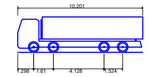
1. Do not scale from drawing
2. All dimensions in metres unless otherwise stated

LEGEND:

PLANNING APPLICATION BOUNDARY

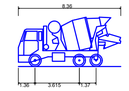
APPLICANT OWNERSHIP

Large Tipper



Overall Length	10.201m
Overall Width	2.495m
Overall Body Height	2.890m
Min Body Ground Clearance	0.341m
Track Width	2.471m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	11.550m

Concrete Mixer



Overall Length	8.360m
Overall Width	2.390m
Overall Body Height	4.027m
Min Body Ground Clearance	0.358m
Max Track Width	2.413m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	8.210m

Rev.	Date	Revision details	Drawn	Checked	Approved
A	07/06/2022	For Planning	AMP	AA	AA

SYSTRA
www.systra.ie
2nd Floor, Riverview House
21-23 City Quay, Dublin 2
D02 FP21
Tel: +353 1 566 2028

Client:
CWTC Multi Family ICAV acting solely in respect of its sub fund DBTR SCR1 Fund

Project:
Bailey Gibson SHD 2

Title:
Construction Traffic Management Plan
Vehicle Tracking
Large Tipper & Concrete Mixer

Drawn	Checked	Approved
AMP	AA	AA
Original drg. size: A1	Date: June 2022	Scale: 1:1000
Drawing Status: Planning	Drawing Number: SYS-BG-CTMP-01	Rev.: A

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For more information visit www.systra.co.uk

Birmingham
5th Floor, Lancaster House, Newhall St,
Birmingham, B3 1NQ
T: +44 (0)121 233 7680 F: +44 (0)121 233 7681

Dublin
2nd Floor, Riverview House, 21-23 City Quay
Dublin 2,Ireland
T: +353 (0)1 542 6000 F: +353 (0)1 542 6001

Edinburgh
Prospect House, 5 Thistle Street, Edinburgh EH2 1DF
United Kingdom
T: +44 (0)131 220 6966

Glasgow
Seventh Floor, 124 St Vincent Street
Glasgow G2 5HF United Kingdom
T: +44 (0)141 225 4400

Lille
86 Boulevard Carnot, 59000 Lille, France
T: +33 (0)3 74 07 00 F: +33 (0)1 53 17 36 01

London
Seventh Floor, 15 Old Bailey
London EC4M 7EF United Kingdom
T: +44 (0)20 7529 6500 F: +44 (0)20 3427 6274

Lyon
11, rue de la République, 69001 Lyon, France
T: +33 (0)4 72 10 29 29 F: +33 (0)4 72 10 29 28

Manchester
25th Floor, City Tower, Piccadilly Plaza
Manchester M1 4BT United Kingdom
T: +44 (0)161 236 0282 F: +44 (0)161 236 0095

Marseille
76, rue de la République, 13002 Marseille, France
T: +33 (0)4 91 37 35 15 F: +33 (0)4 91 91 90 14

Newcastle
PO Box 438, Newcastle upon Tyne, NE3 9BT
United Kingdom
T: +44 (0)191 2136157

Paris
72 rue Henry Farman, 75015 Paris, France
T: +33 (0)1 53 17 36 00 F: +33 (0)1 53 17 36 01

Woking
Dukes Court, Duke Street
Woking, Surrey GU21 5BH United Kingdom
T: +44 (0)1483 728051 F: +44 (0)1483 755207

Hong Kong
14th Floor West, Warwick House, TaiKoo Place,
979 King's Road, Island East, Hong Kong
T: +852 2529 7037 F: +852 2527 8490

Shenzhen
Room 905, Excellence Mansion, No.98, No.1 Fuhua Road,
Futian Central Zone, Shenzhen, PRC, Post Code：518048
T：+86 755 3336 1898 F：+86 755 3336 2060

Shenzhen - Beijing Branch Office
Room 1503, Block C, He Qiao Mansion, No. 8 Guanghua Road,
Chaoyang District, Beijing, PRC, Post Code：100026
T：+86 10 8557 0116 F：+86 10 8557 0126

Beijing Joint Venture
Room 1507, Main Building, No. 60, Nan Li Shi Road,
Xi Cheng District, Beijing, PRC, Post Code：100045
T：+86 10 8807 3718 F：+86 10 6804 3744

Mumbai
Antriksh, Unit no. 301, 3rd Floor, CTS Nos.
773, 773/1 to 7, Makwana Road, Marol, Andheri East ,
Mumbai 400069
T: +91 22 2647 3134
B 307, Great Eastern Summit Sector - 15, CBD Belapur Navi
Mumbai - 400 614
T: +91 22 2757 2745

New Delhi
5th Floor Guru Angad Bhawan, 71 Nehru Place, New Delhi
110019
T: +91 11 2641 3310

Noida
3/F, C-131, Sector 2, Noida-201301, U.P.
T: +91 120 432 6999

Singapore
25 Seah Street #04-01 Singapore 188381
T：+65 6227 3252 F：+65 6423 0178

Thailand
37th Floor, Unit F, Payatai Plaza Building,128/404-405 Payathai
Road, Rajthewee, Bangkok 10400, Thailand
T：+662 216 6652 F：+662 216 6651

Vietnam
5/F Perfect Building, Le Thi Hong Gam St, District 1,
Ho Chi Minh City, Vietnam
T：+84 8 3821 7183 F：+84 8 3821 6967

SYSTRA