Donore Project

Outline Construction Traffic Management Plan

The Land Development Agency

Project number: 60648061

November 2022

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Quality information

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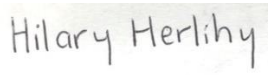	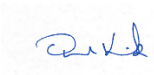		
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Revision History

Revision	Revision date	Details	Authorized	Name	Position
01	29/07/2022	DRAFT	PB	Paul Beatty	Associate Director
02	26/08/2022	Draft	JS	Jen Searle	Principal Consultant
03	18/11/2022	Final	JS	Jen Searle	Associate Director

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1. Introduction

1.1 Background

AECOM have been commissioned by The Land Development Agency (LDA) to provide a Construction Traffic Management Plan on behalf of Dublin City Council, for a proposed residential development on land located on the former St. Teresa's Gardens, Donore Avenue, Dublin 8. The site is bound by Donore Avenue to the north-east, Margaret Kennedy Road to the north-west, The Coombe Women and Infants University Hospital to the west, the former Bailey Gibson factory buildings to the south-west, and the former Player Wills factory to the south-east

The development will consist of the construction of a residential scheme of 543 no. apartments on an overall site of 3.26 ha.

1.2 Development Proposals

The development (GFA of c. 53,227 sqm) contains the following mix of apartments:

- 225 No. 1 bedroom apartments (36 no. 1-person & 189 no. 2-person),
- 274 No. 2 bedroom apartments (including 52 No. 2 bed 3 person apartments and 222 No. 2 bed 4 person apartments),
- 44 No. 3 bedroom 5-person apartments,
- A retail/café unit (168 sq.m.),
- A mobility hub (52 sq.m.) and
- 952 sq.m. of community, artist workspace, arts and cultural space, including a creche, set out in 4 No. blocks.

The breakdown of each block will contain the following apartments:

- Block DCC 1 comprises 111 No. apartments in a block of 6-7 storeys;
- Block DCC 3 comprises 247 No. apartments in a block of 6-15 storeys;
- Block DCC 5 comprises 132 No. apartments in a block of 2-7 storeys;
- Block DCC 6 comprises 53 No. apartments in a block of 7 storeys;

The proposed development will also provide for public open space of 3,408 sqm, communal amenity space of 4,417 sqm and an outdoor play space associated with the creche. Provision of private open space in the form of balconies or terraces is provided to all individual apartments.

The proposed development will provide 906 no. residential bicycle parking spaces which are located within secure bicycle stores. 5% of these are over-sized spaces which are for large bicycles, cargo bicycles and other non-standard bicycles. In addition, 138 spaces for visitors are distributed throughout the site. These 138 spaces include 16 dedicated cycle spaces for the proposed creche and 3 cycle spaces for the proposed café. The remainder of the cycle spaces are dedicated to residential visitor cycle parking spaces.

While the proposed development does provide for the quantum of cycle spaces to serve the residents of the scheme as per the minimum requirement provided for in the Guidelines for 1 cycle storage space per bedroom for the 1-bed and 2-bed units, 1 space per studio unit, which equates to 905 no. spaces, it is slightly below the standard for visitor parking which is 1 visitor space per 2 units, which equates to a visitor requirement of 272 no. spaces.

However, as provided for in the guidelines, "*any deviation from these standards shall be at the discretion of the planning authority and shall be justified with respect to factors such as location, quality of facilities proposed, flexibility for future enhancement/enlargement, etc.".* As noted above, and as set out in this TTA, given the sites highly accessible location which is proximate to a range of high quality public

transport services, a large number of the visitors to the site are likely to arrive by public transport or on foot.

Bicycle stores will be clearly visible and located in convenient locations to encourage sustainable modes of transport: beside residential entrances; along active street frontages; from the communal courtyard in DCC6; or from podium car parking in DCC5. All residential bicycle parking is located within the building footprint.

A total of 79 no. car parking spaces are provided at undercroft level. Six of these are mobility impaired spaces (2 in each of DCC1, DCC3 & DCC5). 50% of standard spaces will be EV fitted. Up to 30 of the spaces will be reserved for car sharing (resident use only). A further 15 no. on-street spaces are proposed consisting of:

- 1 no. accessible bay (between DCC5 & DCC6)
- 1 no. short stay bay (between DCC5 & DCC6)
- 1 no. crèche set-down/ loading bay (between DCC5 & DCC6)
- 1 no. set-down / loading bay (northern side of DCC5)
- 1 no. set-down/loading bay (northern side of DCC 3)
- 10 no. short stay spaces (north-west of DCC1)

In addition, 4 no. motorcycle spaces are also to be provided.

While the proposed development does provide for the quantum of car parking spaces to serve the residents of the scheme as per the minimum requirement provided for in the Guidelines for 0.5 parking space per dwelling for the , which equates to 272 no. spaces, it is slightly below the standard for resident parking which equates to a resident requirement of 272 no. spaces total.

However, as provided for in the guidelines, "*Where a potential development site falls on the boundary of two or more parking zones, it is at the discretion of the Planning Authority to decide the appropriate level of car parking to serve the development having regard to the location of the site and its accessibility to existing and proposed public transport facilities.".* As noted above, and as set out in the TTA, given the sites highly accessible location which is proximate to a range of high quality public transport services, a large number of the visitors to the site are likely to arrive by public transport, on foot or by bike.

Vehicular, pedestrian and cyclist access routes are provided from a new entrance to the north-west from Margaret Kennedy Road. Provision for further vehicular, pedestrian and cyclist access points have been made to facilitate connections to the planned residential schemes on the Bailey Gibson & Player Wills sites for which there are extant permissions (Ref. No.'s ABP-307221-20 & ABP-308917-20).

The development will also provide for all associated ancillary site development infrastructure including site clearance & demolition of boundary wall along Margaret Kennedy Road and playing pitch on eastern side of site and associated fencing/lighting, the construction of foundations, ESB substations, switch room, water tank rooms, storage room, meter room, sprinkler tank room, comms room, bin storage, bicycle stores, green roofs, hard and soft landscaping, play equipment, boundary walls, attenuation area and all associated works and infrastructure to facilitate the development including connection to foul and surface water drainage and water supply.

2. Outline Construction Traffic Management Plan

2.1 General

This OCTMP deals directly with the impacts of construction of the subject development. As with any construction project, the appointed contractor will be required to prepare a comprehensive CTMP for the construction phase. The purpose of such a plan is to outline measures to manage the expected construction traffic activity during the construction period.

This Outline CTMP will provide an overview of the likely routing of construction vehicles, based on a most likely scenario of construction. It should be noted that the impacts of the construction will be temporary, and it will be the appointed contractor's responsibility to prepare a CTMP for the approval of DCC and other key stakeholders such as bus operators in advance of any works.

2.2 Policy Guidance

Guidance for the temporary control of traffic at road works to facilitate the safety of the public during the works is provided below:

- Traffic Signs Manual Chapter 8 Temporary Traffic Measures and Signs for Roadworks (2019);
- Traffic Management Guidelines, Department of Transport (2003); and
- Requirements of DCC and other stakeholders.

2.3 Likely Construction Programme & Phasing

The construction programme is expected to be 35 months in order to complete the development. The anticipated construction will commence in 2024 subject to planning approval. The Construction phasing schedule is detailed in Table 2.1 and the phasing shown in Figure 2.1.

Table 2.1 Construction Phasing (Source: STRATA Overview Logistics and Phasing Plan)

	Stage	Start Date	Finish Date
Phase 1	Enabling Works	2024	2024
	Piling	2024	2025
	DCC3	2024	2027
	DCC6	2024	2026
	DCC5	2025	2026
Phase 2	Enabling Works	2025	2025
	Piling	2025	2025
	DCC1	2025	2027

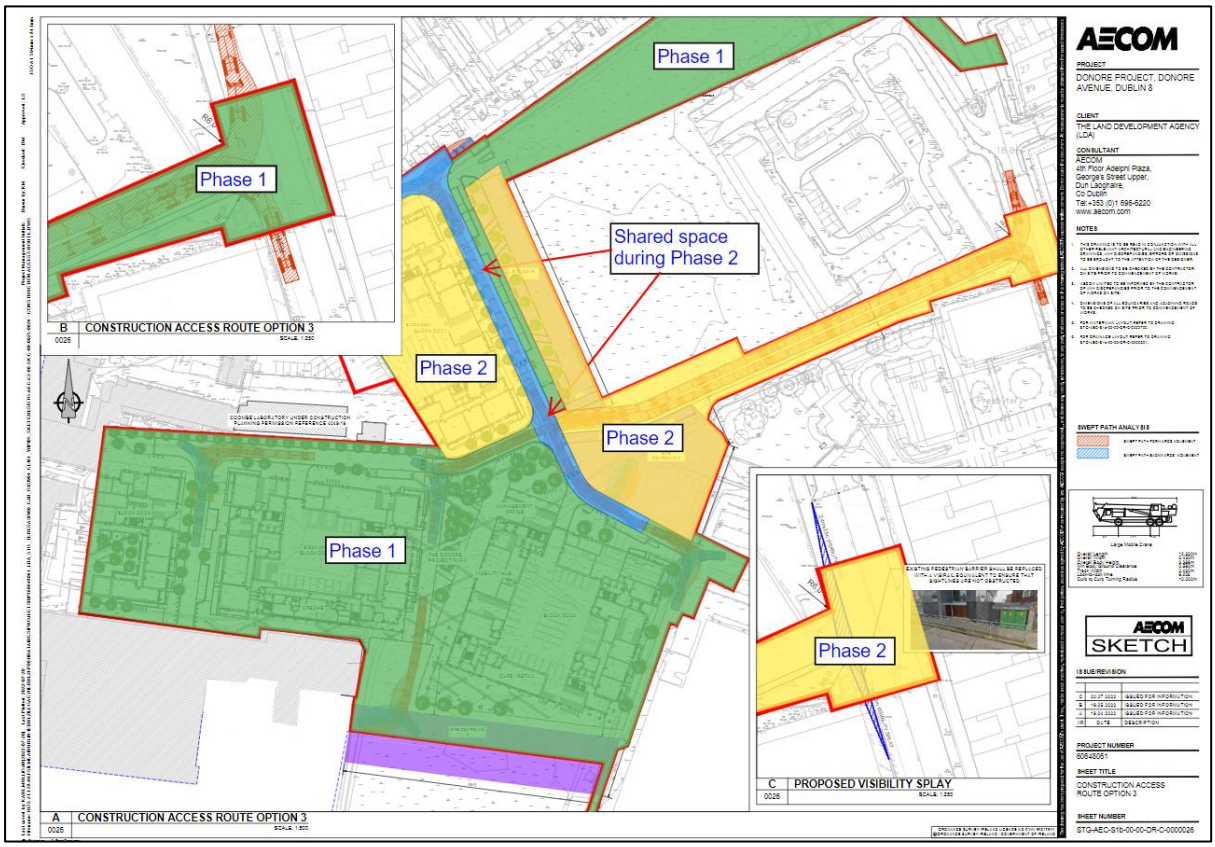


Figure 2.1 Construction Phasing Illustration (Source: AECOM Construction Access Route 3) Sheet Number: STG-AEC-S1b-00-00-DR-C-0000026

2.4 Construction Route

As part of the construction traffic planning a number of route options were considered. Option 3 has been specified as the preferred option. Figure 2.2 details the tracking of the construction vehicles around the proposed construction route and also details visibility splays and tracking for the access point, which will be used during construction only, onto Donore avenue.

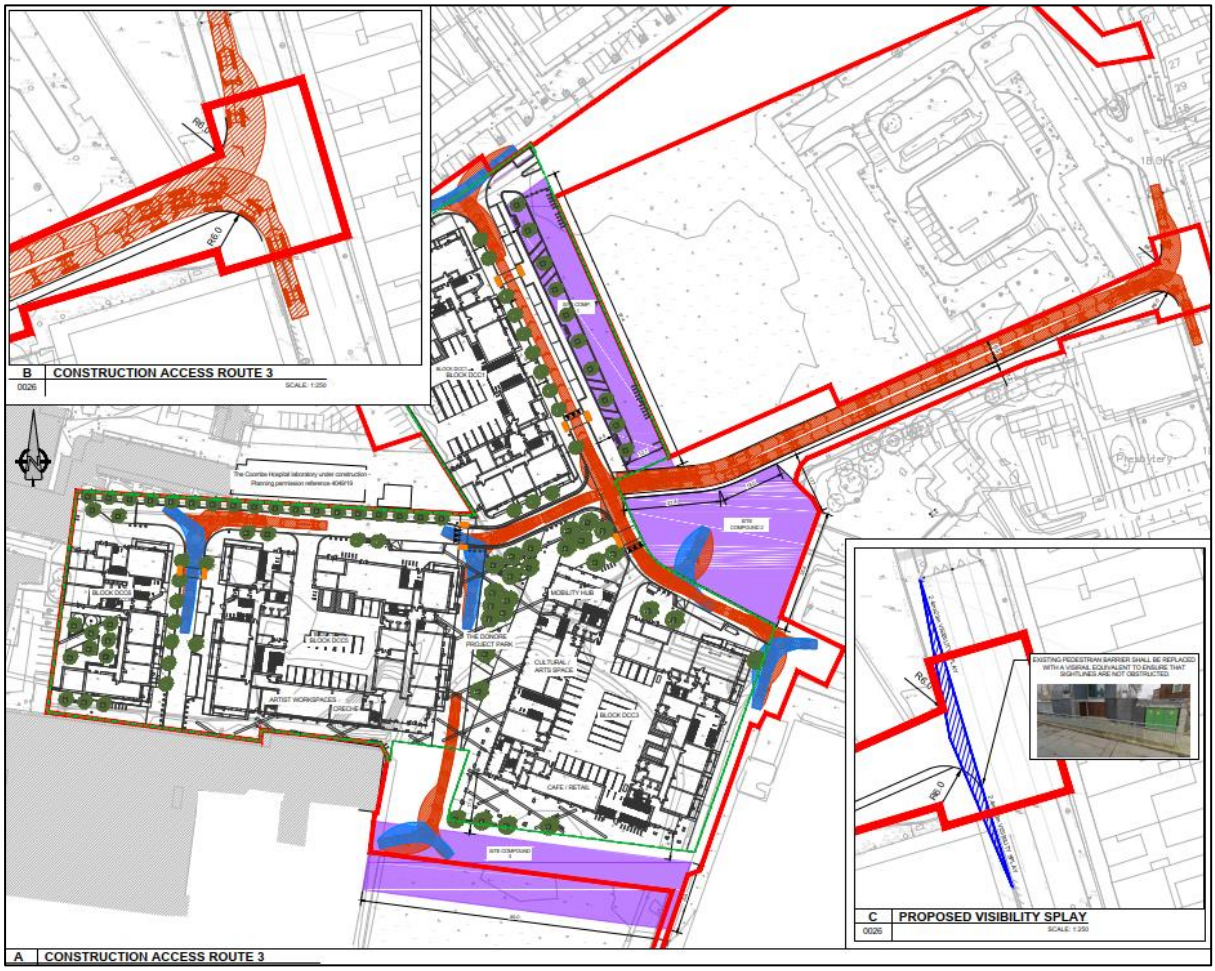


Figure 2.2 Construction Access Route (AECOM Drawing: STG-AEC-S1b-00-00-SK-C-0000026)

To minimise construction impacts upon the surrounding road network, it is recommended that all construction traffic access plan their route using the following outlines;

Routes to / from west

- R111 > R812 > R811 towards M50
- R111 > R148 towards M50

Routes to / from north & Dublin Port

- R811 > R137 towards N1
- R811 > R137 > Winetavern St. towards R148

This routing has been illustrated in Figure 2.3

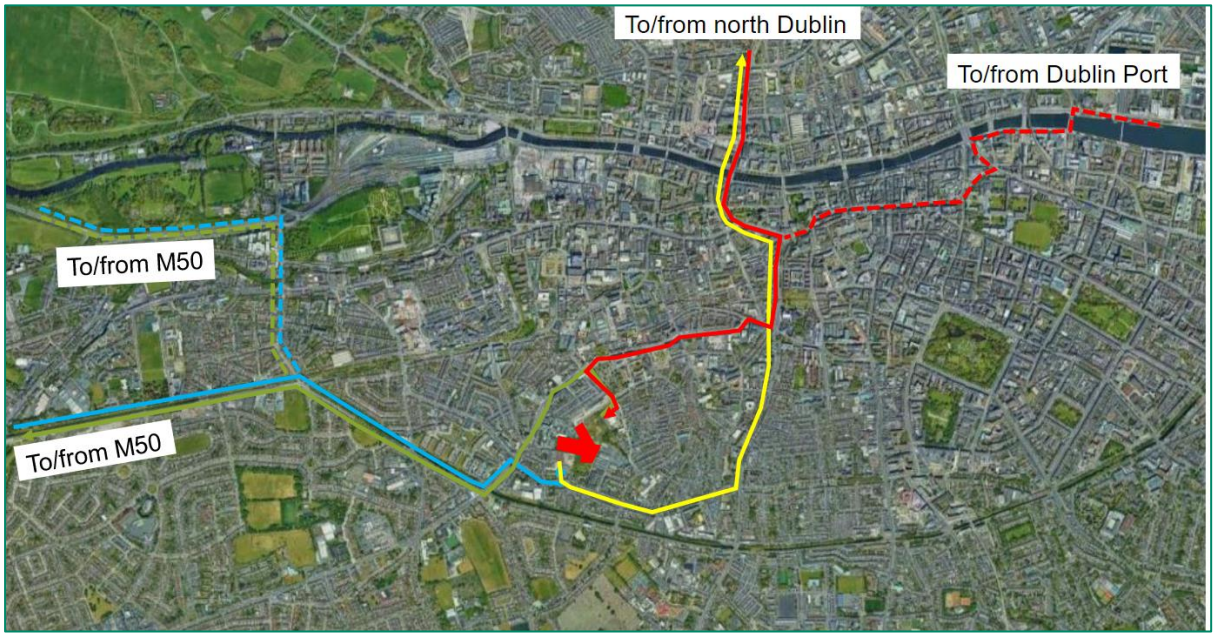


Figure 2.3 Proposed Construction Route (Source: AECOM Construction Access Presentation)

2.5 Parking

All contractor vehicles will park within the development site area, it is recommended that as part of the construction management plan the contactor designates an area within the confines of the proposed site dedicated to operative car parking. There will be no parking permitted on the surrounding road network or estate roads by the contractor or site operatives. The exact location of the car parking for construction staff will be confirmed by the contractor on site.

2.6 Mitigation Measures

A CTMP will be developed by the contractor prior to the commencement of work on site and will be prepared in consultation with DCC.

Construction debris particularly site clearance, spoil removal and dirty water run off can have a significant impact on footpaths and roads adjoining a construction site, if not adequately dealt with and these matters will require to be fully addressed in the contractors CTMP.

2.7 Construction Trip Generation

The average hourly trip generation for construction activities are set out in Table 2.2. It is assumed that the majority of construction staff will use public transport and shared vehicles.

Table 2.2 Hourly Construction Trip Generation (Source: AECOM Construction Access Presentation)

	AM		PM	
	In	Out	In	Out
Staff Vehicles / Day	19	0	0	19
HGVs / Hour	4	4	4	4

2.8 Hours of Operation

Site development and building works shall be carried out between the hours of operation recommended by DCC to safeguard the residential amenities of properties in the vicinity. The typical hours of operation are as follows:

- Monday to Friday, 8am – 6pm,
- Saturdays 8am – 2pm, and
- No works on Sundays or Public holidays.

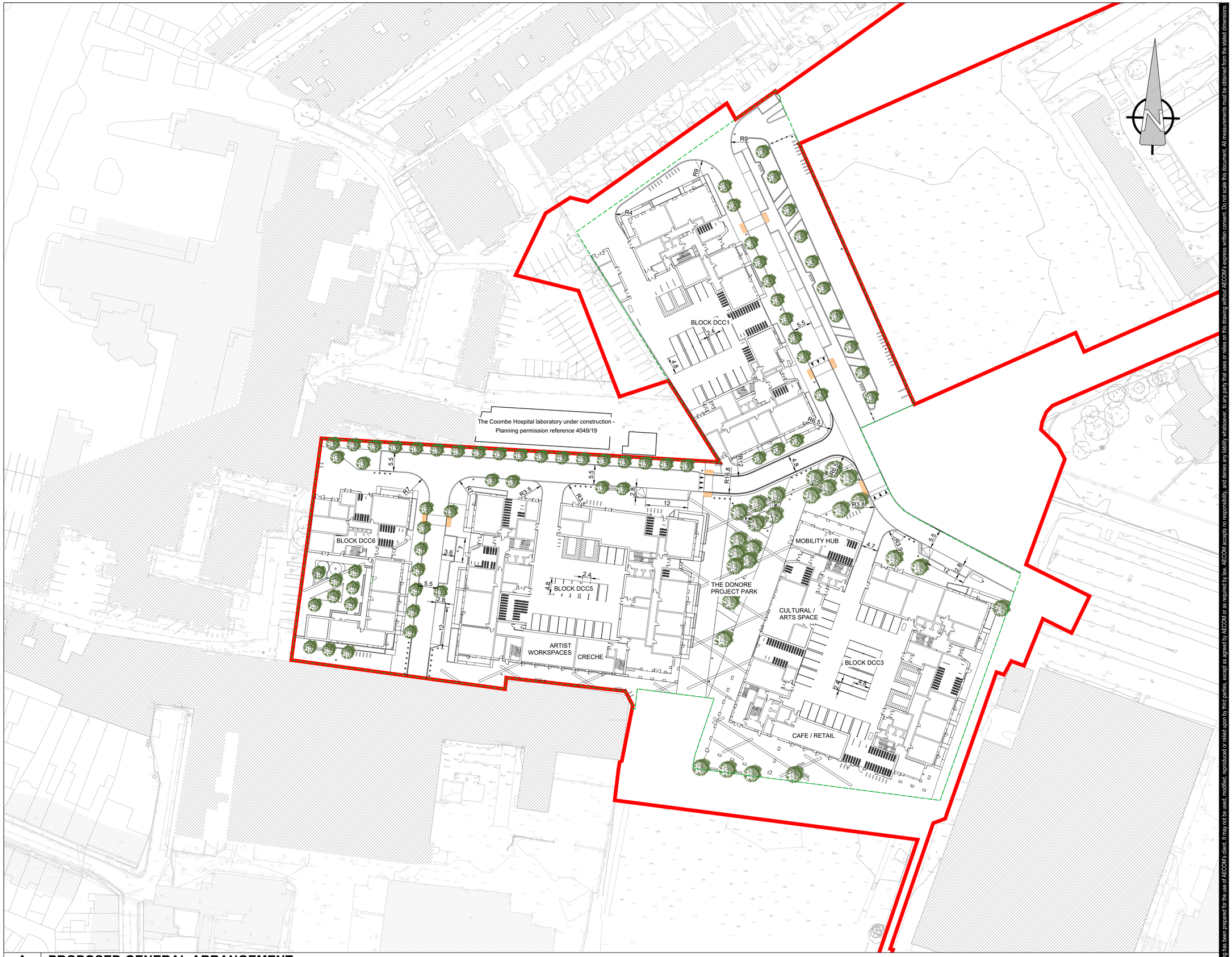
2.9 Traffic Management Measures

Below is a list of the proposed traffic management measures to be adopted during the construction works. Please note that this is not an exhaustive list, and that it will be the appointed contractor's responsibility to prepare a detailed CTMP;

- Warning signs / Advanced warning signs will be installed at appropriate locations in advance of the construction access locations;
- Construction and delivery vehicles will be instructed to use only the approved and agreed means of access; and movement of construction vehicles will be restricted to these designated routes;
- Consideration will be given to reduce the volume of construction traffic accessing the site through reduce – reuse and recycle methods. Delivery control will also be adopted to reduce potential heavy vehicle convoys.
- Appropriate vehicles will be used to minimise environmental impacts from transporting construction material, for example the use of dust covers on trucks carrying dust producing material;
- Speed limits of construction vehicles to be managed by appropriate signage, to promote low vehicular speeds within the site;
- Parking of site vehicles will be managed and will not be permitted on the public road, unless proposed within a designated area that is subject to traffic management measures and agreed with DCC;
- A road sweeper will be employed to clean the public roads adjacent to the site of any residual debris that may be deposited on the public roads leading away from the construction works;
- On site wheel washing will be undertaken for construction trucks and vehicles to remove any debris prior to leaving the site, to remove any potential debris on the local roads;
- All vehicles will be suitably serviced and maintained to avoid any leaks or spillage of oil, petrol or diesel. Spill kits will be available on site. All scheduled maintenance carried out off-site will not be carried out on the public highway; and
- Safe and secure pedestrian facilities are to be provided where construction works obscure any existing pedestrian footways. Alternative pedestrian facilities will be provided in these instances, supported by physical barriers to segregate traffic and pedestrian movements, and to be identified by appropriate signage. Pedestrian facilities will cater for vulnerable users including mobility impaired persons.

The mitigation measures will therefore ensure that the presence of construction traffic will not lead to any significant environmental degradation or safety concerns in the vicinity of the proposed works. Furthermore, it is in the interests of the construction programme that deliveries, particularly concrete deliveries are not unduly hampered by traffic congestion, and as a result continuous review of haulage routes, delivery timings and access arrangements will be undertaken as construction progresses to ensure smooth operation.

Appendix A - Proposed Site Layout



A **PROPOSED GENERAL ARRANGEMENT**

0001 Scale: 1:500

AECOM

PROJECT

DONORE PROJECT, DONORE AVENUE, DUBLIN 8

CLIENT

THE LAND DEVELOPMENT AGENCY (LDA)

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NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECTURAL AND ENGINEERING DRAWINGS, ANY DISCREPANCIES, ERRORS OR OMISSIONS TO BE BROUGHT TO THE ATTENTION OF THE DESIGNER.
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LEGEND:

SITE BOUNDARY.....

NET DEVELOPABLE AREA BOUNDARY.....

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0	18.11.2022	ISSUED FOR PLANNING

PROJECT NUMBER

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SHEET TITLE

PROPOSED GENERAL ARRANGEMENT

SHEET NUMBER

STG-AEC-S1b-00-00-DR-C-0000001

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