

Project:

Carlisle Residential
Development, Kimmage
Road West, Kimmage,
Dublin 12

DOCUMENT CONTROL

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1. INTRODUCTION

Barrett Mahony Consulting Engineers (BMCE) have been commissioned 1 Terenure Land Limited to prepare a Construction Traffic Management Plan to accompany a planning application for a proposed residential development at Carlisle, Kimmage, Dublin 12.

The purpose of this document is to outline the proposed construction traffic access provisions for the subject development and to outline measures whereby the impact of construction- traffic on the road network will be minimised.

The Construction Traffic Management Plan is to be read in conjunction with the engineering drawings and documents submitted by BMCE, and with the various additional information submitted by the other members of the design team, which forms part of the planning submission. It is intended that the traffic management measures specified will be adopted and expanded upon by the main Contractor in consultation with Dublin City Council (DCC). This will form part of the Contractor's final Construction Management Plan.

Permission was granted, under ABP 313043 on the 22/09/2022, for an SHD on the subject site comprising 208 no. apartment units in 5 no. blocks. The current proposed LRD application provides the same layout and quantum of units as this permitted development. The proposed LRD construction traffic management arrangements are the same as permitted in the LRD application.

2. SITE LOCATION AND PROPOSED DEVELOPMENT

2.1 SITE LOCATION

The site is located in Kimmage, Dublin 12 and consists of approximately 1.25ha net site area which is intended for use as a residential development. The site is bounded by residential settlements to the north, east and west with the Ben Dunne gym to the southwest. The location of the proposed development site is shown in Figure 1.1.



Figure 1.1 - Site Location

2.2 EXISTING LAND USE

The subject site is greenfield and currently generates no vehicular traffic.

2.3 DESCRIPTION OF PROPOSED DEVELOPMENT

The proposed Large Scale Residential Development will consist of the construction of 5 no. blocks of development and will range in height up to 6 storeys. This will provide 208 no. residential units (104 no. 1 beds and 104 no. 2 beds) all of which will have associated private balconies/terraces. Car, cycle, and motorbike parking will be located at under croft and surface level. Vehicular/pedestrian/cyclist access is provided off Kimmage Road West via the existing Ben Dunne Gym access route. All associated site development works, open spaces, landscaping, boundary treatments, plant areas, waste management areas, and services (including ESB substations) shall be provided. A full description is set out in the statutory notices included with this application. 100 No. car parking spaces are proposed, together with 484 No. bike parking spaces

3. CONSTRUCTION TRAFFIC ROUTES

3.1 CONSTRUCTION SITE ACCESS GATE

It is proposed to construct the development in 1no. phase. The site will be provided with a single construction site access gate off the gym access road.

The site compound entrance shall remain in place throughout the development, and will be located towards the northern end of Kimmage Road West.

This construction access methodology will ensure construction traffic remains clear of internal roads and footpaths during the phasing of the works.

Refer to drawing no. C-1070-Construction Management Plan.

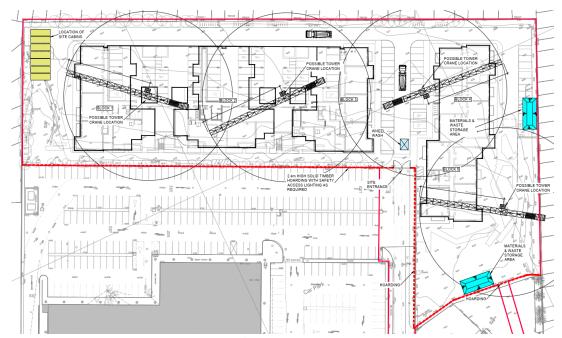


Fig 3.1 – Construction Management Site Plan

The positioning and arrangement of the site's vehicular access will be developed further as part of the final Construction Traffic Management Plan (CTMP) to be prepared by the Main Contractor.

3.2 CONSTRUCTION ACCESS ROUTES TO DEVELOPMENT SITE

As noted above in section 3.1, the development will be constructed in 1no. phase.

The development contains 208 apartment units, and site access shall be via Kimmage Road West located at the Ben Dunne Gym via the gym access road.

Access to the subject site shall be via Kimmage Road West (R818). Refer to the Traffic & Transport Assessment Report for further details on the occupancy / construction traffic capacity of Kimmage Road West.

These designated routes ensure that construction traffic can travel between the development site and the national primary road network without the need to travel through roads with weight limits, height limits.

4. CONSTRUCTION TRAFFIC GENERATION

The main construction items include earthworks, substructure, superstructure construction, and fit-out. It is expected that construction traffic to and from the site shall reach a peak during preliminary earthworks.

The programming and scheduling of fill material will be managed by the Main Contractor. A worst case projection is that one Heavy Goods Vehicles (HGV) arrival and one HGV departure every 6 minutes during earthworks, which equates to a total of 5 trips per hour.

In addition to HGV traffic, periodic deliveries of materials to site shall be made by Light Goods Vehicles.

Light Goods Vehicles (LGV) trips are unlikely to occur frequently during earthworks involving HGVs. In addition, LGVs deliveries shall be scheduled to take place outside of the peak traffic hours. A worst case projection is that two LGV arrival and two LGV departure every 6 minutes, which equates to a total of 12 trips per hour.

Refer to Traffic Assessment for further information.

5. CONSTRUCTION TRAFFIC MANAGEMENT

5.1 DESIGNATED COMMUNITY LIAISON OFFICER

A Designated Community Liaison Officer (DCLO) will be appointed as a point of contact with local residents, DCC, and the Gardaí. The DCLO will also consult and coordinate with DCLOs on the other active sites. The Designated Community Liaison Officer will be confirmed by the Main Contractor.

5.2 WORKS SPECIFIC CONSTRUCTION TRAFFIC MANAGEMENT PLAN

The Main Contractor will be required to develop a detailed site specific Construction Traffic Management Plan (CTMP) prior to construction. The CTMP shall be prepared in consultation with the Design Team, with Dublin City Council (DCC), An Garda Síochána. The CTMP will be a live document, and shall be updated as required throughout the works.

The main objective of the CTMP is to manage the impacts of all development related construction traffic, ensuring the safety of the public & construction workers is maintained at all times, and all operations are undertaken within a risk-controlled environment. Construction traffic routes, traffic flows signage and lighting and special deliveries, road opening & closure requirements are also to be addressed.

Mitigation measures to be included in the CTMP include:

- Securely fencing off the site
- Adequate signage defining the access and egress routes for the development
- Adequate signage & fencing of road works
- Controlling traffic generated by the construction by phasing works & scheduling deliveries
- Accommodating parking requirements for employees and visitors
- Street cleaning programme
- Special delivery arrangements

The final CTMP is to comply with the following documents:

- Traffic Signs Manual Chapter 8, Department of Transport
- Guidance for the Control and Management of Traffic at Road Works, Department of Transport
- Construction Site Traffic Management Plan (CSTMP), Health and Safety Authority
- Design Manual for Urban Roads and Streets (DMURS).
- TII standards

5.3 VEHICULAR ACCESS CONTROL MEASURES

Security personnel will be present at the site access gates of the site to ensure all exiting traffic will do so safely. The Main Contractor will be responsible for keeping all public roads clean. A wheel wash may be installed at the exit from the site to prevent any dirt being carried out into the public road. A road sweeper will be used to keep public roads around the site clean if required.

Access gates shall be designed appropriately with adequate width for two vehicles to pass each other, adequate setback from road edge, adequate sight lines and adequate signage.

5.4 MINIMISATION OF CONSTRUCTION VEHICLE MOVEMENTS

Construction vehicle movements will be minimized by:

- Phasing works and delivery schedules
- Use of precast/prefabricated materials where possible;
- Reuse on site of 'cut' material generated by the construction works
- Adequate site storage
- Minimise construction material quantities as much as possible
- Promote car sharing and public transport for construction workers

5.5 Monitoring Public Roads

A Visual Condition Survey (VCS) will be carried out of construction routes prior construction. The Main Contractor will liaise with the Transportation Department in DCC. Measures to be put in place as to facilitate construction traffic to be put in place to be agreed with DCC.

All routes are to be continuously maintained, with a regular site tidying schedule, debris netting around superstructure during construction, Street sweeping, Wheel Washing and control of food & general waste.

5.6 SITE PARKING

As stated above, the use of public transport and car sharing is to be actively encouraged. This however will not eliminate entirely the need for construction personnel car parking. Adequate parking to be provided on site in the site compound.

Refer to drawing C-1070 for preliminary site compound and parking layout. This is to be developed further as part of the CTMP.

5.7 Deliveries & Storage Facilities

It is proposed that unloading bays be provided for deliveries to the site within the hoarding perimeter. These should be accessible by crane and teleporters. Appropriately demarcated storage zones will be used to separate materials.

All deliveries to site will be scheduled to ensure their timely arrival and avoid need for storing large quantities of materials on site. Deliveries will be scheduled outside of peak traffic hours, to avoid disturbance to pedestrian and vehicular traffic in the vicinity of the site.

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