

## **Construction Traffic Management Plan**

Residential Development at Clonburriss, Adamstown, Co. Dublin

January 2023

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**Client Name:** Clear Real Estate Holdings Limited  
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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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<b>Issue</b>	<b>Date</b>	<b>Prepared by</b>	<b>Checked by</b>	<b>Approved by</b>
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**Comments**

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## Disclaimer

This report has been prepared by Waterman Moylan, with all reasonable skill, care, and diligence within the terms of the Contract with the Client, incorporation of our General Terms and Condition of Business and taking account of the resources devoted to us by agreement with the Client.

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

This report is confidential to the Client, and we accept no responsibility of whatsoever nature to third parties to whom this report, or any part thereof, is made known. Any such party relies on the report at its own risk.

## Contents

<b>1. Introduction</b> .....	<b>1</b>
1.1 Background to the Report .....	1
1.2 Site Location and Description .....	1
1.3 Proposed Development .....	2
<b>2. Construction Traffic Routes</b> .....	<b>4</b>
<b>3. Deliveries</b> .....	<b>8</b>
<b>4. Parking and Storage</b> .....	<b>9</b>

## Figures

Figure 1   Site Location (Source: Google Earth) .....	1
Figure 2   Image extracted from the Clonburr SDZ 2017 .....	2
Figure 3   Construction Traffic Route from the Subject Site to the N4 (Source: Google Earth) .....	5
Figure 4   Construction Traffic Route from Subject Site to N7 (Source: Google Earth) .....	6
Figure 5   Site Entrance (Source: Google Earth).....	7

## Tables

Table 1   Schedule of Accommodation.....	2
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# 1. Introduction

## 1.1 Background to the Report

This Construction Traffic Management Plan has been prepared by Waterman Moylan as part of the planning documentation for a proposed residential development on lands at Clonburriss, Adamstown, Co. Dublin, part of the Clonburriss Strategic Development Zone (SDZ).

This report assesses construction traffic access and egress from the proposed development, a proposed strategy for managing deliveries to the site, parking of vehicles and storage of materials.

## 1.2 Site Location and Description

The subject site is located at Adamstown, Lucan, Co. Dublin, and is bound to the north by the Dublin-Kildare rail line, to the west by the R120, to the south by Lucan pitch & putt club, and to the east by Hayden's Lane, as per *Figure 1* below. It is approximately 2.4km south of Lucan town centre.

The subject site is approximately 13.37ha in area and is bisected by Hayden's Lane. Hayden's Lane as it exits the site on the eastern boundary continues to run southwards as a vehicular carriageway, however, it also runs to the north as a pedestrian/cyclist route forming an overpass of the rail line and Adamstown Avenue Road. The site is greenfield in nature, with a single structure; a cattle-shed and yard on the east. The northern part of the site is traversed east-west by overhead cable on HV electrical pylons.



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

A topographic survey of the subject site indicates it generally slopes southwest to northeast from a high of 64.52m OD on the southwest to a low of 55.81m OD on the northeast. The survey has also shown that the hedgerow running from north to south contains a local ditch system, which is culverted under Hayden's Lane, and outfalls to the Griffeen River which forms the south-eastern boundary of the site.

The Griffeen River generally flows in a northerly direction, it is culverted under the rail lines and Adamstown Avenue which run in parallel at this location as per *Figure 2* below, which has been extracted from the Clonburris SDZ Planning Scheme 2019. It exits the culvert at Griffeen Valley Park, flowing northwards to Vesey Park, before ultimately outfalling to the River Liffey at Lucan.



**Figure 2** | Image extracted from the Clonburris SDZ 2017

**1.3 Proposed Development**

The proposed development consists of a total of 385 residential units, comprising 139 houses and 154 apartments, and 92 duplex type units as set out in the Schedule of accommodation in *Table 1* below.

Description	1-bed	2-bed	3-bed	4-bed	Total
House	-	-	98	41	139
Duplex	-	21	71	-	92
Apartment	48	106	-	-	154
<b>Total</b>	<b>48</b>	<b>127</b>	<b>169</b>	<b>41</b>	<b>385</b>

**Table 1** | Schedule of Accommodation

The proposed development will consist of 385 No. units (139 No. houses, 70 No. 'Build-to-Rent' duplex/apartments, 72 No. duplex/apartments, and 104 No. apartments), ranging between 2 – 6 storeys and all associated and ancillary site development, infrastructural, hard and soft landscaping and boundary

treatment works, including: - a single storey tenant amenity building; areas of public open space; car parking spaces; bicycle parking spaces; bin and bicycle stores; plant provided at undercroft level and additional plant provided at roof level of the proposed apartment blocks; 2 No. ESB Sub-stations and demolition of remaining walls and hardstanding associated with a former agricultural building. Permission is also sought for minor revisions to attenuation pond permitted under SDCC Reg. Ref. SDZ20A/0021 as well as connections to water services (wastewater, surface water, and water supply) and connections to permitted cycle / pedestrian paths. All on a site of c. 9.08 Ha in the townland of Adamstown, within the Clonburriss Strategic Development Zone (Adamstown Extension – Development Areas AE-51 and AE-52).

## 2. Construction Traffic Routes

It is expected that the main construction access route to the proposed development is from the N4 via the R120. The R120 forms the western boundary of the site and is a regional road from Lucan to Rathcoole. Exiting the N4 at junction 4 and travelling for 2.1km along the R120 (c. 5 minutes) then turning left onto Hayden's Lane is the point of access to the site. The N4 is the main route from Dublin to Sligo. The M50 is accessible from the N4, junction 4 by travelling eastbound for 4.7 km (c. 5 minutes) to junction 7. The route is shown in *Figure 3* below.

The N7 is also accessible from the site by travelling southbound for 5.3km (c. 8 minutes) to junction 2. The N7 is a national primary road from Dublin to Naas, where it becomes the M7 Dublin to Limerick Motorway. The N7 is accessible via regional roads R120, R134 and R136, the route is shown in *Figure 4* below.

Construction access to the subject site is shown in *Figure 5* below, there will be two entrances to the site from Hayden's Lane, one entrance to access the southern site and one entrance to access the northern site.

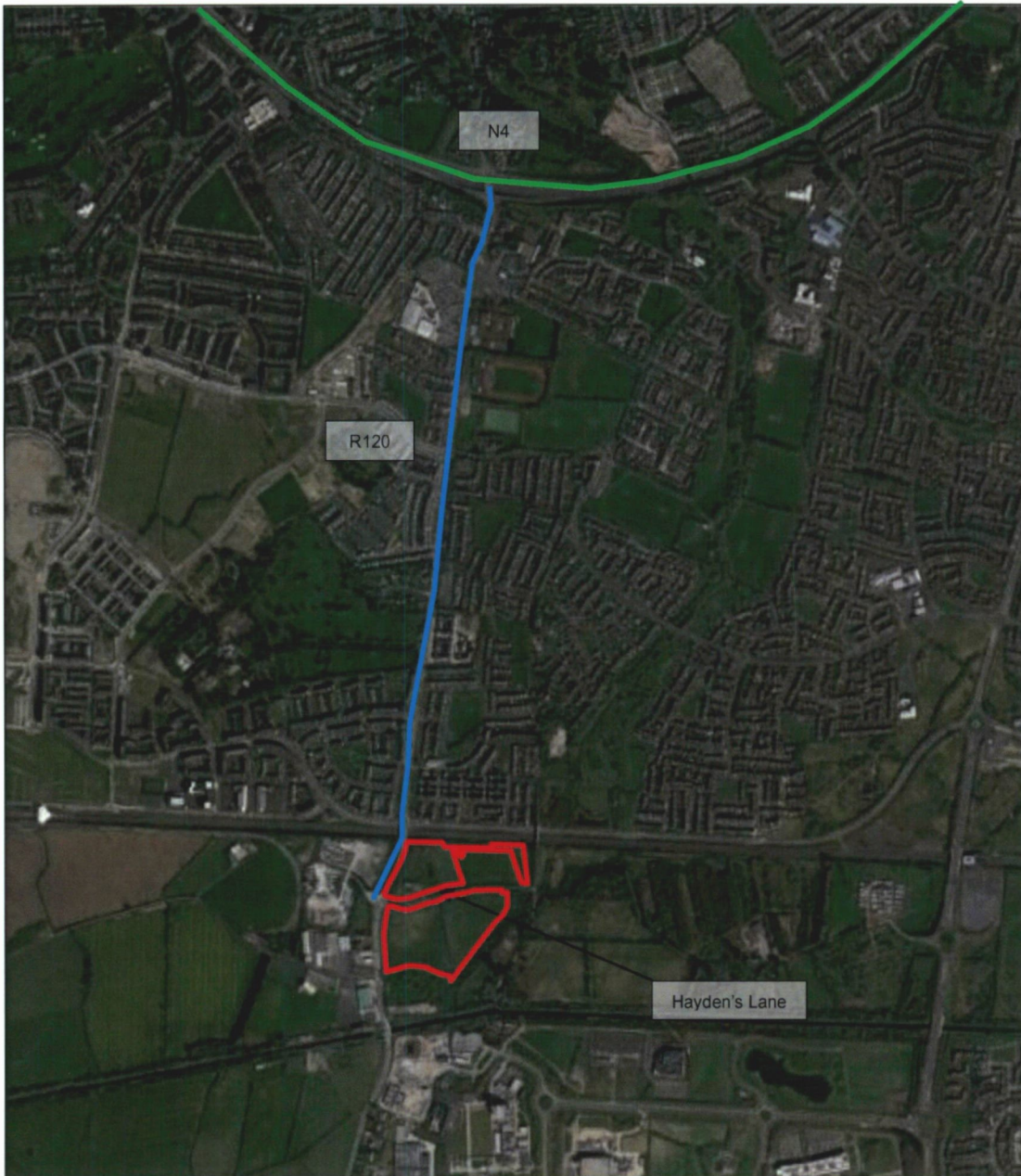
Due regard will be paid to minimising any impacts by construction vehicles on the existing developments in the area. Should routes become an issue, then the position will be reviewed by the Project Team and changes made.

A restriction on using any of the surrounding residential roads for construction traffic will be put in place.

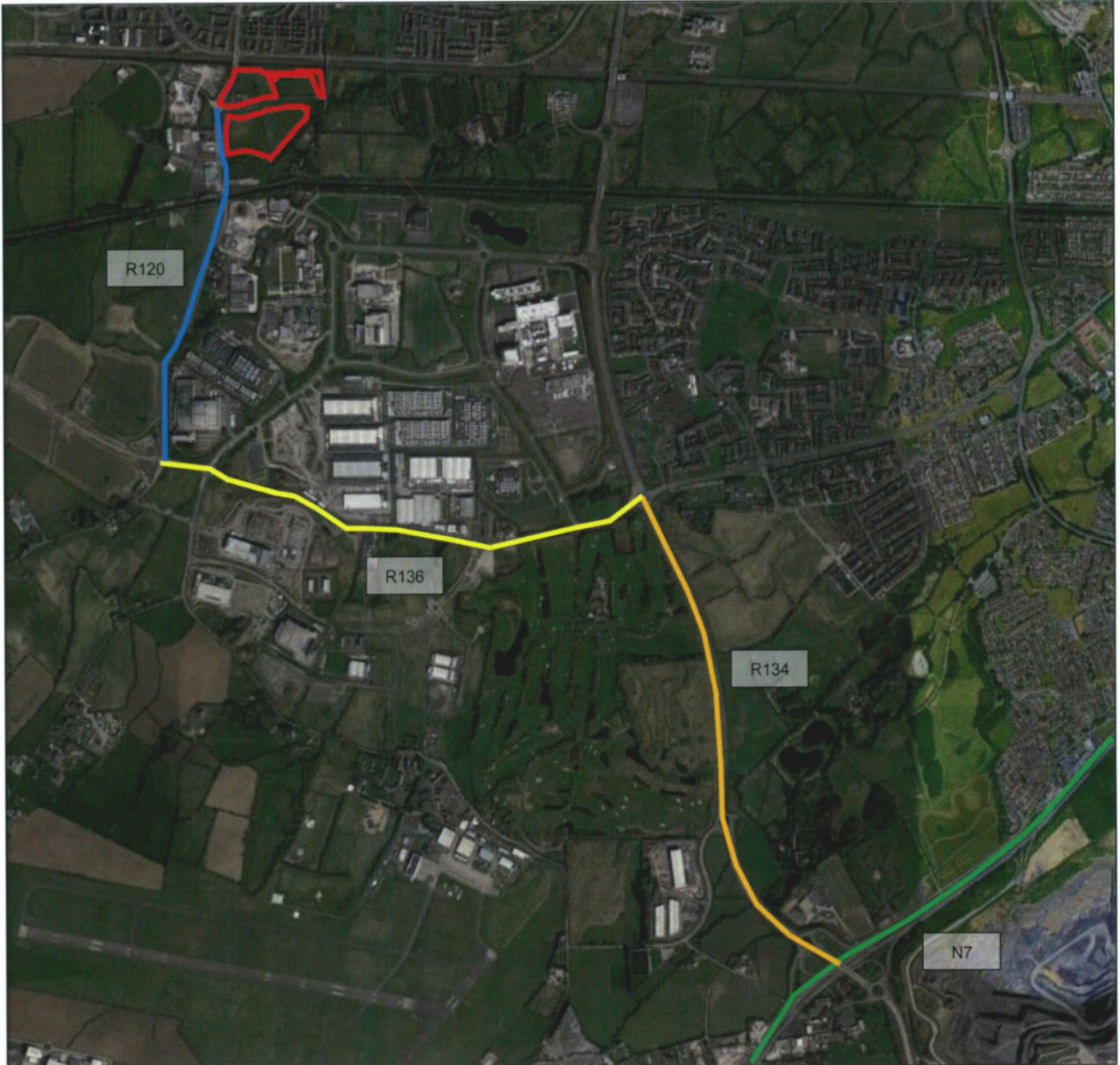
Particular emphasis will be placed on;

- The issue of instructions and maps on getting to site to each supplier sub-contractor to avoid 'lost' construction traffic travelling on unapproved routes.
- Ongoing assessment of the most appropriate routes for construction traffic to and from the site;
- Interface with operation of local traffic;
- Use of banksman and / or traffic lights to control exit of construction vehicles; and
- No construction traffic waiting on public roads.





**Figure 3 | Construction Traffic Route from the Subject Site to the N4 (Source: Google Earth)**



**Figure 4 |** Construction Traffic Route from Subject Site to N7 (Source: Google Earth)

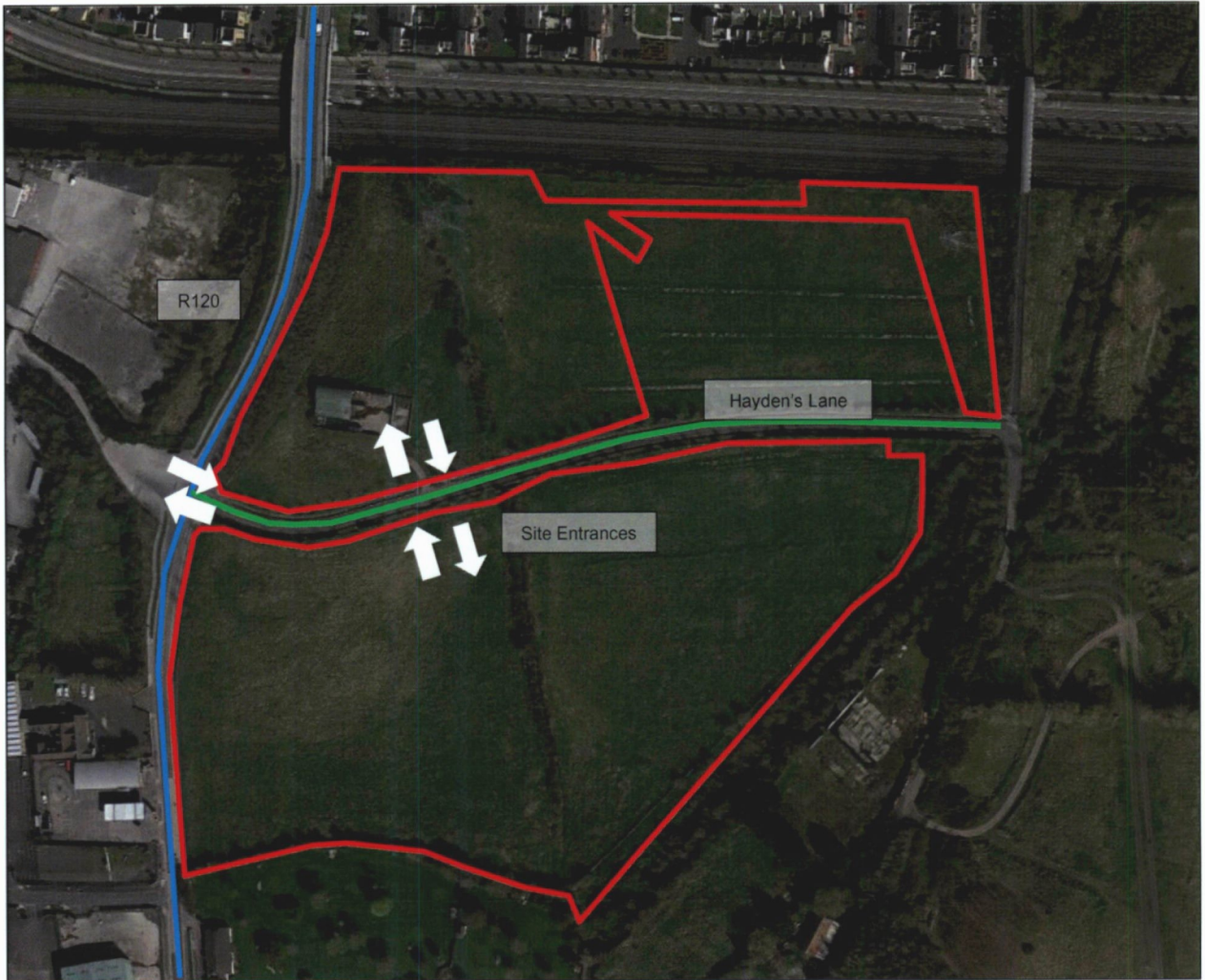


Figure 5 | Site Entrance (Source: Google Earth)

### **3. Deliveries**

Deliveries and access to the construction site shall be as described in Section 2 above.

In the event that large concrete pours are required which may result in congestion at the entrance to the site, the deliveries will be organised such that concrete trucks will queue at a pre-determined staging point and will then be called in by radio as appropriate to the site, via a pre-determined route and to the required access gate.

Set procedures and designated wash-out areas will be provided, or alternatively vehicle wash-out will be prohibited if a suitable wash-out area is not identified.

All delivery vehicles will be co-ordinated as required by a flagman on duty at the relevant access point.

All large pours will be carefully co-ordinated with the roads department at South Dublin County Council.

## **4. Parking and Storage**

It is intended to limit construction staff parking and to encourage the use of public transport.

A small amount of parking will be available on site. These will be managed by the contractor to ensure surrounding road network remains clear at all times.

The site is well served by public transport including Dublin Bus and the Adamstown Train Station approximately 1.5 km from the subject site.

For those who wish to cycle to and from the development, dedicated cycle parking will be provided for the duration of the works within the site. Shower facilities and lockers will also be provided, and cycle links will be maintained at all times.

A Construction Stage Mobility Plan will be prepared by the contractor alongside the Construction Management Plan before starting on site.

The main contractor will be required to schedule delivery of materials on a daily basis. If necessary, the main contractor will be required to provide a secure material staging compound on the site.



# UK and Ireland Office Locations

