



Dublin Mountains Visitor Centre

Outline Construction & Traffic Management Plan
DMVC-ROD-XX-XX-RP-C-OCTMP

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1. INTRODUCTION

This document sets out the Outline Construction & Traffic Management Plan (OCTMP) for the construction of the proposed Dublin Mountains Visitor Centre (DMVC) at Montpellier Hill (commonly referred to as the Hell Fire Club) in Dublin, on behalf of South Dublin County Council (SDCC). This OCTMP applies to all works associated with the construction of the DMVC.

As a contractor has not yet been appointed this OCTMP has not yet been formally adopted and further development and commitment to the OCTMP will be undertaken following selection of a Contractor prior to commencement of site works. The appointed contractor will consult with all relevant stakeholders with respect to the developed OCTMP.

The OCTMP and its associated and supporting documents (see below) provide the construction and traffic management framework for the appointed PSCS/Contractor and Sub-contractors as they incorporate the mitigating principles to ensure that the work is carried out with minimal impact on the environment. The construction management staff as well as Contractors and Sub-contractors staff must comply with the requirements and constraints set forth in the OCTMP in developing their site-specific Construction & Traffic Management Plan (CTMP).

The implementation of the requirements of the OCTMP will ensure that the construction phase of the project is carried out in accordance with the commitments made by the SDCC in the various application processes for the development. Once commenced the CTMP is considered a live document that will be updated according to changing circumstances on the project and to reflect current construction activities. The CTMP must be reviewed and monitored on an on-going basis during the construction process and will include information on the review procedures.

2. DESCRIPTION OF PROJECT

The development site consists of two large hillside woodland areas, the Hell Fire Woods (105 hectares) and Massy's Woods (42 hectares), located 2.5km to the south of Dublin's urban fringe to the west and east of the R115 road respectively.

To the north the site is bounded by the townlands of Oldcourt, Woodtown and Newtown and by the Dublin Mountains, culminating at Kippure (Co. Wicklow) in the south. The Hell Fire Woods are bounded to the west by the R114 and the Ballymorefinn Road and to the east partially by the R116, which runs into the Wicklow Way. This area is the most mountainous in Dublin and is also where the River Dodder rises, feeding into the reservoirs at Bohernabreena and giving rise to the picturesque linear parks along the Dodder Valley.

The site contains a number of protected structures including the Hell Fire Club, passage tombs, wedge tombs, standing stones and Massy's Estate walled gardens and associated ruins.

The proposed development will consist of:

- Improvements to existing entrance to Hell Fire Woods from the R115, with provision of pedestrian footpaths. The R115 will be a two-way road, 5-6m wide with a 1.5m wide footpath. Some isolated section will be a 3-3.5m single lane road, with traffic calming markings.
- Upgrade works to existing car park to increase parking provision from 80 no. car parking spaces to 275 no. car parking spaces and 5 no. coach parking spaces.
- Replacement of conifer trees around the parking area that is due for felling by sustainable forest planting.
- Construction of visitor centre building at the Hell Fire Woods (Gross floor area: 966 sqm) (Dublin Mountains Visitor Centre), to consist of two buildings side by side, situated parallel to the existing forest road, at a level of approx. 300m above sea level to contain basic facilities for walkers and casual visitors, a seated café for 80 no. people and an interpretation, exhibition and education facility.
- Construction of pedestrian footbridge and 'bridge house' to link Hell Fire Woods to Massy's Woods, crossing over the R115.
- Development of new trails including a circular walkway to the summit of Montpelier Hill, encircling the Hell Fire Club (protected structure) and the neolithic passage tombs. The circular walkway will incorporate information panels for visitor orientation and interpretation.
- General upgrading of existing trails and routes in correspondence with guidelines produced by Irish Trails.
- Conservation works to the Hell Fire Club building, a protected structure. To be conserved as a ruin with minimal intervention, with discreet lighting proposed on the interior of the building as part of a long-term monitoring and management programme.
- Conservation works to Massy's Woods walled gardens, a protected structure. To be conserved as a ruin with minimal intervention through removal of overgrowth currently causing damage to the structure(s).
- Conversion of coniferous forest to northern and eastern slopes of Montpelier Hill into a permanent broadleaved/ mixed woodland landscape. Commercial forestry to the west will be retained.
- Installation of a 150mm diameter sewage pipe running under the R115 which will connect the proposed site to the existing sewer network.

- Construction of a series of seven small storage ponds / wetlands across the lower areas of Montpelier Hill as part of a sustainable drainage strategy.
- Provision of discreet lighting to the car park area, along the treetop bridge and along the forest road route to the visitor centre building.

The site falls into the administrative area of South Dublin County Council.



Dublin Mountain Visitor Centre – Location Plan

The construction of the proposed development will require a variety of construction methodologies on a live road and an existing, open recreational site.

There will be a requirement on the Contractor to maintain the current level of parking that is available to the public throughout the works. The Contractor's staff and other personnel associated with the works will not be allowed to use the existing car parking spaces.

The Contractor will be required to maintain two way traffic on public roads though the use of shuttles, temporary lights and any other required temporary traffic management.

2.1 Site Preparation

Preliminary site clearance will be carried out on the site. Scrub and vegetation removal will be required as part of site preparation. Vegetation cleared from the site to facilitate construction works will be collected and stored on site wherever possible. For any non reusable vegetation this will be disposed of at an appropriately licensed waste facility.

2.2 Site Construction Compound

A main site construction compound will be required during the construction phase to provide office, canteen, washroom and toilet facilities. The compound will also provide facilities for materials and plant storage and the maintenance of same. The principal site construction compound will be established at the commencement of the contract and remain in place throughout the construction period. It is envisaged that the site for the compound will be in the vicinity of the area marked as 'Location 1' on Sketch No 0003 in Appendix A. Another possible location of the site compound is marked as 'Location 2' on Sketch No 0003 in Appendix A.

Potential impacts that need to be guarded against include:

- Accidental spillage of pollutants into the surface water drainage system and woodlands.
- Damage to existing trees, plants and the woodland habitat.

Bunded storage units for oil/fuel/hydrocarbons/chemical are to be provided on impermeable surfaces with a minimum 110% capacity.

There will be designated refuelling points selected which will be located on hard standing areas with no pathway to the surface water drainage system.

Oil interceptors will be provided in order to prevent runoff of pollutants to the river. The use of interceptors will be in compliance with Pollution Prevention Guidelines (PPG) 3. No detergents will be discharged to interceptors as this practice renders the interceptor useless.

A designated vehicle wash down area will be identified with consideration to drainage arrangements and will be located away from surface water discharge point. Wash water will be collected and contained for disposal off site. Concrete washout will not be permitted to enter the surface water system.

The exact location and mode of operation of the site construction compound is selected by the contractor with regard to relevant guidelines of the Statutory Authority and the relevant agencies. There will be an early consideration of location of

material stockpiles, which will be covered with geo-textile or similar to prevent mobilisation of suspended solids.

Embankment and cut slopes which are considered at risk from erosion are to be top soiled and seeded as soon as possible to prevent the deterioration due to weather events. Lining with hessian and maintenance will need to be considered if required.

Furthermore, the sites of the compounds will be cleared, reinstated and landscaped upon completion of the works to the satisfaction of the Statutory Authority.

3. PROJECT PROGRAMME

It is estimated that it will take approximately 15 months to complete the construction of the DMVC including the associated road upgrades.

4. ENVIRONMENTAL MANAGEMENT

The requirement for environmental management for the construction stage is outlined in the project Environment Impact Assessment (EIA).

This document must be read in conjunction with the project EIA.

5. TRAFFIC MANAGEMENT

The Design Team has addressed the potential impacts of construction traffic to the local area of the R115 Stocking Lane/Killakee Road and existing carpark.

There is no restriction on the Contractor in terms of the sequencing of construction activities. However, the current level of parking that is available to the public must be maintained throughout the works.

Construction traffic may enter through the existing entrance; however, parking spaces that are made available for use by the public **must** not be occupied by construction traffic.

Typical construction associated traffic would include operatives travelling to and from work and deliveries and removal of materials.

All Traffic Management proposals shall be agreed with South Dublin County Council, An Garda Síochána and Employer's Representative prior to construction of the development. Any temporary barriers placed around the working area should be clearly defined by temporary road markings, signage and coning as specified in the Traffic Signs Manual. The PSCS/ Contractor must carry out a risk assessment before commencement of works on site, to determine the type of barriers (if any), and cones most suitable for the works.

It is envisaged that advance traffic information on traffic proposals will be communicated to the public via local radio and newspapers. It is also envisaged that the Contractor will erect Variable Message Signs (VMS) at key locations in and around the R113 Mount Venus Road, R115 Stocking Lane/Killakee Road and Stocking Avenue.

All Construction Stage Traffic Management must comply with the following:

- Department of the Environment Traffic Signs Manual – Chapter 8 Temporary Traffic Measures and Signs for Road Works, and
- Department of the Environment Guidance for the Control and Management of Traffic at Road Works.

5.1 Constraints

Considering the relatively high volume of visitors to the Hell Fire Club at the weekends and on Bank/Public Holidays, constraints to the construction process may apply during these times.

Construction works and deliveries on weekdays will be restricted to between 07:00 and 19:00 subject to planning approval. Construction works and deliveries on Saturdays will be restricted to between 08:00 and 13:00 subject to planning approval. No works or deliveries will take place on Sundays or Bank/Public Holidays without prior written approval from the Employers Representative.

5.2 Temporary Traffic Management Road Safety Audit

The PSCS's/Contractor's Construction Stage Traffic Management Plan including all construction accesses, merges and diversions will be subject to a full Stage 2 (design) and Stage 3 (post erection) Temporary Traffic Management Road Safety Audit by an independent Road Safety Audit Team.

The Construction Stage Traffic Management Plan must include:

- Construction vehicle accesses
- Location and details of all temporary roadworks signage including mobile VMS and road markings
- Location and details of all temporary safety barriers
- Details of works deliveries and storage of materials
- Risk Assessments for design and construction of temporary traffic management where relevant
- Details of any proposed construction phasing and associated temporary traffic management measures.

5.3 Temporary Road Surfaces

It is currently not envisaged that temporary road surfaces will be required. However, this will be a matter for the Contractor to determine in line with their proposed Construction Management Plan.

5.4 Associated Civil Works

It is proposed to carry out all works on the main road at the same time to minimise the impacts on the surrounding road network.

5.5 Vehicular Access to Site

Deliveries and general HGV traffic will access the DMVC site from the R115 Stocking Lane/Killakee Road.

The location of the site compound is unlikely to change during the different construction phases. HGV's will be directed to an appropriate location and an appropriate member of staff from the contractor will be notified to meet the delivery and arrange offloading. Security of the site will be the responsibility of the Contractor and particular attention must be given to the continued use of the surrounding areas by the public. Pedestrian safety barriers will be erected at the entrance to the site to permit safe passage for pedestrians across the access to the development, segregating members of the public from HGV's and other vehicles entering the development.

5.6 Construction Traffic

During the construction phase the project will generate a range of traffic, which can be broken down into the main phases of construction as outlined below.

5.6.1 Site Clearance and Set-up

Earthworks plant will be required to prepare the compound area and install services. Portacabins will be required for the site compounds, as well as portable toilets/welfare facilities, and lock-up containers.

5.6.2 Proposed Development

The commencement of the main construction works will require significant additional construction plant. Regular deliveries of materials and ready mixed concrete will take place during these works. There will also be a minor increase in the construction workforce resulting in more cars and vans accessing the site. However, the Contractor will be required to provide a shuttle service for site operatives.

All HGV's will access the site from the R115 Stocking Lane/Killakee Road. Safe access must be facilitated to construction traffic with additional specific measures employed to ensure safe access during darkness.

It is assumed that the Contractor will have sufficient resources to facilitate safe access during hours that the car park is in use by the public.

Sufficient space must be allocated to allow construction vehicles to turn around safely on-site to avoid vehicles reversing out of site access points.

5.7 Maintenance of Public Roads

There will be potential for delivery vehicles and other site traffic to carry mud and silt onto the public roads when exiting the site. In order to prevent this, a wheelwash facility will be utilised on site. This will be used as required to wash down vehicles prior to leaving the site.

A road sweeper should also be deployed on the accesses to the site to keep this clean and prevent vehicles carrying mud onto the public roads and publically used carparks. Roadside gullies and drainage channels will need to be maintained by the road sweeper contractor. Road line markings will require monitoring and markings that require replacement throughout the duration of the project will be replaced by a specialist contractor.

Close supervision of haul vehicle loading must be carried out on a full time basis by the PSCS/Contractor personnel to ensure there is no over-loading of vehicles.

5.8 Dust

Dust is a nuisance and can be damaging to humans, machinery, plants and animals. All workers on site are to consider the nuisance caused by the impacts of dust. The effects of dust will be minimised using the following techniques;

- Avoid creating unnecessary dust.
- Cover materials which could create dust when windy.
- Dampen down dust in operations which create dust.
- Ensure that vehicles leaving site do not leave mud on the road.

Activity-specific Method Statements will be prepared by the Contractor and reviewed by the Design Team and the HSE.

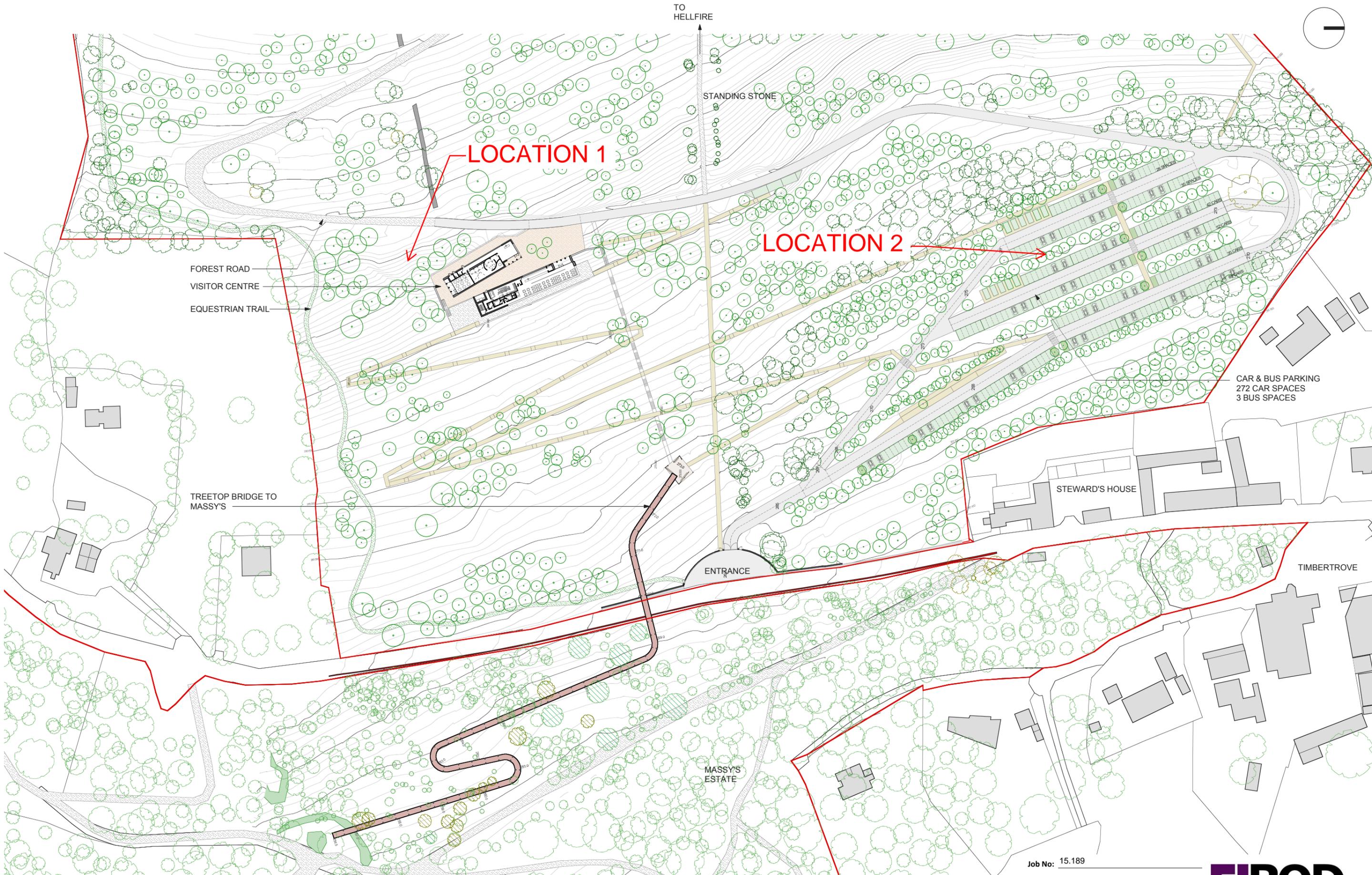
6. SUMMARY

This Outline CTMP is indicative only, however, it is expected that the final CTMP will be prepared by the PSCS/Contractor will incorporate the items outlined above and ensure that all requirements identified as part of the planning consents will be included in the CTMP.

The PSCS's/Contractor's Construction Stage Traffic Management Plan including all construction accesses, merges and diversions will be subject to a full Stage 2 (design) and Stage 3 (post erection) Temporary Traffic Management Road Safety Audit by an independent Road Safety Audit Team.

Appendix A

Possible Compound Locations



Job No: 15.189
 Project Title: DMVC
 Sketch Title: Possible Compound Location
 Sketch No: 003
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