

An Bord Pleanála Oral Hearing

Irish Water

Greater Dublin Drainage

Response to Inspector's Questions

**Response to Traffic Interaction between the GDD and RBSF
components of the Proposed Project**

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GDD Oral Hearing
Response to Traffic Interaction between the GDD and RBSF components of the Proposed Project

Interactions between GDD and RBSF Components of the Proposed Project – Traffic

Introduction

1 On Day 2 of the hearing, (21st March 2019), a question was posed by the ABP Inspector as to the traffic interactions between the GDD and RBSF components of the Proposed Project.

2 I set out below my response to this matter.

Interaction during the Operation of the RBSF and Construction the GDD Orbital Sewer Route

3 During the construction the GDD Orbital Sewer Route component of the Proposed Project, there is one section of pipeline construction whereby traffic generated by the construction of the pipeline is concurrent with the Operation of the RBSF (building 1). The location is the construction of a 1200m section of pipeline accessed via Access Point AP4 along the R135. The concurrent traffic will impact two junctions, namely:

- R135 Signalised Junction; and
- N2 Northbound Slip Road (Priority) Junction.

Operation of RBSF (building 1)

4 If granted permission the RBSF component of the Proposed Project will be operational on a phased basis as referenced in Section 4.13.1 of Volume 2 Part A of the EIAR:

- Operation of one storage building from 2021
- Construction of the second storage building in 2024.

5 Table 13-4 of Volume 4 Part A of the EIAR includes the Daily HGV traffic estimated to be generated during operation of the RBSF (building 1):

- 30 HGV arrivals and 30 HGV departures per day, which equates to 4 HGV arrivals and 4 HGV departures per hour.

GDD Orbital Sewer Route

6 Subject to a grant of permission, the construction of the GDD Orbital Sewer Route component of the Proposed Project will commence from Q2 of 2022. Therefore, there will be construction activity associated with approximately 1200m section of pipeline where access is gained via Access Point AP4 (along the R135). The construction period for this section of pipeline will be of short duration and likely to be in the order of 9 to 10 weeks.

7 In terms of construction traffic for the orbital sewer, it is envisaged that the construction haulage activity associated with Access Point AP4 4 is 5 HGV Arrivals (or 12 equivalent PCUs) and 5 HGV Departures (or 12 equivalent PCUs) per hour, excluding the AM and PM peak hours; (Table 13.4 of Volume 3 Part A of the EIAR).

Traffic Interactions during the Operation of the RBSF (building 1) and Construction of the GDD Orbital Sewer Route

8 Therefore, the combined HGV movements due to operation of the RBSF (building 1) plus construction of the GDD Orbital Sewer Route at Access Point 4 will be a total of 9 HGV arrivals (or 21 equivalent PCUs) per hour and 9 HGV departures (or 21 equivalent PCUs) per hour.

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Assessment

- 9 The traffic assessment presented in Chapter 13 of Volume 4 Part A of the EIAR considered the traffic generation associated with:
- Operation of RBSF (building 1); and
 - Construction of the RBSF (building 2).
- 10 Table 13-4 of Volume 4 Part A of the EIAR includes the Daily HGV and Light Vehicles estimated to be generated if Phase 2 RBSF is constructed in 2024:
- 25 HGV arrivals and 25 HGV departures per day, which equates to 4 HGV arrivals and 4HGV departures per hour.
- 11 As the construction works for the AP4 section of GDD Orbital Sewer Route will be constructed before the start of construction of RBSF building 2 starts construction, there will be no further combined traffic impacts, i.e. no combined impacts between the Operation of RBSF (building 1), Construction of RBSF (building 2) and construction of the AP4 section of GDD Orbital Sewer Route.
- 12 As the section of GDD Orbital Sewer Route component will generate comparable HGV movements as the construction of the RBSF (Building 2), it was not necessary to assess the specific interaction of Operation of RBSF (building 1) and construction works for the AP4 section of GDD Orbital Sewer Route
- 13 As presented in Tables 13-10 (2024 AM Peak) and 13-11 (2024 PM Peak) of Volume 4 Part A of the EIAR, both the R135 Signalised Junction and the N2 Northbound Slip Road (Priority) Junction will operate within capacity.

Interaction during Operation of the GDD WwTP and the RBSF

- 14 The assessments undertaken in Chapter 13 of Volume 4 Part A of the EIAR take account of the HGV traffic hauling biosolids from the GDD WwTP, as well as from the Ringsend WwTP, into and out from the RBSF.