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The following text "Linear Park and Hoarding" is the DCC response to the question; "what happened to the Linear Park.?"

Linear Park.

There are two planning applications that are relevant to the future planning and design of the linear park. Both the planning application associated with the MISA building and new children's hospital proposed and provided for a park upgrade on the linear park in the vicinity of their proposed building. Local communities and residents at the time of these planning applications had the opportunity to participate in the design of park as part of this process.

As you are aware both planning applications were subsequently given consent according to submitted design which included two areas of the linear park. This is a statutory process and

the applicant of both permissions are required to submit and agree details with the planning authority. Residents and local communities voiced their opinions at the planning application stage.

MISA have now submitted drawings in compliance with their planning consent. St. James's Hospital and the new children's hospital in conjunction with Dublin City Council have offered to develop an integrated master plan for the linear park to ensure a co-ordinated approach throughout. St. James's Hospital and the new children's hospital have appointed landscape consultants to do this.

Hoarding

Local Context

In 2012 SJH made an application to take in some of the linear park to facilitate the development of the MISA Building. On completion of the building in 2017 SJH made a further application to take in further parts of the linear park to facilitate the further development of the SJH Campus and the construction of the National Children's Hospital. At this time, SJH handed back some land to open up and facilitate the construction and operation of the new pedestrian access at the LUAS stop. The permission to take in these parts of the open space was issued to SJH who now have temporary control on how these areas are being used by the contractor.

The agreements granted by the City Council are for a defined period of time. For example the agreement currently in place with SJH began on 10th March 2017 and expires 9th March 2022. The Agreement in place with the National Children's Development Board covers the period from September 2016 for a period of 5 years and covers 925m². It is the

intention of the City Council that the original boundary line will be re established and the linear park upgraded with public access on return of the City Council land.

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Protocol

The City Council issues licences and wayleaves to facilitate the physical and economic regeneration of the City. The party seeking the licence to take in land on a temporary basis formally applies to the City Council Department with the appropriate responsibility. The application is then assessed and a decision is made to grant or refuse. A decision will usually be accompanied by multiple conditions to which the applicant must comply. These conditions include mitigating undesirable environmental impacts such as noise, dust and a include a date in which the licence expires.

When applications for licences are being considered, impacts on local communities are factored into the process and appropriate conditions are inserted into the agreement to mitigate undesirable impacts. Currently, public consultation does not form part of this process.

Copy of a reply from DCC in relation to Linear Park

Linear Park Footpath from Rialto Bridge to Rialto Luas Stop.

The foot access to the linear park from the Rialto Bridge and the Luas Stop at Rialto has been repaired.

Although it does appear that the hoarding has encroached on the original pathway leaving the opening at Rialto bridge even narrower than it was before.

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Linear Park Consultation

The Linear Park reinstatement is to undergo a consultative process similar to the process undertaken as part of the Wavers Park Development/Bridge foot Street, details are to be announced shortly.

For people who wish to be involved in the consultation workshop please contact

info@residentsalliancegroup.com

Insurance:

It was noted that a resident of Cameron Square reported that they were refused insurance cover for subsidence due to having a monitor on their house.

“NPH checked with their own insurance brokers and they have not heard of any issues for the area within the external market and noted that the presence of a monitor should be seen as a good thing for the houses.”
Minutes RPMC 25th November 2017

This matter is still ongoing

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Traffic Management Plan

Below is a comparison between the current Traffic Management Plan 2017 and the Original CMP from 2015 and the Project Environmental Impact Statement (EIS).

Executive Summary:

The anticipated vehicle movements identified in the 2017 CMP matches the anticipated vehicle movements identified in the 2015 CMP and Project EIS. In general, the traffic strategies in the 2017 CMP are the same as the 2015 CMP and Project EIS. With regards to the Mount Brown Entrance, both CMP's (2015 and 2017) had indicated that it would be open at this stage of the construction proceedings – and currently we understand that it is not.

Introduction:

The Project EIS covers multiple items and contained within Chapter 6 there are details of the Proposed Traffic Management for the project. It has three phases noted – Enabling Works, Primary Basement and Superstructure, and Main Construction Phase. Enabling works has been completed at this stage. We are currently in Phase 2.

The 2015 CMP details Construction Management and contains a section on Traffic Management. This CMP does not break the project down into phases – but refers back to the Project EIS for supplemental information for Traffic Management.

The 2017 CMP details Construction Management and contains Appendix h on Traffic Management. The 2017 CMP basically covers Phase 2 as far as we can see.

Background:

Original Project EIS:

In the Project EIS the project is divided into 3 phases. (summarised on the website at <http://residentsalliancegroup.com/traffic.html>).

Phase 1: Initial Phase – Enabling works (demolition, material excavation, piling)– Approx. 6 months

Phase 2: Primary Basement works and Superstructure – Approx. 18 months

Phase 3: From 24 months to End (Approx. 48 months)

2015 CMP:

This CMP does not identify 3 phases – but does refer back to the Project EIS for supplemental information for Traffic Management. Basically it would be broken down the same way as the Project EIS – i.e. 3 phases as above.

2017 CMP:

The 2017 CMP (which has been recently uploaded onto the Resident Alliance Website) has divided the project up into 3 Phases also – but they are slightly different to the 2015 CMP. It refers to Enabling Works (same as original Phase 1) and then Phase A and Phase B for the Main Contract. These are virtually identical to the Original Phase 2 and Phase 3. We are in Phase 2 / Phase A at the moment.

Phase 2 / Phase A includes Piling, Excavation, Diversion of services, and commencement of construction of the structure up to lower ground floor level. The CMP suggests a start of July 2017 and duration of 15 months which would bring it up to **October 2018** approx.

Appendix h in this CMP is for Traffic Management for Phase A (i.e. up to October 2018).

Standard working hours identified for the site are the same in all 3 documents.

Monday – Friday: 07:00 – 19:00. Weekend – 08:00 – 14:00)

Comparisons:

We have compared the following items from the 2015 documentation and the 2017 documentation.

1. Vehicular Entrances into the site
2. Vehicular Routes outside the site
3. Numbers of predicted vehicular movements per day

Main Vehicle Entrances

The original CMP and Project EIS has been compared with the 2017 CMP. The two vehicle entrances onto the site (Rialto and Mount Brown) are the same. As mentioned above both the 2015 CMP and the 2017 CMP suggest that the Mount Brown Entrance would be active at this stage of the project but we understand that it is not.

Vehicular Routes outside of the site:

The main HGV routes outside of the site were identified in the Project EIS and 2015 CMP. These external routes are the same in the 2017 CMP.

Numbers of Vehicles:

2015 CMP and Project EIS:

Phase 1: --Now completed but details are included below for completeness.

Initial Phase – Enabling works (demolition, material excavation, piling)– Approx. 6 months 70% HGV – Rialto Entrance on South Circular Road.30% HGV – Mount Brown

100 vehicles per day noted.

Phase 2:--Currently underway.

Primary Basement works and Superstructure – 18 months up to October 2018 (approx.)
Normal day – between 70 and 80 vehicular movements

Busy day (concrete pours) 140 – 160 vehicular movements.

No breakdown on ratio of vehicles through Rialto Entrance & Mount Brown

Entrance within the 2015 CMP or Project EIS

Access to the still live sections of St James Hospital identified via two entrances: Rialto and Mount Brown.

Phase 3 Main Construction Phase – from month 24 (approximately October 2018) to project completion

As with Phase 2 it's estimated that the third phase of the project will generate up to 100 vehicles a day.

During this phase access to operational hospital site is maintained around the construction site from Rialto entrance toward north side and connecting new Permanent North Access Road (parallel with O'Reilly Ave) as well as part of the road on the east side from Phase 2.

2017 CMP:

We have provided the full details below – but in summary the predicted vehicle numbers in 2017 CMP is the same as the 2015 CMP and Project EIS.

First 6 months (now completed) (Initial part of Phase A):

Up to 100 vehicles movements a day.

During this phase access to the still live sections of St James Hospital maintained through the construction site.

Month 7-15 (Current Phase) (Main Construction of Phase A):

Normal day – between 70 and 80 vehicular movements

Busy day (concrete pours) 150 vehicular movements.

Beyond Month 18 (Phase B) is not covered by 2017 CMP.

Conclusions:

The description of the phases noted in the Project EIS, 2015 CMP, and 2017 CMP vary slightly but in essence they cover the same periods of time and the same activities. The 2017 CMP does not cover works all the way to the end of the project but does cover the phase of works that are currently underway. The anticipated vehicle movements identified in the 2017 CMP matches the anticipated vehicle movements identified in the 2015 CMP and Project EIS. Both CMP's (2015 and 2017) indicate that the Mount Brown entrance would be open at this stage of the construction proceedings – and currently we understand that it is not.

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Car Wash and Window Cleaning

Cash wash tokens and window cleaning is available to residents along the SCR as a direct response to the level of dirt resulting from the passing lorries.

It has been noted that not all the lorries going up and down the SCR are accessing the NCH, there are a number of construction sites in operation in the general vicinity including the Primary Care Centre opposite the Rialto Centre on SCR and the Dolphin House Regeneration.

However the level of dirt along the SCR/Suir Road continues to impact on resident's homes and cars.

Are you entitled to a Car Cash Voucher or window cleaning.

Contact

Garry Keegan Community Liaison

Ph 01 531 1110 087 1364157

<mailto:gkeegan@bamcontractors.ie>

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Cameron Sq:

Response to a query in relation to Anchoring

“BAM wrote to each individual owner at the end of last month (Jan’18) and since then have been in contact with all of them. We have had several meetings and are due to have more.

On Cameron Square properties 22-31 are those we have been in touch with. Each property owner has a different set of circumstances, questions, plans, etc and in some cases we have offered to bring along our engineering consultant to explain some of the more technical aspects.

On other properties, by request, we have or are introducing them to our architects.

We do not discuss people's private concerns, decision, plans with other property owners as most people like to be private and treat matters confidentially.”

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St James Docklands Protocols

The Residents Alliance Group has proposed the adoption of the protocols negotiated by Dublin City Council and the various contractors undertaking construction work in the Dublin dockland area by contractors working on the National Children's Hospital project.

The protocols known as the [St James Dockland Protocols](#) has been produced (with reference to the London Good Practice Guide: Noise and Vibration Control for Demolition and Construction produced by the London Authorities Noise Action Forum, July 2016) to alleviate/mitigate some of the issues that are being raised by existing residents in the Docklands Area.

The Residents Alliance Group believe that these protocols can be adapted to apply to the on-going construction of the NCH.

The protocols are made up of a set of practices listed under the following heading

- General Considerations
- Plant
- Vehicle Activity
- Demolition Phase
- Ground Works and Piling Phase
- Monitoring
- Communication and Liaison
- Extensions of Working Hours in exceptional circumstances

Currently the protocols are being reviewed by the NCH and BAM as to their suitability

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Questions and Answers

If you have any questions or issues you want raised with the NCH or the contractors in relation to the build please forward them to the e-mail address below and we will raise them at the next [Residents Monitoring Committee](#) meeting due on Thursday 1st March (*probably postponed to the 8th of March*).

info@residentsallinacegroup.com

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