



PINNACLE
CONSULTING ENGINEERS

**PROPOSED RESIDENTIAL
DEVELOPMENT ON
BOHERBOY ROAD.**

PIN-RP-00-C005-V2

**OUTLINE CONSTRUCTION
TRAFFIC MANAGEMENT
PLAN**

- BUILDING INFORMATION MODELLING (BIM)
- CIVIL DESIGN & ENGINEERING
- DUE DILIGENCE
- OFFSHORE & ONSHORE ENGINEERING
- PRE-DEVELOPMENT
- STRUCTURAL ENGINEERING
- TRANSPORTATION & HIGHWAYS

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1 INTRODUCTION

1.1 Introduction

This Outline Construction Traffic Management Plan (CTMP) has been prepared in consultation with Applicants and their contractors. It is as a key construction contract document, the implementation of which aims to reduce possible impacts which may occur during the construction of the proposed development.

The Contractor is responsible for ensuring construction activities are managed in accordance with the final CTMP. This Outline CTMP will shape the final plan but is subject to change/revision.

Objectives and measures are also included for the management, design and construction of the project to control the traffic impacts of construction insofar as it may affect the environment, local residents and the public in the vicinity of the construction works.

1.2 Implementation

Key to the implementation of this CTMP is the dedication of the on-site construction manager who will regularly liaise with and update the Client's resident representative and associated team on all environmental and construction programming issues relating to the site. All site personnel are charged with following good practice and encouraged to provide feedback and suggestions for improvements. All site personnel are also required to ensure compliance with the requirements of the site's CTMP.

1.3 Scope

The objective of this CTMP is to ensure that the residual impacts to the public road network during the construction phase of the project which have been identified in the application documentation are minimised and that transport related activities are carried out as safely as possible and with minimum disruption to other road users.

The CTMP has also been prepared for the purpose of identifying appropriate and safe methods of access for construction traffic to the proposed development. This CTMP describes the traffic management for the transportation of construction materials, equipment and personnel along the public road network to facilitate the construction of the proposed development. Light vehicles, such as cars and vans, will be used by site operatives travelling to and from the site. Heavy Construction Vehicles (HCV) will be required to deliver general construction materials, such as concrete, to the site.

This CTMP remains a live document that will be reviewed by the contractor and expanded upon, where necessary, throughout the construction phase of the project. However, this version is considered to be wholly relevant for the expected works.

1.4 Consultation

The Contractor, and their connected companies, has a number of active construction sites. It has engaged in detail consultation with their incumbent contractors to review and sense check the measures contained in this outline CTMP.

While the measures contained in this CTMP are subject to detailed design and the appointment of a main contractor, all the pertinent issues have been reviewed by a number of contractors to ensure holistic approach has been taken with regard to the proposed CTMP measures.

2 PROJECT DESCRIPTION

2.1 General

Kelland Homes Ltd. and Evara Developments Ltd. wish to apply for permission for a Large-scale Residential Development (LRD) on a site located at Boherboy, Saggart, County Dublin. To the immediate north of the site is the Carrigmore residential estate, to the west are agricultural lands and a single dwelling, to the east is the Corbally residential estate and Carrigmore Park, while to the south is the Boherboy Road.

The proposed development consists of 611 no. dwellings, comprised of 306 no. 2, 3, 4 & 4-5 bed, 2 & 3 storey, detached, semi-detached & terraced houses, 133 no. 1, 2 & 3 bed duplex units in 12 no. 2-3 storey blocks, and 172 no. 1, 2 & 3 bed apartments in 5 no. buildings ranging in height from 4-5 & 5 storeys. The proposed development also includes a 2-storey crèche (c.630m²).

Access to the development will be by via one no. new vehicular access point from the Boherboy Road, along with new vehicular connections to adjoining developments at Corbally Heath to the east and Carrigmore Green to the north. Ten no. houses in the south-east part of the site will be accessed from Corbally Glade to the east. The proposed development includes for pedestrian and cyclist connections throughout the proposed development and accesses into adjoining lands at Carrigmore Park, Corbally Heath and Corbally Glade to the east and Carrigmore Green to the north.

Private amenity space for the residential units is provided in the form of rear gardens for houses and ground floor terraces / upper floor balconies for apartments and duplex units. The proposed development provides for a total of c. 2.3Ha of public open space, and c. 4,750sq.m of communal open space associated with proposed development.

The proposed development provides for (i) all associated site development works above and below ground, including surface water attenuation & an underground foul sewerage pumping station at the northern end of the site, (ii) public open spaces (c. 2.3Ha), (iii) communal open spaces (c. 4,750sq.m), (iv) hard & soft landscaping and boundary treatments, (v) surface car parking (861 no. car parking spaces), (vi) bicycle parking (711 no. bicycle parking spaces), (vii) bin & bicycle storage, (viii) diversion of all existing overhead ESB lines underground, (ix) public lighting, and (x), plant / PV panels (M&E), utility services & 8 no. ESB sub-stations, all on an overall application site area of c.18.7Hha. In accordance with the South Dublin County Development Plan (2022-2028), an area of c.1.03Ha within the site is reserved as a future school site.

The site has an area of 18.7Ha

It is proposed to develop this site based on the following schedule of accommodation:

Proposed Land Uses	
Houses	306
Duplex	133
Apartments	172
Total	611
Crèche	630 sq. m

Table 1 Proposed Land Uses

2.2 Site Access

The proposed site access points are illustrated in Figure 1 below.



Figure 1 Proposed Access

Construction access will be via Access No. 1 only.

2.3 Overview

The construction site will be organised so that, where possible, vehicles and pedestrians accessing the site are segregated and can move around safely. The access routes need to be suitable for the persons or vehicles using them, in suitable positions and sufficient in number and size, this is so that incidents can be prevented by the effective management of transport operations throughout the construction process.

Pedestrians and vehicles can be kept apart by management of the following:

- Entrances and exits - provide separate entry and exit gateways for pedestrians and vehicles.
- Walkways - provide firm, level, well-drained pedestrian walkways that take a direct route where possible.
- Crossings - where walkways cross roadways, provide a clearly signed and lit crossing point where drivers and pedestrians can see each other clearly.
- Visibility - make sure drivers driving out onto public roads can see both ways along the footway before they move on to it.
- Obstructions – do not block walkways so that pedestrians have to step onto the vehicle route; and
- Barriers - Where needed, a barrier between the road and walkway.

Vehicle movement will need to be minimised on site due to the restricted areas in which the contractor will have to work. This can be minimised by management of the following:

- Provide car and van parking for the workforce and visitors away from the work area.
- Control entry to the work area.
- Plan storage areas so that delivery vehicles do not have to cross the site.
- People who direct vehicle movements (banksmen) must be trained and authorised to do so.
- Make sure that all drivers and pedestrians know and understand the routes and traffic rules on site.
- Use standard road signs where appropriate.
- Provide induction training for drivers, workers and visitors and send instructions out to visitors before their visit.

The management of construction traffic will be greatly assisted by utilising the following:

- Banksmen - who can be appointed to control manoeuvres and who are trained in the task.
- Clothing - pedestrians on site should wear high-visibility clothing as well as other relevant P.P.E.
- Gatekeeper- The site compound will be self-contained, and it is unlikely that a gate keeper be required. A site operative will be appointed to direct/summon banksmen should one be required.

- Speed limits- speed limits to be restricted on site for all vehicles.

3 ENVISAGED CONSTRUCTION TRAFFIC GENERATION

3.1 Introduction

There are multiple factors that influence the traffic generation on a construction site. These factors include, but are not limited to:

- Market conditions
- Detailed design/final cut and fill models
- Program
- Availability of materials
- Availability of staff
- Improvements in construction methodologies i.e., the use of soil stabilisation rather than the importation of suitable material.

An estimate of the construction traffic generation is outlined in Section 3.9 of this report. In the final CTMP, the traffic generation will be calculated based upon final scheme design and construction program. Staffing levels, material deliveries, envisaged plant requirements, and the associated access and traffic and transport impacts, will be calculated based on similar project activities.

3.2 Days and Hours of Construction/Deliveries

All deliveries will be notified to the Contractor's Project Manager/Traffic Management Co-ordinator in advance with specific times identified. These will be collated and held in a diary by the Co-ordinator who will manage the deliveries daily. The Co-ordinator will highlight any clashes and anticipated busy periods to streamline the processing of deliveries.

On arrival at the agreed locations, drivers must wait and only enter the site accordance with the relevant site procedures. They will then be escorted to the appropriate location for unloading by the contractor's Banksman. No waiting will be permitted on public roads..

Unloading will be carried out at one of the material storage areas. All deliveries will be unloaded by forklift or mechanical means.

The use of machinery, plant, or equipment (which includes pneumatic drills, generators and the movement on and off site of construction vehicles) is NOT PERMITTED outside the following hours:

- Before 07:00 hours on weekdays, Monday to Friday
- Before 09:00 hours on Saturdays
- After 19:00 hours on weekdays, Monday to Friday
- After 13:00 hours on Saturdays
- Not permitted at any time on Sundays, Bank Holidays or Public Holidays

There may be occasions where it is necessary to make certain deliveries outside these times, for example, where large loads are limited to road usage outside peak times. This will only be

undertaken in exceptional circumstances. The Contractor will advise South Dublin County Council in advance if deliveries are to take place outside the hours stated in Condition 18.

All access roads used by The Contractor will be monitored for mud and any construction materials and will be cleared using a shovel/broom and if required a mechanical road sweeper.

3.3 Public Transport

3.3.1 Background

Local public transport infrastructure is illustrated in Figure 2 below.

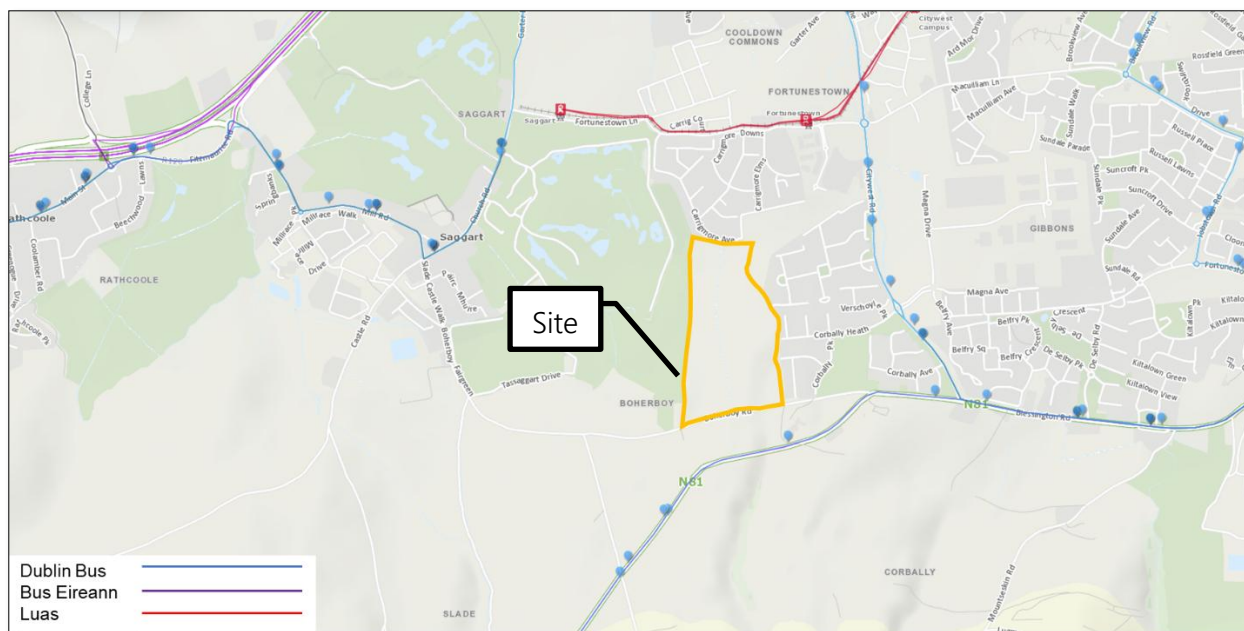


Figure 2 Local Public Transport Infrastructure

3.3.2 Bus

There are numerous bus operators providing a bus service locally and within walking distance to the site, with further details shown in the tables below.

No.	Route	Service		Mon-Fri	Sat	Sun
65	Poolbeg Street - Valleymount Road	Poolbeg Street	First	05:30	05:40	08:00
			Last	23:0	23:15	23:15
		Valleymount Road	First	06:30	07:10	09:30
			Last	00:15	00:20	00:20
		Frequency		Up to 15/day	Up to 12/day	Up to 10/day

Table 2 Route 65

No.	Route	Service		Mon-Fri	Sat	Sun
65b	Poolbeg Street - Citywest	Poolbeg Street	First	05:50	05:50	09:00
			Last	23:30	23:30	23:30
		Citywest	First	06:50	07:00	08:30
			Last	23:30	23:30	23:30
		Frequency		Up to 18/day	Up to 17/day	Up to 15/day

Table 3 Route 65b

No.	Route	Service		Mon-Fri	Sat	Sun
69	Hawkins St. - Rathcoole	Hawkins St.	First	06:15	06:20	10:00
			Last	23:15	23:15	23:15
		Rathcoole	First	06:00	06:15	11:15
			Last	00:05	00:05	00:10
		Frequency		Up to 20/day	Up to 21/day	Up to 12/day

Table 4 Route 69

No.	Route	Service		Mon-Fri	Sat	Sun
77a	Ringsend Rd. - Citywest	Ringsend Rd	First	05:40	05:55	07:00
			Last	23:25	23:25	23:30
		Citywest	First	06:00	06:20	08:00
			Last	23:30	23:20	23:30
		Frequency		Up to 14/day	Up to 17/day	Up to 3/day

Table 5 Route 77a

No.	Route	Service		Mon-Fri	Sat	Sun
W62	The Square - Newcastle	Tallaght	First	05:35	05:35	07:35
			Last	23:35	23:35	23:35
		St Finian's NS	First	05:45	05:35	07:45
			Last	23:45	23:35	23:45
		Frequency		Up to 36/day	Up to 34/day	Up to 30/day

Table 6 Route W62

No.	Route	Service		Mon-Fri	Sat	Sun
S8	Kingswood Avenue - Dun Laoghaire Stn	Kingswood Avenue	First	05:00	05:00	07:00
			Last	23:30	23:30	23:30
		Dun Laoghaire Stn	First	05:00	05:00	07:00
			Last	23:30	23:30	23:30
		Frequency		Up to 60/day	Up to 38/day	Up to 34/day

Table 7 Route S8

3.3.3 Luas

Measured from the centre of the site , the Luas Red Line (Saggart/Tallaght to Conolly/The Point) calls at the Fortunestown Luas Stop which is located approximately 950m north of the subject site.

Luas Red Line					
Monday – Friday (05:30-00:00)		Saturday (06:30-00:00)		Sunday (07:00-23:00)	
Peak	Off Peak	Peak	Off Peak	Peak	Off Peak
3-6	6-15	7-8	10-15	11-12	-

Table 8 Luas Green Line Frequency (minutes) – (source www.luas.ie)

The Luas has a major terminus at the Square, Tallaght which is also a major terminus for Dublin Bus. The Square is served by Dublin Bus with several local routes. Currently timetabled bus services adjacent to the site include the 27 (which has approximately 80 services per day in each direction from Clarehall to Jobstown), the 49 (which has approximately 37 services per day in each direction from Pearse Street to Tallaght), the 54a (which has approximately 30 services per day in each direction from Pearse St. towards Ellensborough / Kiltipper Way), the 65 (which has approximately 14 services per day in each direction from Hawkins Street to Blessington/Ballymore), the 75 (which has approximately 38 services per day in each direction from the Square to Dun Laoghaire), the 76 (which has approximately 40 services per day in each direction from Tallaght to Chapelizod), the 76a (which has approximately 3 services per day in each direction from Tallaght to Blanchardstown Centre) and 77a (which has approximately 56 services per day in each direction from Ringsend to Citywest).

3.4 Walking and Cycling

There is no footpath located along the site frontage of Boherboy Road. The public footpath terminates at the junction between the N81/Boherboy Road. A footpath is located c. 450m west of the development which provides access to Saggart.

There is no cycle network located along the site frontage. Existing cycle routes identified by the National Transport Authority (NTA) in the vicinity of the site are indicated in Figure 3 below.

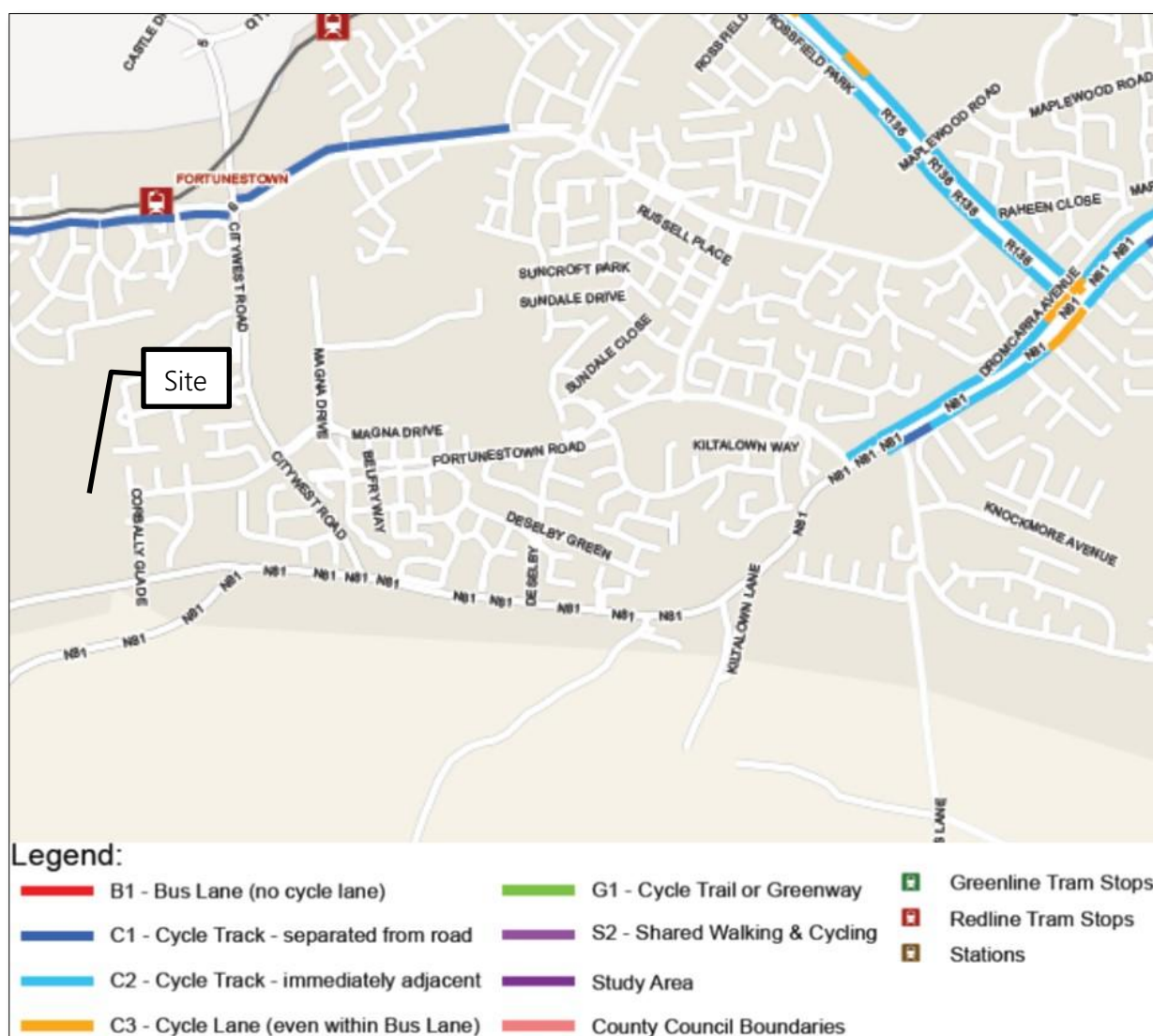


Figure 3 Existing Cycle Routes (Source: NTA)

3.5 Traffic Counts

It is proposed that the subject site will be accessed directly from the Boherboy Road and 2 No. accesses through Carrigmore Estate to the north and Corbally estate to the east. Pedestrian access will coincide with the vehicular access with additional connectivity onto Boherboy Road and the Carrigmore District Park.

To quantify the volumes of traffic movements at key points on the road network adjacent to the site, a set of classified turning movement traffic counts were commissioned. The location of these counts was agreed in consultation with the senior executive engineer of South Dublin Council's Transportation Department.

Accordingly, classified counts were carried out on the 10th April 2025 at the following junction locations:

- Site 1 – Site Access
- Site 2 – Boherboy Road/N81

- Site 3 – N81/N82 Signal Controlled Junction
- Site 4 – N82/Corbally Heath Roundabout
- Site 5 – N82/ Fortunestown Lane Signal Controlled Junction
- Site 6 – Carrigmore Estate/Fortunestown Lane Priority Controlled Junction.
- Site 7 – Church Road/Fortunestown Signal Controlled Junction.
- Site 8 – Boherboy Road/Saggart Signal Controlled Junction.

The surveys were carried out on the date identified above to ensure that flows were representative of normal term time and hence not affected by school holidays or other public holidays or events. As such they provide an appropriate and robust representation of a neutral month during a period of normal school and employment activity. The surveys are designed to provide representative values encompassing AM and PM peak periods during normal traffic conditions.

The results of the traffic surveys are also set out in Appendix A of this report.

The locations of the surveys are each pertinent to the proposal in terms of being at key nodes in the road network that would be affected by traffic assignment and distribution of flows associated with the development site.

The location of the survey points is depicted below at Figure 4.



Figure 4 Survey Location

3.6 Carpooling

It is well recognised that construction workers tend to make greater use of carpooling than traditional '9-5' workers, possibly due to shared accommodation and travelling from further afield/lower levels of car ownership, which results in a greater level of sharing journeys.

Notwithstanding this, it is proposed that within the site offices or on the staff welfare notice board there will be information on car sharing and a contact number for The Contractor welfare officer who will have a list of site operatives and their willingness to share journeys so that opportunities for car sharing can be maximised. In the event that a lift to work or home becomes unavailable a registered member of the scheme will be offered an alternative lift home or failing that a taxi/public transport ticket will be provided.

For staff that chooses to travel to site using cars or other motorised vehicle a vehicle a pooling system will be put in operation by the contractor. Such measures shall be adopted in order to reduce traffic levels on the local road networks.

3.7 Construction Parking

Parking of construction staff vehicles on roads that the general public have access to will not be permitted.

All construction traffic will access the site via the proposed access off the Boherboy Road. Car parking will be provided for all workers who travel to site using a car in or adjacent to the site compounds, as determined by the construction program.

This car park will be temporary in nature and will be created by laying of a temporary surface for vehicles.

Note, the layout above is for information only and subject to change. The location of site compounds for each phase of the development will be dependent on the appointment of a sub-contractors by The Contractor. The Final Construction Traffic Management Plan will outline the locations of the site parking for each phase of the development.

This number of construction vehicle movements is considered to be relatively low compared to the wider road network and operational traffic.

3.8 Walking

The Contractor will ensure construction staff are provided with footpath access from Boherboy Road and/or Boherboy Road. This footpath may take the form of hardstanding areas fenced from vehicular traffic or estate footpaths with appropriate kerb heights.

The red line indicates pedestrian desire lines which will be segregated from construction traffic using fencing or full height kerbs as mentioned previously.

3.9 Cycling

Cycle parking spaces will be provided on the site for construction staff, in addition lockers will be provided to allow cyclists store their cycling clothes

3.10 Haul Route

3.10.1 Background

Materials such as steel and concrete required in the construction of the proposed development are likely to be sourced from manufacturers that are not situated within the immediate vicinity of the proposed development.

The total number of vehicular traffic movements between site location will be determined by the contractor based on the phasing of the proposed development. The use of local roads will be minimised as much as possible, particularly to avoid / minimise the encountering of narrow road widths, poor visibility and unsuitable bearing capacities.

Route Selection

The proposed development is located on The Boherboy Road. The haul route will be designed to ensure demolition waste, construction materials and construction waste is brought to the M50 in the shortest route. Routes that include schools will not be considered. The final haul route will be agreed with South Dublin County Council.

This will ensure that HGVs and other larger construction and delivery vehicles will spend a minimum amount of time on regional roads and local streets whilst avoiding schools.

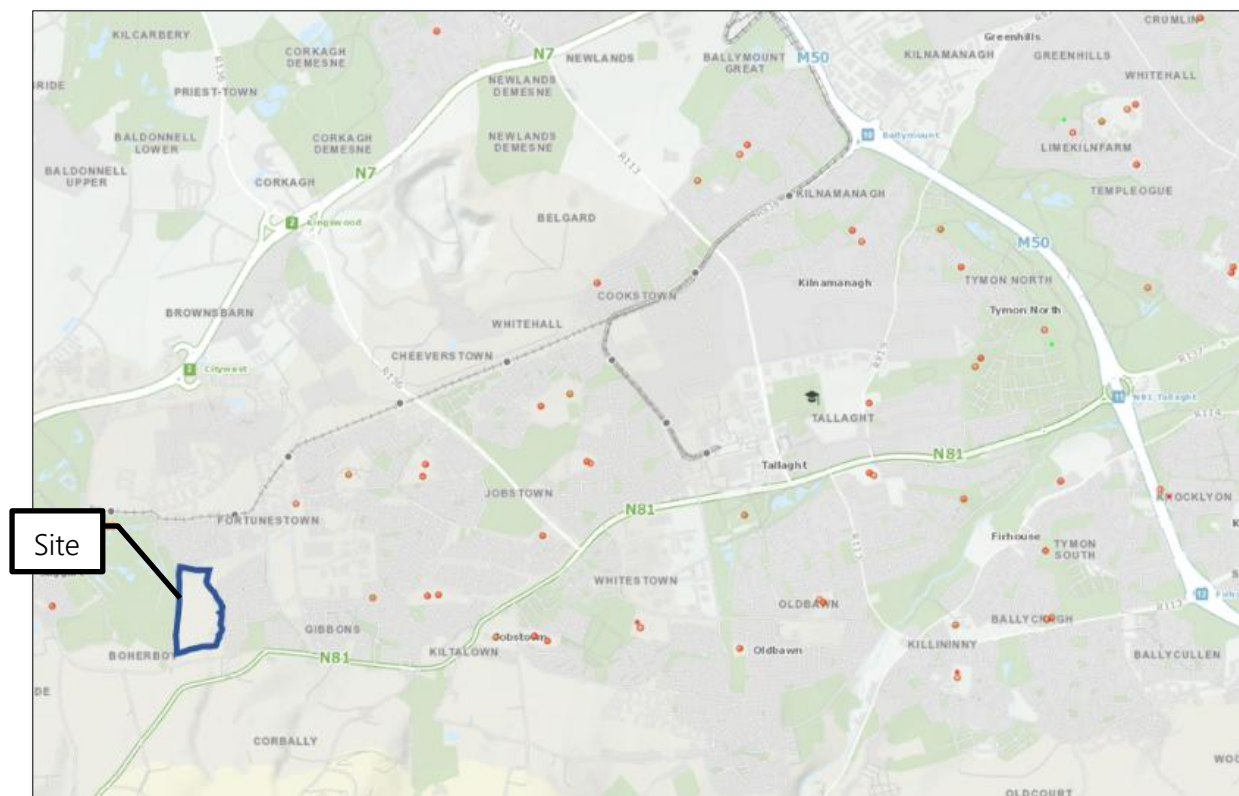


Figure 5 School Locations

Based on the most direct route to the M50 the haul route will use the N81. This route will avoid schools.

3.10.2 Haul Routes

A description of the haulage routes is offered below:

From M50 to Development ~ 7 km, 11 minutes

Take Exit 11 of M50, Redcow -> Head southeast -> Keep right at the fork, follow signs for N81/Tallaght/Blessington -> At the roundabout, take the 3rd exit onto Tallaght Rd/N81 -> Slight right -> Turn right onto Blessington Rd/N81 Continue to follow N81 -> Turn right and enter site.

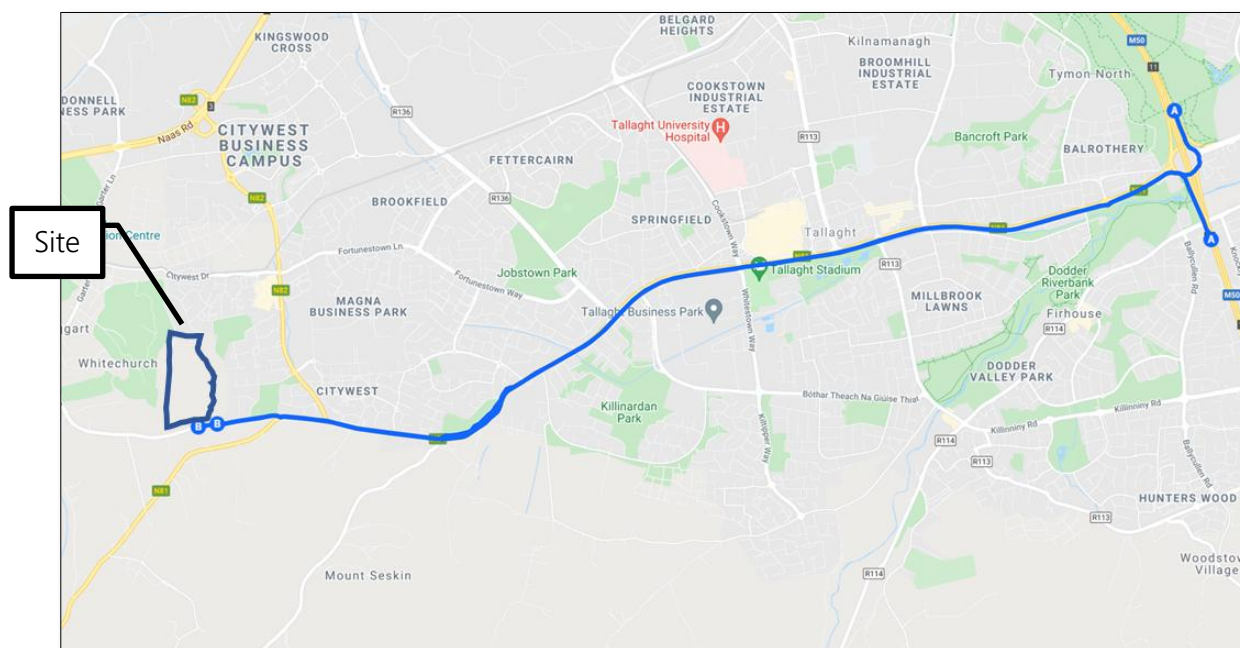


Figure 6 Haul Route to Site

From Development to M50 ~ 8 km, 11 minutes

Starting on Boherboy Road -> Slight left onto N81 -> Keep right to continue on Tallaght Rd/N81 -> At the roundabout, take the 3rd exit onto the M50 ramp to Southbound -> Merge onto M50

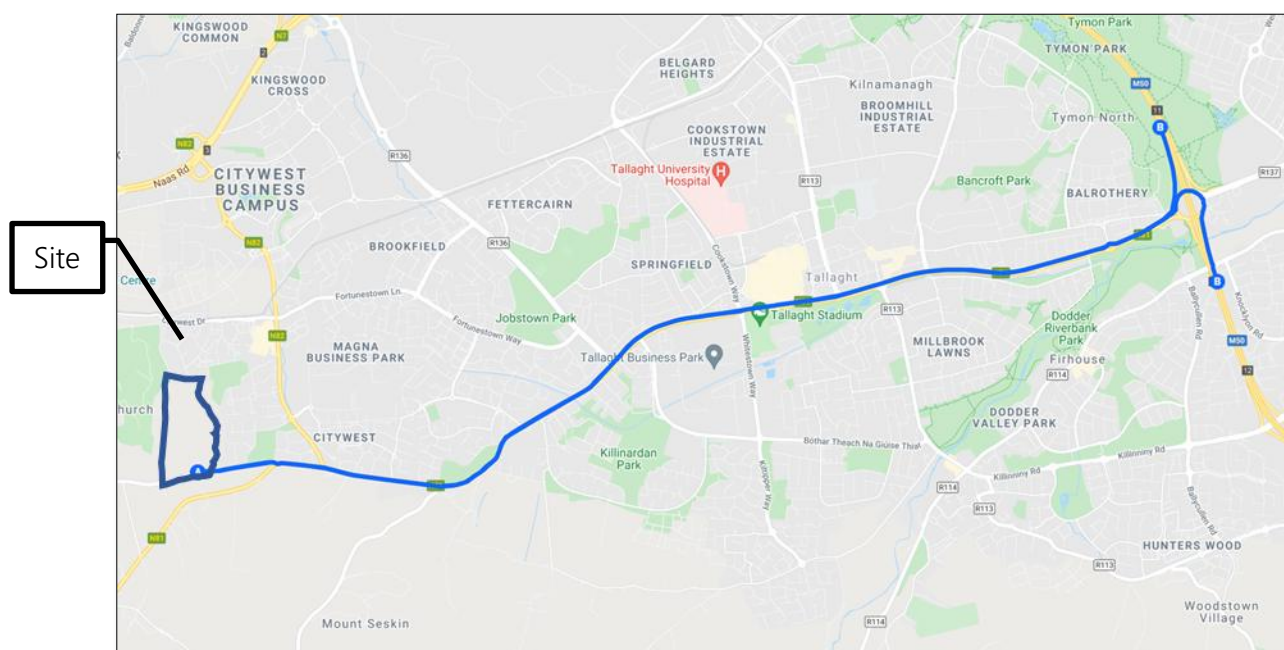


Figure 7 Haul Route from Site

Arrivals and departures to the site compound are to be carried out in as few vehicle movements as possible in order to minimise potential impacts on the road network.

3.11 Traffic Generation

Construction activities, including but not limited to ground works, foundation pouring and equipment installation, will result in a temporary uplift in traffic on the local roads network.

Light and heavy vehicle construction traffic has been distributed across the surrounding network based on current directional flows as surveyed at the surveyed junctions.

Care will be taken to ensure existing pedestrian and cycling routes are suitably maintained or appropriately diverted as necessary during the construction period, and temporary car parking is provided within the site for contractor's vehicles.

The envisaged traffic generated during the construction period will depend on the phasing of the construction which will be determined by the Client.

The majority of traffic generated by delivering materials during the project are envisaged to occur during the following construction elements:

- Site clearance
- Laying of internal road
- Concrete, steel, and other material deliveries to site during the construction of structures

For the construction of the proposed development, it will be necessary to transport the construction materials, equipment, and personnel to and from the work sites.

This includes (but is not limited to):

- Establishing the construction site compounds.

- The removal of surplus soil material, suitable surplus excavated material for reuse and unsuitable excavated material, which will be taken offsite to a site permitted for deposition.
- The importation of suitable soil material where required;
- The importation of relevant construction materials and equipment;
- The exportation of C&D Waste and C&D Waste Demolition;
- Transportation of workers to and from the site.

Several construction traffic movements will be undertaken by heavy goods vehicles, though there will also be vehicle movements associated with the appointed contractors and their staff.

The following is a non-exhaustive list of possible vehicles that will be used:

- HGV
- Rigid Truck
- Box Van
- Panel Van
- Concrete Truck
- Concrete Pump Truck
- Mobile Crane (various sizes)
- JCB (various sizes)
- Excavators (various sizes)
- Dump Truck

Specialist vehicles may be required on occasion.

Details of size and weights of vehicles will be confirmed on appointment of a Main Contractor.

Access to the site will be via a newly formed access off the Boherboy Road. This will coincide with the finished development access.

Access to the site will be gated. The gate will be set back off the external road network to ensure that vehicles entering the site can do so without causing an obstruction on the main carriageway.

The Contractor shall provide advanced warning signs, in accordance with Chapter 8 of the Department of the Environment's Traffic Signs Manual 2019, on the approach to proposed site access locations a minimum of one week prior to construction works commencing at the site.

There will be heras fencing secured to a minimum height of 2 metres surrounding the construction site or solid panel hoarding in areas with high/low viewing panels to help reduce unauthorised access to the construction compound.

This fence will be checked daily and maintained as necessary, and it will be the responsibility of the Site Manager to open and lock the gates each working day to ensure the site is not left open and unattended at any time.

Access to the construction site will only be to authorised persons. During afterhours, security will be employed by the main contractors to ensure no unauthorised access.

Where possible, construction traffic and non-construction traffic will be separated for all modes of transport. Where the construction programme requires mixing of traffic, additional temporary traffic management measures will be put in place.

Deliveries of materials to site will generally be between the hours of 07:00 and 19:00 Monday to Friday, and 08:00 to 13:00 on Saturdays. No deliveries will be scheduled for Sundays or Bank Holidays.

There may be occasions where it is necessary to make certain deliveries outside these times, for example, where large loads are limited to road usage outside peak times.

All access roads used by contractors will be monitored for mud and any construction materials and cleared using a shovel and broom and if required a mechanical road sweeper. The construction period for the proposed development is anticipated to be approximately 5 years from the commencement of the site works. This is subject to change and dependent on market conditions.

The proposed development is located on Boherboy Road. The haul route will be designed to ensure demolition waste, construction materials and construction waste is brought to the M50 in the shortest route possible while avoiding as many schools as possible (primary, secondary and Third Level).

This will ensure that HGVs and other larger construction and delivery vehicles will spend a minimum amount of time on regional roads and local streets whilst avoiding schools. Construction of the proposed Boherboy Large-scale Residential Development (LRD) will generate temporary traffic movements associated with workforce travel, material and equipment deliveries, waste removal, and plant servicing. The development comprises a total of 611 dwellings (306 houses, 133 duplex units, and 172 apartments), along with supporting infrastructure, open spaces, and a single site access from Boherboy Road. Construction activity is expected to occur over multiple phases, with peak traffic generation arising when structural and fit-out works for the housing, duplex, and apartment blocks overlap.

Based on comparable large-scale residential schemes, it is estimated that the peak construction workforce will range between 200 and 260 personnel. Assuming an average car/van occupancy rate of 1.3 persons per vehicle (i.e., approximately 0.75 vehicles per worker), this equates to roughly 170 light vehicles (cars and crew vans) accessing the site per day during the peak construction phase. Two-way movements (arrivals and departures) would therefore total approximately 340–360 light-vehicle movements per day.

In addition to workforce travel, heavy goods vehicle (HGV) activity will occur throughout the construction period to facilitate the delivery of materials such as concrete, blockwork, steel, timber, and mechanical/electrical equipment, as well as waste and spoil removal. HGV traffic will vary depending on the construction stage but is expected to reach approximately 30–40 two-way HGV movements per day during peak periods (with short-term surges of up to 50 movements during major concrete pours or bulk material deliveries). This equates to approximately 10% of total daily movements, with HGVs scheduled outside of local commuter peak periods wherever possible to minimise impact on the surrounding network.

The combined daily construction traffic volume is therefore anticipated to range between 380 and 420 two-way movements per day, including both workforce and HGV trips. On exceptional pour or delivery days, total movements may temporarily rise to up to 500 two-way trips. The site will operate between 07:00 and 21:00, with the majority of activity occurring between 07:30–18:00.

The distribution of construction traffic throughout the day is expected to follow typical industry patterns, with workforce arrivals concentrated in the morning (07:30–09:00) and departures in the late afternoon (16:00–18:00), while HGV and supplier deliveries will be spread more evenly through the mid-morning and early afternoon periods.

All construction traffic will route via the new access on Boherboy Road, which will act as the single point of entry and exit for the duration of the works. Appropriate management measures, including a Construction Traffic Management Plan, staff car-sharing strategy, and delivery time-slot system, will be implemented to reduce congestion and ensure safety along Boherboy Road and the local road network.

Time Period	Typical Site Activity	Estimated Two-Way Movements (All Vehicles)	Approx. Composition
07:00–08:00	Early workforce arrivals, initial deliveries	60–70	95% light, 5% HGV
08:00–09:00	Main workforce arrival peak	90–100	90% light, 10% HGV
09:00–10:00	Late arrivals and first bulk deliveries	35–40	60% light, 40% HGV
10:00–11:00	Steady site activity	25–30	40% light, 60% HGV
11:00–12:00	Mid-morning deliveries	25–30	40% light, 60% HGV
12:00–13:00	Lunch period	15–20	70% light, 30% HGV
13:00–14:00	Afternoon deliveries resume	25–30	40% light, 60% HGV
14:00–15:00	Continued site activity	25–30	40% light, 60% HGV
15:00–16:00	Early workforce departures	35–40	70% light, 30% HGV
16:00–17:00	Workforce departure peak	90–100	95% light, 5% HGV
17:00–18:00	Final workforce departures	45–55	95% light, 5% HGV
18:00–21:00	Occasional after-hours activity	10–15	90% light, 10% HGV

Total (07:00–21:00)	—	≈ 410–440 movements/day	two-way	~90% light, 10% HGV
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3.11.1 Material handling

The proposed development will have a dedicated loading and unloading area within the curtilage of the proposed development.

There is 1 No. proposed site accesses, as shown in Figure 7 and 8 to/from Boherboy Road . No construction traffic or operative parking will be permitted on Boherboy Road to ensure the environment within the locality is not impacted by the construction activities.

All offloading of deliveries to site will occur within the curtilage of the site boundaries and no roadside offloading will be permitted.

In the example above, the HGV can wait adjacent to the site compound, be unloaded and exit via the roads built as part of the cell of houses.

All scheduled deliveries will be supplied with the appropriate site location details in advance to prevent wandering in the locality. A dedicated site marshal will be appointed to ensure that delivery vehicles can securely access and vacate the site. The site marshal shall also be responsible to ensure that clean road and pathway conditions are maintained for the public users.

All material scheduling and ordering will be communicated to the necessary personnel on site at the end of every day for the following day. It is imperative that deliveries are timely and executed efficiently to avoid unnecessary waiting.

Within the site compound there will be a spill kit in the event of a fuel leak.

3.12 Development Impact

The likely impact of the construction works will be short-term in nature and less the operational phase impact.

3.13 Summary

Arrivals and departures to the sites are to be carried out in as few vehicle movements as possible to minimise parking requirements and potential impacts on the local road network.

The proposed development will have a dedicated loading and unloading area within the curtilage of each stage of the proposed development.

It is anticipated that each phase of the development will be accessed via Boherboy Road . Which junction is used will be phase dependent.

Construction traffic will not be permitted to use estate roads to access the site.

Construction traffic will be restricted to the primary routes and will avoid using residential routes ,where possible. Material scheduling will dictate the timely delivery of supplies to site during off peak periods when traffic flow has eased, and pedestrian numbers are lower.

4 CONSTRUCTION TRAFFIC MANAGEMENT PLAN

4.1 Introduction

This section outlines the content of the final Construction Traffic Management Plan (CTMP) which shall be prepared prior to construction of the proposed development.

The CTMP shall be termed a 'Live Document', such that any changes to construction programme or operations can be incorporated into the CTMP.

On finalisation of the CTMP, The Contractor shall adopt the plan and associated monitoring measures. The final CTMP shall address the following issues (including all aspects identified in this outline CTMP):

- Site Access & Egress.
- Traffic Management Signage.
- Routing of Construction Traffic / Road Closures.
- Timings of Material Deliveries to Site.
- Traffic Management Speed Limits.
- Road Cleaning.
- Road Condition.
- Road Closures.
- Enforcement of Construction Traffic Management Plan
- Details of Working Hours and Days.
- Details of Emergency plan.
- Communication.
- Construction Methodologies; and
- Particular Construction Impacts
- These items are explained in detail in the remainder of this section of the report.

4.2 Site Access and Egress

Access to the site will be via a newly formed access off Boherboy Road.

Boherboy Road will be a communal road with access allowed for by multiple The Contractor sites. The Contractor will provide security fencing where their site is accessed off the Link Street. Access to the site Figure will be gated. The gate will be set back off the external road network to ensure that vehicles entering the site can do so without causing an obstruction on the main carriageway.

The Contractor shall provide advanced warning signs, in accordance with Chapter 8 of the Department of the Environment's Traffic Signs Manual 2019, on the approach to proposed site access locations a minimum of one week prior to construction works commencing.

There will be heras fencing secured to a minimum height of 2 metres surrounding the construction site or solid panel hoarding in areas with high/low viewing panels to help reduce unauthorised access to the construction compound.

This fence will be checked daily and maintained as necessary, and it will be the responsibility of the Site Manager to open and lock the gates each working day to ensure the site is not left open and unattended at any time.

Access to the construction site will only be to authorised persons. During afterhours, security will be employed by The Contractor to ensure no unauthorised access.

Where possible, construction traffic and non-construction traffic will be separated for all modes of transport. Where the construction programme requires mixing of traffic, additional temporary traffic management measures will be put in place.

For the duration of the construction works, all construction traffic (including HGVs, light vehicles, and service deliveries) will access and egress the site solely via the new entrance on Boherboy Road (L2008). No other vehicular access points, including connections to Carrigmore or Corbally, will be used for construction purposes. This arrangement ensures that all heavy vehicle movements are confined to the designated haul route identified in the EIAR Transport and Traffic Chapter, minimising disruption to local residential areas and maintaining consistency with the approved traffic management strategy.

4.3 National Road Network

Access to the site along the National Road Network will be via the M50. It is anticipated that the majority of construction related traffic will travel along the M50 at which point construction traffic will enter the regional/local road network.

4.4 Regional & Local Road Network

The majority of access / egress to proposed sites shall be facilitated from the local road networks using the Link Street with access to the external road network via Boherboy Road.

Depending on the phasing, the Link Street will be used for works traveling via public transport using the Boherboy Road. This will also be the case for operatives travelling by foot or bike.

4.5 Traffic Management

4.5.1 Signage

The Contractor shall undertake consultation with the relevant authorities for the purpose of identifying and agreeing signage requirements. Such signage shall be installed prior to works commencing on site.

Proposed signage may include warning signs to provide warning to road users of the works access / egress locations and the presence of construction traffic. All signage shall be provided in accordance with the Department of Transport's Traffic Signs Manual, Chapter 8 – Temporary Traffic Measures and Signs for Roadworks.

In summary, the contractor will be required to ensure that the following elements are implemented:

- Consultation with the relevant authorities for the purpose of identifying and agreeing signage requirements.
- Provision of temporary signage indicating site access route and locations for subcontractors and associated suppliers; and
- Provision of general information signage to inform road users and local communities of the nature and locations of the works, including project contact details.

4.5.2 Traffic management for road works.

In accordance with plans and drawings submitted to the planning authority, and subject to the necessary approval of Irish Water and in agreement with the Roads and Transport Department of the Local Authority (SDCC), road works are required to facilitate the proposed development.

A specific Traffic Management Plan (TMP) will be required by the Local authority in conjunction with the application for a road opening licence, in advance of carrying out these road works. The TMP design and service will be provided by an independent specialist and will deal with the efficient management of traffic and pedestrians, mitigating all potential safety risks to users, whilst maintaining effective operation of the carriage way.

4.6 Programming

The proposed development will have multiple phases. In order to reduce impacts on local communities and residents adjacent to the proposed sites, it is proposed that:

- The contractor will be required to liaise with the management of other construction projects and the Local Authorities to co-ordinate deliveries.
- The contractor will be required to schedule deliveries in such a way that construction activities and deliveries activities do not run concurrently e.g., avoiding pouring of concrete on the same day as material deliveries in order to reduce the possibility of numerous construction delivery vehicles arriving on site simultaneously, resulting in build-up of traffic on road network.
- The contractor will be required to schedule deliveries to and from the proposed materials storage yard such that traffic volumes on the surrounding road network are kept to a minimum.
- HGV deliveries to the development site will be suspended on the days of any major event in the area that have the potential to cause larger than normal traffic volumes.
- The contractor will be required to interact with members of the local community to ensure that deliveries will not conflict with sensitive events such as funerals.
- HGV deliveries will avoid passing schools at opening and closing times where it is reasonably practicable.
- Deliveries of materials to site will only be permitted between the hours of 07:00 and 19:00 Monday to Friday, and 09:00 to 13:00 on Saturdays. No deliveries will be scheduled for Sundays or Bank Holidays.
- There may be occasions where it is necessary to make certain deliveries outside these times, for example, where large loads are limited to road usage outside peak times. This will only be undertaken in exceptional circumstances. The Contractor will advise South Dublin County Council in advance if deliveries are to take place outside of the standard condition hours.

The construction period for the proposed development is anticipated to be approximately 5 years from the commencement of the site works. This is subject to change and dependent on market conditions.

4.7 Recommended Traffic Management Speed Limits

Adherence to posted / legal speed limits will be emphasised to all staff / suppliers and contractors during induction training.

Drivers of construction vehicles / HGVs will be advised that vehicular movements in locations, such as local community areas, shall be restricted to 50 km/h. Special speed limits of 30 km/h shall be implemented for construction traffic in sensitive areas such as school locations. Such recommended speed limits will only apply to construction traffic and shall not apply to general traffic. It is not proposed to signpost such speed limits in the interest of clarity for local road users.

4.8 Spoil

Spoil will be imported to site using 8-wheeler muck away lorries. Unsuitable material will be exported in a similar manner. The lorries will arrive at site and will be marshalled onto the site by the traffic marshals. The lorries will be loaded with an excavator. The lorry will be covered prior to leaving site. The traffic marshal will escort the vehicle off site and once the vehicle is on its way, the next vehicle will be called in.

The phasing of the development will determine the location of any potential spoil heap(s).

4.9 Road Cleaning

It shall be a requirement of the works contract that the contractor will be required to carry out road sweeping operations to remove any project related dirt and material deposited on the road network by construction / delivery vehicles. All material collected will be disposed to a licensed waste facility.

4.10 Road Condition

The extent of the heavy vehicle traffic movements and the nature of the payload may create problems of:

- Fugitive losses from wheels, trailers or tailgates; and
- Localised areas of subgrade and wearing surface failure.

The Contractor shall ensure that:

- Loads of materials leaving each site will be evaluated and covered if considered necessary to minimise potential dust impacts during transportation.
- The transportation contractor shall take all reasonable measures while transporting waste or any other materials likely to cause fugitive losses from a vehicle during transportation to and from site, including but not limited to:
 - Covering of all waste or material with suitably secured tarpaulin/ covers to prevent loss; and
 - Utilisation of enclosed units to prevent loss.
- The roads forming part of the haul routes will be monitored visually throughout the construction period and a truck mounted vacuum mechanical sweeper will be assigned to roads along the haul route as required.

In addition, The Contractor shall, in conjunction with the local authority:

- Undertake additional inspections and reviews of the roads forming the haul routes one month prior to the construction phase to record the condition of these roads at that particular time.
- Such surveys shall comprise, as a minimum, a review of video footage taken at that time, which shall confirm the condition of the road corridor immediately prior to commencement of construction. This shall include video footage of the road wearing course, the appearance and condition of boundary treatments and the condition of any overhead services that will be crossed. Visual inspections and photographic surveys will be undertaken of bridges and culverts that are along the haul roads, if required.
- Where requested by the local authority prior to the commencement of construction operations, pavement condition surveys will also be carried along roads forming part of the haul route. These will record the baseline structural condition of the road being surveyed immediately prior to construction.
- Throughout the course of the construction of the proposed development, on-going visual inspections and monitoring of the haul roads will be undertaken to ensure any damage caused by construction traffic is recorded and that the relevant local authority is notified. Arrangements will be made to repair any such damage to an appropriate standard in a timely manner such that any disruption is minimised.
- Upon completion of the construction of the proposed development, the surveys carried out at preconstruction phase shall be repeated and a comparison of the pre and post construction surveys carried out. Any damage found will be remediated.

4.11 Vehicles

The following is a non-exhaustive list of possible vehicles that will be used:

- HGV
- Rigid Truck
- Box Van
- Panel Van
- Concrete Truck
- Concrete Pump Truck
- Mobile Crane (various sizes)
- JCB (various sizes)
- Excavators (various sizes)
- Dump Truck
- Specialist vehicles may be required on occasion.

4.12 Road Closures

During the course of the works, it is not envisaged that road closures will be required for any extended period of time. Temporary or partial road closures maybe required to facilitate utility connections such as watermain, foul water, surface water etc.

Should works be required on the external road network, road opening licences will be sought from the Local Authority via the Road Management Office.

In areas where existing carriageways are narrow, it is envisaged that Traffic Management measures such as temporary traffic lights will be utilised to facilitate traffic.

4.13 Enforcement of Construction Traffic Management Plan

All project staff and material suppliers will be required to adhere to the final CTMP. As outlined above, The Contractor shall agree and implement monitoring measures to confirm the effectiveness of the CTMP.

4.14 Details of Working Hours and Days

Deliveries of materials to site will only be permitted between the hours of 07:00 and 19:00 Monday to Friday, and 09:00 to 13:00 on Saturdays. No deliveries will be scheduled for Sundays or Bank Holidays.

There may be occasions where it is necessary to make certain deliveries outside these times, for example, where large loads are limited to road usage outside peak times. This will only be undertaken in exceptional circumstances. The Contractor will advise South Dublin County Council in advance if deliveries are to take place outside of the standard condition hours.

All access roads used by The Contractor will be monitored for mud and any construction materials and cleared using a shovel and broom and if required a mechanical road sweeper.

4.15 Emergency Procedures During Construction

The Contractor shall ensure that unobstructed access is provided to all emergency vehicles along all routes and site accesses. The Contractor shall provide to the local authorities and emergency services, contact details of the contractor's personnel responsible for construction traffic management. In the case of an emergency the following procedure shall be followed:

- Emergency Services will be contacted immediately by dialling 112.
- Exact details of the emergency / incident will be given by the caller to the emergency line operator to allow them to assess the situation and respond in an adequate manner.
- The emergency will then be reported to the Site Team Supervisors and the Safety Officer.
- All construction traffic shall be notified of the incident (where such occurs off site).
- Where required, appointed site first aiders will attend the emergency immediately; and
- The Safety Officer will ensure that the emergency services are en-route.

4.16 Communication

The Contractor shall ensure that close communication with the relevant local authorities and the emergency services shall be maintained throughout the construction phase. Such communications shall include:

- Submissions of proposed traffic management measures for comment and approval.
- On-going reporting relating to the condition of the road network and updates to construction programming; and

- Information relating to local and community events that could conflict with proposed traffic management measures and construction traffic in order to implement alternative measures to avoid such conflicts.

The Contractor shall also ensure that the local community is informed of proposed traffic management measures in advance of their implementation. Such information shall be disseminated by posting advertisements in local newspapers and delivering leaflets to houses in the affected areas. Such information shall contain contact information for members of the public to obtain additional information and to provide additional knowledge such as local events, sports fixtures etc. which may conflict with proposed traffic management measures.

4.17 Dust and Dirt Control

Nuisance dust emissions from construction activities are a common and well recognised problem. Fine particles from these sources are recognised as a potential significant cause of pollution.

The Contractor will be required to demonstrate that both nuisance dust and fine particle emissions from the site are adequately controlled and are within acceptable limits.

Dust and fine particle generation from construction and demolition activities on the site can be substantially reduced through carefully selected mitigation techniques and effective management. Once particles are airborne it is very difficult to prevent them from dispersing into the surrounding area. The most effective technique is to control dust at source and prevent it from becoming air borne, since suppression is virtually impossible once it has become air borne.

The following are techniques and methods which are widely used currently throughout the construction industry, and which may be used in the proposed development.

- The roads around the site are all surfaced, and no dust is anticipated arising from unsealed surfaces.
- Vehicles travelling on any unsurfaced site roads should have their speed restricted to 20 kph.
- A regime of 'wet' road sweeping can be set up to ensure the roads around the immediate site are as clean and free from dirt / dust arising from the site, as is reasonably practicable. This cleaning will be carried out by approved mechanical sweepers.
- Footpaths immediately around the site can be cleaned by hand regularly, with damping as necessary.
- High level walkways and surfaces such as scaffolding can be cleaned regularly using safe 'wet' methods, as opposed to dry methods.
- Vehicle waiting areas or hard standings can be regularly inspected and kept clean by brushing or vacuum sweeping and will be regularly sprayed to keep moist, if necessary.
- Netting can be provided to enclose scaffolding in order to mitigate escape of air borne dust from the existing and new buildings.
- Vehicles and equipment shall not emit black smoke from exhaust system, except during ignition at start up.
- Engines and exhaust systems should be maintained so that exhaust emissions do not breach stationary emission limits set for the vehicle / equipment type and mode of operation.

- Servicing of vehicles and plant should be carried out regularly, rather than just following breakdowns.
- Internal combustion plant should not be left running unnecessarily.
- Exhaust direction and heights should be such as not to disturb dust on the ground and to ensure adequate local dispersal of emissions.
- Where possible fixed plant such as generators should be located away from residential areas.
- The number of handling operations for materials will be kept to a minimum in order to ensure that dusty material is not moved or handled unnecessarily.
- The transport of dusty materials and aggregates should be carried out using covered / sheeted lorries.
- Material handling areas should be clean, tidy and free from dust.
- Vehicle loading should be dampened down and drop heights for material to be kept to a minimum.
- Drop heights for chutes / skips should be kept to a minimum.
- Dust dispersal over the site boundary should be minimised using static sprinklers or other watering methods as necessary.
- Stockpiles of materials should be kept to a minimum and if necessary, they should be kept away from sensitive receptors such as residential areas etc.
- Stockpiles, where necessary, should be sheeted or watered down.
- Methods and equipment should be in place for immediate clean-up of spillages of dusty material.
- No burning of materials will be permitted on site.
- Earthworks excavations should be kept damp where necessary and were reasonably practicable.
- Cutting on site should be avoided where possible by using pre-fabrication methods.
- Equipment and techniques for cutting / grinding / drilling / sawing / sanding etc, which minimise dust emissions and which have the best available dust suppression measures, should be employed.
- Where scabbling is to be employed, tools should be fitted with dust bags, residual dust should be vacuumed up rather than swept away, and areas to be scabbled should be screened off.
- Wet processes should be used to clean building facades if possible. If dry grit blasting is unavoidable then ensure areas of work are sealed off and dust extraction systems used.
- Where possible pre-mixed plasters and masonry compounds should be used to minimise, dust arising from on-site mixing.
- Prior to commencement, The Contractor should identify the construction operations which are likely to generate dust and to draw up action plans to minimise emissions,

utilising the methods highlighted above. Furthermore, The Contractor should prepare environmental risk assessments for all dust generating processes, which are envisaged.

- The Contractor should allocate suitably qualified personnel to be responsible for ensuring the generation of dust is minimised and effectively controlled.
- The name and contact details of a person to contact regarding air quality and dust issues should be displayed on the site boundary, this notice board should also include head/regional office contact details.

4.18 Noise Control

The Contractor will deal with the immediate dangers to hearing etc. associated with high noise levels and the impact of same on construction operatives, by means of risk assessment and mitigation / precautionary measures and equipment, all pursuant to the current health and safety legislation.

The Contractor should carry out a noise assessment in relation to the proposed works at construction stage. This noise assessment should be carried out by a competent person (or specialist firm) with specialist training in this area.

The noise assessment should include the following steps: -

- Identify and list all construction work activities where there is likely to be a significant noise hazard.
- Determine the hazards / nuisance.
- Identify all third parties likely to be exposed to the nuisance.
- Measuring the risk: The level of noise in dBs
- Considering and Implementing Control Measures.
- Control exposure to noise.
- Record the findings of the noise assessment.
- Review and revise.

4.19 Protection of Surface Waters

If applicable, The Contractor will appoint a suitably qualified person to oversee the implementation of measures for the prevention of pollution to the receiving surface water environment.

Where required, settlement pond / silt trap will be installed. Straw bales will be placed at the outfall of the settlement ponds to the overflow. These measures will be implemented and maintained during the construction phase to prevent surface water runoff from discharging directly into the local water course.

Settlement ponds / silt traps as outlined above will be provided to prevent silt runoff into the existing ditches / watercourses during the drainage works.

Regular testing of surface water discharges will be undertaken at the outfall from the subject lands.

Where silt control measures are noted to be failing or not working adequately, works will cease in the relevant area.

All fuels and chemicals will be bunded, and where applicable, stored within double skinned tanks / containers with the capacity to hold 110% of the volume of chemicals and fuels contents. Bunds will be located on flat ground a minimum distance of 50 m from any watercourse or other water conducting features.

All existing services will be located using service records, GPR surveys and slit trenches or trial holes to ensure that their position accurately identified before excavation works commence.

4.20 Co Ordination

The Contractor will establish a holding area on-site that could accommodate up to 2 concrete trucks, The Contractor will also provide a traffic marshal at the site. The holding area will be utilised to prevent congestion of publicly accessible roads from construction traffic.

All vehicles will be tracked by the traffic marshals who will report back to the logistics manager. The logistics manager will control the deliveries with help from the traffic marshals and the gateman. Unscheduled vehicles will be turned away. If deliveries are taking longer to offload, then the following deliveries will be notified of any timing issues.

A copy of the delivery schedule will be issued to the traffic marshals, gateman and The Contractor ' supervisors every morning so everyone is aware and can make provision for when their delivery arrives.

The traffic marshals will be trained and competent and they will undergo ongoing assessments by the logistics manager to ensure they are carrying out their duties with due care and diligence.

4.21 Refuelling

Construction plant and equipment will only be parked over-night within the site compound. Construction plant and equipment will be checked daily for any visual signs of oil or fuel leakage, as well as wear and tear.

Fuel will not be stored on site for the duration of the construction phase. Fuel will only be brought to site via mobile fuel bowser. For any liquid other than water, this will include storage in suitable tanks and containers which will be housed in the designated area surrounded by bund wall of sufficient height and construction so as to contain 110 percent (110%) of the total contents of all containers and associated pipework. The floor and walls of the bunded area will be impervious to both water and oil. The pipes will vent downwards into the bund.

The refuelling of vehicles, plant and equipment will only be carried out at the designated refuelling locations within the site storage compound, which must employ pollution control mechanisms to prevent escape of fluids.

The local authority will be informed immediately of any spillage or pollution incident that may occur on-site during the construction phase.

All small plant such as generators and pumps will be bunded and stood in drip trays capable of holding 110% of their tank contents.

Waste oils, empty oil containers and other hazardous wastes will be disposed of in accordance with the requirements of the Waste Management Act, 1996.

4.22 Site Tidiness and Housekeeping

The Contractor will ensure that road edges and footpaths are swept on a regular basis.

Any and all waste materials arising during the works will either be immediately taken to a location from which discharge to local water courses cannot take place, or temporarily stored/covered to prevent washout.

All sub-contractors will be responsible for the clearance of their plant, equipment and any temporary buildings upon completion of construction. The site will be left in a safe condition.

4.23 Monitoring, Inspection and Record Keeping

Routine inspections of construction activities will be carried out on a daily basis by The Contractor staff to ensure all controls to prevent environmental impact, relevant to the construction activities taking place at the time, are in place. Environmental inspections will ensure that the works are undertaken in compliance with the Project CEMP and associated documentation are being adhered to during construction.

The Contractor will develop their own site inspection programme, which will include an inspection procedure and relevant forms to record any issues.

Only suitably trained staff will undertake environmental site inspections.

The Contractor will keep records of works undertaken.

5 CONCLUSION

5.1 Conclusion

This Construction Traffic Management Plan will form part of the construction contract and is designed to reduce possible impacts which may occur during the construction of the proposed development.

The Contractor shall be responsible for ensuring that it and its sub-contractors manage the construction activities in accordance with this Construction Traffic Management Plan and shall ensure that any conditions of planning are incorporated into the final Construction Traffic Management Plan prepared by the appointed works contractor.



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