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RESIDENTIAL DEVELOPMENT,
CARRIGANARRA, BALLINCOLLIG,
CORK

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

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1 *Introduction*

This Preliminary Traffic Management Plan was compiled to assist in the construction of the proposed housing development at Carriganarra, Ballincollig in Cork.

This document comprises the Traffic Management Plan and provides details of the intended construction practice for the development including construction access and traffic and plant movements during the construction phase of the development. In addition, the construction delivery routes are also outlined.

2 *Proposed Development*

The proposed development consists of the construction of 42 no. 3 bedroom semi-detached dwelling houses, 12 no. 3 bedroom townhouses, 16 no. 2 bedroom townhouses and all ancillary site works at Heathfield, Carriganarra, Carrigrohane, Ballincollig, Co. Cork.

The proposed development will be an extension to the residential development known as Heathfield and which is currently under construction with access provided via the junction from the Killumney Road and internal road network which was permitted by Cork County Council Governing Planning References 15/06813 & 17/04270.

3 *Construction Trip Generation*

The development will see the construction of residential dwellings. The schedule of works below outlines the work that will be associated with this phase of the development;

- Preparation of site compound including parking area.
- Securing of site boundaries, including erection of site hoarding, as required.
- Erection of appropriate Health and Safety signage and warning signs.
- Excavation and on-site storage of topsoil.
- Installation of foul drainage, storm drainage and watermain systems.
- Construction of internal roadway to provide access to dwellings.
- Construction of Dwellings, services and associated structures.

Topsoil will be stripped and reused on site where possible for landscaping purposes in order to minimise haulage and disposal off site. As far as trip generation is concerned, the busiest phase of the development will be when the construction of dwellings is underway. For a construction site of this nature, assuming no more than 20 no. dwellings are under construction at any one time, plant required are outlined below (this list is non-exhaustive);

- Excavators
- Load-all
- JCB
- tractor, trailer and sweeper
- ground workers to assist JCB & excavators
- concrete delivery trucks
- stone delivery trucks

- other delivery trucks (e.g. timber frames, steel etc)

This work will generate 10-15 no. of heavy goods vehicles a day, peaking at 2 no. of heavy goods vehicles per hour. At peak time of operation, it is estimated that there would be between 35 and 45 persons working on site generating 30 no. of passenger vehicles, most of these arriving and leaving the site before peak morning traffic and after peak evening traffic.

The main approach route to the site (outlined and hatched in red) will be via the N22 and N40 with traffic coming from both the east and west along this road are shown highlighted in blue and purple in the Proposed Approach Routes to Site Drawing No. 4208-PH03-0301 contained in Appendix A. The main population centres around the site are Ballincollig and Cork City. It is expected that most of the traffic will be generated from these areas and that the highlighted approach routes will cater for the majority of traffic travelling to the site.

To avoid employees parking on the public road the site compound will be set out such that it provides sufficient on-site parking for employees and potential visitors to the site.

4 Traffic Management

The busiest period from a traffic management point of view is when construction of dwellings is at its peak. As stated above, this period would see 35 to 45 employees working on site. There would also be approximately 10-15 no. trucks per day entering the site delivering concrete/stone/materials/fuel etc and 30 no. passenger trips.

The contractor will appoint a person with particular responsibility for Traffic Management and who will be the point of contact for Cork City Council and the local public on all such matters.

All construction traffic will enter the site via the existing spine road serving the Heathfield estate entrance and a new construction access road to the south of the existing estate. This access shall be wide enough to allow two-way flow into and out of the site and to provide adequate sight-distances and turning radii for vehicles entering and exiting the site. There will be no alternative access for construction traffic.

Construction work will be limited to between the hours of 7.30am – 7pm Monday to Friday and 7.30am – 1pm on Saturdays, except in exceptional circumstances such as when concrete is being poured or pipe networks being tested etc.

Because there will be vehicular movements to and from the site via this access throughout the day, the contractor will position appropriate warning signs along the public road on the approaches to the site on both sides of the proposed construction access. This will serve to warn motorists and pedestrians of the movements of construction vehicles entering and exiting the site.

The movement of construction traffic (materials deliveries, etc.) within the site will be restricted to the construction roads passing through the site. This roadway will be filled, levelled and surfaced at the beginning of construction.

Speed limit and warning signage to be erected on internal haulage/circulation routes to ensure pedestrians and vehicles can circulate safely. The site manager/foreman will ensure that drivers conform to acceptable safe driving standards and speed limits at all times.

The contractor will endeavour to ensure deliveries of materials to the site are spread evenly throughout the day.

As stated in Section 3 all parking associated with the construction of the development will be provided for within the boundaries of the site and there will be no parking of vehicles on public roads.

5 *Phasing*

It is anticipated that the works will be carried out in a single phase.

6 *Health & Safety*

As stated in Section 4, the contractor will position appropriate warning signs along the public road on the on both sides of the proposed construction access to warn the public that there is an access to a construction site ahead and to be aware of construction traffic movements to and from the site.

Overhead power lines run adjacent to the site and the contractor will liaise with the ESB to ensure all appropriate measures are taken to ensure any work undertaken within the vicinity of these overhead power lines is safe and in accordance with their safety policies. Machine and truck drivers will need to be extra vigilant around the locations of these overhead power lines. Goal-posts and bunting are to be erected to warn machine and truck drivers and all other personnel of the location and height of these cables.

To prevent the public road becoming soiled by the trucks and other plant entering and exiting the site, regular sweeping and washing of the public road in the vicinity of the site will be undertaken.

The construction compound will accommodate a site office, canteen facilities, chemical toilets, parking area for staff and site machinery and storage area for materials and waste. It will also be necessary create a waste storage area for the short-term storage of waste prior to removal from site on a regular basis for the purposes of recycling, reuse, or disposal as appropriate. Machinery and plant will be stored safely and securely within the construction compound. Due to the presence of diesel-powered equipment on site it will be necessary to fuel plant on site, refuelling will be undertaken in an area covered with an impermeable surface in order to intercept any spillages.

The Safety, Health and Welfare at Work (Construction) Regulations 2013, which came into force on into effect on the 1st August 2013 will be fully adhered to. All workers, including those working for subcontractors, will be required to have undergone appropriate safety training and carry a valid Safe Pass card. Method statements and risk assessments are prepared for the various elements of the construction phase and all relevant personnel are made aware of these.

Appendix A

