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RESIDENTIAL DEVELOPMENT, AT CARRIGALINE ROAD & CHURCHYARD LANE, DOUGLAS, CORK

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

DATE 16/01/2025

REVISION 2

JOB NO. 7114

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DOCUMENT CONTROL

PROJECT NAME: Residential Development, at Carrigaline Road & Churchyard Lane, Douglas, Cork

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REVISION	DATE	FILE NAME: Residential Development, at Carrigaline Road & Churchyard Lane, Douglas, Cork			
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Contents

1 Introduction....3

1.1 Site Location....3

1.2 Site Topography....3

1.3 Site History....4

1.4 Proposed Development....4

2 Proposed Site Works....5

2.1 Hoarding, site set-up & formation of site access/egress points....5

2.2 Temporary Signage....6

2.3 Temporary Road Markings/delineation....6

2.4 Temporary Road Closure....6

2.5 Temporary Traffic Signals....6

2.6 Arrangements for Local Access, Pedestrian and Cyclist Access....6

2.7 Proposed Lighting Arrangements....6

2.8 Use of Flag Men....7

2.9 Proposed Use of Barriers....7

3 Construction Traffic....7

3.1 Construction Traffic Impact....7

3.2 Haulage Route....7

3.3 Working Hours....8

4 Conclusion....8

1 Introduction

Denis O'Sullivan & Associates were engaged as Consulting Engineers for the proposed development at Carrigaline Road & Churchyard Lane, Douglas, Cork.

This Construction Traffic Management plan identifies an indicative sequence of the works from the initial enabling works through to sub-structure and superstructure construction. It is noted that this can only be considered a draft plan to be issued to Cork City Council as required under planning.

1.1 Site Location

The subject site is located to the south-east of Douglas Village shopping centre and just off East Douglas Street on the Carrigaline Road. The subject site presents a greenfield landscape characterised by its level terrain. Bordered by the Carrigaline Roads to the east, Churchyard Lane to the west, the Telephone Exchange to the south, and a residential dwelling alongside a restaurant and bar to the north. The land is currently zoned mixed use development in the Current Development Plan

A snapshot of the site is outlined in Figure 1-1 below.

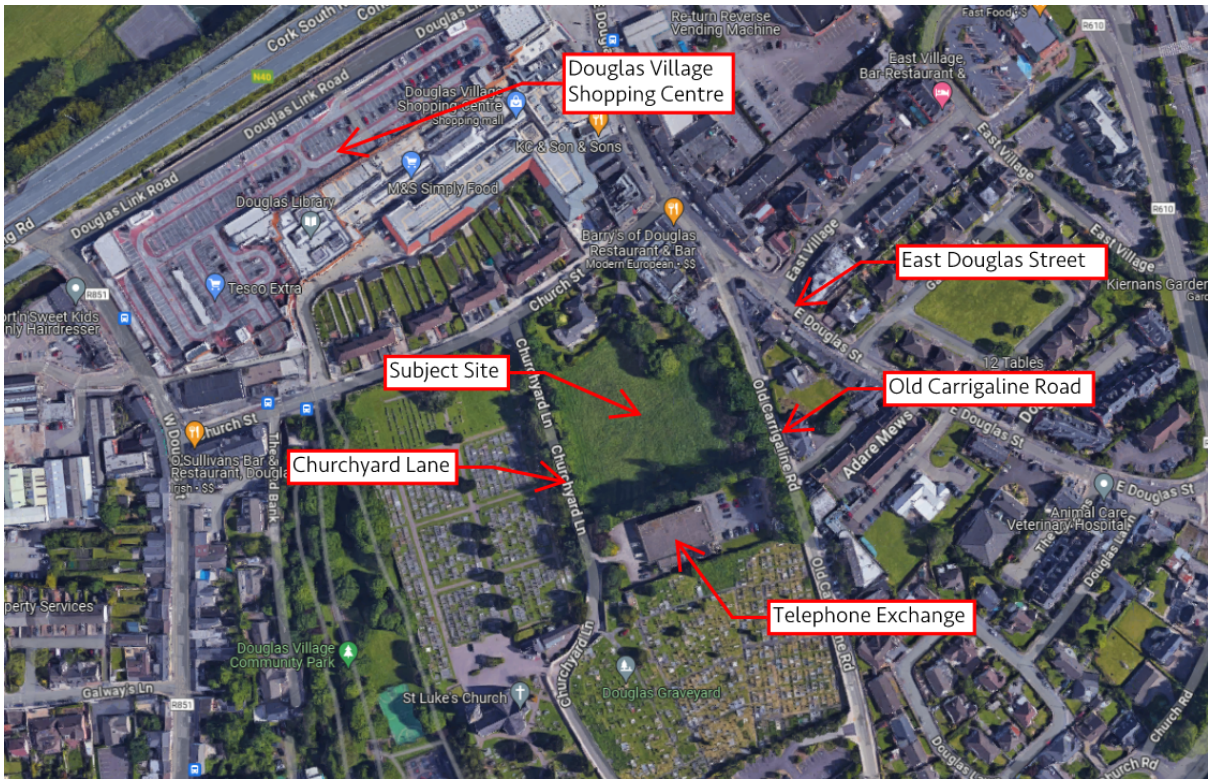


Figure 1-1 Site Location (Google Maps)

1.2 Site Topography

The subject site presents a greenfield landscape characterised by its level terrain. There is a very gentle incline from South to Northerly direction to a low point on the Northern boundary which is approximately 5.00m OD.

1.3 Site History

There are two previous planning applications on the site for a mixed use development dated 2016 & 2018. Both planning application had been granted by Cork County Council but were appealed to An Bord Pleanála and refused.

1.4 Proposed Development

The proposed development on the site entails the construction of 124 no. residential apartments (consisting of a mix of 1, 2 and 3 bed units), 1 no. cafe unit and 2 no. office units, in a development ranging in height from 1 to 5 storeys and all associated site development works including footpaths, car and bicycle parking, drainage, bicycle and bin stores, lighting, fencing, landscaping/amenity areas, ESB substation/switchroom and plant room. Site development works include 2 no. new uncontrolled pedestrian crossings and footpath improvements on Churchyard Lane which requires the removal of 6 no. existing on-street car parking spaces. The proposed development works include a connection and construction of a new storm water and foul sewer along Carrigaline Road. Access to the site will be via a new vehicle access point and a new pedestrian connection from Carrigaline Road and 2 new pedestrian connections onto Churchyard Lane. The new vehicular access requires the removal of 4 no. existing car parking spaces. This comprehensive proposal outlines a significant residential development that aims to contribute to the local area while providing a range of housing options for potential residents.



Figure 1-2 Proposed Site Layout (O'Mahony Pike Architecture/Urban Design)

2 Proposed Site Works

Provisional works will involve the clearance of the site and opening of the site entrance.

Foundations will be CFA Piles. A capping slab will be cast at that point which will tie into the pile heads. All service connection including foul, storm and water are off-site and require intervention with the adjoining road network to facilitate tapping's and connections.

The key elements of the proposed development are as follows:

- Opening of site entrance and clearance of the site.
- Site set-up and crane installation.
- Piling and foundations
- Superstructure.
- Internal structure to include studs, ceilings, Joinery and Lift.
- Completions to include Glazing, Decorating, flooring, balustrades, mechanical and electrical installations.
- Externally services connections to utilities and curtilage completion.
- Provision of a hard surfaces and resurfaced footpaths.
- The development includes all associated site development works, hard and soft landscaping and all other ancillary works.

2.1 Hoarding, site set-up & formation of site access/egress points

The site area will be enclosed with hoarding as necessary and agreed with Cork City Council. Hoarding panels will be maintained and kept clean for the duration of the project.

This will involve erecting the hoarding around the proposed site perimeter in line with the finished development description.

The restricted confines of the site will require the contractor to set up an adjacent Construction Staging Area. It shall be suitably located to allow efficient delivery of materials and personnel to site, without negatively impacting traffic movements around Doudlas during construction. A "Just in Time" approach will be required for the delivery of particular building materials such as concrete formwork and reinforcement cages.

The contractor will be made aware of the requirement to secure the site and as such will operate an access controlled gate to manage personnel on and off-site. To facilitate and manage this element we will adopt the following proven approach;

- Operate a Site Induction Process for all site staff;
- Ensure all site staff shall have current 'Safe Pass' cards;
- Install adequate site hoarding to the site boundary;
- Maintain Site Security staff at all times;
- Install access security in the form of sign-in sign-out procedures;
- Separate public pedestrian access from construction vehicular access;
- Ensure restricted access is maintained to the works.

2.2 Temporary Signage

To facilitate the construction phase, the contractor shall develop a site specific Traffic Management Plan illustrating the management measures they intend putting in place for regulating construction and pedestrian traffic. It shall outline the signage they shall provide in compliance with Chapter 8 of the Traffic Signs Manual. It shall be forwarded to the Cork City Council for approval before the commencement of the works onsite.

2.3 Temporary Road Markings/delineation

The Traffic Management Plan shall include proposals for any proposed Temporary Road Markings and barriers to delineate the construction traffic route. These markings will conform to the requirements of Chapter 8 of the Traffic Signs Manual.

2.4 Temporary Road Closure

Any road closure can only be operated under agreement with the Cork City Council. Parking sterilisation on the Carrigaline Road & Churchyard Lane are envisaged to allow HGVs sufficient room to enter the site and prevent any trucks being offloaded on the road. The Contractor will liaise with Cork City Council to arrange same. Key points regarding the parking sterilization are as follows:

1. Agreements and Approval: Any removal of public parking shall require prior agreement with Cork City Council and local stakeholders.
2. Coordination with Authorities: The contractor will liaise closely with Cork City Council to arrange any necessary parking sterilization measures.
3. Pedestrian Safety: During the construction period, there may be a need to temporarily route pedestrians from the footpath onto the road to create a sufficient safety zone around the work area. The contractor shall ensure that the necessary safety measures and signage are in place to guide pedestrians safely.
4. Temporary Hoarding: To secure the work area, temporary hoarding shall be erected along the site perimeter during construction. Once the works are complete, the footway shall be reinstated to its original formation.

2.5 Temporary Traffic Signals

Any proposals to operate Temporary Traffic Light Signals should conform to the requirements of Chapter 8 of the Traffic Signs Manual.

2.6 Arrangements for Local Access, Pedestrian and Cyclist Access

Any proposal to alter the existing vehicle access to the surrounding areas shall be agreed with Cork City Council. Parking bay sterilisation may be required and pedestrians will be routed from the footpath and onto the road, moving them away from the work area and allowing a sufficient safety zone to complete the works safely. The temporary hoarding along the site perimeter will be erected during this time also and once complete the footway shall revert to the original linear formation.

2.7 Proposed Lighting Arrangements

There are no proposals to alter the existing lighting arrangements in the area. Any proposals to alter existing lighting arrangements can only be carried out under agreement with the Local

Authority. Adequate lighting will be provided within the temporary hoarding. Internal site lighting will be such that it does not cause nuisance to adjoining dwellings.

2.8 Use of Flag Men

The Contractor shall utilise a flagmen during the project for all construction traffic. The contractor shall develop a specific MS to outline their purpose and work methodology. Where this occurs in public space it shall be agreed with the City Council.

2.9 Proposed Use of Barriers

To delineate access and provide vehicular/pedestrian separation the contractor shall establish internal site barriers. The arrangement of these barriers shall be set-out in the internal Site Set-up and Traffic Management Safety Plan.

3 Construction Traffic

3.1 Construction Traffic Impact

It is estimated that the construction of the proposed development would be in the order of 18-24 months. The major construction items include site clearance, excavation, sub-structure, superstructure and internal finishes. It is anticipated that the peak of HGV movements to and from the site will be during the floor slab pour and construction of the substructure. The peak LGV movements to and from the site will be during the superstructure construction. It is anticipated that the construction traffic during the AM and PM peaks will not exceed 15 vehicles exiting/ entering the site. Therefore the construction traffic impact on the surrounding local road network to proposed development site shall not be disproportionate.

3.2 Haulage Route

See below Figure 1 designated haul route and site access diagram. The contractor will put the following control measures in place during the works

- At no time will construction associated vehicles be stopped or parked for prolonged periods outside of the site.
- Haulage vehicles will not be permitted to travel in convoys of greater than two vehicles at any time;
- Haulage vehicles will be spaced by a minimum of 250m at all times;
- Strict protocol will be put in place that prohibits haulage vehicles parking or stopping at the entrance to the site.
- All loading of excess material will occur within the site boundary.
- All off-loading of deliveries will take place within the site or site compound, away from the public road and will access via the construction site access.

The increase in traffic as a result of construction shall be minor and can be readily accommodated within the existing road network. However, the site is located where restricted road and junction space is shared with vulnerable road users and the flow of construction traffic will need to be monitored to ensure that potential conflicts are avoided as much as possible.

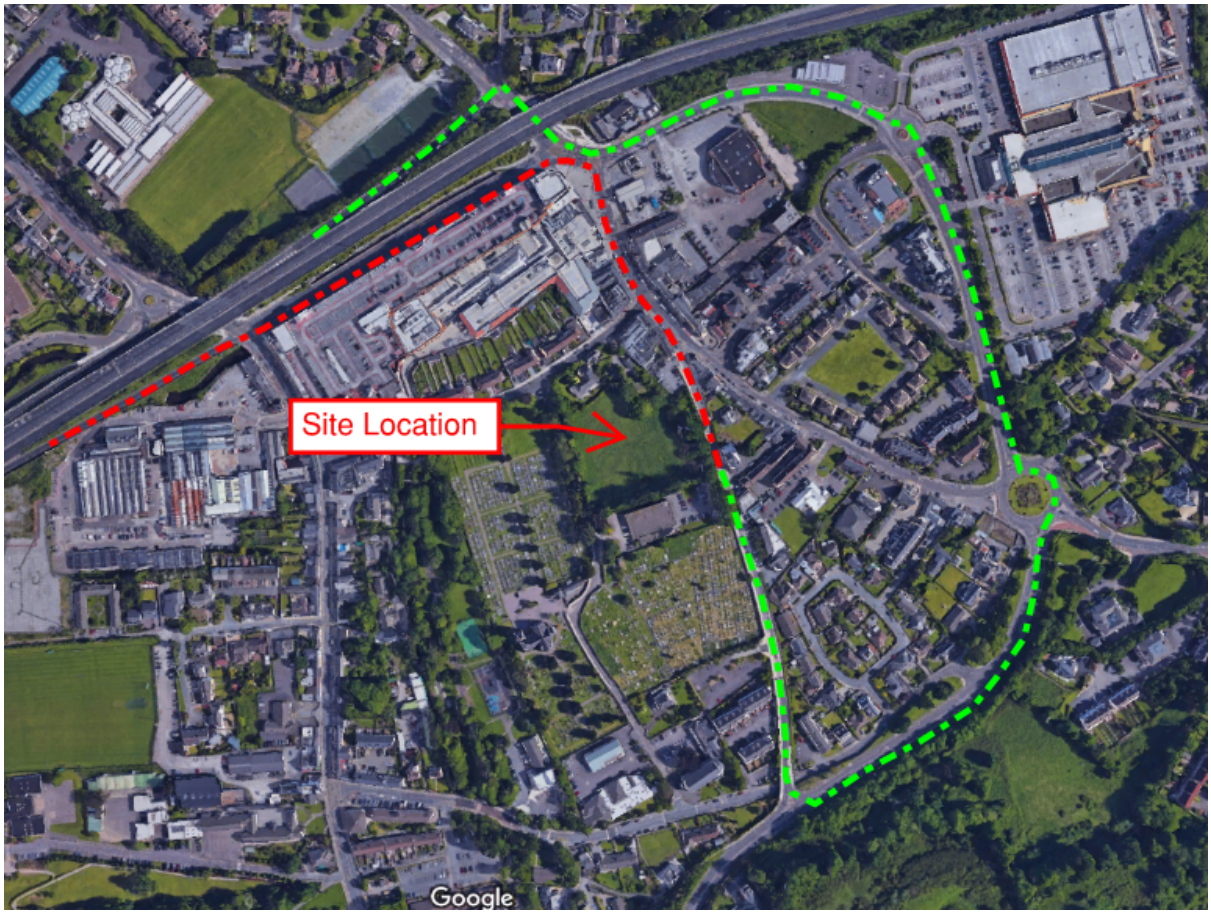


Figure 3 Site Traffic Access Route (Google Maps)

3.3 Working Hours

The construction traffic will occur outside of peak background traffic hours within a six-day week with minimal impact on the operation of the existing road network.

Working hours are noted as Mon – Fri 7am – 6pm; Sat 8am – 2pm

4 Conclusion

This Construction Traffic Management plan identifies an indicative sequence of the works from the initial enabling works through to superstructure construction. Final adoption of the Construction Traffic Management Plan is between the Contractor and Cork City Council prior to construction commencing.