MHL & ASSOCIATES LTD.

For: Clockstrike Ltd.

Proposed Residential Development- Phase 2,
Ringwood, Blarney.



Outline Construction Traffic Management Plan

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MHL & Associates Ltd.
Consulting Engineers

MHL & ASSOCIATES LTD.

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1 EXECUTIVE SUMMARY

This Outline Construction Traffic Management Plan (CTMP) has been formulated to outline the commitments and mitigation measures to be executed by Clockstrike Ltd. and its appointed contractors throughout the proposed Large-scale Residential Development (LRD) (Phase 2) at Ringwood, Blarney, Cork.

The primary purpose of the Outline CTMP is to furnish comprehensive details on the proposed project, the intended works, the phasing and methodologies, and the strategies for managing construction traffic in and near the works. It also specifies the requirements to be addressed at different project stages and delineates the roles and responsibilities of individuals involved in traffic management on the project.

This Outline Construction Traffic Management Plan (CTMP) is a preliminary planning stage document that outlines strategies and measures to effectively manage, and control traffic associated with construction activities. It outlines traffic management planning items such as the transportation and movement of vehicles, equipment, and personnel during the construction phase of a project. The CTMP includes details about traffic routes, access points, parking arrangements, and measures to minimise the impact on local roads and communities. The aim is to ensure the safe and efficient flow of traffic, reduce disruptions to the surrounding area, and mitigate potential risks associated with construction-related transportation.

2 CONSTRUCTION TRAFFIC MANAGEMENT PLAN OUTLINE

2.1 CTMP Outline

This Outline Construction Traffic Management Plan (CTMP) report outlines how construction stage traffic can best be managed during the construction works on site. This report constitutes the outline CTMP and informs the Contractor of perceived problems, constraints, and mitigation measures to allow for a successful development of the site whilst ensuring the impact of construction traffic on the surrounding road network is minimised. A detailed Method Statement and Traffic Management Plan should be prepared by an appointed Contractor in advance of any works. This detailed Contractors Method Statement should describe the proposed phasing of the works, set out protection measures for staff and residents, and describe entrance, associated traffic, pedestrian management measures.

2.2 CTMP Purpose

The purpose of the CTMP is to regularise the traffic movements within the applicant's site and on the approach to the proposed development, ensuring safety for all road users during the planning construction works. A CTMP provides the framework for understanding, managing and mitigating construction vehicle activity into and out of proposed development site.

2.3 CTMP Objectives

The objective of the CTMP is to enable and manage all types of Heavy Goods Vehicles (HGV), Large Goods Vehicles (LGV) and general construction traffic to and from the site for the duration of construction. This is to improve the safety and reliability of deliveries to site, reduce congestion, improve safety, and minimise environmental impact. The CTMP has been prepared alongside the planning application to show that an outline plan for the arrival and departure of construction traffic, minimising the number of construction vehicles as much as possible and the environmental impact. The CTMP should:

- Ensure the safety and health of work personnel, the public and those who will be impacted by the construction works.
- Ensure that road users are aware of the potential changed traffic conditions and that risks are identified and mitigated.
- Ensure that the site's operations will be maintained at a satisfactory level of performance during the period of the construction works.
- Ensure that temporary parking for security clearance and temporary laydown for heavy vehicles or loads is made available, inclusive of turnaround areas.
- Ensure clear routing of traffic and clearly delineated interaction of light vehicles with heavy vehicles.
- Reduce Congestion by reducing construction trips overall, especially in peak periods.
- Emergency vehicle access arrangements and on-site routing.
- Lower Emissions.

2.4 CTMP Constraints

The CTMP should account for construction operation constraints such as:

Current traffic volumes, peak times, expected construction traffic volumes, vehicle types, operating speeds, queues lengths, existing roadway geometry/ capacity, working hours, traffic management regime, pedestrian and cyclists' safe access, lane width, turning movements and alignments are suitable for these vehicles to traverse. (Non-exhaustive list)

2.5 Site Specific Management Plan

The site-specific traffic management plan shall include the following information:

1. Phasing of the Works at each location
    a) Geometric Design
    b) Road Works speed limits (if proposed by the Contractor)
    c) Position of Flagmen, Signs and Temporary Traffic Signals
    d) Safety Zones
    e) Location and Width of Lanes
    f) Working Areas
    g) Access and Exit locations for Contractor.
    h) Temporary Barriers
    i) Taking up and reinstatement of Road Markings
    j) Temporary Lighting
    k) Crossovers
    l) Contra-flow arrangements
    m) Provision for emergency services
    n) Protection/diversion of services, supplies, etc.
    o) Signing
2. Timing of operations.
3. Road Lighting
4. Preventing mud and dust on the public roads

Please refer to the onsite specific traffic management plan proposed by the Contractor.

2.6 Consultation and Communication

2.6.1 On site Personnel

Communication of the traffic requirements associated procedures and practices established in the CTMP are to be communicated to work personnel who will enter the site and are to be undertaken in conjunction with other site induction mechanisms. Visitors to the site should also receive suitable instruction.

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2.6.2 Affected property owners/ leaseholders.

The Contractor is to consult affected property owners and note their requirements and implement mitigations measures which are to be integrated into the site's traffic management plans. Records of affected leaseholder representatives', their requirements and contact details should also be recorded for future reference.

2.6.3 Notification to Public, Affected Leaseholders and Government Agencies

The public should be notified as necessary of details of all proposed notices, along with the proposed wording and locations of signage which are to be erected. This will inform and advise locals, passing traffic of the proposed traffic management arrangements for public roads in advance of the construction works. A public notice will take the form of on-site advance warning signs, local newspaper notices, radio and television announcements, and written notification to affected leaseholders and other Government agencies.

2.6.4 Notification to Cork City Council (CCC)

The local authority should be notified of any impending traffic disruptions prior to the construction works commencing, whether additional traffic control measures are required, working hours, variation in site delivery times, alternative access requirements, etc.

2.7 Legal Compliance

Ensuring legal compliance for a Construction Traffic Management Plan (CTMP) involves adhering to relevant laws, regulations, and standards governing construction activities and traffic management. Key aspects of legal compliance for a CTMP include:

- Traffic Regulations: Compliance with local, regional, and national traffic regulations is essential. This includes adherence to speed limits, road signage requirements, and any specific regulations related to construction traffic.

- Permitting and Licensing: Obtaining the necessary permits and licenses for construction-related traffic activities is crucial. This may include permits for road closures, oversize/overweight vehicle permits, and any special permissions required for transporting materials.

- Environmental Regulations: Ensuring compliance with environmental regulations is vital, especially concerning air and noise pollution. The CTMP should address measures to minimise environmental impact, and construction activities should align with applicable environmental laws.

- Health and Safety Standards: Adhering to health and safety regulations is paramount. This involves providing safe access for construction traffic, implementing measures to protect workers and the public, and following established safety protocols.

- Local Authority Requirements: Complying with specific requirements outlined by the local authority or municipal government is essential. This may include following guidelines for construction traffic routes, working hours, and community engagement.

- Contractual Agreements: Ensuring that the CTMP aligns with any contractual agreements between the construction project and relevant stakeholders is critical. This may involve coordinating with local authorities, utility providers, and other entities impacted by construction traffic.

- Accessibility Standards: Ensuring that construction activities and traffic management practices are in line with accessibility standards, especially in areas frequented by pedestrians and individuals with disabilities.

- Emergency Response Plans: Compliance with regulations related to emergency response and evacuation procedures is crucial. The CTMP should include provisions for managing traffic in emergency situations.

- Public Consultation: In some cases, legal compliance may involve engaging in public consultation processes as required. This ensures that the community is informed and has an opportunity to provide feedback on construction-related traffic plans.

By addressing these aspects, a construction project can strive to ensure that its CTMP aligns with legal requirements and contributes to safe, efficient, and responsible construction traffic management.

3 SITE CONTEXT/ BACKGROUND

M.H.L. & Associates Ltd. Consulting Engineers has been engaged by Clockstrike Ltd to prepare a Construction Traffic Management Plan (CTMP). This CTMP document forms part of this applicant's documentation proposals for this development.

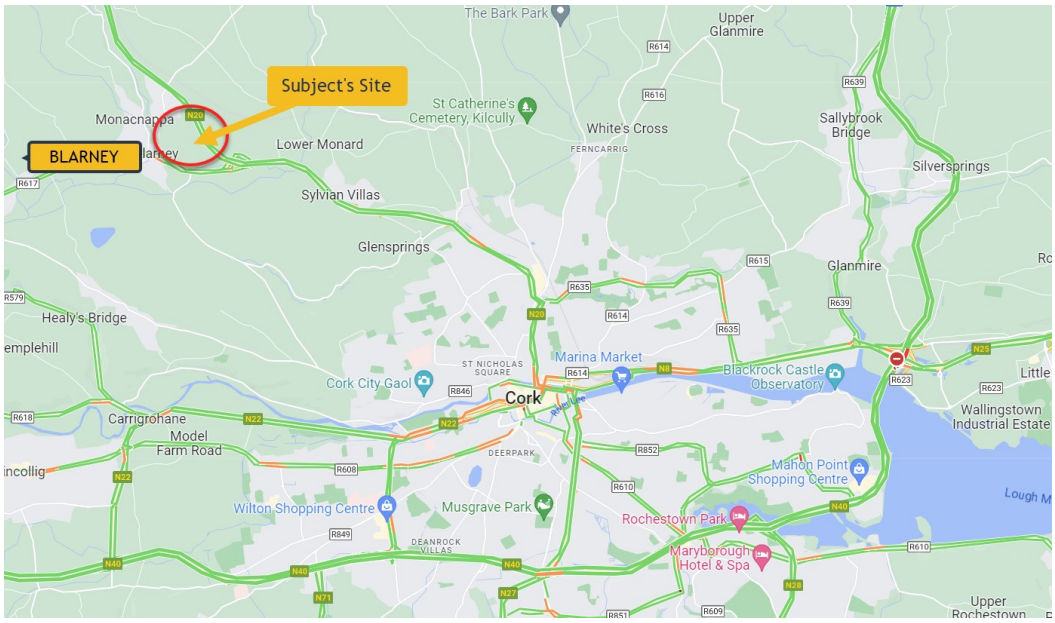


Figure 3.1 Location of proposed development in relation to Blarney/ wider environs.

4 DEVELOPMENT WORKS

4.1 Development Description

The LRD Phase 2 planning description states:

Clockstrike Ltd., intend to apply for permission for a Large-Scale Residential Development (LRD), at this site at Ringwood, Shean Upper and Shean Lower, Blarney, Cork. The proposed development will consist of a large-scale residential development (LRD), representing Phase 2 of development in the Blarney East / Ringwood Expansion Area, and comprising the construction of (i) 323 no. residential dwellings comprising of 157 no. terraced, end-of-terrace, and detached houses (including 129no. 3-bed and 28no. 4-bed units); 52 no. duplexes provided in 5 no. 3-storey buildings (including 26 no. 2-bed and 26 no. 3-bed units) and 114 no. apartments provided in 2 no. 5-storey buildings (including 54 no. 1-bed and 60 no. 2-bed units); (ii) a primary care centre, over 2 stories and 1,724sqm in area, incorporating GP services (iii) the refurbishment and redevelopment of existing farm outbuildings for conversion to a retail/pharmacy use, 80sqm in area, and café/restaurant use, 380sqm in area; (iv) a new access roadway into the site from the R617 with associated pedestrian and cyclist infrastructure, which will form the 1st phase of the proposed Stoneview Access Link Road, (v) a new signalised junction on the R617 road which will provide a single lane approach to the west and a two lane approach to the east, comprising one lane for through traffic on the R617 and a right turn lane for traffic turning into the site, and associated footpath improvements and cycle lane provision (vi) a new signalised junction at the R617 and Killard Road junction which will provide a two lane approach from the west, one lane for through traffic heading eastbound on the R617 and a right turn lane onto the Killard Road, with associated footpath improvements and pedestrian and cyclist infrastructure; (vii) a new signalised junction on Station Road that reflects the junction permitted under the Phase 1 LRD scheme (Reg. Ref. 2443031) (viii) private, communal, and public open spaces and hard and soft landscaping, boundary treatments and amenity areas, including a new wetland public amenity area, (ix) drainage works and nature-based SuDS measures (x) foul sewer infrastructure, including 1no. pump station, the diversion of existing foul and water sewers and other new network works, (xi) car parking, including EV charging points, bicycle parking, and motorcycle parking bays (xii) 2no. substations, all associated ancillary site, drainage and development works. The planning application is accompanied by an Environmental Impact Assessment Report (EIAR).

The application may be inspected online at the following website: www.ringwoodphase2lrd.ie.



Figure 4.1 Development Site Layout Phase 2 (c: CSR/ CCK Architects).

4.2 Site Access and Vehicle Routing

Currently the site can be accessed through the existing, farm entrance with Station Road. For detailed junction photographs, please refer to the Appendix of this report.

Preliminary traffic routing proposals are set out in the figures below. They outline construction traffic routing and interim residential traffic routing for the various construction stages within the construction phasing. The development road network has been carefully designed to provide adequate permeability for all road users during operational stage.

All footpath works, drainage, public lighting and raised table at the entrance and the works along the main access route will be delivered as part of an advance infrastructure project.

4.3 Development Delivery Estimation (Works)

The timescale currently in place for the construction of the proposed works is scheduled to commence, subject to planning, in 2026 / 2027 period. The most impactful element of the works on the local road network is during the initial transport of groundworks machinery and delivery of construction materials for the construction of the housing units.

4.4 Construction Programme and Methodology

Typical residential housing development requires the site development works to be undertaken in the following sequence:

- Site setup and site clearance/demolition.
- Site signage and delivery yard/ temporary parking setup.
- Site fencing/ hoarding erection.
- Groundworks/ foundation/ earthworks/grading.
- Carriageway construction.
- Sub structure, sewers/ service runs.
- External service tie in works to public utilities.
- Super structure/ housing unit building out.
- Cladding.
- Fit out, testing and commissioning.

4.5 Construction Traffic

- It is envisioned that the new Spine Road will form part of the construction traffic haul route for the LRD Phase 2 application and subsequent future development phases.
- Signalisation of the entrance junction and nearby Killard/R617 Junction will also be required as part of the construction works to ensure safe access/egress from site for HGV traffic.

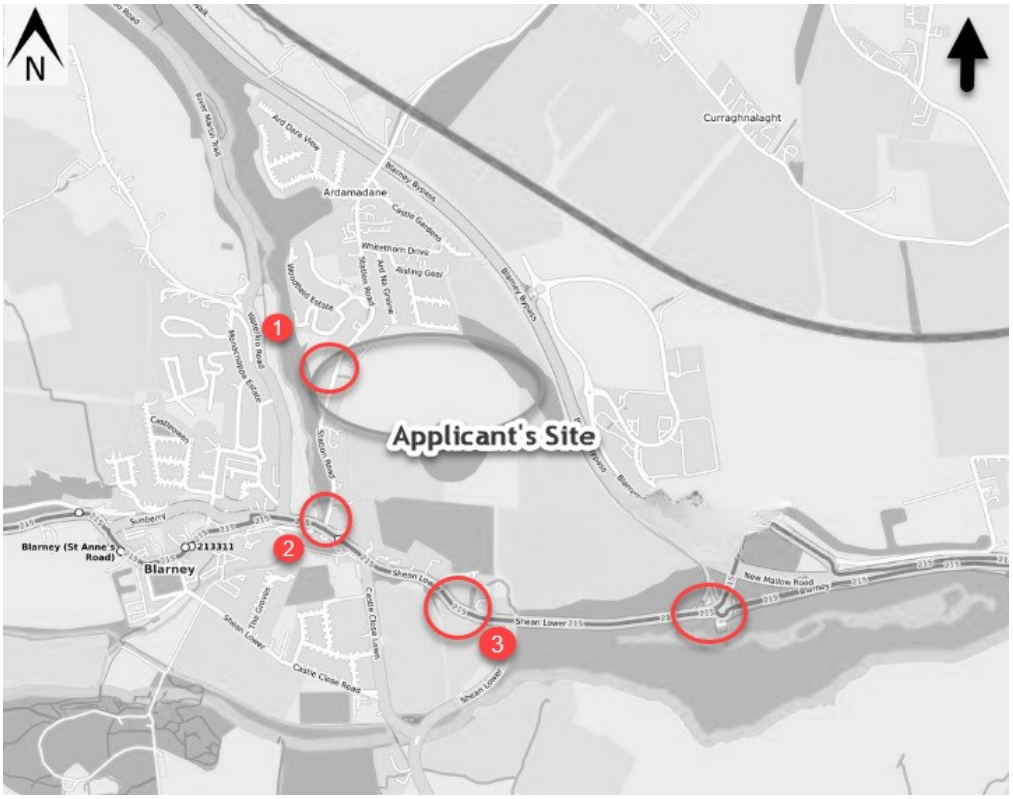


Figure 4.2 Applicant's Site Road access

This proposed phase 2 spine road will connect with the R617 along the southern boundary of the client's lands. These two entrances will be the main access points from the wider road network and will form the preferred haulage route to/from the site in agreement with Cork City Council. The new Spine Road will form the primary Construction Traffic Haul Route for this LRD Phase 2 application and future development phases.

It is anticipated that heavy goods vehicles will be restricted to off-peak times on the local road network to reduce the impact on the road network during the morning and evening peaks. It is expected that HGV movements and general deliveries will otherwise arrive/leave throughout the day at a steady rate.



Figure 4.3 Phase 2 Proposed construction phasing.

The construction sub-phasing is presented in Figure 5.7, with the proposed Phase 2 unit build-out progressing from west to east across Areas A, B, C, D and E.

Area A will comprise of the construction of the proposed development site boundary, the development access onto Station Road, the development access onto the R617, the upgrade of the Killard Road/R617 junction, and the provision of the development's eastern SUDs zone.

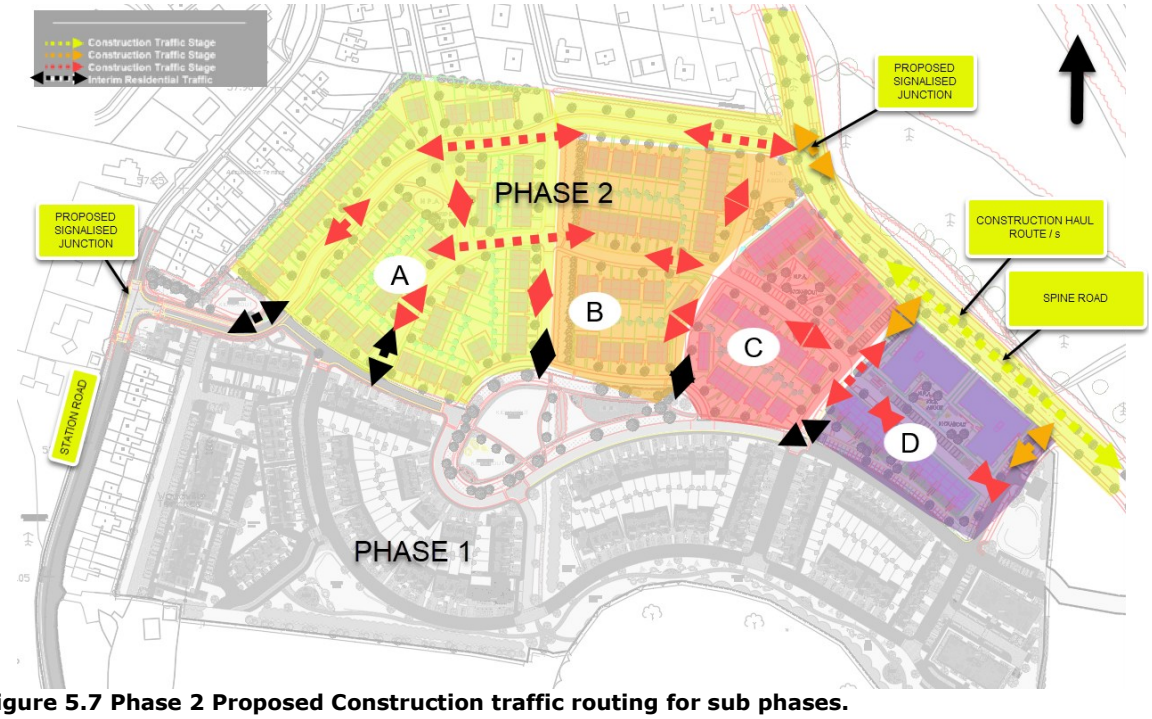


Figure 5.7 Phase 2 Proposed Construction traffic routing for sub phases.

All details pertaining to construction haulage traffic shall be agreed with the local authority.

Appropriate signage for the site will be provided on the approach routes to provide clarity for construction vehicles, particularly deliveries who may not be familiar with the site location. This will provide wayfinding for drivers and limit the number of turning manoeuvres outside the site.

The Spine Road will be developed from its southern junction with the R617, with construction progressing northwards and connecting with housing cell A. Subsequent housing cells, B,C,D will be developable with access to this Spine Road / Construction Haul Route. This sequencing ensures that both the residential development and existing residents are minimally impacted by the roadworks. The Phase 2-delivered section of the Spine Road will be used to divert traffic from Old Station Road.

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5 CONSTRUCTION TRAFFIC CONSTRAINTS

The outline CTMP addresses the following construction operation constraints:

5.1 Site Operating hours

Site development and building works shall be carried out only between the hours of 08:00 to 19:00 Mondays to Fridays inclusive, between 07:00 to 16:00 hours on Saturdays and not at all on Sundays and public holidays. To allow for exceptional circumstances, written approval should be sought from the local authority prior to changes in the proposed working hours. Any construction traffic / delivery traffic scheduled outside these permitted working hours will note that peak traffic flows in the wider area occurs during the 08:00-09:00 AM peak and 17:00-18:00 PM peak. Deliveries to the site by large Heavy Goods Vehicles will be restricted.

5.2 Existing Access

Access is to be maintained at all times to leaseholds, private residents, and general local and public roads traffic.

Arrival and egress of large HGVs to the site will require these vehicles to enter the site along the adjoining Station Road, avoiding the nearby residential estates to the north. The existing farm site entrance will be used for all construction access /deliveries to the site but will be upgraded/enhanced to facilitate all future construction and operational access requirements. This may require its signalisation at an early stage, subject to approval by the local authority.

The completion of the Phase 2 "The Spine Road" will add a second connection from Phase 1 construction works. This proposed Phase 2 Spine Road will connect with the R617 along the southern boundary of the client's lands. This new entrance along with the existing access on the L2784 Station Road will be the main access points from the wider road network and will form the preferred haulage route to/from the site in agreement with Cork City Council. It is envisioned that the new Spine Road will form part of the construction traffic haul route for future development phases.

Traffic management, including a stop/go system, during peak HGV movements is to be implemented. Off-loading of materials such as concrete, precast concrete, structural steel, etc. is proposed alongside site construction traffic movements, mobile cranes, concrete pumping etc. During deliveries, the main internal access road will be 2-way and require the proposed development access be managed, particularly in the vicinity of the existing inhabited private residencies, pedestrian crossings, footpaths and within tight radius bends nearby on the public road.

5.3 Internal Site Traffic Management

The internal layout of the site to the various storage areas will have to be considered and carefully planned. This constraint will require that internal traffic management, particularly of large construction vehicles will have to be carefully managed within the site. The proposed site compound shall be located within the site boundary and positioned to ensure that deliveries, staff parking and visiting vehicles do not wait on the

public road before entering the site as far as is practicable. The site set-up shall allow for adequate parking for all site staff within the confines of the proposed site boundary. No site vehicles will be permitted to park along the public roads or outside the working site boundary. The Main Contractor will provide a suitable secure area for all site personnel vehicles for the duration of the works.

Please refer to the appendix of this document for further details on the sub phasing of traffic through location A, B, C, D.

5.4 External Construction Traffic Haulage Routes

The proposed external construction traffic haul route for all large deliveries to the site is as outlined below and in the Appendix.

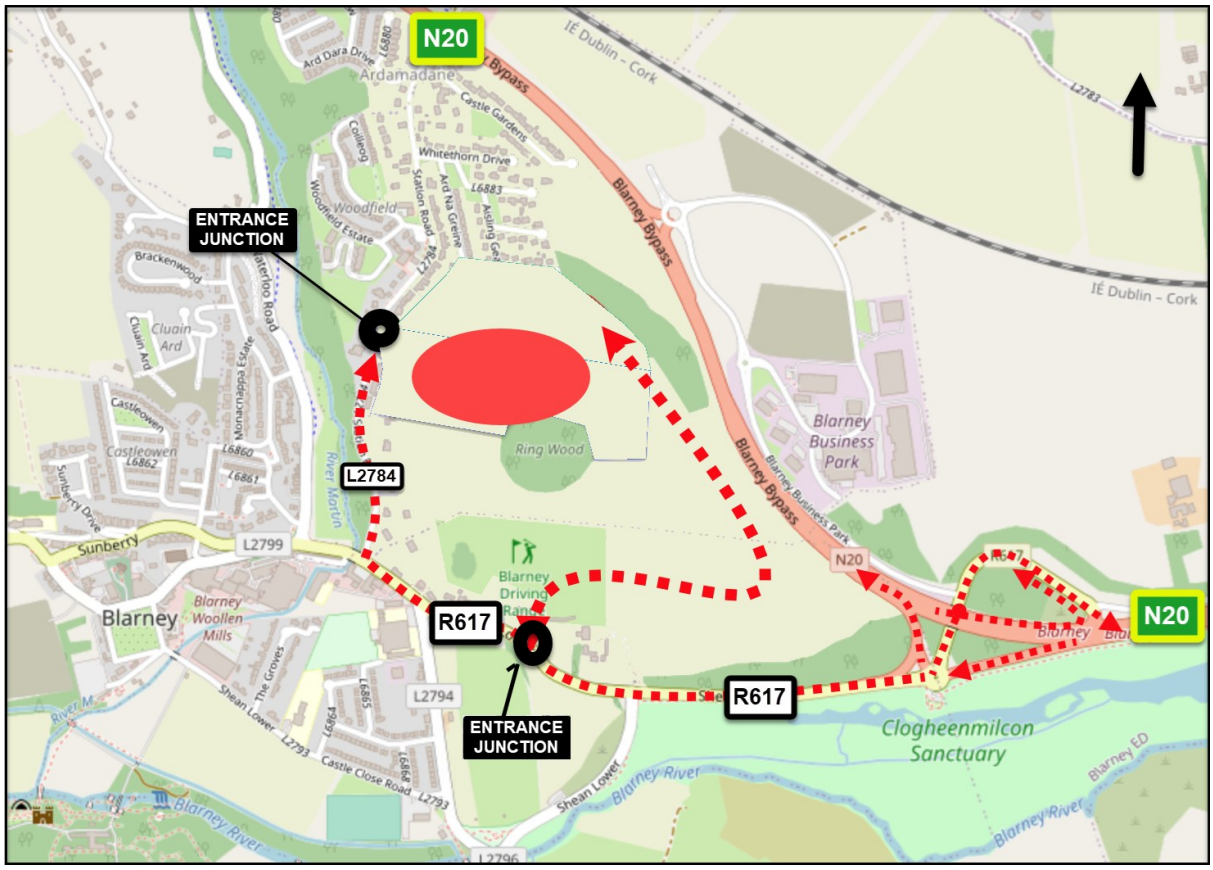


Figure 5.1 Proposed Construction Stage Haul Routes for large HGV'S

The proposed HGV haul route proposes that HGV deliveries to the site will travel southward via the R617 and join onto the (N20) National Road Network. From these locations, HGV's will be able to travel onwards, connecting to Cork City to the south. These routes will be used for all large HGV deliveries to the site during the construction stage. Once the Phase 2 Spine Road is complete, HGVs will be able to utilise this second entrance to join the R617 and then onto the N20.

Change of normal operations on site may have significant impacts on traffic flow on the adjoining road network. The Contractor is to consult with the local authority prior to any significant operation changes that warrant further traffic management requirements to mitigate against excessive delays or queue lengths, particularly for other

property/business owners in the area. Any proposed measures to mitigate potential impacts on the adjoining road network are to be confirmed with the local Area Engineer.

5.5 Special Traffic Situations

Special traffic situations outside of the contractor's control such as local festivals, local authority operational/maintenance works, other private development works may impact on the effectiveness of the CTMP.

5.6 Current traffic volumes, peak times, construction traffic volumes.

Any construction traffic / delivery traffic scheduled outside these permitted working hours will note that peak traffic flows in the wider area occurs during the 08:00-09:00 AM peak and 17:00-18:00 pm peak. Traffic volumes are highest during these peak hours and construction / delivery traffic entering/existing the site will take account of this existing traffic flows by restricting major construction traffic during certain high traffic volume periods.

5.7 Vehicle types (heavy, oversize vehicles)

Construction traffic will be typical of a residential development site. It is expected that the majority of HGV movements to the site will occur during the initial construction phases of the development and will consist of 18T HGV, i.e., during groundworks, drainage and service installation, concrete, masonry deliveries. Oversize vehicle entry into the site from heavy lift cranes, heavy flatbed truck/ excavators will be very infrequent.

5.8 Queues lengths/ contingency strategy

The formation of excessive construction traffic queues on the Station Road during Phase 2 construction stage are to be mitigated against by staggering construction traffic entry/exit times to limit interference with peak morning and evening traffic flows on the N20, Station Road and within Blarney.

5.9 Existing roadway geometry and capacity.

The Station Road/ Development site entrance is to be enhanced to provide ease of access for construction traffic entering/egressing the site. The Station Road entrance will be gated for security reasons. No potential unforeseen sight distance issues are expected at site development entry /exit point with Station Road. Uncontrolled parking along Station Road will not be permitted, with all construction traffic parking controlled within the site to ensure the local roadway remains clear of obstruction. There are no proposals for any temporary re-positioning of road furniture.

5.10 Environmental Conditions

Proposed traffic control devices are not to affect the adjoining road network through shadowing or glare. Measures to remove and store signs during weather warnings are to

be employed, referencing the Storm Weather Response Plan proposed for the site. The supporting outline CEMP should take account of traffic mitigation proposals, haulage routing and expected delivery traffic times and numbers.

5.11 Hazardous Facilities and Conditions

A risk assessment of all dangerous goods, gas and electricity transmission features and any other potentially dangerous facilities/situations that have the potential to impacted by construction traffic should be undertaken. All existing service records are to be referred to and service positions verified on site. Appropriate overhead powerline protection measures are to be employed the site development entrance.

5.12 Risk Identification and Assessment

All potential risks associated with the traffic passing near and through the construction site are to be identified and should determine the operational measures that minimise the risk. The Site Manager should, as far as practicable, control or reduce identified risks in accordance with the hierarchy of control. The identification and assessment process should be undertaken, the likelihood and consequences should be rated after risk treatments (that is residual risk) have been determined.

5.13 Future Hazards

The Site Manager should, as far as practicable, identify and complete risk registers, incorporating mitigation measures to ensure minimisation of any potential future hazards as they arise throughout the construction works. These should form part of any traffic control measure installed on site or on the nearby public road.

5.14 Variations to Standards and Plans

The site's risk assessment should note where there are variations to the standards. The risk mitigation measures to address any lower safety levels and the residual risk should be clearly documented in any site works proposal.

5.15 Emergency Planning

Principal response agencies (PRAs) are the agencies that have been designated by Government to respond to major emergencies. They are the Garda Síochána, the Health Service Executive and the local authorities.

Emergency services vehicles are to be provisioned with clearways to access and travel through the site, to another site or leasehold, should an emergency arise on-site during the construction works. Contact details of the police and emergency services contacts in the area will be provide at construction stage.

5.16 Potential impact that construction works on pedestrian and cyclists.

The site works, and associated construction traffic movements are to be traffic managed to not interfere with pedestrian/cyclist movements on Station Road. The implementation of appropriate traffic management, routing all construction traffic away from the

adjoining Station Road residential estates will ensure that vulnerable road users in the adjoining site are protected.

Construction vehicle traffic speeds will be limited to below 15kph within the site boundary.

Station Road has an existing footpath running along the opposite side of the road to the development entrance, providing separation between pedestrian and construction turning movements entering/existing the site entrance.

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6 TRAFFIC SAFETY & MANAGEMENT

The appointed works Contractor on site shall be responsible for the planning, design, implementation, maintenance and removal of traffic safety and management measures required to facilitate and complete the works.

The closure of any roads to traffic during the works period will not be permitted without written permission from the local authority.

The Contractor should be aware that during working hours it is a specific requirement of the Contract that STOP/GO under the control of flagmen be employed for traffic management operations. Two-way traffic should be provided at all times with STOP/GO only permitted during peak hour traffic periods, between 07.00-09.00 in the AM peak traffic period and between 16.30-18.00 in the PM peak period.

The Contractor shall notify the nearby residents and local businesses the extent of the works, of the start date and duration of the works through a letter/email drop two weeks in advance of the start date. Further information leaflets shall be issued at monthly intervals throughout the duration of the Works or as may be required to advise of any interference with access.

The Contractor shall comply at all times with the requirements of the Department of the Environment Chapter 8 -Traffic Signs Manual, Temporary Traffic Management Design Guidance, Temporary Traffic Management Operations Guidance, Temporary Traffic Measures and Signs for Roadworks, the Guidance for the Control and Management of Traffic at Road Works, and any additional requirements detailed in the Design Manual for Roads and Bridges.

The design and implementation of Traffic Safety and Management measures shall be carried out by a Traffic Management Design Specialist appointed by the Contractor.

Lightweight water filled barriers, or concrete barriers shall be the only delineation devices used within the Temporary Traffic Management phases implemented, unless otherwise agreed to in writing by the Employer's Representative.

For each temporary traffic management phase of the works, the Contractor shall compile detailed traffic management plans showing the sequence of execution of the works within the programme constraints of the design.

The Contractor's traffic management proposals shall take account of the work area required for paving or reinstatement and the location of construction joints. Delay to affected traffic within the works area should be kept to a minimum.

The setting up and removal of any traffic management measure or temporary diversion shall be agreed with the local authority.

6.1 Construction Traffic Management Considerations

The Contractor's traffic management control is to take account of site-specific constraints and design suitable mitigation measures.

6.2 Location and Width of Lanes

Internal access road carriageway widths (temporary/permanent) are to be constructed in accordance with the Recommendations for Site Development Works for Housing Areas issued by the DOELG in November 1998.

6.3 Working Areas / Safety Zones

Safety Zones are to be specified in the site-specific traffic management plans developed by the Contractor.

6.4 Access and Exit locations for Contractor/ subcontractors.

Permitted Phase 1 construction traffic will access the site via the development access onto Station Road. Construction haul routes will be redirected to the new Phase 2 Spine Road and its connection with the R617.

6.5 Staff Management Plan

All staff employed on site are to be instructed on the requirements for traffic mitigation measures proposed to reduce the impact of construction traffic on site and travelling to/from site. Delivery/Operation hours on site are to be strictly enforced by the Site Manager.

6.6 Provision for emergency services

Emergency service site access provision is to be maintained at all times during construction. Clear entry/exit vehicular pathways are to be enforced by the Site Agent through clear traffic management and signage.

Emergency access provision from the existing Station Road residential entrances is to be also accommodated.

All internal construction site parking is to be allocated a temporary parking location with the site and kept orderly.

6.7 Protection/diversion of services, supplies, etc.

As part of the site enabling works/ site setup, all existing service records for the area are to be collated, with any services located and marked out on site. All overhead/underground protection/diversion measures for these services are to be in line with service providers safe working practices/ guidelines for working in the vicinity of these infrastructural elements.

6.8 Temporary Lighting

Temporary construction lighting refers to the provision of lighting solutions on construction sites for a specific duration during the construction phase. These lighting arrangements are essential to maintain visibility, ensure safety, and facilitate efficient work during periods of low natural light, such as evenings, nights, or in enclosed spaces. Any temporary/emergency lighting deployed within the site is to be positioned to mitigate against nuisance lighting, backscatter into domestic residences, glare avoidance for passing vehicular traffic.

6.9 Temporary Road Closures

Temporary road closures are planned disruptions to normal traffic flow in specific areas for a defined period. Temporary road closures in construction are often necessary for various reasons, such as carrying out construction activities, ensuring the safety of workers and the public, and minimising disruptions to ongoing traffic. Any road closure is to be agreed with the local authority in writing prior to undertaking works.

6.10 Logistics Plan

The site agent/ Contractor should reference this CTMP as part of any site assessment, works planning/ programming and site risk assessment tasking. The CEMP should incorporate proposals noted in this document.

6.11 Methods of traffic control

6.11.1 Signage, line-marking, barricades, etc.

All necessary traffic safety precautions shall be undertaken by the Contractor to ensure the safety of all traffic and pedestrians using the existing roads adjacent to the site and connecting minor roads during the execution and completion of the Works, and all precautions shall be taken to minimise disruption to the local residents. The Contractor shall maintain access at all times to land, and property owners affected by or adjacent to the works. They shall pay particular attention to construction sites and business premises near to the site in the nearby rural /urban areas.

6.11.2 Road Works speed limits (if proposed by the Contractor)

The nearby local road speed limit is 50km/h. A reduction of this limit should be considered in the plan as part of the works proposals. Limiting construction traffic to the south of Station Road is favoured as this limit's interaction with adjoining estates. The site entrance can be traffic managed to implement this control. This should be presented and agreed in advance with the local authority, with local residents informed of the traffic routing proposals. This would present significant safety improvements during the works, ensuring interaction between construction traffic and residential traffic is kept to a minimum and ensure that all mitigation measures can be employed to ensure residents are not endangered.

6.11.3 Position of Flagmen, Signs and Temporary Traffic Signals

Any works proposed to facilitate site access, site service connection, site drainage routing, site boundary treatments, development junction speed table construction, etc, on the Station Road, will be carried out with temporary provision of appropriate traffic management, traffic signals/flagmen and advanced warning signs.

6.11.4 Methods to construction vehicle traffic on public roads

The Contractor shall provide, maintain, and finally remove all necessary temporary gates, stiles, ramps, and any similar items and shall provide temporary crossings of trenches and other obstructions. Where the Contractor must maintain these ways across the site, they shall maintain them at existing ground level and fenced on both sides with temporary fencing. Where it is necessary to have gaps, the Contractor shall ensure that gaps in the fencing for site traffic shall be gated with the gates giving priority to non-site traffic. During working hours, the Contractor shall ensure that the crossings are manned such that site traffic can use the crossing without prejudicing the security of the crossing, be it vehicular or pedestrian.

The Contractor shall ensure that no item of plant, goods, or equipment (including stores or offices) shall be placed or parked on the public roadway or its verges in a manner which shall / may result in danger to the personnel on the site or members of the public, or which shall / may restrict sight distances on all accesses to the site or on public roads.

The Contractor shall provide and maintain access to all existing properties adjacent to the works.

All drivers including those delivering plant and materials must be given clear instructions regarding designated haul routes, delivery times and working hours the traffic arrangements applicable at any time.

The Contractor shall be responsible for maintaining the traffic carriageway and any pedestrian routes adjacent to the works in a clean and safe condition at all times. Details in the Appendix identifies several conflict zones (at internal junctions and pedestrian crossing) as well as physical constraint locations, such as at tight radius bends, car park areas etc.

6.11.5 Methods to guide vehicles through the construction site.

The use of proper construction traffic signage is essential for ensuring safety, efficiency, and clear communication on construction sites. This includes the installation of signs that convey important information related to traffic management and safety.

Construction traffic signage encompasses a range of signs, each with a specific purpose. Traffic Direction Signs provide guidance to both drivers and pedestrians, indicating the correct routes and exits within the construction zone. Speed Limit Signs clearly specify the speed limit applicable in the construction area for the safety of workers and site visitors. Warning Signs serve as alerts for potential hazards, including uneven surfaces, construction vehicles, or other dangers.

No Entry Signs clearly mark areas where entry is restricted or prohibited to maintain safety protocols. Pedestrian Crossing Signs identify specific areas designated for

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pedestrians to safely cross the construction site. Detour Signs indicate alternative routes for vehicles due to road closures or diversions related to construction activities.

Stop/Slow Signs are used by flaggers or traffic control personnel to manage the flow of traffic effectively within construction zones. Lane Closure Signs notify drivers in advance of upcoming lane closures and provide guidance on appropriate merging. Work Zone Ahead Signs serve as an alert to drivers, indicating their approach to a construction work zone.

Temporary Roadway Markings use methods such as paint or tape to clearly mark lanes, pedestrian pathways, and other crucial elements for effective traffic management.

The appropriate use and placement of these signs are crucial for maintaining safety and order on construction sites. It's essential to adhere to local regulations and standards for construction traffic signage.

6.11.6 Additional traffic control (light vehicle escorts, message signs, etc.).

Due to the unit numbers to be constructed, it is not expected that additional traffic control in the form of vehicle escorts, variable message signs will be required. All vehicles used on site shall be fitted with a roof mounted amber flashing beacon as a minimum. The use of a vehicles hazard warning lights shall not be acceptable on site.

6.12 Road Lighting

In the planning of the development's Public Lighting Design, crucial considerations involve selecting appropriate lighting fixtures based on factors such as the nature of the space, desired levels of illumination, energy efficiency, and aesthetics. Additionally, determining the optimal placement and spacing of lighting fixtures is essential to ensure uniform and effective illumination across the public space. Another key aspect is the incorporation of energy-efficient lighting technologies and practices aimed at minimising energy consumption and reducing environmental impact while ensuring that the lighting design complies with local regulations, standards, and guidelines related to public safety, light pollution, and environmental impact.

The development Public Lighting Design includes the design and layout of lighting fixtures in areas such as streets, parks, pathways, and other public zones. The goal of a development public lighting design is to provide adequate and appropriate illumination for public safety, visibility, and aesthetic purposes. The existing Station Road public lighting is to be upgraded to LED lanterns as per the proposed lighting layouts submitted for planning. The internal lighting design is to comply with the local authorities Design guidelines.

6.13 Preventing mud and dust on the public roads

The objective of preventing mud and dust on public roads involves implementing measures to mitigate the dispersion of mud and dust particles generated from construction activities onto adjacent roadways. This is crucial for maintaining the cleanliness, safety, and environmental integrity of public roads. The prevention strategy

may include employing various practices such as using dust suppressants, implementing road sweeping protocols, and ensuring that construction site access points are appropriately managed to minimise the transfer of mud and dust onto the public road network. These measures aim to prevent potential hazards related to reduced visibility or slippery road surfaces and demonstrate responsible construction site management practices in adherence to environmental and safety regulations.

All construction traffic exiting the development site is to pass through a wheel wash prior to entering onto Station Road and the adjoining wider road network.

6.14 Strategies to reduce impacts.

The following strategies and planned measures are to be incorporated into the traffic logistics/ construction management plan.

ID	Planned Measures	Committed	Proposed	Considered
Measures influencing construction vehicle and deliveries				
1	Safety and environmental standards and programmes	X	x	
2	Adherence to designated routes.	X	X	
3	Delivery scheduling	X	X	
4	Re-timing for out of peak deliveries	X	X	
5	Re-timing for out of hours deliveries			X
6	Use of holding areas and vehicle call off areas.			X
Material Procurement Measures				
7	Re-use of material on site	X	X	
8	Smart procurement	X	X	
Other measures				
9	Collaboration amongst other sites in the area	X	X	
10	Implement a staff travel plan.	X	X	

Figure 6.1 Traffic Impact mitigation measures

6.15 Estimated Construction Vehicles – Monthly and Daily

The number of vehicles accessing the site has been estimated according to level of constructed units to be built/ phases to be completed based on previous experience, the proposed works programming and construction methodology chosen to develop the estimates below.

After finishing the initial site clearance, Heavy Goods Vehicle (HGV) movements will be distributed evenly throughout the day during the construction period, ensuring minimal impact during peak traffic periods. Given the scale of this development, we anticipate that HGV two-way vehicle movements will not surpass 30no. vehicles per hour, even during the busiest phase of construction.

	Staff/ LGV	HGV	Total (vehs)
Daily	30	30	60
AM Peak Hour	16	8	24
Afternoon Peak	6	5	11
PM Peak Hour	22	8	30

*** These values are provisional only and are subject to further determination during construction works.

Figure 6.2: Estimated Trip generation – (Construction Stage)

6.15.1 Operational Hours

Operating hours per day is dependent on:

- Sanctioned Construction hours: 08:00 – 19:00* (Monday – Friday inclusive)
- 07:00 – 16:00* (Saturday)
- Project Phase: During certain project phases, such as excavation or material transport, the demand for dumper trucks may be higher, leading to increased hourly usage.
- Material Volume: If there's a significant volume of material that needs to be moved, the dumper truck might be in use for a larger portion of the working day.
- Distance: The distance the dumper truck needs to travel between the source and destination points can affect the hourly usage.

6.15.2 Construction Stage vehicle breakdown

Site Preparation:

- Excavators: Used for digging and moving earth to prepare the site for construction.
- Bulldozers: Clearing and levelling the ground.
- Dump Trucks: Transporting excavated materials away from the site.

Foundation Construction:

- Concrete Trucks: Delivering ready-mix concrete for foundations.
- Concrete Pump Trucks: Pumping concrete to hard-to-reach areas.

Framework and Structural Construction:

- Cranes: Lifting and placing heavy structural components.
- Concrete Trucks: Continuing to supply concrete for additional structures.
- Flatbed Trucks: Transporting steel beams and other structural components.

Exterior Construction:

- Dump Trucks: Hauling landscaping materials like topsoil, gravel, or stones.
- Concrete Trucks: If needed for additional structures or exterior features.

Interior Construction:

- Delivery Trucks: Transporting construction materials like drywall, flooring, and fixtures.
- Concrete Trucks: If interior features require additional concrete.

Finishing and Landscaping:

- Delivery Trucks: Bringing finishing materials like paint, tiles, and landscaping elements.
- Landscaping Vehicles: Small trucks or equipment for planting and landscaping tasks.

During these phases, auxiliary vehicles like personnel transport vans, security vehicles, and waste removal trucks are frequently deployed. Efficiently managing construction traffic is paramount at these junctures to guarantee safety, effectiveness, and limited disturbance to the neighbouring vicinity. The implementation of a meticulously crafted Construction Traffic Management Plan (CTMP) is imperative for orchestrating the movement of these vehicles and alleviating potential repercussions on the community and the environment.

6.15.3 Estimated Construction Vehicle Numbers***

*** These values are provisional only and are subject to further determination during construction works.

Phase 1		Number	
Type	Min no.	average no.	max no.
Bowser	1	2	2
Breaker	1	1	2
Container	1	1	1
Dozer	1	2	2
Dumper	1	2	3
Excavator	2	3	3
Generator	1	2	3
Plate Compactor	1	2	2
Power Washer	1	1	1
Roller	1	1	2
Tractor & Trailer	1	1	2
Crane	0	0	1
Paver	0	0	1
Concrete Mixers	0	2	4
Road Sweeper	0	0	1
Total*	12	19	29

* These numbers are provisional only and are subject to further determination during construction works.

Please note that some of the listed vehicle types will not operate during the same timeframe.

Figure 6.3: Estimated Construction Vehicle Numbers – (Construction Stage)

7 EMERGENCY PLANNING AND RESPONSE

An Integrated Management System will govern operations at the site, encompassing essential procedures for effective emergency planning and response. The procedures include emergency preparedness and response, incident investigation, nonconformity, corrective action, preventative action, spillage containment, and a pollution prevention program.

Acknowledging that unforeseen circumstances may arise, making it impractical to adhere to all requirements, the appointed project team commits to providing as much notice as possible to authorities and neighbours during emergency situations. Examples of such situations include the erection or removal of cranes and hoists or special crane lifts. In case of traffic incidents, measures will be promptly implemented to prevent construction traffic issues.

Upon resolution of the situation, comprehensive details about the incident and the remedial actions taken will be communicated to the corporation, relevant authorities, and documented in the site environmental register. This register will serve as a comprehensive record of regulatory, legal, and other requirements, summarising legislation and other pertinent details related to the project.

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8 REVIEW AND REVISION:

Regular review and revision of the (CTMP) plays a pivotal role in ensuring the ongoing effectiveness and adaptability of the traffic management strategies outlined in the plan.

Regular reviews are essential to assess the performance of implemented measures, identify areas for improvement, and address any unexpected challenges that may arise during the construction project. This process involves a thorough examination of traffic flow, safety, and environmental impact, allowing for adjustments to be made in response to changing circumstances or feedback from local authorities and stakeholders. The flexibility to revise the CTMP ensures that it remains aligned with evolving project requirements, regulatory standards, and community needs.

The collaborative nature of this review process, involving input from various stakeholders and site personnel, contributes to the continuous enhancement of construction traffic management practices, fostering a dynamic and responsive approach to the challenges presented by construction-related activities.

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9 SUMMARY

This plan addresses the routing and impact of construction-related traffic for the Ringwood Phase 2 development during the construction stage. Its purpose is to guide the Main Contractor in preparing a detailed Construction Traffic Management Plan to ensure smooth traffic flow on the surrounding road network without significant disruption to other users.

The objectives of the plan include offering guidance to the Main Contractor, minimising the impact of construction traffic on the road network, facilitating construction traffic through the preferred route via N20, R617 and Station Road and via the Spine Road when constructed, promoting the use of public transport among construction workers, organising off-site parking with limited on-site parking for construction traffic, and exploring the possibility of shuttle services for construction staff as needed. These objectives collectively aim to optimise the flow of construction activities while prioritising the efficiency and convenience of the road network and the well-being of workers.

The construction traffic is directed along the emerging preferred haul route, which starts at nearby N20 interchange junction, with access to the development site via Station Road and then via the Spine Road access onto the R617. In terms of parking and transportation, there will be adequate on-site parking allocation for construction traffic.

This preliminary plan sets the foundation for a detailed Construction Traffic Management Plan, aiming to ensure the Ringwood development proceeds efficiently while minimising disruptions to the local road network.

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10 REFERENCES

- DTTAS Guidelines for Managing Openings in Public Roads".
- Department of the Environment Chapter 8 -Traffic Signs Manual,
- Temporary Traffic Management Design Guidance,
- Temporary Traffic Management Operations Guidance,
- Temporary Traffic Measures and Signs for Roadworks,
- Guidance for the Control and Management of Traffic at Road Works,
- Design Manual for Roads and Bridges.

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11 APPENDIX

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12 APPENDIX – IDENTIFIED JUNCTIONS



Figure 12.1 Proposed Development Entrance with Station Road. (Junction 1)



Figure 12.2 Development Entrance with the R617. (Junction 2)

13 APPENDIX - DEVELOPMENT LAYOUT

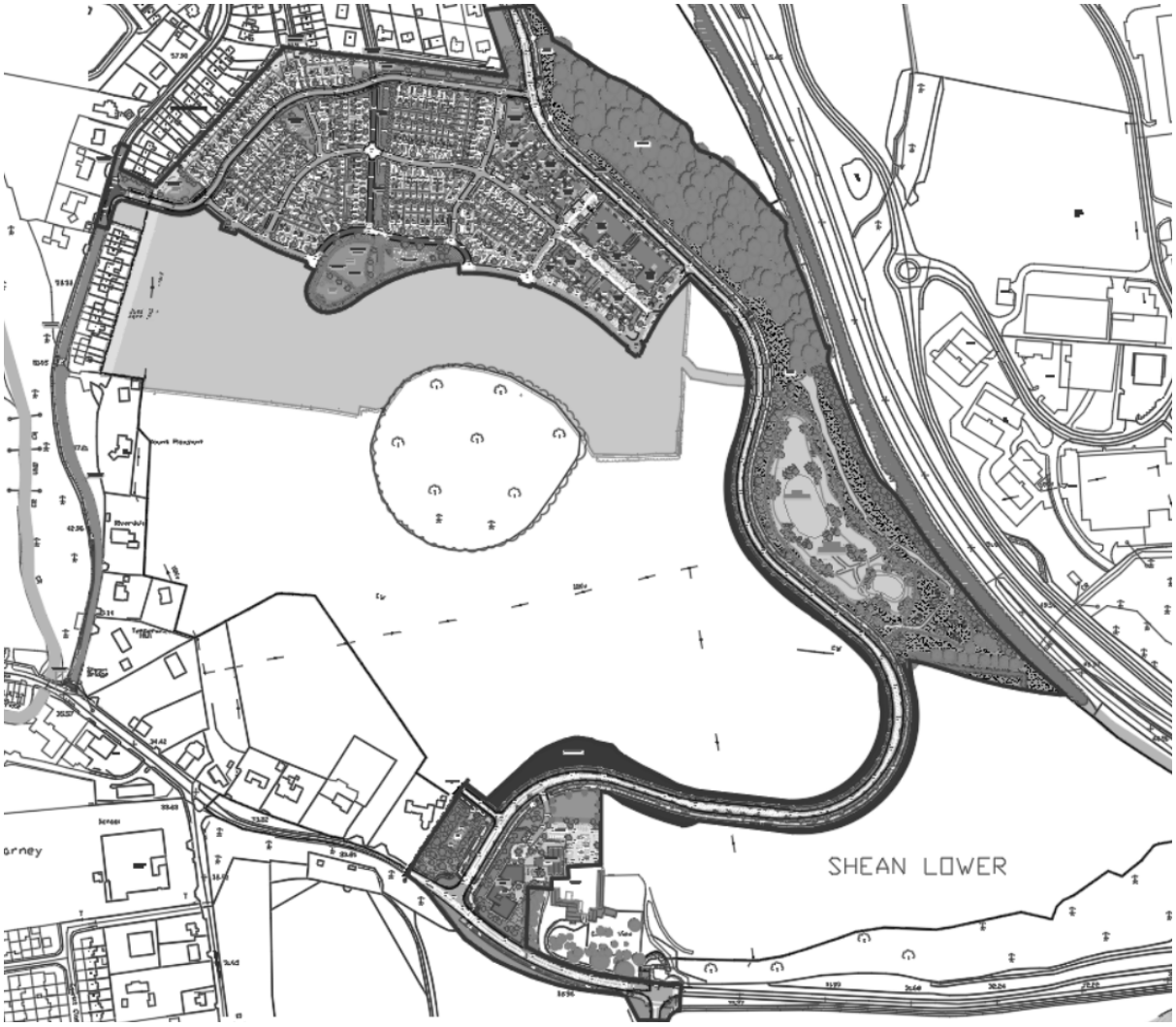


Figure 13.1 Phase 2 in context with Phase 1



Figure 13.2: Development Site Layout (Phase 1) (c: CCK Architects)

14 APPENDIX – PROVISIONAL CONSTRUCTION TRAFFIC ROUTING

Please refer to submitted construction traffic routing details submitted by MHL & Associates Ltd. and Systra.

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Notes:

Do not scale from drawing.
All dimensions are in metres.
Any discrepancies found consult with design office.
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Temporary Construction Road

LEGEND (Details from CSR)

- CLASS A INDIVIDUAL TREE (HIGH QUALITY - RETENTION HIGHLY DESIRABLE)
- CLASS B INDIVIDUAL TREE (MODERATE QUALITY - RETENTION DESIRABLE)
- CLASS C INDIVIDUAL TREE (LOW QUALITY - RETENTION OPTIONAL)
- CLASS U INDIVIDUAL TREE (RECOMMEND REMOVAL)
- TREE GROUPS or HEDGEROWS (COLOUR REPRESENTING GROUP CLASSIFICATION)
- SCRUB VEGETATION
- CALCULATED ROOT PROTECTION AREA

Rev	By	Date	Description
_01			

Drawing Status: DISCUSSION
NOT CERTIFIED FOR CONSTRUCTION

Project Title:
PROPOSED RESIDENTIAL DEVELOPMENT AT RINGWOOD, BLARNEY, CO. CORK -

Drawing Title:
PROPOSED TEMPORARY CONSTRUCTION ACCESS OPTION A: SHEET 1

Client:
CLOCKSTRIKE LTD.

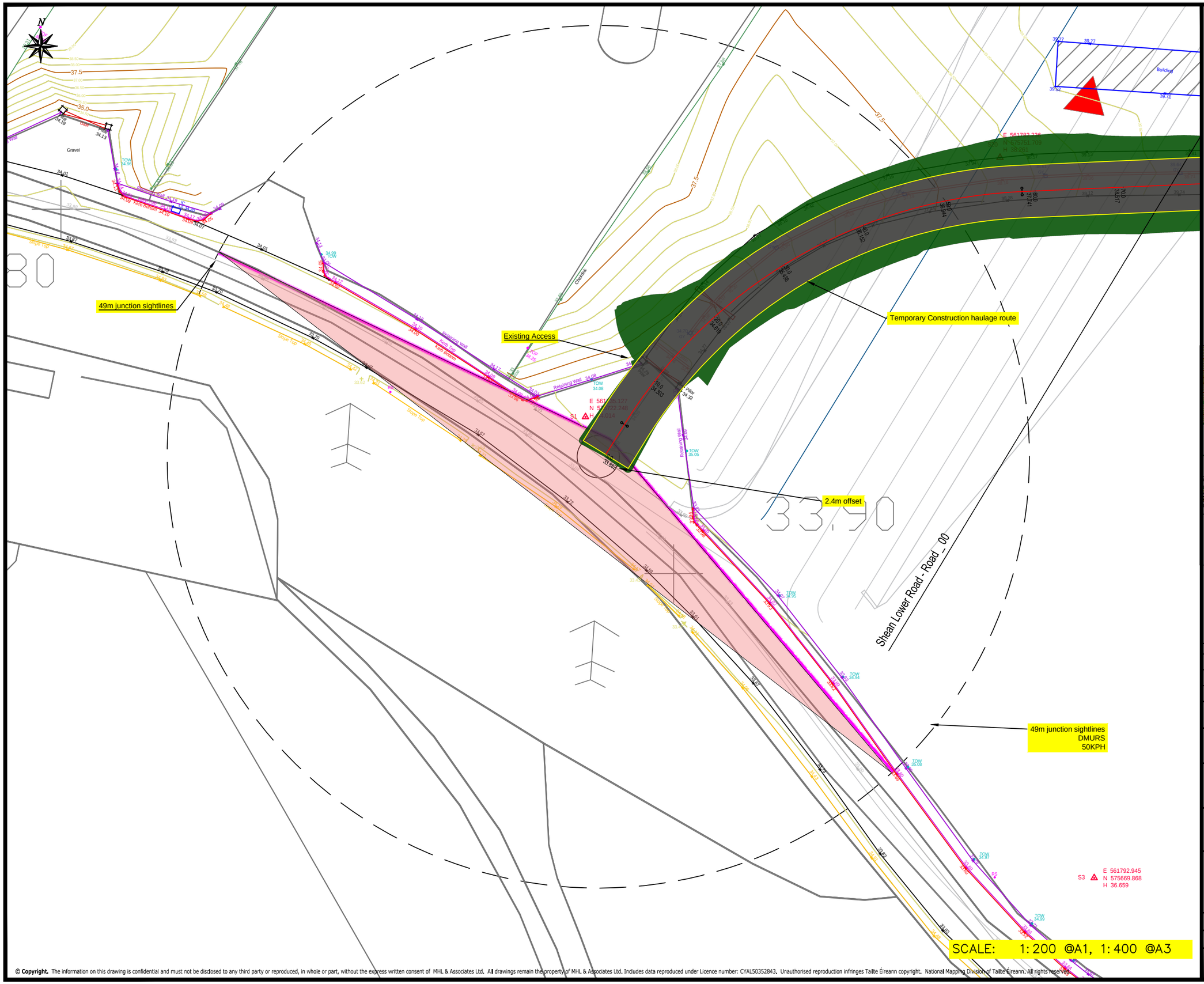
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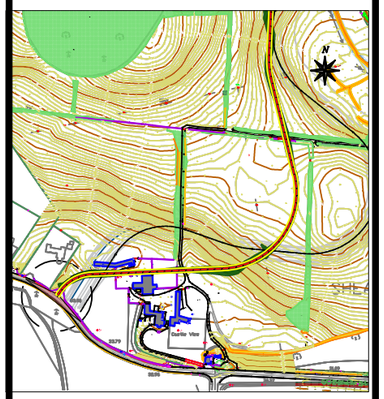
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Rev	By	Date	Description

Drawing Status:
INFORMATION
NOT CERTIFIED FOR CONSTRUCTION

Project Title:
PROPOSED PCC TENDER AT
RINGWOOD, BLARNEY, CO. CORK

Drawing Title:
Construction Haul Route
Existing R617 Access
SHEET 1

Client:
CLOCKSTRIKE LTD.

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