Project:

Old Orchard LRD, Monaleen

Report Title

Outline Construction Traffic Management Plan

Document Reference

25066-OSL-00-RP-C-0005

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Document Control

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Appendix A – Construction Stage Management Plan

1.0 INTRODUCTION

OSL Butler Consulting Engineers (OSL) has prepared this Outline Construction Traffic Management Plan on behalf of GLR Property Ltd., for a proposed Residential Development at Old Orchard, Monaleen, Limerick, County Limerick on a circa 3.6-hectare site.

Planning permission was previously granted for a residential development on this site comprising of 113no. residential dwellings and a creche under An Coimsiún Pleanála Reference *ABP 319009-24* (Limerick City and County Council Planning Reference 23/60842) and is currently under construction. A Construction Traffic Management Plan was prepared and submitted by OSL as part of the original planning conditions (Condition 10) as granted under the aforementioned planning reference.

This OCEMP's intent and overall strategy have remained the same as submitted to and as agreed with LCCC as part of the original planning application and relevant planning compliance submissions, with the exception of those revisions made to accommodate the change in site layout as proposed as part of this planning application. This OCEMP forms part of an amendment to the original permission, quoted before.

This document includes an outline description of the proposed works and how these works will be managed with respect to construction traffic for their duration.

The site is located to the east of Limerick City Centre, centred at grid reference E: 562059, N: 655886 (ITM) as highlighted in Figure 1 below.

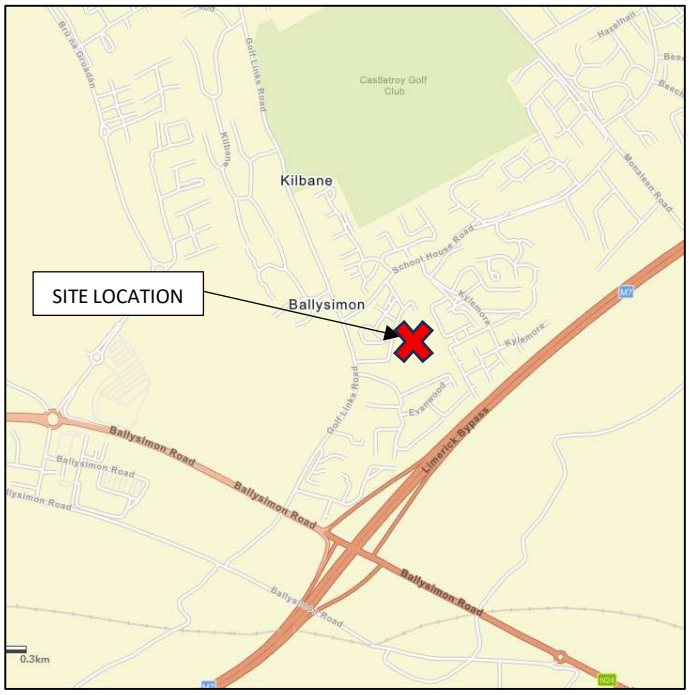


Figure 1: Site Location

As part of the Construction Stage Safety Plan for the works, a Construction Stage Traffic Management Plan (CTMP) will be prepared in accordance with the principles outlines below and held on site. It shall comply with the requirements of;

- Chapter 8 of the Traffic Signs Manual by The Department of Transport, Tourism and Sport, current edition available at www.trafficsigns.ie
- Guidance for the Control and Management of Traffic at Road Works (2nd Edition, June 2010) by The Local Government Management Services Board
- Any additional requirements detailed in TII Publications or Design Manual for Urban Roads & Streets (DMURS) available at www.dmurs.ie

All construction activities will be governed by a Construction Traffic Management Plan (CTMP), the final details of which will be agreed with the Local Authority prior to the commencement of construction activities on site. The principal objective of the CTMP is to ensure that the impacts of all building activities generated during the construction phase upon the public (off-site), visitors to the subject site (on-site) and internal (on-site) workers environments, are fully considered and proactively managed/programmed thereby ensuring that safety is always maintained, disruption is minimised and that works are undertaken within a controlled hazard free/minimised environment.

2.0 CONSTRUCTION PROGRAMME AND PHASING

2.1 DEVELOPMENT AND SITE OVERVIEW

As mentioned previously, Planning permission was previously granted for a residential development on this site comprising of 113no. residential dwellings and a creche under An Coimsiún Pleanála Reference *ABP 319009-24* (Limerick City and County Council Planning Reference 23/60842) and is currently under construction.

GLR Property Ltd. intend to apply for an amendment to the original permission, quoted before.

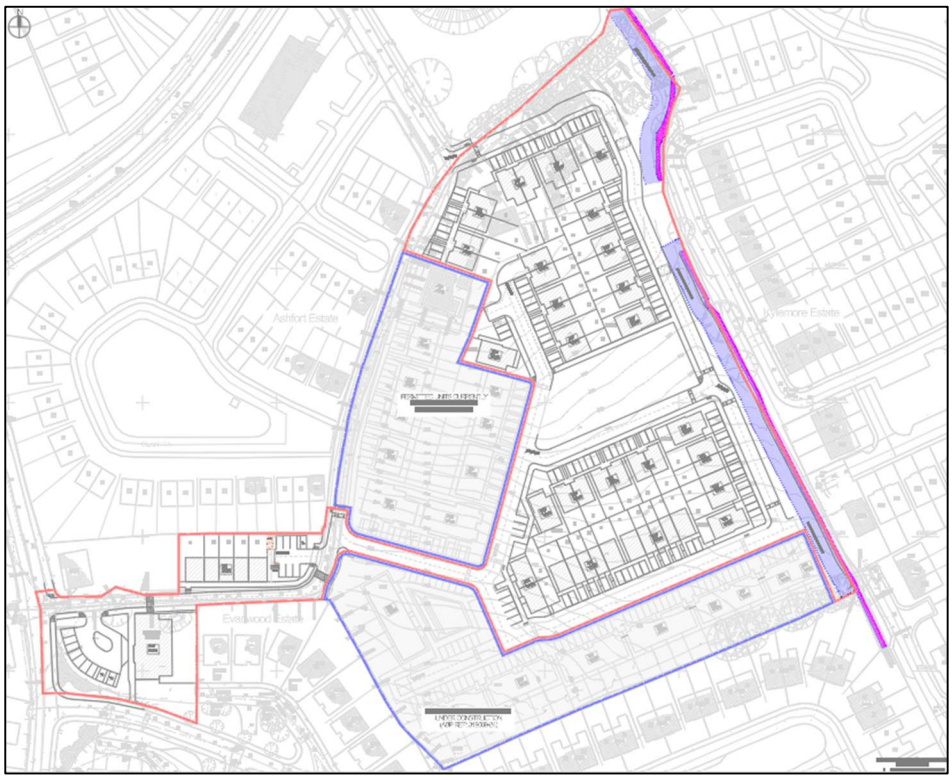


Figure 2: Proposed Site Layout

To summarise;

'The proposed development comprises of the modification of the Large-Scale Residential Development granted under Application Ref. 23/60842 and Appeal Ref. ABP-319009-24. The proposed modifications comprise of:

1. *The replacement of 57 no. units comprising of;*
    - *06 no. 4 bed semi-detached houses (139.2 sq.m.)*
    - *15 no. 3 bed semi-detached houses / townhouses (108 sq.m.)*
    - *06 no. 1 and 2 bed apartments (Block A) (54.1 sq.m. – 114.1 sq.m.)*
    - *14 no. 1 and 2 bed apartments (Block B)(54.1 sq.m. – 114.1 sq.m.)*
    - *16 no. 1, 2, and 3 bed apartments (Block D)(50.2 – 123.2 sq.m.)*

    With 59 no. units comprising of;
    - *04 no. 4 bed semi-detached houses (134.0 sq.m.)*
    - *22 no. 3 bed semi-detached houses (104.4 – 108.6 sq.m.)*
    - *04 no. 3 bed semi-detached houses (115.8 sq.m.)*

- *08 no. 3 bed townhouses (109.8 sq.m.)*
- *06 no. 2 bed townhouses (80.2 sq.m.)*
- *15 no. 1 and 2 bed apartments (61.6 – 71.9 sq.m.)*

2. *The provision of 5no. additional townhouse units (2 no. 3 beds and 3 no. 2 beds).*
3. *The omission of the permitted childcare facility with capacity to accommodate 58no. children and the construction of a childcare facility on a site to the west with capacity to accommodate 102no. children.*

The development will also include the provision of private, communal, and public open spaces; internal roads and pathways; pedestrian and cyclist routes; hard and soft landscaping and boundary treatments; waste storage; plant; signage; public lighting; substations; all associated site development works; and all drainage and foul sewer infrastructure and network works including nature-based suds measures.'

The lands are bound to the north and west by the existing Ashfort neighbourhood, to the south by the existing Evanwood neighbourhood and to the east by the existing Kylemore neighbourhood.

The Vehicular and pedestrian access to the proposed site remains unchanged from that granted under Application Ref. 23/60842 and Appeal Ref. ABP-319009-24 via the School House Road which also serves the adjacent Ashfort Residential Development.

It is proposed to provide a vehicular access to the proposed creche via the Golf Links Road. No vehicular access is proposed via the Golf Links Road to serve the residential development. The Golf Links Road will serve the residential development for pedestrians and cyclists only.

2.2 PHASING

Given the size and scale of the proposed development, it is expected that it will be developed in four phases with phase 1 and 2 currently under construction as granted under Application Ref. 23/60842 and Appeal Ref. ABP-319009-24. The proposed phases have been shown in Figure 3 below.

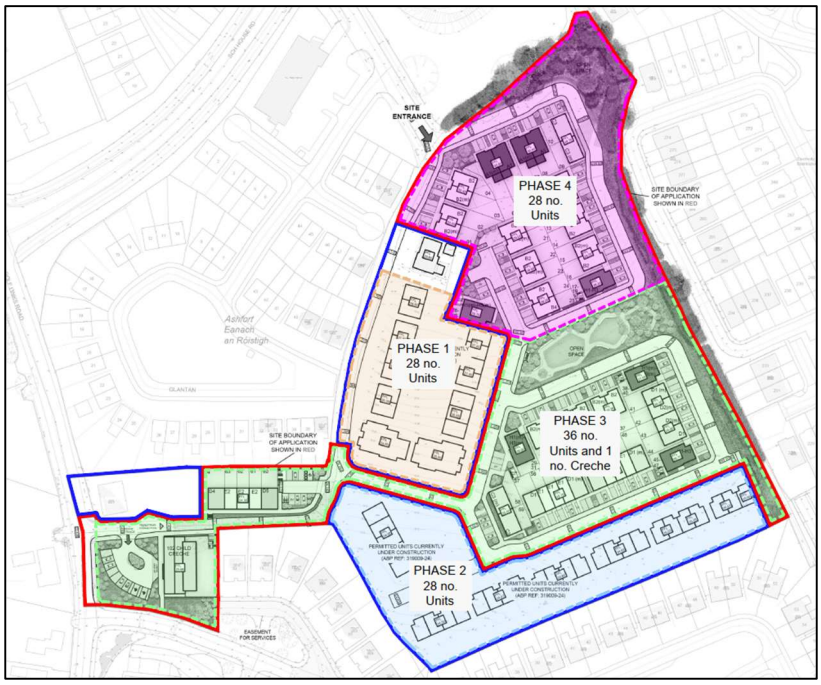


Figure 3: Proposed Phasing of Development

In summary, and further elaborated on in the heading that follows, the phases and delivery of units in these phases are set out below;

- Phase 1 – 28 residential dwellings, currently under construction as granted under Application Ref. 23/60842 and Appeal Ref. ABP-319009-24
- Phase 2 – 28 residential dwellings, currently under construction as granted under Application Ref. 23/60842 and Appeal Ref. ABP-319009-24
- Phase 3 - 36 residential dwellings and creche
- Phase 4 - 28 residential dwellings

2.3 DEMOLITION WORKS

No demolition is proposed as part of this application.

2.4 CONSTRUCTION SCHEDULE

It is proposed, upon receiving a successful application, that there will be possible number of phases of construction. The dwelling units will be developed on a sequential basis starting on the southern part of the site and generally moving sequentially. As mentioned previously, planning permission was previously granted for a residential development on this site comprising of 113no. residential dwellings and a creche under An Coimsiún Pleanála Reference *ABP 319009-24* (Limerick City and County Council Planning Reference 23/60842) and is currently under construction.

The development as proposed in this amendment to the original planning permission is proposed to commence work on site upon receiving a planning permission, starting with the site set up followed by the setting out and provision of services.

2.4.1 Phase 0a Site Set Up

This task will take up to three weeks to complete with approximately up to 4-8 staff employed. It will involve site clearance (given the lack of existing scrub/vegetation this will not be significant), set up of a site office, compound, secure the construction site and erection of signage for site security & safety purposes. The provision of temp foul and storm sewers will be provided for in the site office location and can connect directly in the existing foul network.

2.4.2 Phase 0b Setting Out of Sites and Provisions of Services

Given the degree of work involved in the provision of storm & foul services this stage will involve significant work and is estimated to take between 12 and 18 months with 8-50 staff employed. This will involve the laying of sewers mainly within the site, the provision of footpaths, lighting and roadways. As part of any works (i.e. provision of services) along the public areas/roads in the vicinity of the site, it will be ensured that the surface of the roads/areas will be re-instated to a high standard and to the satisfaction of the local authority.

The site compound will be developed, comprising of offices and welfare facilities for the contractors on site. Figure 4 below shows the site compound layout proposal, subject to minor changes and adjustment depending on local authority comments and/or requirements.

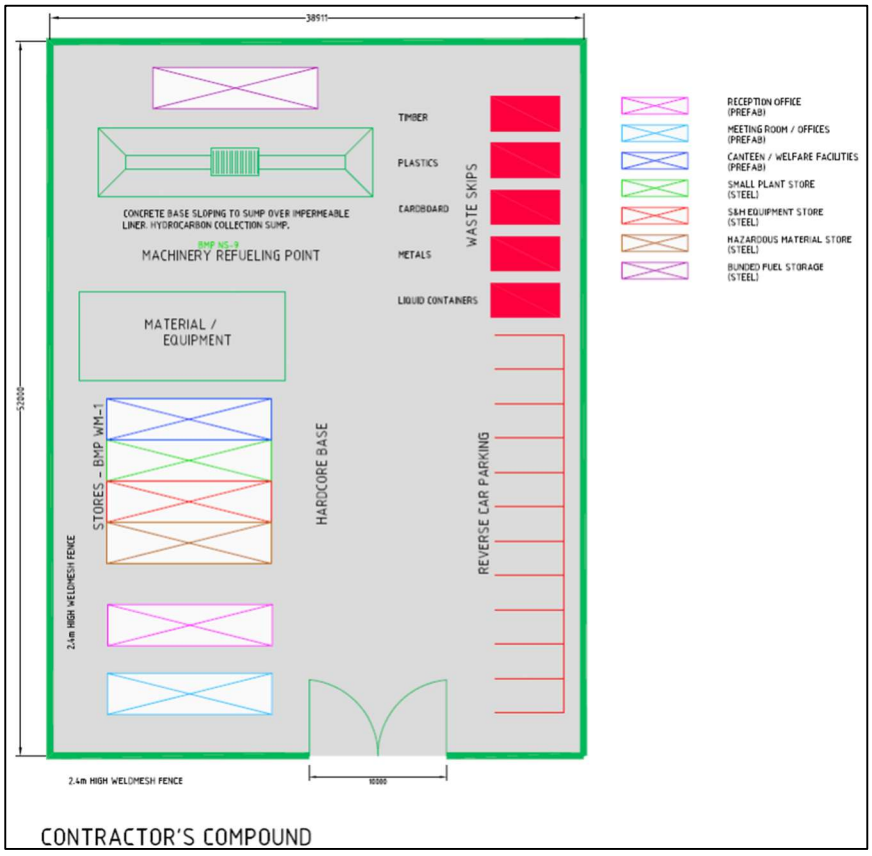


Figure 4: Proposed Phasing of Development

As part of Phase 0, the laying of sewers mainly within the site, the provision of footpaths, lighting and roadways will be included. As part of any works (i.e. provision of services) along the public areas/roads in the vicinity of the site, it will be ensured that the surface of the roads/areas will be re-instated to a high standard and to the satisfaction of the local authority.

2.4.3 Phase 1 Construction of 28 Residential Units

Phase 1 is currently under construction as per the planning permission under An Coimsiún Pleanála Reference *ABP 319009-24* (Limerick City and County Council Planning Reference 23/60842).

2.4.4 Phase 2 Construction of 28 Residential Units

Phase 2 is currently under construction as per the planning permission under An Coimsiún Pleanála Reference *ABP 319009-24* (Limerick City and County Council Planning Reference 23/60842).

2.4.5 Phase 3 Construction of 36 Residential Units and 1 no Creche

The construction of the residential units will, to a certain degree respond to the demand/sale of the units involved, it is estimated that the Phase 1 of the development will be constructed/completed over a 12-month period. It will involve up to 100 No. construction staff (depending on the number of units being constructed at any one time).

2.4.6 Phase 4 Construction of 28 Residential Units

The construction of the residential units will, to a certain degree respond to the demand/sale of the units involved, it is estimated that the Phase 2 of the development will be constructed/completed over a 12-month period. It will involve up to 100 No. construction staff (depending on the number of units being constructed at any one time).

3.0 SITE ESTABLISHMENT

A Construction Stage Management Plan, 25066-OSL-10-DR-C-1002, has been included in Appendix A of this OCTMP.

3.1 SITE ACCESS AND OPERATIONS

Site access will be provided from Golf Links Road via School House Road and the surrounding regional road networks. The proposed future estate entrance will form the site access entrance until completion of the development.

It is proposed that construction vehicles make use of the regional roads to access the site in so far is possible to avoid local roads and the town centre area.

3.2 HOARDING

Perimeter hoarding will be provided to prevent unauthorised access to the site. Controlled access points to the site will be provided for access by site personnel and/or any authorised persons. Hoarding will be maintained to a high standard and painted or covered as appropriate.

Temporary hoarding will be provided as necessary within the site as safety restrictions prevent public access. The location of this temporary hoarding will vary as work progresses across the site.

3.3 ARCHEOLOGY

Appropriate arrangements will be made with a licensed archaeologist to monitor soil stripping and other development works as may be conditioned in any planning permission for the proposed development.

3.4 ENABLING WORKS AND WORKS ON THE PUBLIC ROAD

Works on the public road will be carried out subject to, and under, a Road Opening Licence from the Local Authority. All works on the public road will be carried out per the Local Authority and HSA guidelines for working on public roads, with traffic management in accordance with Chapter 8 of the Traffic Signs Manual and the relevant and appropriate traffic management guidelines.

4.0 CONSTRUCTION TRAFFIC

4.1 SITE ACCESS AND TRAFFIC ROUTING

As mentioned previously, the construction vehicle access to the proposed development will be via Golf Links Road and School House Road.

Traffic volumes are not anticipated to be significant and turning movements into the site shall be accommodated without delay to prevent any queuing or disruption to traffic on the public road. Warning signage will be provided for pedestrians and other road users on all approaches in accordance with Chapter 8 of the Traffic Signs Manual and the Contractor's CTMP.

4.2 CONSTRUCTION TRAFFIC VOLUMES

During the general excavation of works such as for foundations and roads, there will be additional HGV movements to and from the site e.g. for removal of excess spoil material to a registered landfill.

In addition to the above, traffic will also be generated from deliveries of construction materials and equipment which will likely be during off-peak traffic hours. Such construction traffic would generally be spread out over the full working day and is unlikely to be higher than the peak hour predicted for the development's operational stage.

- Construction Traffic will consist of the following categories;
- Private vehicles owned and driven by site construction and supervisory staff.
- Excavation plant and dumper trucks removing excavations / waste material from site.
- Materials delivery vehicles involved in site development works.

It is envisaged that deliveries would arrive at a steady rate during the day e.g. in the region of 1 - 2 deliveries per hour throughout the day. In the absence of a final construction programme, it is difficult to assess the exact impact during the construction period. Nevertheless, the following estimates have been made in respect of the construction period impacts:

- Appropriate on-site and compounding will be provided to prevent overflow onto the local network. Parking in nearby residential estates shall be strictly prohibited.
- It is likely that some of the construction team will utilise the extensive public transport network in the area which will serve to reduce the trip generation potential.
- During the period of excavation and disposal off site, it is likely that up to 2-3 no. truck trips per hour (on average) will be generated by vehicles removing unsuitable excess spoil from the site to allow for the construction of the development.
- The site offices and compound will be located within the site boundary.

Overall, it is expected that the level of traffic generated by the construction works will be less than that generated by the operational phase of the development during the peak traffic hours. As a result, a detailed analysis of this stage has not been deemed necessary, and the impact is considered to be negligible.

4.3 SITE PARKING

The site is readily accessible by public transport with Bus Eireann services and the Limerick Train Station within nearby walking distance. On-site employees will generally arrive before 07:00, thus avoiding the morning peak hour traffic. Construction employees will generally depart after 17:00. It should be noted that a large proportion of construction workers may arrive in shared transport.

Construction traffic will not be permitted to park on the public roads or within the general area outside the main site.

4.4 ON-SITE ACCOMMODATION

Facilities will be provided by the contractor within the confines of the site hoarding as follows;

- Adequate materials drop-off and storage area
- Set down areas for trucks
- Dedicated staff parking and visitors parking
- Staff welfare facilities i.e. toilets etc.

4.5 CONSTRUCTION ACTIVITIES

The most onerous construction period with regards to traffic generation is expected to be HGV's during the following work elements;

- Excavation (Earthworks) stage where waste and excess soil could be removed from site
- Bringing concrete to site for Sub and Superstructures

4.6 MINIMISATION OF MOVEMENT AND IMPACT

Construction vehicle movements and their impact will be minimised through;

- Consolidation of delivery loads to and from the site and management of large deliveries on site to occur ouisde of peak periods
- Use of precast / prefabricated materials where possible
- 'Cut' earthworks materials generated by the construction works to be re-used on-site where possible, through various works. (It is noted that the design of the works has involved an element of minimising the quantity of material to be removed from site by way of cut and fill balance.)
- Adequate storage space on site to be provided
- Scheduling of movements to outside peak traffic times and school pick-up / drop-off times.

4.7 PUBLIC ROADS

The following measures will be taken to ensure that the site and surroundings are kept clean and tidy;

- A regular programme of site tidying to be established to ensure a safe and orderly site.
- Mud spillages on roads and footpaths outside the site to be cleaned regularly and will not be allowed to accumulate.
- Wheel-wash facilities or similar will be provided for vehicles exiting the site if deemed appropriate or when significant vehicle movements are planned (e.g. disposal of topsoil from site).
- Dedicated road sweeper will be put in place if site conditions require.

5.0 CONCLUSION

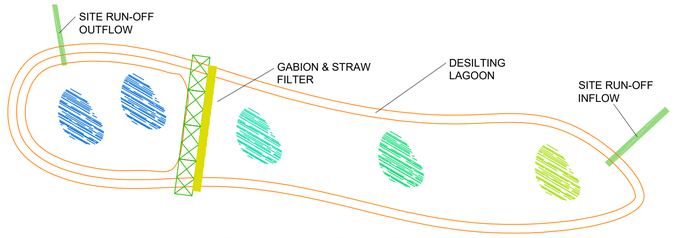
From the existing site characteristics and the proposed type of development, it is concluded that the proposed works can be delivered in a logical, sensible and safe manner with the incorporation of specific site measures to mitigate the potential impact on people and the surrounding environment from the proposed construction activities identified.

It is noted that this report is an Outline Construction Traffic Management Plan that has been prepared and submitted as part of this planning application. However, it is expected that a Construction Stage Construction Traffic Management Plan as well as a Construction Stage Construction and Environmental Management Plan will be submitted by the contractor to the Local Authority for agreement before the commencement of construction, giving details on the following:

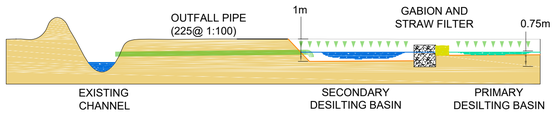
- Daily and weekly working hours;
- Agreed haul routes for incoming materials;
- Licensed hauliers to be used;
- Disposal sites;
- Travel arrangements for construction personnel;
- Appropriate on-site parking arrangements for construction personnel to prevent overspill parking on the local road network;
- Temporary construction entrances are to be provided;
- Wheel wash facilities if required;
- Road cleaning and sweeping measures to be put in place if required;
- Temporary construction signage is to be put in place and maintained;
- Any proposed traffic management measures such as temporary traffic lights and signage on any public roads.

APPENDIX A

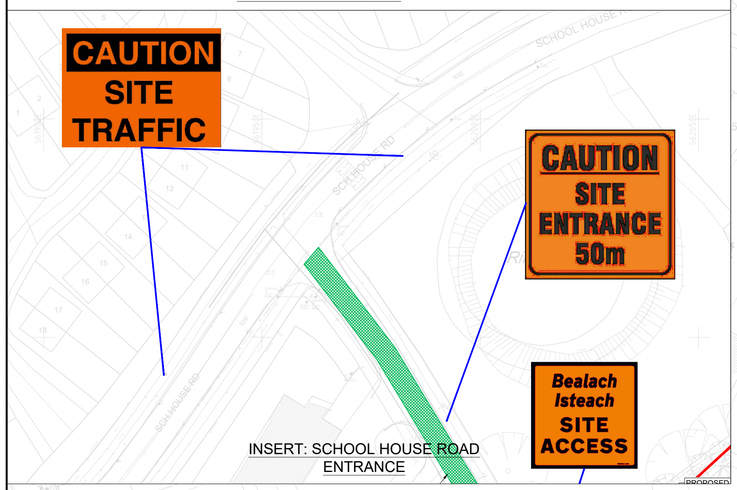
Proposed Construction Stage Management Plan



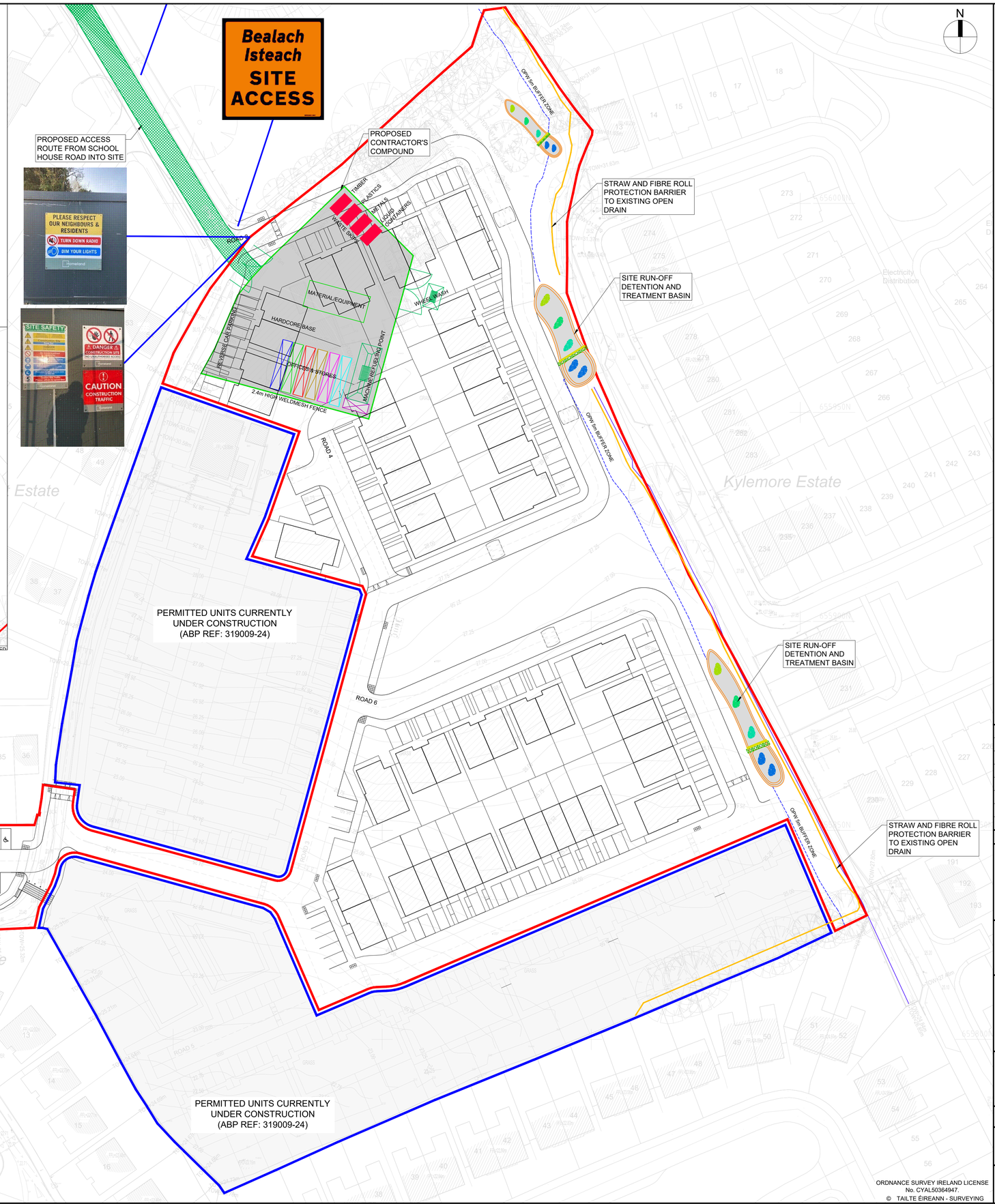
CONSTRUCTION STAGE SURFACE WATER MANAGEMENT



TEMPORARY SURFACE WATER MANAGEMENT DETAIL



INSERT: SCHOOL HOUSE ROAD ENTRANCE



GENERAL NOTES:

1. ALL DIMENSIONS ARE IN METERS UNLESS NOTED OTHERWISE.
2. ALL LEVELS ARE TO MALIN HEAD DATUM.
3. ONLY WRITTEN DIMENSIONS SHALL BE USED. NO DIMENSIONS SHALL BE SCALED FROM THE DRAWINGS.
4. CONTRACTOR TO CHECK ALL DIMENSIONS ON SITE.
5. ALL COORDINATES ARE TO IRISH TRANSVERSE MERCATOR
6. ALL DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE PROJECT SPECIFICATIONS.
7. COPYRIGHT OSL.

LEGEND:

- SITE RED LINE BOUNDARY
- RECEPTION OFFICE (PREFAB)
- MEETING ROOM / OFFICES (PREFAB)
- CANTEEN / WELFARE FACILITIES (PREFAB)
- SMALL PLANT STORE (STEEL)
- S&H EQUIPMENT STORE (STEEL)
- HAZARDOUS MATERIAL STORE (STEEL)
- BUNDED FUEL STORAGE (STEEL)
- WHEELWASH AND SUMP
- ACCESS ROAD FROM SCHOOL HOUSE ROAD

0 20.0m 40.0m

REV	DATE	DESCRIPTION	BY	CHK'D	AUTH
P03	29.05.26	ISSUED FOR PLANNING	BJM	DB	DB
P02	03.11.25	ISSUED FOR SECTION 32B	BJM	JT	DB
P01	28.10.25	ISSUED FOR INFORMATION	BJM	JT	DB

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CLIENT

GLR PROPERTY LTD.

PROJECT
PROPOSED LARGE-SCALE RESIDENTIAL DEVELOPMENT AT OLD ORCHARD, MONALEEN, LIMERICK, CO. LIMERICK

TITLE
PROPOSED CONSTRUCTION STAGE MANAGEMENT PLAN

PURPOSE: FOR PLANNING

ORIGINAL SCALE: A1 - 1:500

ORIGINAL ISSUE DATE: 28.10.2025

STATUS: S2

DRAWING NO: 25066-OSL-10-DR-C-1002

REV: P03

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