

Project:

Large-scale Residential Development at Ross Road, Killarney, Co. Kerry

Report Title

Outline Construction Traffic Management Plan

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CONTENTS

Document Control 2

1.0 Introduction..... 4

2.0 Construction Programme and Phasing 5

 2.1 Development and Site Overview 5

 2.2 Phasing 6

 2.3 Demolition Works..... 6

 2.4 Construction SCHEDULE 6

3.0 Site Establishment 8

 3.1 Site Access and Operations 8

 3.2 Hoarding..... 8

 3.3 Archeology..... 8

 3.4 Enabling Works and Works on the Public Road 8

4.0 Construction Traffic 9

 4.1 Site Access and Traffic Routing..... 9

 4.2 Construction Traffic Volumes 9

 4.3 Site Parking..... 9

 4.4 On-site Accommodation..... 10

 4.5 Construction Activities 10

 4.6 Minimisation of Movement and Impact..... 10

 4.7 Public Roads 10

5.0 Conclusion 11

1.0 INTRODUCTION

OSL Butler Consulting Engineers (OSL) has prepared this Outline Construction Traffic Management Plan (OCTMP) on behalf of Homeland Projects Ltd., for a proposed Large-Scale Residential Development at Ross Road, Killarney, County Kerry on a circa 3.8-hectare site.

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 southwest of Killarney Town Centre, centred at grid reference E: 496243, N: 589941 (ITM) as highlighted in Figure 1 below.



Figure 1: Site Location (Site boundary shown indicatively)

The lands are bound to the north by Ross Road and then to the west, south and east by existing residential neighbourhoods (Castle Falls, Cahernane Meadows and King's Park).

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

The site is currently greenfield. The proposed site layout can be seen in Figure 2 below.



Figure 2: Proposed Site Layout

To summarise, proposed development will consist of a largescale residential development (LRD), comprising of 134no. residential dwellings as follows: 65no. houses consisting of 10no. 4-bed dwellings and 55no 3-bed dwellings; 51no. townhouses consisting of 32no. 3-bed units and 19no. 2-bed units; and 18no. apartments consisting of 12no. 2-bed units and 6no. 1-bed units.

The proposed development also includes crèche (585sqm) with capacity to accommodate 102no. children, and all ancillary site development works including 2no. vehicular and pedestrian accesses onto the Ross Road.

Access to the proposed development will be via a proposed vehicular and pedestrian access to the existing Ross Road.

2.2 PHASING

Given the size and scale of the proposed development, it is expected that it will be developed in two phases. The proposed phases have been shown in Figure 3 below.



Figure 3: Proposed Phasing of Development

2.3 DEMOLITION WORKS

The proposed development will include the demolition of existing agricultural sheds.

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 Western part of the site and generally moving sequentially. It's proposed to commence work on site in January 2026 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.

2.4.3 Phase 1 Construction of 89 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 1 of the development will be constructed/completed over a 24-month period. It will involve up to 100 No. construction staff (depending on the number of units being constructed at any one time).

2.4.4 Phase 2 Construction of 45 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

3.1 SITE ACCESS AND OPERATIONS

Site access will be provided from Ross Road via Muckcross Road (N71) 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 as 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

Should the Planning Authority require further archaeological monitoring, 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 Ross 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 Killarney 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 outside 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.