

Denis Treacy
Construction Limited

Residential Development at
Margaret's Fields,
Callan Road,
Kilkenny
Construction Traffic Management
Plan

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1.0 INTRODUCTION

1.1 General

- 1.1.1 This Construction Traffic Management Plan (CTMP) has been prepared by MPA Consulting Engineers at the request of our client, Denis Treacy Construction Limited, for the Phase 3 residential development at Margaret's Fields, Callan Road, Kilkenny.
- 1.1.2 This CTMP is submitted to allow a thorough assessment of potential construction traffic related issues however, it should be noted that full details of the construction programme, the source / routing of materials and the number of construction traffic movements is not yet known. This report therefore sets out the best available information at this time.
- 1.1.3 This report is prepared at planning stage and will be a live document which will be updated by the appointed construction contractor. This planning stage document aims to identify and establish certain key principles concerning construction traffic movements. It is recommended that the appointed construction contractor prepares a more detailed version prior to the commencement of works on site, when full details of staffing, deliveries, scheduling and programme are known.

1.2 Scope

- 1.2.1 This CTMP considers the movement of building material and construction personnel associated with the construction phase of the proposed housing development. The objective of this CTMP report is to manage and mitigate the impacts of construction traffic on the public road network.
- 1.2.2 Parts of the construction process will require the movement of earth works and construction material to and from the development site by Heavy Goods Vehicle (HGVs). This CTMP describes how these HGV movements will be managed during the various stages of construction as well as the interaction with the surrounding road network.
- 1.2.3 The Plan also considers the vehicle movements associated with the workforce involved in the construction as they travel to and from the site.
- 1.2.4 This Plan should serve as the basis for the final CTMP with the appointed construction contractor required to prepare the final version once all programme, material quantity and material source information is known.

1.3 Structure of the Report

- 1.3.1 The remainder of this document is structured as follows:
- Section 2 provides an overview of the proposed development and the expected construction programme together with details of the site access arrangements for construction related traffic.
 - Section 3 identifies the construction traffic generation and staff levels.

- Section 4 identifies the measures to be introduced to manage construction traffic.
- Section 5 identifies the communication, emergency procedures and enforcement of the plan.
- Section 6 outlines the conclusions of this report.

2.0 PROPOSED DEVELOPMENT

2.1 General

- 2.1.1 This section summarises the proposed development, access arrangements for construction traffic and the expected length of the construction programme.
- 2.1.2 The development site (Phase 3 of the Margaret’s Fields residential development) is located on the west side of Callan Road (N76), approximately 750 metres south west of the Callan Road (N76) and Kilkenny Ring Road roundabout junction. The Phase 3 site forms part of a larger residential masterplan and is generally surrounded with a mix of new residential and agricultural land uses.
- 2.1.3 The N76 (Callan Road) is the main access road to site. The N76 extends between Clonmel, Co. Tipperary and the Callan Road (N76) roundabout, where it continues as the Kilkenny Ring Road and connects with the R697, N10, R700 and Kilkenny Link Road (N10) / M9 (Waterford – Dublin Motorway).
- 2.1.4 Junction 9 of the M9 (Waterford – Dublin) is located approximately 9.3km south-east of the site and Junction 8 of the M9 is located approximately 11.5km east of the site.
- 2.1.5 The location of the development site in the context of Kilkenny City and the connecting road network is shown in **FIGURE 2.1** and **FIGURE 2.2**.

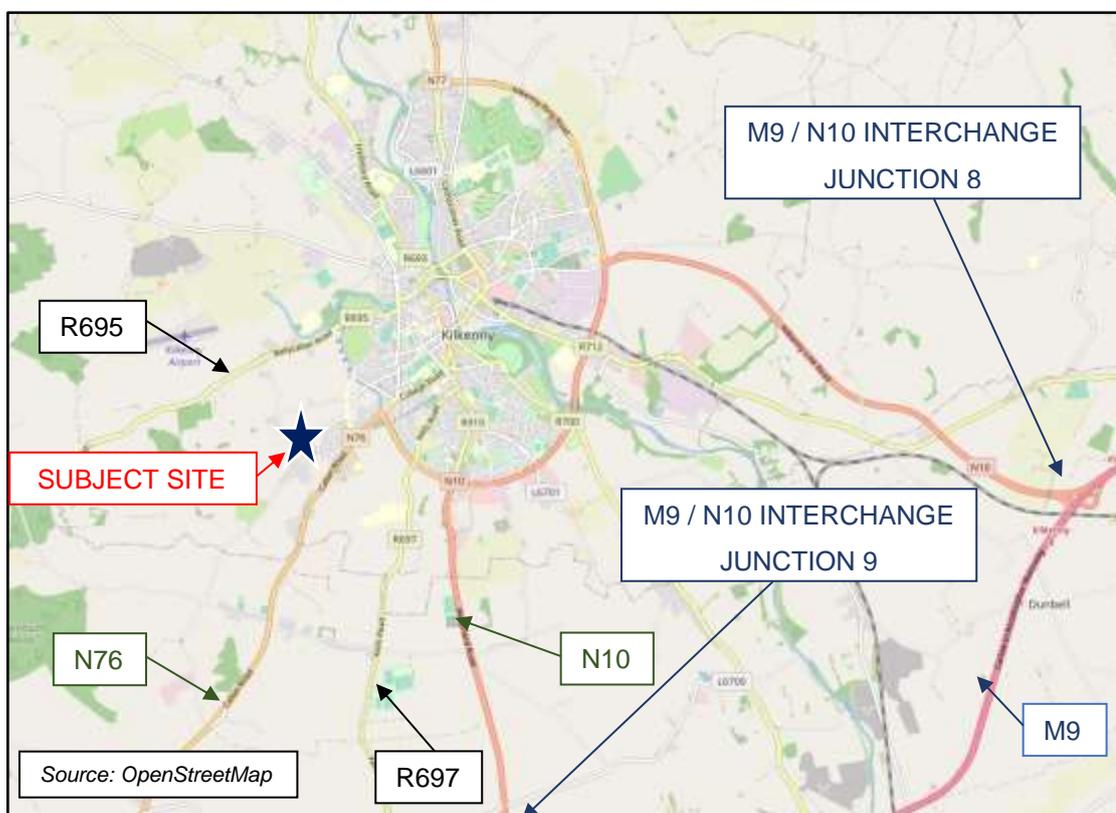


FIGURE 2.1: SITE LOCATION RELATIVE TO SURROUNDING ROAD NETWORK



FIGURE 2.2: SITE LOCATION RELATIVE TO SURROUNDING ROAD NETWORK

2.2 Development Description

- 2.2.1 The proposal is for the Phase 3 residential development at Margaret’s Fields, Callan Road, Kilkenny. The proposal contemplates the delivery of 115 dwellings with associated access streets and car parking. The development is an extension of Phase 2, which is presently under construction.
- 2.2.2 The Phase 3 development will connect with Phase 2 via an internal street network and will connects to Seville Grove and Callan Road (N76). Refer to Figure 2.2 for details.

2.3 Site Access for Construction Traffic

- 2.3.1 All construction delivery and waste vehicles will approach and depart the site via Seville Grove and through its junction with Callan Road (N76).
- 2.3.2 It is envisaged that most of the delivery and waste vehicles approaching and departing the site will travel to and from the north and connect to Kilkenny City via Callan Road (N76).
- 2.3.3 Callan Road (N76) is the most direct route to Kilkenny City where the majority building materials will likely be sourced.

2.3.4 Concrete could be sourced from either Roadstone or Hennessy Concrete in Bennettsbridge and concrete delivery vehicles will likely access from the north via the Ring Road and Callan Road (N76).

2.4 Car / Pedestrian / Cycle Access for Construction Personnel

2.4.1 Car / van access to the site will be via Seville Grove and Callan Road (N76)

2.4.2 Pedestrian will also access the site via Seville Grove and Callan Road (N76).

2.4.3 Ample space is available on-site to accommodate secure bicycle parking facilities for construction personnel.

2.5 Construction Personnel

2.5.1 It is envisaged that there will be approximately 20 to 30 construction personnel on site daily during peak construction activity. On occasions, this may increase to approximately 40, depending on the individual activities taking place on any particular day.

2.5.2 Full details will be provided in this live document once known.

2.6 Proposed Parking

2.6.1 Car parking for construction personnel and site visitors will be provided in line with expected personnel levels.

2.6.2 Assuming that all construction personnel travel via car / van and adopting a car occupancy factor of 1.25, it is estimated that the site will generate a maximum demand for up to 24 parking spaces during normal construction activity.

2.6.3 Occasionally, the parking demand may increase to approximately 32 to 35 spaces.

2.6.4 The development site is of sufficient size to comfortably accommodate the parking demands of both construction personnel and site visitors.

2.6.5 Further details will be provided in this live document once known.

2.7 Construction Site Layout

2.7.1 The contractors' compound will contain welfare facilities, sign in / sign out facilities, Construction Management Team (CMP) offices, kitchen facilities, toilets, storage / workshop areas for the contractors and sub-contractors, together with parking for the construction personnel as discussed above.

2.7.2 The compound will likely be in the centre of the site (refer to **FIGURE 2.3**) with security and sign in / sign out facilities located near the site entrance at Seville Grove and thereby helping to control access to the construction site.

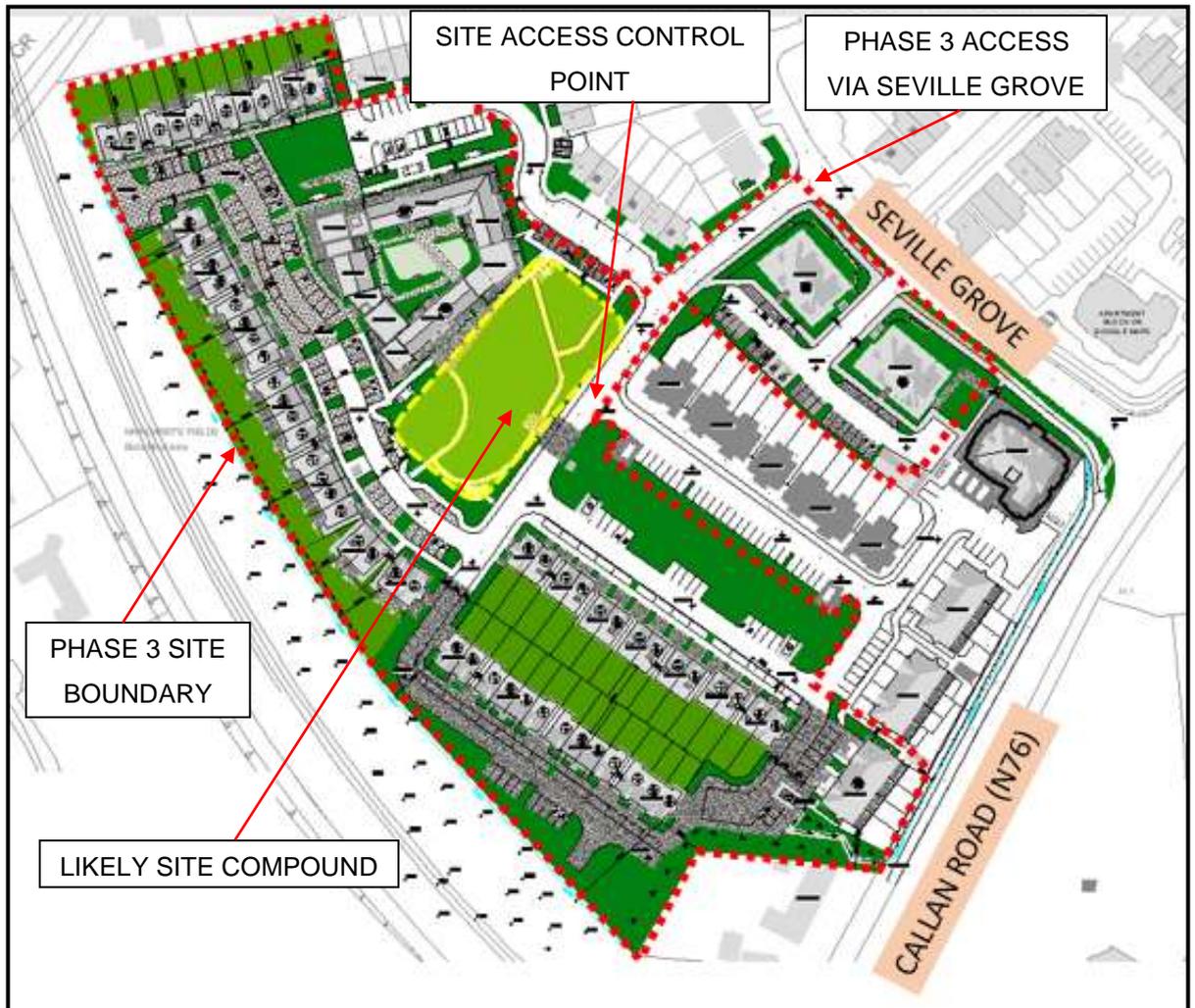


FIGURE 2.3: LIKELY SITE COMPOUND LOCATION

2.7.3 A wheel wash will be provided the entrance to the site and HGV traffic will be directed through it as they depart the site. Refer to Section 4.7 for further details.

2.8 Construction Programme

2.8.1 It is not possible to provide a definitive construction programme at this application stage. The programme will be dependent on several factors such as the detailed design, quantities of materials and development phasing which themselves could be influenced by any planning conditions imposed on the subsequent consent.

2.8.2 A detailed construction programme will be prepared prior to commencement of construction. The appointed construction contractor will be required to update this CTMP accordingly.

2.8.3 Notwithstanding this, it is envisaged that construction will take approximately 18 months to complete.

3.0 CONSTRUCTION TRAFFIC GENERATION

3.1 General

- 3.1.1 As with the construction programme, it is not possible to provide complete details of construction traffic volumes at this planning stage. Further detailed design work, programming and measurement of quantities will be required between the grant of planning permission and commencement of construction. These factors potentially have an influence on the number of deliveries to the site and the number of waste removals from the site.
- 3.1.2 A detailed assessment of construction traffic volumes will form part of the live CTMP which will be updated prior to the commencement of construction. The appointed construction contractor will be required to update the CTMP.
- 3.1.3 All construction traffic will access the site via Seville Grove and through its junction with Callan Road (N76). Beyond this, it is envisaged that the bulk of construction traffic will approach / depart from / to the north (N76). Fewer vehicle movements are expected to arrive from and depart to the south (N76)

3.2 Scheduling of Deliveries

- 3.2.1 The contractor's Construction Traffic Manager will schedule all deliveries to the site. This will be carried out to prevent clashes in delivery times and prevent congestion on the local road network.
- 3.2.2 Deliveries will be made during typical working hours which are 8:00AM to 5:00PM Monday to Friday and 8:00AM to 1:00PM on Saturday. However, as mentioned previously, deliveries will be scheduled to avoid the main traffic peak hours to minimise any potential impacts.

3.3 Travel Options for Construction Personnel

- 3.3.1 It is envisaged that construction personnel will travel to and from the site by private car / van or by walking, cycling or public transport.
- 3.3.2 The use of car / van sharing will be continually monitored by the Contractor's Health and Safety Officer during the COVID-19 National Health Emergency. The continued practice of car sharing will be subject to the latest Government and Construction Industry Federation (CIF) health guidelines.
- 3.3.3 Pedestrians and cyclists will access the site via the existing shared use path network on Seville Grove and Callan Road (N76). The development site is located on the fringe of Kilkenny City and it is therefore expected some construction personal, residing in the city, will access the site by foot or bicycle.
- 3.3.4 Cycle parking will be provided within the contractor's compound with the entirety of Kilkenny City being within an appropriate 4km cycling radius.

- 3.3.5 Public transport within the vicinity of the site is limited. Bus Route KK1 can be accessed near the College Road and Saint Rioch's Street junction, approximately 1.1km north east of the subject site. The service runs from Loughboy Retail Park to the city centre and north to the N77 roundabout at Cnoc Baun.
- 3.3.6 Bus Route KK1 operates to a 30-minute frequency from Monday to Saturday and one-hour frequencies on a Sunday.
- 3.3.7 Bus Route KK1 connects with Route KK2 (Purcellsinch – St Lukes Hospital) near Parliament Street in the city centre.
- 3.3.8 Although limited, the availability of these non-car travel options will be highlighted to the construction personnel at their initial site briefing / induction sessions.

3.4 Construction Traffic Generation

- 3.4.1 HGV movements are unlikely to exceed approximately 10 – 15 arrivals and departures on a typical day, with these movements likely to be distributed evenly throughout the day. This may temporarily peak at 20 plus movements per day during the initial site stripping and excavation works.
- 3.4.2 As discussed in Section 2.5, the average number of construction personnel is estimated to be between 20 and 30. Assuming a vehicle occupancy factor of 1.25, this would equate to between 16 and 24 vehicle arrivals at the start and between 16 and 24 vehicle departures at the end of the working day. Additional movements may also occur during lunch breaks or similar.
- 3.4.3 It is noted that a Transport Assessment Report has been prepared by Roadplan Consulting and has been submitted with the planning application. The TAR has considered the operation of the local road network under future 'with development' traffic flow conditions and showed this to be acceptable. Construction activities are extremely unlikely to generate more traffic than predicted for the completed development, therefore the impacts of construction traffic will themselves clearly be acceptable.
- 3.4.4 Further details will be provided by the appointed contractor in this CTMP prior to commencement of construction.

4.0 CONSTRUCTION TRAFFIC MANAGEMENT PLAN

4.1 General

- 4.1.1 To construct the proposed development, it is important that construction traffic and traffic on the existing road network are managed to maximise construction efficiency and safety while minimising risk, inconvenience, and nuisance to the public. This will be achieved through careful management, programming and co-ordination of all works and traffic accessing the site.
- 4.1.2 The appointed construction contractor will be required to appoint a Construction Traffic Manager. The Construction Traffic Manager will be required to coordinate and schedule all deliveries to the site, ensure that roadways are kept clear of mud and debris, advise haulage contractors on routes, and adhere to good traffic management principles.

4.2 Hours of Working

- 4.2.1 The site working hours are expected to be 8:00AM to 5:00PM on weekdays and 8:00PM to 1:00PM on Saturday. No works will be undertaken on Sundays or Bank Holidays, without the consent of the planning authority.
- 4.2.2 To maintain these working hours, the Contractor(s) may require a period of up to half an hour before and after normal working hours for preparation and close down activities. This period will not include the operation of plant or machinery nor will it include import or export of materials to or from the site.
- 4.2.3 In exceptional circumstances, for safety and operational reasons, it may be necessary to work outside of these hours. Should this be required, the hours and duration of work will be subject to consultation with Kilkenny County Council and kept to a minimum.
- 4.2.4 In certain circumstances, it may be required to arrange deliveries outside of the normal site working hours.

4.3 Access and Egress

- 4.3.1 Refer to Section 2.3 for details.
- 4.3.2 Construction traffic will enter the site via the existing street that connects with Seville Grove. Phase 2 construction traffic is currently using this access arrangement (to the Phase 2 construction site) and it is deemed to be acceptable.

4.4 Proposed HGV Routes

- 4.4.1 Refer to Section 2.3 for details.

4.5 Traffic Management Principles

4.5.1 To minimise the impact of HGV movements on the existing road network the following construction traffic management principles will be observed:

- To minimise the impact that the construction works will have on local residents and surrounding environment, the Contractor will be required to appoint a Construction Traffic Manager;
- The Construction Traffic Manager will be responsible for ensuring all delivery vehicles to and from the site are managed efficiently and reduce nuisance or unnecessary disruption to the operation of the existing road network;
- The Construction Traffic Manager role will also include advising haulage contractors and their drivers of the most appropriate route to follow when approaching the site, in particular providing advice on local width and weight restrictions;
- The Construction Traffic Manager will ensure traffic management principles and the mitigation measures are implemented and that the public road is kept clear of mud and debris through ensuring that loads are suitably sheeted and secured and undertaking regular street cleaning as necessary; and
- To assist the Construction Traffic Manager, a Banksman will be stationed at the main site access gates to directly control HGV movements as they arrive and depart the site. The role will include ensuring loads are appropriately sheeted, ensuring vehicles have passed through the wheel wash and mud is not deposited on the public road, ensuring drivers follow any informal vehicle routings within the site, addressing any immediate issues raised by the public and supervising turning movements in and out of the site.

4.5.2 The final Construction Traffic Management Plan will be incorporated as part of the overall Health and Safety policy for the site.

4.6 Signage

4.6.1 Traffic management signage will be erected by the contractor in accordance with the CTMP, and as agreed with Kilkenny County Council.

4.6.2 Signage will include construction site entrance warning signs and HGV routing signage. All signage shall be provided in accordance with the Department of Transport's Traffic Signs Manual, Chapter 8 – Temporary Traffic Measures and Signs for Roadworks.

4.7 Wheel Wash

4.7.1 Use of a formal wheel wash will be a requirement for all HGV vehicles leaving the site. The wheel wash will assist in reducing the displacement of materials onto the local road network. The wheel wash facility will be located adjacent to the site entrance and will be manned full time to register all vehicles entering and departing the site and to monitor use of the wheel wash. This will ensure that vehicle wheels are as clean as possible before returning to the public roads.

4.8 Road Cleaning

4.8.1 The Construction Traffic Manager will ensure traffic management principles and the mitigation measures are implemented and that the public road is kept clear of mud and debris through ensuring that loads are suitably sheeted and secured and undertaking regular street cleaning as necessary.

4.9 Road Closure / Abnormal Loads

4.9.1 At this time, it is not envisaged that abnormally large or heavy loads will be required during the construction process. If they are subsequently required, they will be coordinated with Kilkenny County Council and the relevant authorities.

4.10 Additional Mitigation Measures

4.10.1 To reduce the impact of construction works on the surrounding area, the following measures will be introduced and retained through the course of the construction works:

- Watering of on-site access roads – During dry weather, all on-site access roads will be watered at suitable intervals to reduce the likelihood of dust clouds forming and escaping from the site. This will reduce the overall impact of the works on any neighbouring uses; and
- No vehicles idling – Where possible, on-site vehicles will be encouraged to turn off their engines when parked, waiting to unload or when not in use. This will reduce the noise impact on the surrounding area and will result in lower vehicle emissions.

5.0 IMPLEMENTATION

5.1 Communication

- 5.1.1 The appointed contractor shall communicate with the local authority and emergency services throughout the construction phase.
- 5.1.2 The contractor shall ensure that all submissions required under the Planning Permission are provided to the local authority and any other body required under the Planning Permission.
- 5.1.3 The contractor shall liaise with the other construction projects in the area to avoid conflicts with deliveries, road closures or similar. The contractor will also liaise with local authority and community representatives about community events that may be impacted by the proposed traffic management measures.
- 5.1.4 The Construction Traffic Manager's contact details will be provided to Kilkenny County Council and be available at the site entrance.

5.2 Emergency Procedures

- 5.2.1 The contractor shall be required to appoint a safety officer for the site and comply with all relevant Safety and Health Legislation, including the provision of first-aiders.
- 5.2.2 The contractor shall provide necessary contact information for responsible personnel to the local authority and emergency services.

5.3 Enforcement

- 5.3.1 All personnel working on site shall be required to adhere to the CTMP. An information session on the responsibilities of contractors, as set out in the CTMP, shall be included in the site induction programme.

6.0 CONCLUSION

6.1 General

- 6.1.1 This Construction Traffic Management Plan (CTMP) sets out the basis for mitigating the impacts of the construction related traffic from the Phase 3 residential development at Margaret's Fields, Callan Road, Kilkenny. There are sufficient vehicle routing and delivery scheduling options available to mitigate the traffic impacts of the construction phase.
- 6.1.2 The appointed construction contractor will be required to update the CTMP, at which point greater detail will be available on methods of construction, volumes of construction materials and likely traffic movements associated with the construction. The CTMP will also demonstrate compliance with any conditions set out in the Planning Permission.

The appointed construction contractor will be required to appoint a Construction Traffic Manager who will be required to coordinate and schedule all deliveries to the site, ensure that roadways are kept clear of mud and debris, advise haulage contractors of appropriate routes and ensure adherence to good traffic management principles.