

**CONSTRUCTION TRAFFIC  
MANAGEMENT PLAN**

**FOR**

**BLACKWIN LIMITED**

**PLANNING COMPLIANCE REPORT**

**RELATING TO A DEVELOPMENT AT**

**CALMOUNT ROAD  
BALLYMOUNT INDUSTRIAL ESTATE  
DUBLIN 12**

**REGARDING PLANNING PERMISSION SD22A/0099  
CONDITION 4B**

**10<sup>th</sup> May 2023**



**Ian Byrne MSc, MIOA, Dip Environmental & Planning Law**

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## 1.0 INTRODUCTION

This document presents a site-specific Construction Traffic Management Plan (CTMP) associated with the construction phase of a logistics / warehouse, office and café/restaurant development at Calmount Road and Ballymount Avenue, Ballymount Industrial Estate, Dublin 12.

The subject permission relates to *inter alia* the construction of five no. warehouse/logistics units, 3 no. own door office buildings, a café unit, and all associated development, as permitted by SDDC on the 3<sup>rd</sup> of February 2023 (final grant date) and subject to 25 no. conditions.

This CTMP has been prepared in compliance with Condition 4b of South Dublin County Council's grant of permission *Reg. Ref* SD22A/0099 which is reproduced as follows:

*4b Prior to the commencement of the development, a developed Construction Traffic Management Plan shall be agreed with the Planning Authority. The agreed plan, along with the written agreement of the roads department shall be lodged to the planning file. The written commitment of the developer to implement the agreed plan shall also be lodged to the file.*

## 2.0 SITE LOCATION

The subject site (7.1ha) is located in the centre of the Ballymount Industrial Estate and is bordered by industrial and commercial units to the north and west. The Calmount Road borders the southern site boundary and the Ballymount Avenue borders the eastern site boundary. The site is currently comprised of a grassed vacant infill site as illustrated in Figure 1 below.

**Figure 1 Site Location**



### **3.0 DEVELOPMENT WORKS DESCRIPTION**

The range of development works are summarised as follows:

- Erection of advance road warning signs
- Establishment of site enclosures and contractors' compound;
- Site clearance
- Excavation and regrading to establish formation levels for the buildings and the new internal access roads;
- Excavation for foundations and utilities;
- Import and export of materials using HGVs, low-loaders and other construction vehicles;
- Craning activities, site lighting, etc;
- General construction activity, including civil and ground works, erection of structural frames and load bearing walls for buildings, cladding of buildings, perimeter site fencing and entrance gateway;
- Ancillary site development works, including finishing of parking, and open areas
- Landscape works at site boundaries and within the new development area

### **4.0 CONSTRUCTION TRAFFIC MANAGEMENT GUIDANCE**

The management of construction traffic will be conducted with regard to the following:

*HSA Construction Site Traffic Management Plan Guidance*

*Chapter 8 of the Department of the Environment Traffic Signs Manual, current edition, published by The Stationery Office, and available from the Government Publications Office, Sun Alliance House, Molesworth Street, Dublin 2.*

*Guidance for the Control and Management of Traffic at Road Works (June 2010) prepared by the Local Government Management Services Board.*

### **5.0 CONSTRUCTION SITE ACCESS POINTS**

There shall be 2 separate entry and exit gates at the site for all traffic which shall avoid queuing as shown in Appendix II. Initially, the gate on Ballymount Avenue shall be used and as the project develops, the Calmount Road gate will be used.

Both gate points will be managed by flag-persons.

Traffic volumes are not anticipated to be significant and turning movements into the site shall be accommodated without delay.

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 Traffic Management Plan drawing as shown in Appendix II.

## **6.0 CONSTRUCTION TRAFFIC MANAGEMENT**

All construction activities will be conducted in compliance with this CTMP. The 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 maintained at all times, disruption is minimised and undertaken within a controlled hazard free/minimised environment.

Site enabling works and site excavation works will generate additional HGV movements to and from the site at a rate of 2-3 movement per hour.

Additional HGV movements to and from the site will arise during the importation of fill which may be required to raise the ground levels throughout the site to those specified in the drainage design. There will also be HGV/LGV traffic generated from deliveries of construction materials and equipment.

Construction traffic movements during the construction phase will occur over the course of the working day between the permitted hours of 07:00 – 19:00hrs Monday to Friday and 09:00 – 13:00hrs on Saturdays.

Site employees will generally arrive on-site before 07:30, thus avoiding the morning peak hour traffic. These employees will generally depart after 18:00. It should be noted that a large proportion of construction workers would arrive in shared transport.

Site staff can avail of public transport to and from Dublin City Centre using the Dublin Bus Services & Luas including:

Ballymount Road Upper, Ballymount Retail C / Stop 2772, (56a)  
R110, Fox & Geese Moran's Hotel/ Stop 1977, (13)  
Greenhills Road - Kilakee Drive / Stop 2373, (27,77, 77a)  
St James' Road – St Mel's Ave, Stop 2446 (9)  
N7, Red Cow Luas Stop (Red Line).

Construction traffic will primarily travel from the M50 via the Ballymount Embankment Road onto Calmount Road as indicated in Appendix II. There are no schools, playing pitches or other public receptors along this route which may be impacted by traffic movements to and from the site.

## **7.0 DELIVERIES TO SITE**

Deliveries of construction materials to the site are expected to occur at a rate of 1-2 deliveries per hour throughout each working day.

HGV's and delivery vehicles will not be permitted to que on the local road network before accessing the site. There will be sufficient space within the site to accommodate all delivery vehicles including HGV's.

A dedicated materials storage area within the site will be established to ensure the correct storage of materials on site and to safely manage the movement of delivery vehicles on-site (Ref Appendix III). Materials delivered to the site shall not be

temporarily stored or set-down on any road or footpath unless agreed in writing with South Dublin County Council.

## **8.0 SITE STAFF PARKING**

A dedicated on-site staff and visitor parking area shall be established at the site. Staff will not be permitted to park off-site in the local area. A “reverse in-drive out system” shall be applied in the staff carpark. Ref Appendix III.

## **9.0 ROAD SIGNAGE AND WARNINGS**

A Site Access Construction Traffic Management Plan prepared by CHM is included in Appendix II which indicates the locations of the proposed site access points and temporary warning and regulated signage.

## **10.0 ROAD CLEANING**

A road cleaning / sweeping vehicle shall be used on all access routes to and from the site during the course of the construction phase. Local pavements around the site shall also be cleaned as required.

Road gullies will be inspected regularly for build-up of silt and cleaned accordingly. A wheel wash facility will also be provided on site to clean site traffic leaving the site when conditions require

## **11.0 TRUCK WHEEL WASHING**

Trucks prior to exiting the site gate shall have their wheels power washed by a site operative. The Site Manager shall ensure that cleaning is effective.

## **12.0 INTERNAL SITE DUST SUPPRESSION**

During dry and windy periods, and when there is a higher potential for windblown dust to extend beyond the site boundaries, surface watering by bowser will be implemented to ensure the moisture content of surfaces is increased to suppress the generation dust.

Debris netting shall be installed on the existing steel palisade fencing surrounding the site which shall minimise dust extending beyond the site boundaries.

## **13.0 ENVIRONMENTAL MANAGEMENT**

The Construction Environmental Management Plan (CEMP) prepared for the development includes a range of noise, vibration, dust and water mitigation and monitoring measures to control all impacts associated with the construction phase including the impact of construction traffic on the receiving environment.

The CEMP includes a complaint management procedure to define how complaints received from members of the Public and the Local Authority regarding Construction Activities at the site shall be recorded, investigated, managed and communicated to the Complainant and to the Local Authority.

#### **14.0 CONSTRUCTION WASTE MANAGEMENT**

The Resource and Waste Management Plan (RWMP) prepared for the development includes site-specific details on the control, management and monitoring of resources used and waste generated during the construction phase. The RWMP has been prepared with regard to the *EPA's Best Practice Guidelines for the preparation of resource management plans for construction and demolition projects, April 2021*

All vehicles transporting waste off site shall display a valid NWCPO Permit Number on the vehicle. The Site Manager shall maintain on-site copies of all Waste Collection Permits associated with waste collection contractors.

A dedicated construction waste management area shall be established in the site compound as indicated in Appendix III.

#### **15.0 SITE MANAGEMENT**

All aspects of this CTMP shall be implemented by the Site Manager as detailed below in Table 1. A signed commitment is detailed in Appendix I.

**Table 1 Site Manager Details**

<b>Title</b>	<b>Name</b>	<b>Contact Details</b>
Construction Site Manager	David Murphy	DMurphy@parkdevelopments.ie>

#### **16.0 ROAD/PAVEMENT CLOSURES**

The construction phase shall require temporary lane and footpath closure for the foul drainage connection to complete the works required. Similar may be required for utility connections once received from the various utility companies. The appropriate road opening licences will be applied for in time from SDCC and the required TMP and RAMS will be prepared and implemented.

## APPENDIX I

### COMMITMENT OF DEVELOPER TO IMPLIMENT THE AGREED CTMP

I, David Murphy

Position      Construction site manager

On behalf of (Developer) Park Development Group

Shall commit to the implemtation in full of all aspects of the  
Construction Traffic Management Plan

Signed David Murphy

Date 11/05/23



**APPENDIX II SITE ACCESS & TRAFFIC SIGNAGE**

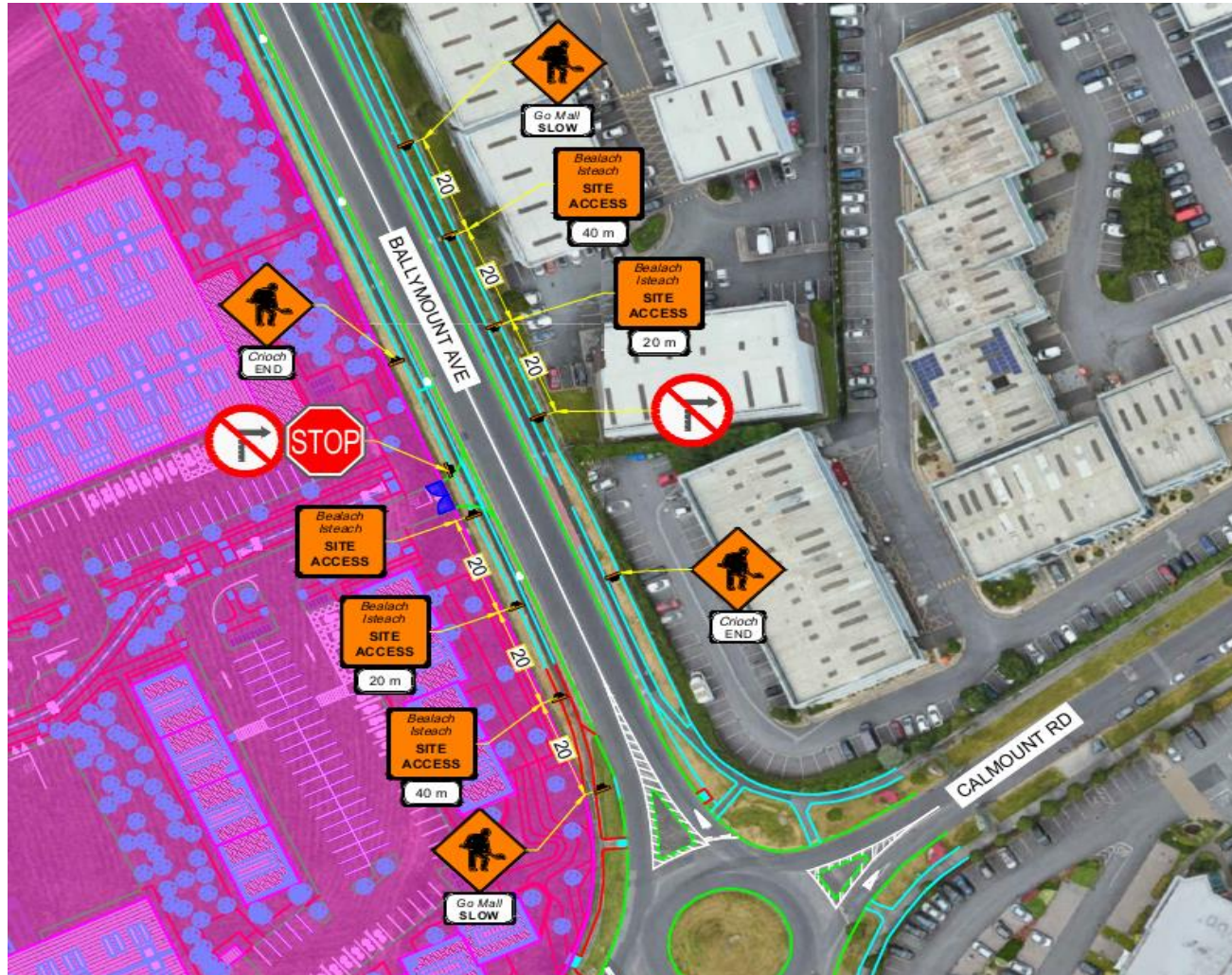
CALMOUNT ROAD, BALLYMOUNT - SITE ACCESS



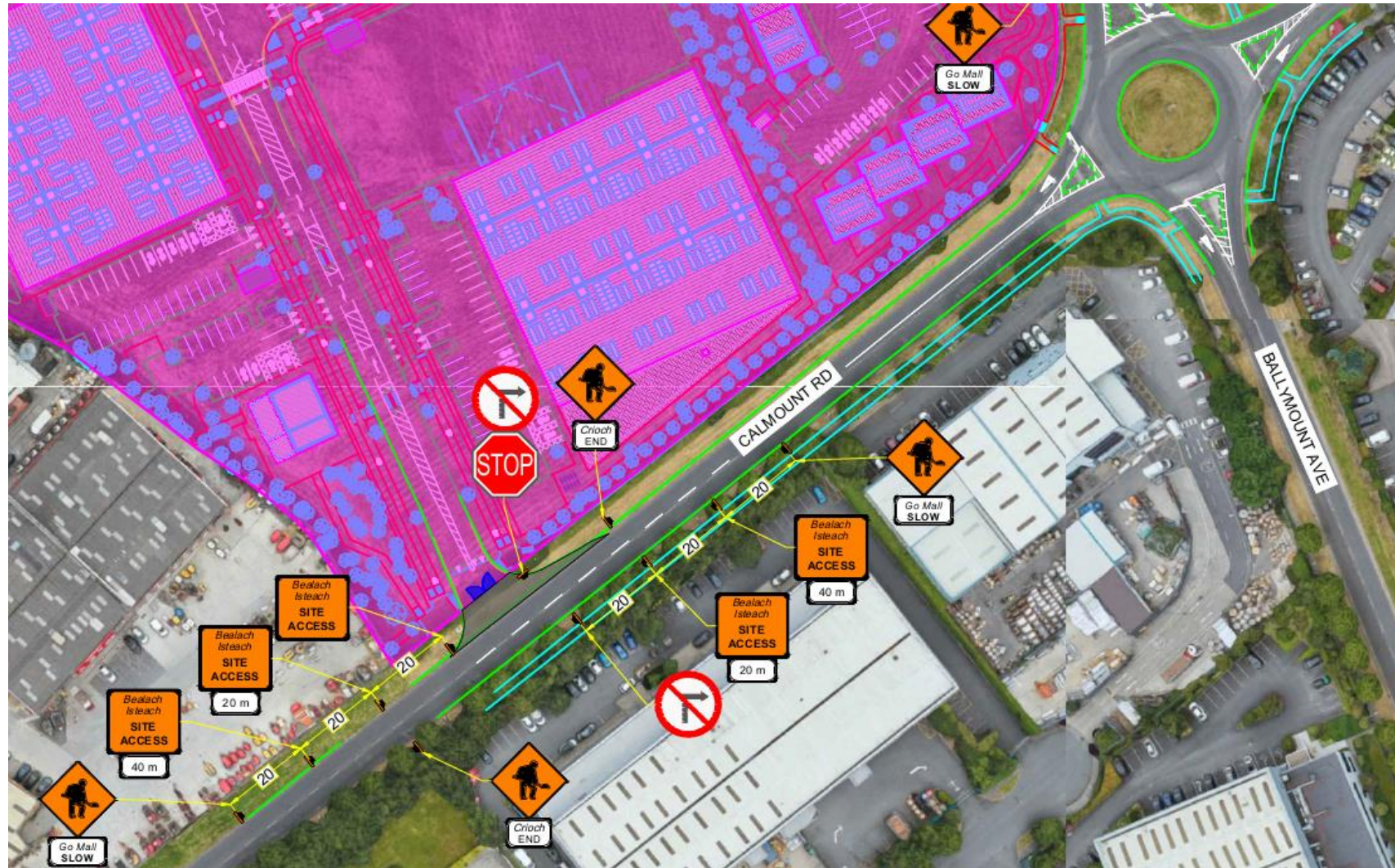
Byrne Environmental  
CONSULTING LTD

Calmount Road - Construction Traffic Management Plan

BALLYMOUNT ROAD SITE ENTRANCE



### CALMOUNT ROAD SITE ENTRANCE



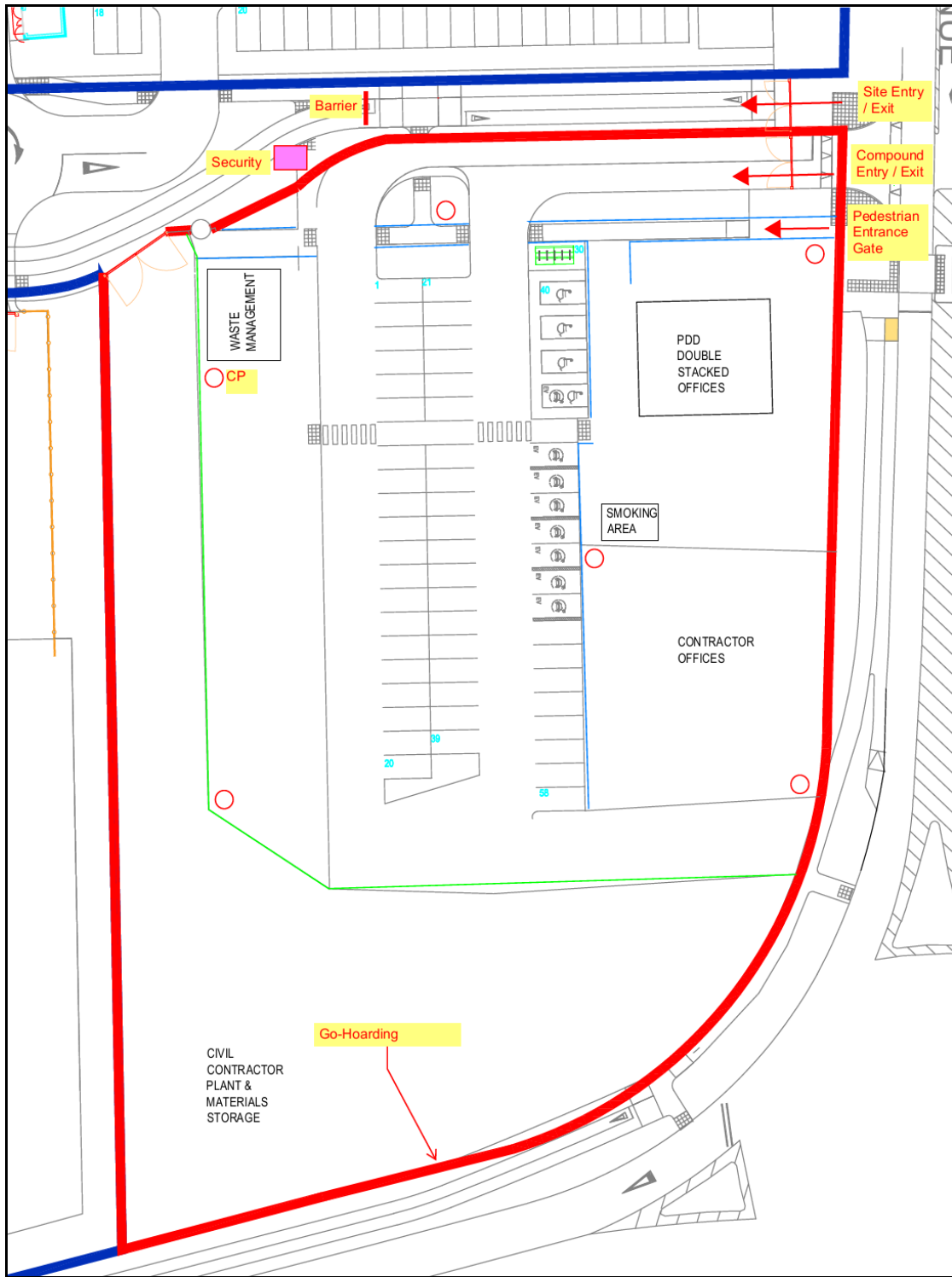
### HAUL ROUTE TO AND FROM SITE VIA M50



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Calmount Road - Construction Traffic Management Plan

# Appendix III Site Compound and Parking



**Appendix IV  
CTMP Site Management Checklist**

<b>DAILY CTMP CHECK RECORD</b>		
DATE		
CHECKED BY		
ITEM	STATUS Y / N /NA	ACTION
Did site related queuing occur		
Is wheel washing effectively removing debris from vehicle wheels prior to exiting the site		
Is dust suppression required on-site		
Is the road sweeper effectively cleaning site entrances and public roads and pavements		
Are alternative arrangements in place for pedestrians and road users during temporary pavement road closures		
Are site activities impacting public pavement or road use		
Other relevant Item		
Notes		

## Appendix V

### CTMP (Construction Traffic Management Plan)

#### Roads Department Checklist

Construction traffic arising from the site shall be managed in accordance with a method statement for the management of the construction phase in accordance with an agreed site specific Construction Traffic Management Plan that fully accords with requirements of the Council's Traffic Section.

The required Construction Traffic Management Plan shall include:-

- (i) Details of the agreed number, location and use of suitable facilities for vehicle cleansing and wheel washing provided on site prior to commencing of construction and a written commitment that such facilities will be maintained in a satisfactorily operational condition during all periods of construction, and; [Ref. 11.0](#)
- (ii) Location of all on-site car parking facilities provided for site workers during the course of all construction activity, and; [Ref 8.0 and Appendix III](#)
- (iii) Provision for dust suppression measures in periods of extended dry weather, and; [Ref. 12.0](#)
- (iv) Provision for the flexible use of a road sweeper if an acute situation on the adjoining public road requires it, and; [Ref. 10.0](#)
- (v) Location of materials compound and site huts, and; [Ref. Appendix III](#)
- (vi) Details of security fencing, and; [Ref 12.0](#)
- (vii) Name and contact details for site manager, and; [Ref 15.0](#)
- (viii) Details of access arrangements/routes to be used by construction traffic, to include details of arrangements to manage potential conflicts with site specific issues i.e. schools, playing pitches etc. [Ref 6.0 and Appendix II](#)
- (x) Measures to obviate queuing of construction traffic on the adjoining road network. In this regard the applicant owner or developer sConstruction Traffic Management Planhall consult with the Council's Traffic Section before any works are carried out, and; [Ref. 7.0](#)
- (xi) Alternative arrangements to be put in place for pedestrians and vehicles in the case of the closure of any public road or public footpath during the course of site development works; [Ref. 16.0](#)

The plan should also be informed by any Project Construction Waste and Demolition Management Plan required to be prepared and agreed that addresses intended construction waste management and any traffic issues that may arise from such a plan. [Ref. 14.0](#)

A record of daily checks that the works are being undertaken in accordance with the site specific Construction Traffic Management Plan shall be kept for inspection by the Planning Authority. [Ref Appendix IV](#)

Storage of construction materials is not permitted on any public road or footpath, unless agreed in writing with the Planning Authority, having regard to the prior reasonable justification and circumstances of any such storage. [Ref. 7.0](#)



