

AtkinsRéalis



Outline Construction Traffic Management Plan

Castlethorn Old Conna ULC

September 2026

0126446DG016

OLD CONNAUGHT PHASE A1 LRD

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This document has 28 pages including the cover.

Document history

Document title: Outline Construction Traffic Management Plan

Document reference: 0126446DG016

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
0	Working Draft	AM	DS	PF	PF	16/06/2026
1	Working Draft	DS	MA	PF	PF	26/06/2026
2	Final	DS	MA	PF	PF	24/07/2026
3	For Planning	MA	MA	PF	PF	28/07/2026
4	Final	MA	MA	PF	PF	18/09/2026

Client signoff

Client	Castlethorn Old Conna ULC
Project	OLD CONNAUGHT PHASE A1 LRD
Job number	
Client signature/date	



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1. Introduction

This Outline Construction Traffic Management Plan (OCTMP) has been prepared by AtkinsRealis in conjunction with the Developer (Castlethorn) in respect of the proposed Old Connaught Phase A1 LRD development located in Old Connaught, Dun Laoghaire.

This document has been developed in accordance with the requirements of the Safety, Health and Welfare at Work (Construction) Regulations 2013, as amended, and with reference to the *Guidance for the Control and Management of Traffic at Road Works*. In line with these statutory obligations, this OCTMP shall be further developed by the appointed Project Supervisor for the Construction Stage (PSCS)/Main Contractor into a detailed Construction Stage Traffic Management Plan (CSTMP) prior to the commencement of any construction activities.

The completed CSTMP must be submitted to and approved by the Local Authority, Dún Laoghaire–Rathdown County Council (DLRCC), before works begin on site. The CSTMP will provide detailed, site-specific methodologies and controls tailored to the contractor's programme, resources, and construction methodologies.

The primary objective of this OCTMP is to ensure, insofar as reasonably practicable, the safety of construction personnel, road users, and other stakeholders in the vicinity of the works throughout all phases of the development. In addition, the plan seeks to minimise disruption and protect the amenity of local residents, businesses, and the wider community.

This document identifies potential traffic-related risks associated with the construction phase and sets out high-level measures and principles to avoid, reduce, or mitigate these risks to acceptable levels. These measures will be further developed and refined in the CSTMP to reflect detailed construction planning and operational requirements.

The scope of this OCTMP includes:

- A description of the proposed development;
- An outline of anticipated construction phasing and sequencing;
- Preliminary construction traffic routing strategies;
- An estimate of construction-related traffic volumes required to deliver the development; and
- Identification of key constraints and considerations relating to the surrounding road network.

It should be noted that the details contained within this OCTMP are preliminary in nature and are subject to further development. The appointed Main Contractor will be responsible for preparing and implementing a comprehensive and detailed Construction Traffic Management Plan (CTMP), incorporating updated programme information, construction methodologies, and operational requirements.

Accordingly, this OCTMP shall be treated as a **'live document'**, intended to evolve as the project progresses. It will be updated as necessary to reflect changes in design, construction sequencing, or contractual arrangements, and to incorporate feedback from relevant stakeholders, including the Local Authority.

All relevant health and safety considerations and statutory requirements—such as the preparation of a Preliminary Safety and Health Plan and other associated documentation—will be addressed separately as part of the overall project compliance framework. As such, detailed health and safety procedures are not included within this preliminary OCTMP.



1.1 Site Location

AtkinsRéalis were commissioned by Castlethorn Ltd (the Client) to provide Traffic, Transport, and Engineering Consultancy Services in support of the proposed development of their lands within the Old Connaught Local Area Plan (LAP) area. This report outlines the transport, engineering, and infrastructure proposals developed to facilitate a **residential-led scheme** on the **Phase A1 lands within Phase A** of the Old Connaught development lands, as set out in the Old Connaught LAP.

The proposed residential development site forms the first phase provided for under the Old Connaught Local Area Plan. The site is generally bounded by agricultural lands to the north, the M11 to the east, Old Connaught Avenue to the south and Festina Lente equestrian centre to the west. The proposed development is referred to as **Old Connaught Phase A1**.

The proposed development comprises **271no. dwellings**, in a mix of houses, duplex units and apartments, **1no. creche** (c.574 sq m), and all associated and ancillary site development, landscape and boundary treatment works.

The proposed housing mix comprises:

103no. houses (22no. 4-bed, 68no. 3-bed and 13no. 2-bed) ranging from 2 to 3 storeys.

162no. apartments and 6no. duplexes accommodated in a terrace and 4no apartment blocks, including: -

- **Block 1:** 54no. apartments total (19no. 1-bed, 4no. 2-bed (3-person), 25no. 2-bed (4-person)) in 1no. 1 to 5-storey building and 6no. 3-bed duplex units in a 3-storey terrace.
- **Block 2:** 41no. apartments total (9no. 1-bed, 9no. 2-bed (3-person), 23no. 2-bed (4-person)) in 1no. 1 to 5-storey building.
- **Block 3:** 38no. apartments total (13no. 1-bed, 11no. 2-bed (3-person), 14no. 2-bed (4-person)) and the ground floor creche (574 sqm) with associated outdoor play area (c.225.4 sq m), in 1no. 1 to 5-storey building.
- **Block 4:** 35no. apartments total (8no. 1-bed, 11no. 2-bed (3-person), 16no. 2-bed (4-person)) in 1no. 1 to 4-storey building.

Associated and ancillary site development and infrastructure work, include:

On-site attenuation; hard and soft landscaping and boundary treatment works including **public open space (totalling c. 4,519 sq m)** in 2 areas identified as POS1 (1,232 sq m) and POS2 (3,287 sq m) incorporating the existing veteran Oak tree to be retained; **communal open space (totalling c. 1,154 sq m)** in 3 areas identified as COS1 (253 sq m), COS2 (723 sqm) and COS3 (178 sq m); components of the regional attenuation pond to the north east of the site; 5no. ESB substations. Vehicular site access from Old Connaught Avenue, via a proposed new primary North-South street that includes active travel infrastructure and a 7m wide LUAS reservation corridor running parallel to the east of the primary North-South street. A section of the East-West link road, including active travel, will also be provided for along the northern boundary of the site. A total of **289no. car parking spaces** comprising 241no. surface spaces (inclusive of 11no. visitor spaces, 2no. ESB spaces, 2no. Go-Car (shared) spaces, and 9no. disabled spaces) and 48no. undercroft spaces (inclusive of 2no. disabled spaces), 20% of residential car parking spaces equipped with Electric Vehicle charging points. **435no. bicycle parking spaces**, including 351no. resident spaces and 84no. visitor spaces. 12no. motorbike parking spaces., Ancillary stores serving the houses, duplex units and apartments.

The proposed development also includes the construction of a new pumping station, associated single storey building, twin rising mains extending circa 400m along Old Connaught Avenue under the M11 connecting to the existing gravity foul network on Old Connaught Avenue 125m east of the M11 bridge and associated storage, together with all ancillary site development and reinstatement works required to facilitate these elements.

Figure 1-1 illustrates the location of the subject lands within the wider context of the Old Connaught LAP.



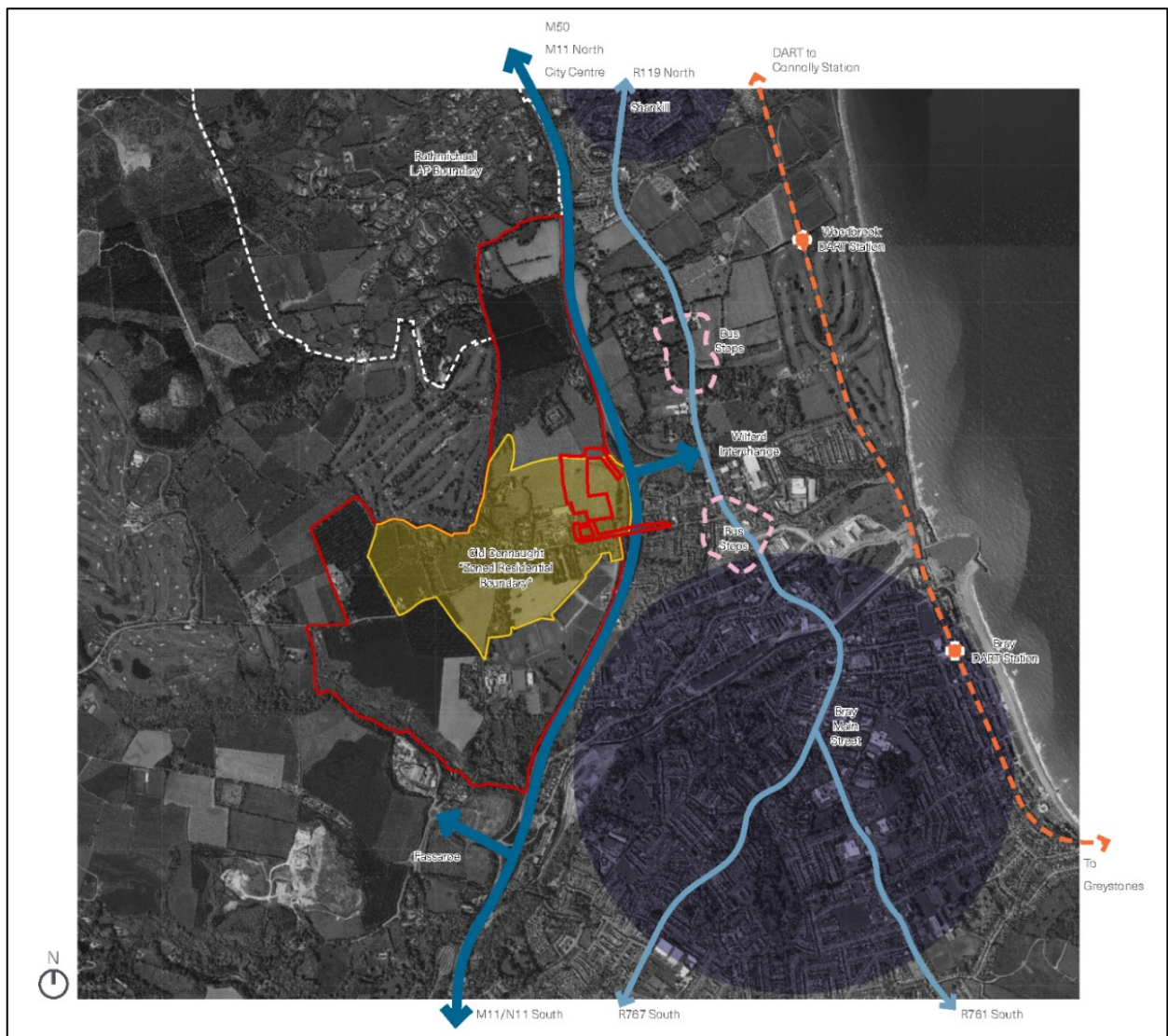


Figure 1-1 - Site Location & Context

2. The Proposed Development

2.1 Scheme Description

The subject site is part of the gently rolling landscape to the north of Old Connaught village and is currently in agricultural use. The subject site is bound to its north by more agricultural fields, which are designated as Active Park & School in the Old Connaught LAP. The subject site is bound to its west by agricultural fields, which are also zoned for Residential Use. Festina Lente, an equestrian centre, is located to the south-west of the subject site. It comprises a large shed, some outdoor paddocks and a car parking area. The LAP zones most of the Festina Lente facility for Strategic Parks & Open Space, with a small amount of its holding being zoned for Residential Use. There are some small shrubs and trees growing along the shared boundary between Festina Lente and the subject site. An existing detached dwelling is located to the south of the subject site. The shared boundary between the dwelling and the subject site is defined by conifer trees. A line of mature hardwood trees, within a hedgerow run along the southern boundary of the subject site, which is shared with DLRCC. A reservation for the potential future expansion of the M11 is located to the east of the subject site (M11 Junction 5-15 upgrade scheme). The site context is shown in



Figure 2-1.



Figure 2-1 – Site Context

2.2 Characteristics of the existing local road network

As shown in Figure 2-2 there is a well developed road network in the vicinity of the site, including National, Regional and local roads that provide connections to and from Old Connaught area both for local access and more strategic and regional road base traffic movements.

The proposed development will obtain access from Old Connaught Avenue. To the east of the site along Old Connaught Avenue, the road connects to the Ferndale Road / Thornhill Road junction, followed further south by the Thornhill Road / Ballyman Road junction. To the east along Old Connaught Avenue, the route meets the M11 slip road junction, before reaching the major signalised junction with the R761 Dublin Road and Cork Abbey Avenue. North of this junction lies Wilford Roundabout, which provides strategic access to the M50 motorway to the north and the M11 corridor to the south, forming an important link to the wider regional road network. The roads and key junctions are shown in Figure 2-2.

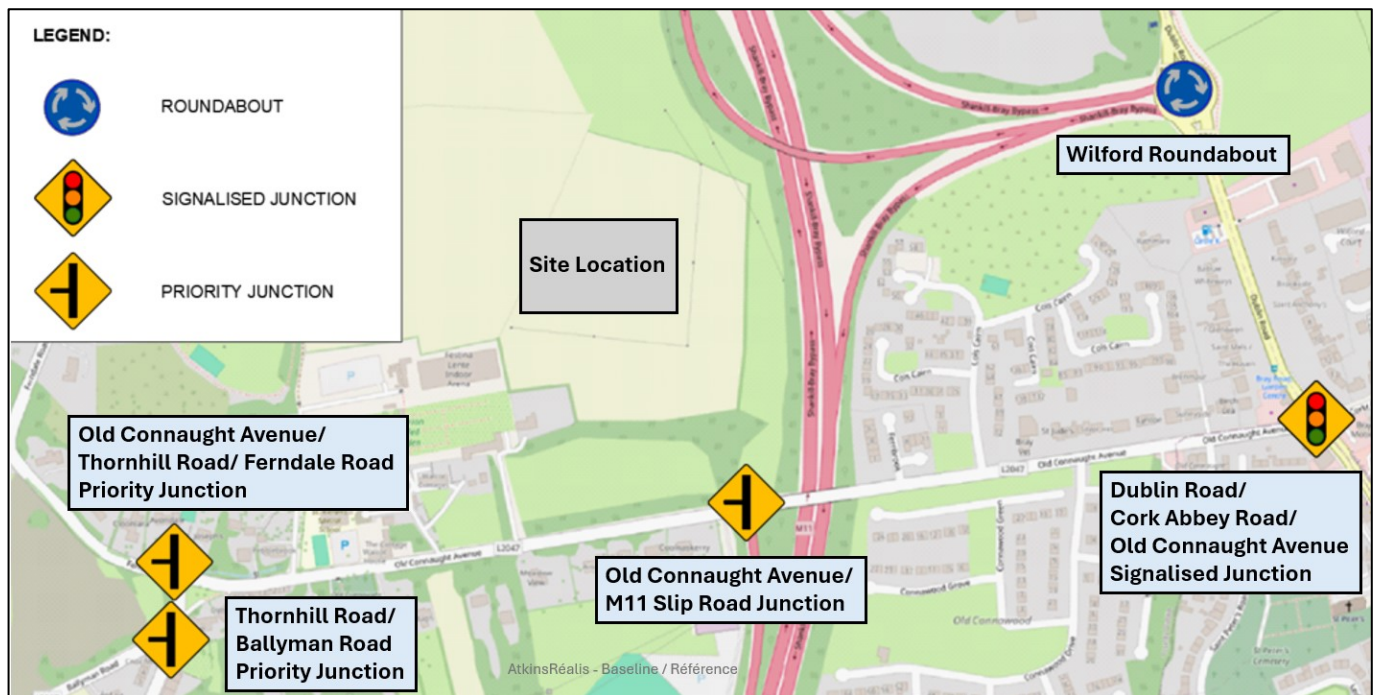


Figure 2-2 – Key Roads & Junctions Proximate to the Site

2.3 Proposed Local Area Plan Development Phasing

The Old Connaught LAP (2025) identifies the Old Connaught lands for the delivery of a mixed-use, residential-led sustainable village, providing for approximately significant level of new dwellings (range of 2,112 to 2,640 units) and population (5,734 to 7,054 persons) for the A1 zoned lands.

The LAP sets out a phased development framework, within which the subject lands form part of Phase A1, representing an initial sub-phase of the overall development.

In accordance with the phasing strategy outlined in Chapter 11 of the LAP, the delivery of Phase A1 is contingent upon the provision of key enabling infrastructure.

This includes:

- Transport (roads, walking/cycling links, public transport upgrades)
- Water services (water supply + wastewater capacity)
- Surface water / flood infrastructure
- Community and social infrastructure

An extract of the phasing infrastructure requirements are shown in Table 2-1.

This means **development cannot proceed in an ad hoc manner**—it must align with servicing capacity and strategic infrastructure delivery.

Phase A	Approx New Homes	Infrastructure	Requirement
Sub-Phase 1	c.450 units	Partial delivery of the new north-south link road (connecting Old Connaught Avenue and Crinken Lane / Ballybride Road) adjoining Phase A residential plots.	To be included and delivered as part of planning applications for residential development. To be completed to a standard to be Taken in Charge. All roads must deliver connectivity with adjoining road network/landholdings as required to achieve continuation in development.
		Active travel infrastructure.	Active travel infrastructure, as per the requirements of the Old Connaught active travel network, to be determined and agreed with the Planning Authority and included as part of planning applications for development.
		Wastewater pumping station.	Planning permission to be in place prior to, or in tandem with, any permission being granted in sub-phase 1 for new residential development. Works to be completed prior to the occupation of any new residential development.
		Wastewater network connection - interim proposal to install a rising main in the footpath duct in the Old Connaught Avenue overbridge (subject to further assessment) / permanent proposal for a trenchless motorway connection to existing wastewater network to the east.	Planning permission to be in place prior to, or in tandem with, any permission being granted in sub-phase 1 for new residential development. Works to be completed prior to the occupation of any new residential development.
		Incremental expansion of the water, wastewater and drainage networks.	To be included and delivered as part of planning applications for development.
		Primary area wide attenuation pond / Interim measures.	Requirement as part of sub-phase 1 to be assessed. Potential for local interim solutions to be considered and agreed with the Planning Authority.
		Electricity infrastructure upgrades.	All planning applications will be subject to capacity constraints and assessed on a case-by-case basis.

Table 2-1 - Old Connaught Phase A (LAP) - Infrastructure requirements

3. Project Programme, Sequencing and Methodology

The following section outlines the project programme, sequencing, phasing and methodology to deliver the phaseA1 lands.

3.1 Project Sequencing and Phasing

The project sequencing and phasing is shown in Table 3-1 below, the duration of construction works is expected to be 78 weeks at present over 6 phases. The pump station and foul sewer are on a critical path and will be a priority once construction begins.

Table 3-1 Project Sequencing and Phasing

Description	Start	End	Duration
Phase 1	Week 13	Week 43	30 Weeks
Phase 2	Week 11	Week 38	27 Weeks
Phase 3	Week 23	Week 54	31 Weeks
Phase 4	Week 33	Week 66	33 Weeks
Phase 5	Week 43	Week 69	26 Weeks
Phase 6	Week 33	Week 68	35 Weeks
Road 1 (North-South Link Street)	Week 1	Week 78	78 Weeks
Road 2 (East-West Link Street)	Week 5	Week 14	16 Weeks
Road 3 (Internal Streets)	Week 23	Week 32	9 Weeks
Pump Station and Foul Sewer	Week 1	Week 16	16 Weeks
Overall Programme	Week 1	Week 78	78 Weeks



4. Outline Construction Stage Traffic Management

4.1 Overview

In advance of any works commencing onsite, a Detailed Construction Management Plan will be submitted to the Local Authority as part of obtaining a validated Commencement Notice and will elaborate on the principles set out below. The Detailed Construction Management Plan will include all relevant mitigation measures and monitoring requirements along with any relevant conditions which may be attached to statutory consents (including but not limited to planning permission) for the proposed development.

In general, the following measures will be carried out by the Main Contractor in advance of commencing any Works and will be included in the pre-commencement Construction and Demolition Management Plan:

- A full condition survey of the public infrastructure that will be utilised or affected by construction traffic, prior to the commencement of any work on the site, will be carried out. This condition survey will include an inventory of the road network intended to be used by vehicles, weight restrictions to be imposed on vehicles, a full colour photographic record of the road network intended to be used, a full written account of the existing condition and structural integrity of the infrastructure detailing all existing defects and features;
- Prior to any site works commencing, the Main Contractor will investigate / identify the exact location of and tag all existing services and utilities around and through the site with the assistance of the relevant Local Authority Technical Divisions and Utility Providers;
- A site compound including offices and welfare facilities to accommodate all operatives will be set up by the Main Contractor including sufficient hardstanding to ensure that no parking of construction related vehicles will be permitted on the adjoining road network and if required to hold on site for a period of time, they can be accommodated within the site boundary, see Figure 3.1 for indicative locations;
- Measures will be put in place to ensure no waste, dirt, debris, or other material shall be deposited on the public road or verge by machinery or vehicles travelling to or from the site during the construction phase. Excavated material will generally be stored on site for removal near to the completion of the project or at a stage where the removal can be aligned with favourable weather conditions, timing relative to local traffic, etc;
- Site access will be controlled, and the surrounding road network monitored to ensure that the roads and footpaths affected by the construction works are maintained in a safe and tidy condition. Road sweepers will be utilised as required;
- Site security lighting will be located and designed so as not to result in glare on the public road or to impact negatively on any nearby dwellings and will be cognisant of ecology requirements;
- Typical working hours for the site will be subject to the condition of the planning permission but are expected to be Monday to Friday from 07:00 to 19:00 and Saturdays from 07:00 to 14:00. Special construction operations may need to be carried out outside these hours to minimise disruption to the surrounding area, which will be subject to agreement with the Local Authority. No activities will be permitted onsite outside of these hours unless by prior agreement with the Local Authority;
- All comments and any specific considerations/requirements as noted in the final planning permission grant will be addressed in the detailed Construction Management Plan for approval by the Local Authority ahead of implementation onsite; and,

Prior to commencement the contractor will review what routes are available for construction traffic.



4.2 Key Principles

Public access must be maintained for all road users, including vehicles, cyclists, and pedestrians, during the construction works. This includes ensuring a safe passage for pedestrians along the footway past both proposed site entrances. Old Connaught Avenue, as single-carriageway roads with a speed limit of 50kph, will operate under Level 2 traffic management design parameters as outlined in Chapter 8 of the Traffic Signs Manual. Given that the works will operate in all flow and visibility conditions and will remain in position for over 24 hours, the roadworks are classified as 'Type A'. Accordingly, all traffic management measures will comply with Table 8.3.2 Type A of the Traffic Signs Manual.

Where possible, two-way traffic will be maintained throughout the works. However, where it is not feasible to safely retain two-way traffic flow, the Contractor will implement alternative arrangements such as static lane closures, temporary traffic signals, or STOP/GO single-lane shuttle working. These measures should be agreed in advance with the Employer's Representative, DLRCC Roads Department, An Garda Síochána, and emergency services.

If full road closures are deemed necessary, they will be kept to an absolute minimum. Access for local residents must be maintained at all times. The Contractor will clearly detail alternative detour routes in the Construction Stage Traffic Management Plan, which must be approved by DLRCC and An Garda Síochána. Any proposed closure will adhere to the statutory process outlined in Section 75 of the Roads Act 1993 and the guidance provided in Section 8.38 of Chapter 8 of the Traffic Signs Manual.

Pedestrian access will be a priority, with two-way pedestrian movement maintained at all times in line with the Traffic Signs Manual. Where works encroach onto footpaths, dedicated and protected pedestrian routes will be provided. These routes will not require pedestrians to cross the carriageway unnecessarily and will be clearly marked, well maintained, and supervised to ensure safety and prevent encroachment into the works area.

To ensure a well-coordinated approach to traffic management, regular meetings may be arranged by the Contractor with the Employer's Representative, DLRCC, An Garda Síochána, and emergency services. These meetings will take place at the commencement of works, during any changes to traffic management layouts, and at any other time deemed necessary by the involved parties. Particular attention will be given to programming the works to minimise disruption to local residents, businesses, and any special events that may occur in the area.

4.3 Key Construction Traffic Management Issues

The primary issues that affect construction projects include:

- General site access and egress.
- Interaction with existing facilities and operations.
- The location and amount of parking.
- The timing and extent of material deliveries.
- Traffic conflicts with both existing vehicles and other construction traffic.
- Traffic congestion and conflicts on external roads; and,
- Signage and directions.

4.4 Site Actions to overcome Construction Traffic Management Issues

To effectively manage construction traffic impacts, controlled access points will be established and carefully coordinated to minimise conflicts with other site activities. These measures will be refined and incorporated into the



Detailed Construction Traffic Management Plan (CTMP), which will be prepared by the appointed contractor and approved by the Planning Authority prior to commencement.

The following measures, typically included in a CTMP, may be adopted during the construction phase:

- **Advance warning signage** will be installed at strategic locations to alert road users to construction access points.
- **Construction and delivery vehicles** will be restricted to approved access routes only, as agreed with the Local Authority.
- **HGV movements** will be limited during school drop-off and pick-up times to reduce disruption near adjacent educational facilities.
- **Environmental controls** will include the use of dust covers on vehicles transporting loose materials.
- **Site speed limits** will be enforced through appropriate signage to ensure safe vehicle movement.
- **Site vehicle parking** will be managed within designated areas; parking on public roads will be prohibited unless covered by approved traffic management measures.
- **Road sweepers** will be deployed to maintain cleanliness on public roads adjacent to the site.
- **Wheel washing facilities** will be provided to prevent debris from being carried onto the local road network.
- **Vehicle maintenance protocols** will be enforced to prevent leaks or spills; spill kits will be available on site, and off-site maintenance will not occur on public highways.
- **Pedestrian safety** will be prioritised through the provision of secure, alternative footpaths where existing routes are obstructed. These will include physical barriers and appropriate signage, with consideration for vulnerable and mobility-impaired users.

Collectively, these measures aim to minimise environmental impact and ensure public and worker safety throughout the construction period. To support efficient delivery, haulage routes, delivery schedules, and access arrangements will be continuously reviewed and adjusted as necessary to avoid congestion and maintain smooth operations — particularly for critical activities such as concrete pours.

Note: this is not an exhaustive list, and it will be the appointed contractor's responsibility to prepare a detailed Construction Traffic Management Plan to be approved with the Planning Authority, prior to commencement of construction.

4.5 Traffic Management Signage

Proposed signage will include warning signs to alert road users to construction traffic and works access/egress points. All signage will comply with Chapter 8 of the Department of Transport's Traffic Signs Manual — Temporary Traffic Measures and Signs for Roadworks.

Preliminary Construction Traffic Management signage has been developed based on the current understanding of project phasing, sequencing, and access arrangements. These initial plans are provided in Appendix A.



As the project progresses, these preliminary plans will be further refined and incorporated into the Detailed Construction Traffic Management Plan (CTMP), which will be prepared by the appointed contractor in consultation with the Local Authority, relevant stakeholders, and — where appropriate — the local community.

4.6 Key Construction Activities

There are several key construction activities involved in a mixed-use development such as the proposed site, independent of phasing, which can be generally divided into five categories:

- **Demolition** – No demolition is required for this development.
- **Excavation** – this includes site clearing and earthworks required to prepare the site for building foundations and installing utility services.
- **Structure** – the structure includes the foundations and the physical frame of the apartment buildings and housing elements. Generally, the frame will be constructed using a combination of in-situ reinforced concrete frame and precast concrete elements with the more low-rise housing units constructed in a combination of block work, timber frame and precast concrete all subject to detailed design.
- **Envelope/façade** – the building enclosures will be formed using a combination of block work, render, timber frame, glazing and relevant roofing systems all with the required levels of insulation, ventilation, and weathering in accordance with the relevant building regulations.
- **Services** – the requisite services will be provided such as drainage, water supply, telecoms, electricity, and lighting which will all be coordinated with the relevant utility providers including obtaining permits and connection agreements where relevant.
- **Landscaping** – The landscaping works include some hard landscaping, roads, footpaths, cycle-paths, beds and tree planting, and the relevant areas of open space associated with each Phase.

4.7 Construction Site Access

4.7.1 Construction Access Measures

The following provisions shall be made in terms of traffic management at construction access points:

- Advance warning signage of construction access points shall be adequately signed on the surrounding road network, including local side roads, i.e. “construction vehicle access ahead”.
- Construction access gates shall remain monitored at all times and remain closed when not in use.
- A site safety notice shall be erected at construction access points.
- Temporary traffic management measures deployed during the hours of darkness shall serve to highlight the precise location of the construction access. Such measures could include additional traffic cones, road danger lamps and/or reflectorized signage.
- Routine inspection shall be carried out to ensure that signage and visibility splays are not obstructed.

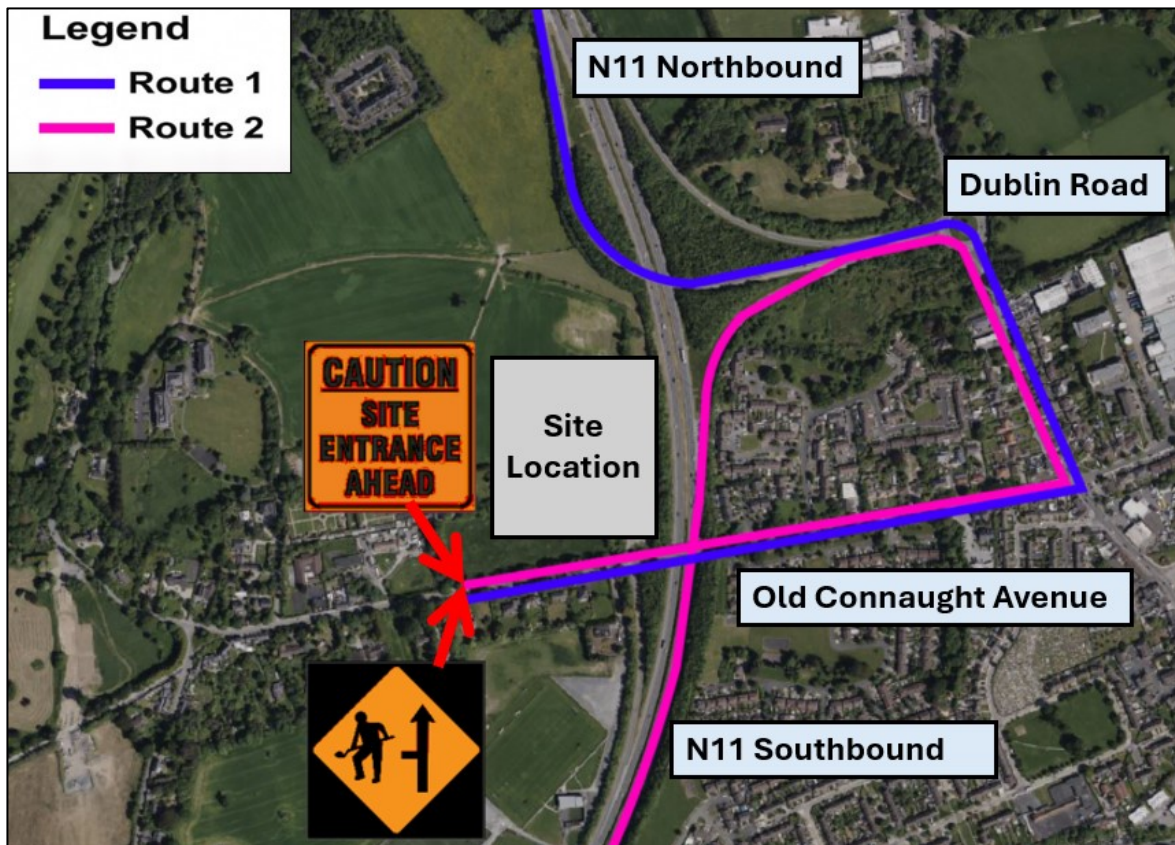


- The road network immediately outside each site access shall be regularly inspected for cleanliness and cleaned as necessary. Any damage to the roads or local side roads caused by construction traffic shall be repaired as necessary; and
- Within the site, sufficient space shall be allocated to allow vehicles to turn around safely on-site.

4.8 Construction Haul Routes

Subject to formal agreement with DLRCC, the contractor shall use the routes indicated in Figure 4-1.

Figure 4-1 – Proposed Phase A1 Site Access & Egress Routing



The routes identified are primarily the strategic road network to minimise disruption to sensitive local roads in accordance with best practice guidance,

All heavy construction vehicles to be instructed to use the R761, Old Connaught Avenue road, via the M11.

- **Heavy construction vehicles** will be directed to use the **M11**, accessing the R761, Old Connaught Avenue road via the **M11**.
- The **developer will proactively manage** all construction traffic throughout the works.
- **Staff and visitor parking** will be strictly confined to within the compound site boundaries; **adequate on-site parking** will be provided.
- **Sustainable travel modes** such as public transport, walking, and cycling will be encouraged, with **bicycle parking** made available.

- **Material deliveries** must occur within designated on-site areas; **unloading outside the site boundary is prohibited**.
- **Continuous deliveries**, such as concrete pours, will be **phased and timed** to prevent vehicles from queuing or parking on public roads.
- **Routine deliveries and waste removal** will be scheduled to avoid peak traffic hours on local roads.
- The **developer will issue an information pack** to staff and haulage subcontractors detailing approved HGV routes, parking restrictions, and delivery schedules.
- **Vehicle cleanliness** will be maintained at all times; access points will be managed and adjacent public roads kept clean.
- Any **works on public roads** will require a **road opening licence** from the Local Authority, with full compliance to all conditions.

4.9 Construction Traffic Impact Analysis

The traffic that would be generated during construction of the development is predicted on the basis of an outline construction programme and activity schedule for the Proposed Development as set out below:

The transport effects of the Proposed Development during the construction phases are considered through the following key transportation issues:

- Vehicle routing.
- Construction traffic impacts.
- Pedestrian and cycle impacts; and
- Public transport impacts.

It is assumed that all construction vehicles will remain on the strategic road network for as long as possible and that the “last mile” will be undertaken on local roads (i.e.: that all construction traffic will approach the site from the M11 corridor). During the construction of the Proposed Development there is the potential for temporary local disruption to pedestrian and vehicular traffic users because of construction traffic. The likely traffic impact of the construction works will be short-term in nature.

Once a contractor has been appointed the details set out below will be reviewed and updated to reflect contractor advice and requirements in line with best practice safety and environmental practices.

4.9.1.1 Construction Hours

Typically, construction working hours adjacent to residential areas or sensitive noise receptors will be limited to:

- 7am - 7pm, Monday to Friday; and
- 7am - 2 pm, Saturday
- Sunday – no working
- Bank and Public Holidays – no working

There may be times when it is necessary to make certain deliveries outside these times, for example where large loads are limited to road usage outside these times. Should this occur the construction manager will contact the local authority and other relevant bodies

4.9.1.2 Anticipated Construction Traffic

Material delivered by HGV in significant quantities throughout a project would include stone fill, steel reinforcement, blocks and bricks, mortar, precast concrete floors and balconies, timber and roof trusses, windows and cladding, roof tiles/slates, paving and drainage materials. Materials for general internal finishes would tend to be in smaller vehicles but some of the bulkier items would include timber, plaster slabs, kitchens and wardrobes, bathrooms and plumbing supplies. However, these vehicle movements will be spread out over the entire duration of the programme, currently anticipated at 78 weeks.

A total of 24,124 cubic metres of imported fill is required to for the construction of the proposed.

Anticipated HGV movements associated with this volume have been estimated based following steps:

1. Total volumes divided by
 - Average number of construction days per month – 20 days
 - Construction time period of phase
2. This provides average volume moved per day.
3. Average truck capacity is 25 tons with soil density of 1.9kg/m³ provide a cubic capacity of 13 cubic metres per truck.
4. Assumed all trips will be two-way there both an inward and outward trip will be required.

Based on this the HGV movements per phase are set out in Table 4-1.

Table 4-1 HGV Movements

IN	OUT	TOTAL
1,857	1,857	3,714

Other materials delivered by HGV in significant quantities throughout a project would include stone fill, steel reinforcement, blocks and bricks, mortar, precast concrete floors and balconies, timber and roof trusses, windows and cladding, roof tiles/slates, paving and drainage materials. Materials for general internal finishes would tend to be in smaller vehicles but some of the bulkier items would include timber, plaster slabs, kitchens and wardrobes, bathrooms and plumbing supplies. However, these vehicle movements will be spread out over the entire duration of the programme (five years) with vehicle numbers not anticipated to be as numerous or as prolonged as the two scenarios outlined above. As an estimate, it is assumed that there would be circa 10 two-way vehicle movements over a typical construction day. It is anticipated that these vehicle movements would occur outside peak times of avoid delays on the road network and minimise lost time and costs.



In terms of construction personnel, it is anticipated that ca. 100 people would be employed on site during peak periods. Table 4-2 outlines these movements.

Table 4-2 Table Construction Personnel Movements

Number of Construction Staff	100
Average Car Occupancy	3
Percentage Arriving by Public Transport	20%
Daily Number of Public Transport Trips (for construction)	20
Percentage Arriving by Public Car	80%
Daily Number of Car Trips (for construction)	80
Arrival Profile	
0700-0800	80%
0800-0900	20%
Departure Profile	
1600-1700	10%
1700-1800	10%
1800-1900	80%

Looking at the Phase A construction period¹, the daily total construction traffic movement for Phase A, representing the largest construction traffic movements, is shown in Table 4-3

Table 4-3 Phase A: Construction Traffic Movements

Vehicle Type	HGV – two ways per day	Car – two ways per day	PCU
Total	11	173	198

4.9.1.3 Construction Traffic Impacts

For phase1 based on the routing plan shown in Figure 4-1 key links impacts will be on the Old Connaught Avenue, Dublin Road and M11 Based on the construction traffic flows shown above, the construction traffic is shown in Table 4-4.

¹ representing the largest construction traffic movements



Table 4-4 Impact of Phase A Construction Traffic

Road Name	Existing AADT 2026 (PCU)	With Construction Traffic (PCU)	% Impact
Old Connaught Avenue	4,699	4,897	4.21%
Dublin Rd	20,866	21064	0.95%
M11	79,419	79,617	0.25%

As shown in Table 4-4 the construction traffic impact on the M11 and Dublin Road is negligible with a maximum increase of 0.95% of AADT experienced on the Dublin Road. The Old Connaught Avenue experiences a 4.21% impact on the AADT which is below the 5% and 10% thresholds set out below. The potential traffic impact from the development is below the thresholds set out in TII's Transport Assessment Guidelines Table 2.1 Traffic Management Guidelines Thresholds for Transport Assessments that states that assessment is required if:

- Traffic to and from the development exceeds 10 percent of the traffic flow on the adjoining road; and
- Traffic to and from the development exceeds 5 percent of the traffic flow on the adjoining road where congestion exists of the location is sensitive.

Based on this threshold the construction impacts on the local road network are considered to be negligible.

4.10 Additional Mitigation

4.10.1 Road Cleaning / Dust Suppression

The construction contractor will have appropriate controls on site to minimise dust and dirt from spreading onto the public highway. Where and when required the contractor will employ road sweeping and dust suppression equipment to prevent and or clean the highway.

4.10.2 Enforcement of OCSTMP

All project staff and material suppliers will be required to adhere to the OCSTMP. The Developer shall agree and implement monitoring measures to confirm effectiveness of the OCSTMP.

4.10.3 Engagement

The contractor shall use best endeavours to engage with relevant stakeholders, as required, throughout the construction period , including:

- Local Authority Roads / Transport department
- Emergency services (Gardaí/Police, Fire Service, Ambulance)
- Public transport operators



- Local businesses, residents, and schools (if required)
- Utility companies (if shared corridors)

To reduce adverse impacts from construction related traffic.

4.10.4 Construction Staff Mobility Plan

The Contractor should prepare and implementing a Construction Staff Mobility Management Plan as part of the Construction Traffic Management Plan (CTMP). The purpose of this plan is to reduce the traffic impact generated by construction staff commuting to and from the site. The Construction Staff Mobility Management Plan shall include:

- Measures to promote car-sharing initiatives among site workers.
- Information on public transport options (bus, train, etc.) available to staff.
- Encouragement for active travel modes, such as walking or cycling, where practical.
- Allocation of on-site parking for construction staff to prevent parking on adjacent roads or nearby residential areas

4.10.5 Delivery Restrictions to limit risks to vulnerable road users

To limit traffic risks and congestion, it is recommended, subject to assessment of needs by the contractor that construction deliveries are limited , where feasible or required during peak traffic periods:

- Morning Peak: 08:00–09:00
- Evening Peak: 1700-1800



5. Summary

This Outline Construction Stage Traffic Management Plan (OCSTMP) sets out the preliminary framework for managing construction-related traffic impacts associated with the Old Connaught Phase A1 LRD development.

It has been prepared in compliance with relevant guidelines, including the Traffic Signs Manual and the Guidance for the Control and Management of Traffic at Road Works.

The document outlines the following key measures:

- A programme and sequence of works for the development
- Designated construction access routes using Adamstown Avenue, Adamstown Boulevard and Station Road to minimise disruption on local streets.
- Implementation of traffic management measures to ensure the safety of road users, pedestrians, and construction staff, while maintaining two-way traffic wherever possible.
- Clear protocols for temporary traffic controls, including lane closures, pedestrian diversions, and temporary road surfaces, in line with Chapter 8 requirements.
- Restrictions on construction deliveries during peak traffic hours to reduce impact on residents and road users.
- A commitment to ongoing risk assessments, stakeholder engagement, and coordination with DLRCC, An Garda Síochána, and emergency services.
- Outline of construction traffic volumes and potential impacts on the adjoining road network including measures to minimise any adverse impacts.

The OCTMP establishes a framework for the PSCS/Contractor to develop a detailed Construction Stage Traffic Management Plan, which will be reviewed and approved before construction begins. The measures outlined aim to ensure the smooth operation of the surrounding road network while prioritising safety, minimising disruption, and maintaining public access throughout the construction phase. With these strategies in place, the OCTMP provides a robust foundation for the effective management of traffic and construction activities for the proposed development.

APPENDICES

Appendix A. Construction Programme Gantt Chart



Client: Castlethorn Construction | Architect: O'Mahony Pike | Rev P09 | 28.01.2026 | ★ Pump Station = Critical Path (Wk 40 first closings)

ID	Task Description	Phase	Start Wk	Duration	End Wk	Notes	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
HP	★ CRITICAL PATH – PUMP STATION & FOUL SEWER	CRIT	1	M	-																					
I1	Pump Station – Elevation & Civil Works	INFRA	1	8	9	Foul pumping station civil works																				
I2	Pump Station – Mechanical & Electrical	INFRA	8	6	14	M&E Block																				
I3	Foul Sewer Rising Main – Install to Bridge	INFRA	2	10	12	Critical path item – crosses N11 bridge-dwelling																				
I4	Foul Sewer Gravity – Old Connaught Ave Connection	INFRA	10	6	16	Connection into existing foul sewer																				
MT	★ MILESTONE – Pump Station Operational	CRIT	16	M	-	Must be confirmed before WK 40 dosings																				
HR1	ROAD 1 – PRIMARY N-S ORLINE (Full Site)	R1	1	M	-	Run north-south along Long Lane, now broken																				
R1_A	Road 1 – Bulk Earthworks & Sub-base	R1	1	6	7	Full length of primary N-S street																				
R1_B	Road 1 – Kerbs, Drainage & Base Course	R1	5	8	13																					
R1_C	Road 1 – Wearing Course (interim construction surface)	R1	11	4	15	Construction surface for all phases																				
R1_D	Road 1 – Final Wearing Course & Line Markings	R1	72	6	78	Final surface at end of programme																				
HR4	ROAD 1A – NORTH LOOP (serve Phase 2: units 31-47)	R1a	1	M	-	10 weeks ahead of Phase 2 start WK 11																				
R1A_A	Road 1A – Bulk Earthworks & Sub-base	R1a	1	4	5																					
R1A_B	Road 1A – Kerbs, Drainage & Base Course	R1a	4	4	8																					
R1A_C	Road 1A – Construction Surface (interim)	R1a	8	2	10	Ready WK 10 – Phase 2 starts WK 11																				
M_1a	★ Road 1A – Construction Surface Ready	R1a	10	M	-	Trigger for Phase 2 mobilisation																				
HR1b	ROAD 1B – MID LOOP (serve Phase 1 & Phase 3)	R1b	3	M	-	10 weeks ahead of Phase 1 start WK 13																				
R1b_A	Road 1B – Bulk Earthworks & Sub-base	R1b	3	4	7																					
R1b_B	Road 1B – Kerbs, Drainage & Base Course	R1b	6	4	10																					
R1b_C	Road 1B – Construction Surface (interim)	R1b	10	2	12	Ready WK 12 – Phase 1 culls start WK 13																				
M_1b	★ Road 1B – Construction Surface Ready	R1b	12	M	-	Trigger for Phase 1 mobilisation																				
HR1c	ROAD 1C – SOUTH LOOP (serve Phase 4 & Phase 5)	R1c	13	M	-	10 weeks ahead of Phase 4 start WK 23																				
R1c_A	Road 1C – Bulk Earthworks & Sub-base	R1c	13	4	17																					
R1c_B	Road 1C – Kerbs, Drainage & Base Course	R1c	16	4	20																					
R1c_C	Road 1C – Construction Surface (interim)	R1c	20	2	22	Ready WK 22 – Phase 4 culls start WK 23																				
M_1c	★ Road 1C – Construction Surface Ready	R1c	22	M	-	Trigger for Phase 4 mobilisation																				
HR2	ROAD 2 – PRIMARY E-W CONNECTOR (Ferndale Rd link)	R2	5	M	-	Start Phase 3 & Start 4 access																				
R2_A	Road 2 – Bulk Earthworks & Sub-base	R2	5	4	9																					
R2_B	Road 2 – Kerbs, Drainage & Base Course	R2	8	4	12																					
R2_C	Road 2 – Construction Surface (interim)	R2	12	2	14	Ready WK 13 – Phase 3&4 culls WK 23																				
M_R2	★ Road 2 – Construction Surface Ready	R2	14	M	-																					
HR3	ROAD 3 – EAST SUB-AREA ACCESS (Bikis 1&2 + 6no affordable)	R3	23	M	-	10 weeks ahead of Phase 6 start WK 33																				
R3_A	Road 3 – Bulk Earthworks & Sub-base	R3	23	4	27																					
R3_B	Road 3 – Kerbs, Drainage & Base Course	R3	26	4	30																					
R3_C	Road 3 – Construction Surface (interim)	R3	30	2	32	Ready WK 32 – Phase 6 starts WK 33																				
M_R3	★ Road 3 – East Access Ready	R3	32	M	-																					
PH1	PHASE 1 – UNITS 48/75 Sales & Marketing Block (28 units)	PHI	13	M	-	First phase – sales office to open WK 13																				
PI_C	Ph1 – Cills, Foundations & Slab Bases (28 units)	PHI	13	23	36	23 weeks culls and bases for timber frame																				
PI_TF	Ph1 – Timber Frame Erection (28 units @ 3.5wks = 8 wks)	PHI	23	8	31	TF commences once first bases complete																				
PI_Rv	Ph1 – Roofline & Weathering	PHI	24	4	33																					

R_B3H	Block 3 + Creche – Internal Fit-out & Completion	PH4	52	14	66	Creche 2 extra weeks fit-out
M_B3	★ MILESTONE – Block 3 + Creche Handover	PH4	66	M	-	
PH5	== PHASE 5 – UNITS 1-24 + PART 5 (25-30) 5th block + south	PH5	43	M	-	
PH5_C	PH5 – Chills, Foundations & Slab Bases (30 units)	PH5	43	23	66	
PH5_TF	PH5 – Timber Frame Erection (30 units @ 3.5wks = 9 wks)	PH5	53	9	62	
PH5_F	PH5 – Fit-out & Completion (12 wks rolling)	PH5	57	12	69	
M_P5	★ MILESTONE – PH5 Final Handover	PH5	69	M	-	
PH6	== PHASE 6 – BLOCKS 1 & 2 East Precast Apartment Blocks	PH6	33	M	-	Block 1 handover
PH6_B1F	Block 1 – Foundations	PH6	33	4	37	
PH6_B1Ff	Block 1 – Precast Frame (10 wks)	PH6	37	10	47	
PH6_B1W	Block 1 – Windows (Wk 10 frame)	PH6	47	2	49	
PH6_B1T	Block 1 – Roof (Wk 10 frame)	PH6	47	4	51	
PH6_B1B	Block 1 – Brickwork (Wk 11 frame)	PH6	48	8	56	
PH6_B1P	Block 1 – Parapet & Roof Finish	PH6	55	2	57	
PH6_B1M	Block 1 – Balconies (2 wks after mastic)	PH6	59	3	62	
PH6_B1I	Block 1 – Internal Fit-out	PH6	62	14	66	
M_B1	★ MILESTONE – Block 1 Handover	PH6	66	M	-	
PH6_B2F	Block 2 – Foundations	PH6	35	4	39	
PH6_B2Ff	Block 2 – Precast Frame (10 wks)	PH6	39	10	49	
PH6_B2W	Block 2 – Windows (Wk 10 frame)	PH6	49	2	51	
PH6_B2T	Block 2 – Roof (Wk 10 frame)	PH6	49	4	53	
PH6_B2B	Block 2 – Brickwork (Wk 11 frame)	PH6	50	8	58	
PH6_B2P	Block 2 – Parapet & Roof Finish	PH6	57	2	59	
PH6_B2M	Block 2 – Balconies (2 wks after mastic)	PH6	61	3	64	
PH6_B2I	Block 2 – Internal Fit-out	PH6	64	14	68	
M_B2	★ MILESTONE – Block 2 Handover	PH6	68	M	-	
PH7E	== ROADS FINAL SURFACES & EXTERNAL WORKS	PH7E	60	M	-	Final road surfaces and estate works
PH7E	Road 1 Final Surface & Line Markings	R1	72	6	78	
PH7E	Road 1A Final Surface	R1a	45	4	49	
PH7E	Road 1B Final Surface	R1b	50	4	54	
PH7E	Road 1C Final Surface	R1c	60	4	64	
PH7E	Road 2 Final Surface	R2	55	4	59	
PH7E	Road 3 Final Surface	R3	65	4	69	
PH7E	Landscaping & Open Space (Phase 1-3 areas)	PH7	48	8	56	
PH7E	Landscaping & Open Space (Phase 4-5 areas)	PH7	62	8	70	
PH7E	Street Furniture, Signage & Cycle Parking	R2	70	6	76	
M_PC	★ MILESTONE – Practical Completion & Taking-in-Charge	CRIT	84	M	-	Full site handover





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