SDCC Rathcoole Housing

Construction Traffic Management Plan

Project number: 60739527656 51
RATH-ACM-XX-XX-RE-OT-000003

October 2026

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Quality information

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Revision History

Revision	Revision date	Details	Authorized	Name	Position
0	August 2026	First Draft	MB	Michael Bell	Associate Director
1	October 2026	Issue for Planning	MB	Michael Bell	Associate Director
2	October 2026	Revised Issue for Planning	MB	Michael Bell	Associate Director

Distribution List

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1 Introduction

1.1 Background

AECOM were commissioned by South Dublin County Council (SDCC) to prepare a Construction Traffic Management Plan (CTMP) in support of a planning application for the proposed development of a site in Rathcoole, Co. Dublin, to provide new residential communities and educational local amenities.

The existing site as shown in Figure 1-1, is a site consisting of 17.78ha of lands split over two ownerships, comprising SDCC lands (c.15.93) and Department of Education lands (c.1.85ha). The subject site is bounded by Coolamber Drive / Beechwood Lawns to the northwest, residential developments to the east, Rathcoole Park to the north and Four Districts Woodlands to the south and west.

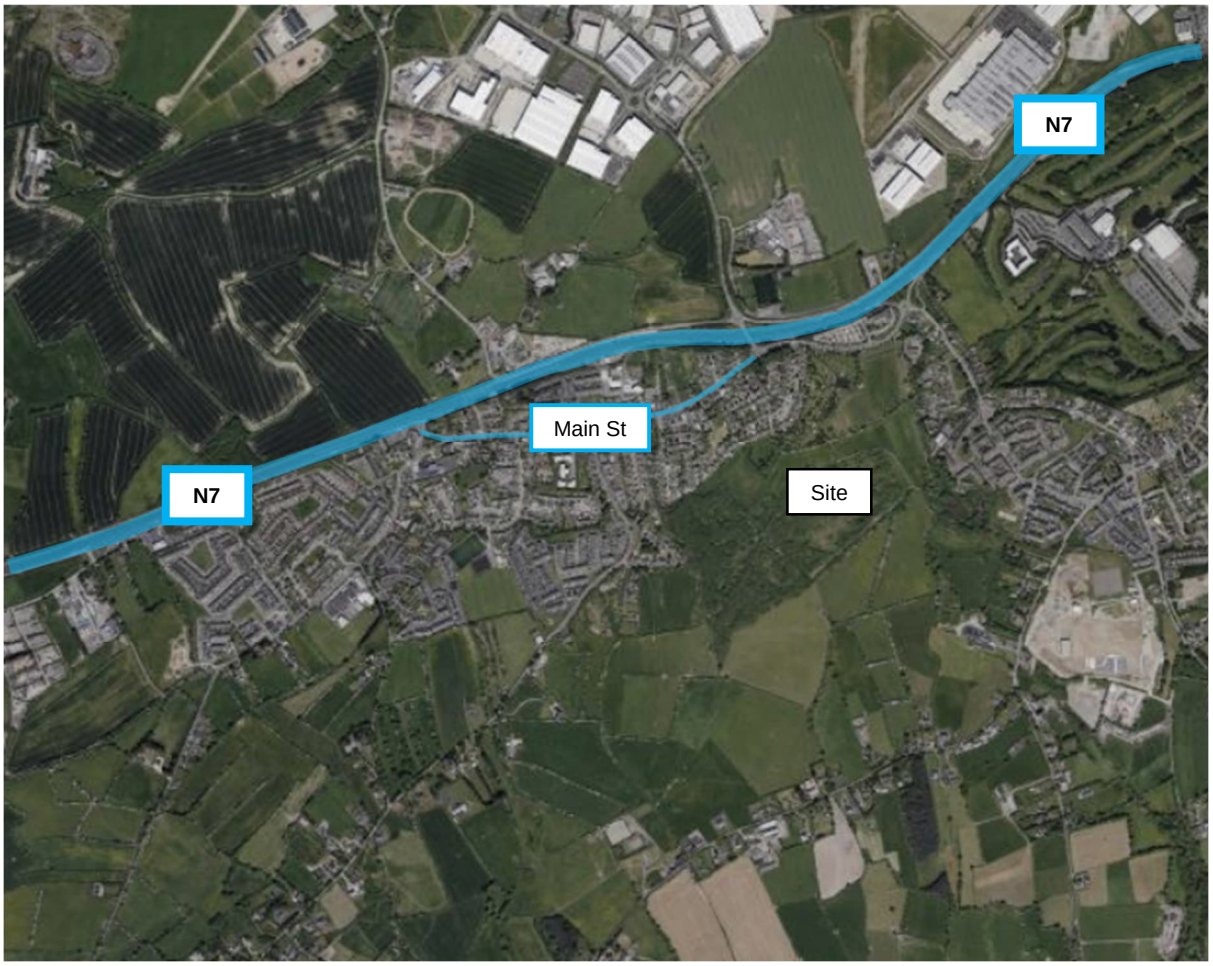


Figure 1-1 Site Location

Source: Bing Maps

2 Proposed Development

2.1 Introduction

This chapter details the proposed development with regard to the transportation elements which includes the internal roads layout, proposed pedestrian/cycling infrastructure and parking provisions within the development area.

2.2 Development Proposal

The subject proposals seek planning permission for the construction of 130 residential dwelling units which will include a mix of social and affordable units to include apartments, duplex and dwelling houses and 2 no. senior and 1 no. junior grass pitches (herein referred to as the “Proposed Development”) on the existing transportation system in the vicinity of the Site. The overall lands extend to 17.78 hectares and is divided across two ownerships comprising South Dublin County Council (c.15.93ha) and the Department of Education (c 1.85ha) to the south and southeast of Rathcoole Village, County Dublin. The application site, located within the overall landbank, measures c.11.4ha.

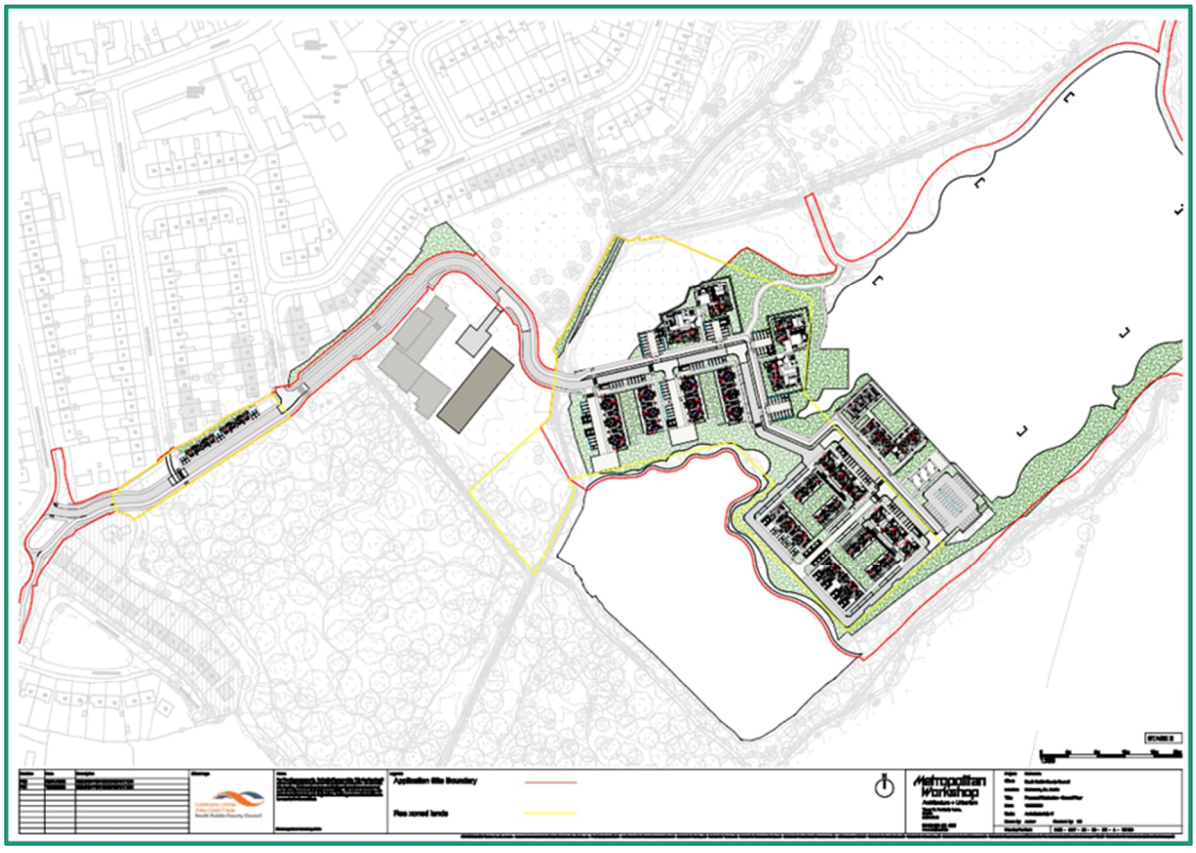


Figure 2-1 Proposed Site Layout Plan

Source: Metropolitan Workshop drawing, 2430-MET-ZZ-XX-DR-A-100022

3 Outline Construction Traffic Management Plan

3.1 Introduction

This chapter of the report deals directly with the impacts of construction of the subject development. As with any construction project, the contractor will be required to prepare a comprehensive traffic management plan for the construction phase. The purpose of such a plan is to outline measures to manage the expected construction traffic activity during the construction period.

This chapter will provide an overview of the likely routing of construction vehicles, based on a most likely scenario of construction. It should be noted that the impacts of the construction will be temporary, and it will be the contractor's responsibility to prepare a Traffic Management Plan for the approval of South Dublin County Council in advance of any works.

3.2 Policy Guidance

Guidance for the temporary control of traffic at road works to facilitate the safety of the public during the works is provided below:

- Traffic Signs Manual Chapter 8 Temporary Traffic Measures and Sign Roadworks (2008);
- Addendum Transport Chapter 8, Temporary Traffic Measures and Sign Roadworks (2008);
- Traffic Management Guidelines, Department of Transport (2003);
- Requirements of South Dublin County Council.

3.3 Indicative Construction Programme & Phasing

It is envisaged that the construction phase will span approximately two years, from June 2027 to May 2029. On-site construction is expected to begin in January 2028 and to complete in May 2029, with handover expected to be completed in 2030. The construction programme is expected to require up to two years to complete from occupation of the site.

Given the nature of the project and the need for flexibility to respond to market demand and to global social, economic and political disruptions, the development phases are indicative.

3.4 Construction Compounds

The site establishment works will be carried out by the appointed Contractor. The Main Contractor will identify a suitable location, of sufficient size and suitable for the majority of the works, for a site compound upon appointment and will construct the compound as part of the enabling works. The compound may be used as material staging areas, temporary car parking for construction workers, site offices and huts, welfare facilities for workers (including changing rooms and lockers), and/or the storage of plant and equipment. These locations are indicative and may be subject to change as the scheme is built out.

The Main Contractor will propose a designated parking area to cater for the cars and vans of staff in order to minimise disruption to local amenities and parking facilities, and a safe and secure pedestrian walkway will be provided from the car park to the site compound.

Temporary hoarding and fencing will be installed to secure the site and, where required, to minimise nuisance effects such as noise emissions, visual impact and dust. Hoarding will be established around the site construction area, where required, before any significant construction activity takes place in accordance with the required specifications as defined by the Main Contractor.

3.5 Construction Route

As illustrated in Figure 3-1 overleaf, construction traffic should be directed to access the site via Junction 4 of the N7 and the R120 by travelling down Main Street, turning left onto Stoney Lane and continuing on to Mullally's Lane and then turning into the development. For outbound movements vehicles should follow Stoney Lane, turn right onto Main Street and rejoin the N7 using the R120 overpass.



Figure 3-1 Proposed Construction Traffic Route

Source: Bing Maps

3.6 Parking

All contractors' vehicles will park within the development site area, it is recommended that as part of the construction management plan, the contactor designates an area within the confines of the site dedicated to operative car parking. There will be no parking permitted on the surrounding road network or estate roads by the contractor or site operatives.

3.7 Mitigation Measures

A detailed construction management plan will be developed by the contractor prior to the commencement of work on site and will be prepared in consultation with SDCC.

Construction debris particularly site clearance, spoil removal and dirty water run off can have a significant impact on footpaths and roads adjoining a construction site, if not adequately dealt with.

3.8 Hours of Operation

Site development and building works shall be carried out between the hours of operation recommended by SDCC to safeguard the residential amenities of properties in the vicinity. The typical hours of operation are as follows:

- Monday to Friday, 7am – 7pm, Saturdays 8am – 5pm and no works on Sundays or Public holidays.

3.9 Construction Traffic

For the purposes of this assessment the peak months for construction have been considered only as this results in the greatest impact on the road network. The peak months for construction are anticipated to occur from January 2028 to June 2028 in relation to site establishment, clearance and alteration, anticipated construction vehicles will be as follows:

- 40 daily construction vehicle trips (two-way).
- 60 construction staff trips (private car/vans) (two way).

It is expected that around 10% of these trips will occur during the AM and PM peak hours on the local network, resulting in an estimated ten combined HGV and staff vehicle trips during each peak period.

3.10 Traffic Management Measures

Below is a list of the proposed traffic management measures to be adopted during the construction works. Please note that this is not an exhaustive list, and that it will be the appointed contractor's responsibility to prepare a detailed construction management plan.

- Warning signs / Advanced warning signs will be installed at appropriate locations in advance of the construction access locations.
- Construction and delivery vehicles will be instructed to use only the approved and agreed means of access; and movement of construction vehicles will be restricted to these designated routes.
- Appropriate vehicles will be used to minimise environmental impacts from transporting construction material, for example the use of dust covers on trucks carrying dust producing material.
- Speed limits of construction vehicles to be managed by appropriate signage, to promote low vehicular speeds within the site.
- Parking of site vehicles will be managed and will not be permitted on public road, unless proposed within a designated area that is subject to traffic management measures and agreed with SDCC.
- A road sweeper will be employed to clean the public roads adjacent to the site of any residual debris that may be deposited on the public roads leading away from the construction works.
- On site wheel washing will be undertaken for construction trucks and vehicles to remove any debris prior to leaving the site, to remove any potential debris on the local roads.
- All vehicles will be suitably serviced and maintained to avoid any leaks or spillage of oil, petrol or diesel. Spill kits will be available on site. All scheduled maintenance carried out off-site will not be carried out on the public highway.
- Safe and secure pedestrian facilities are to be provided where construction works obscure any existing pedestrian footways. Alternative pedestrian facilities will be provided in these instances, supported by physical barriers to segregate traffic and pedestrian movements, and to be identified by appropriate signage.
- Pedestrian facilities will cater for vulnerable users including mobility impaired persons.

The mitigation measures will therefore ensure that the presence of construction traffic will not lead to any significant environmental degradation or safety concerns in the vicinity of the proposed works. Furthermore, it is in the interests of the construction programme that deliveries, particularly concrete deliveries are not unduly hampered by traffic congestion, and as a result continuous review of haulage routes, delivery timings and access arrangements will be undertaken as construction progresses to ensure smooth operation.