



PROPOSED LARGE SCALE
RESIDENTIAL DEVELOPMENT AT THE
FORMER DELL EMC PREMISES, WEST
CITY, BALLINCOLLIG, CORK

CONSTRUCTION TRAFFIC MANAGEMENT PLAN

DATE 30/01/2026

REVISION 3

JOB NO. 6709

DOCUMENT CONTROL

PROJECT NAME:

Proposed Large Scale Residential Development at the Former DELL EMC Premises, West City, Ballincollig, Cork

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REVISION	DATE	FILE NAME: Proposed Large Scale Residential Development at the Former DELL EMC Premises, West City, Ballincollig, Cork			
0	05.09.2025	DESCRIPTION: Construction Traffic Management Plan			
			PREPARED	CHECKED	APPROVED
		INITIAL	EC	SO'D	BO'S
		DATE	04.09.2025	05.09.2025	05.09.2025
1	26.09.2025	FILE NAME: Proposed Large Scale Residential Development at the Former DELL EMC Premises, West City, Ballincollig, Cork			
		DESCRIPTION: Construction Traffic Management Plan			
			PREPARED	CHECKED	APPROVED
		INITIAL	EC	SO'D	SOD
		DATE	26.09.2025	26.09.2025	26.09.2025
2	03.10.2025	FILE NAME: Proposed Large Scale Residential Development at the Former DELL EMC Premises, West City, Ballincollig, Cork			
		DESCRIPTION: Construction Traffic Management Plan			
			PREPARED	CHECKED	APPROVED
		INITIAL	SO'D	SO'D	SOD
		DATE	03.10.2025	03.10.2025	03.10.2025
3	30.01.2026	FILE NAME: Proposed Large Scale Residential Development at the Former DELL EMC Premises, West City, Ballincollig, Cork			
		DESCRIPTION: Construction Traffic Management Plan			
			PREPARED	CHECKED	APPROVED
		INITIAL	SO'D	SO'D	SO'D
		DATE	30.01.2026	30.01.2026	30.01.2026
4	16.02.2026	FILE NAME: Proposed Large Scale Residential Development at the Former DELL EMC Premises, West City, Ballincollig, Cork			
		DESCRIPTION: Construction Traffic Management Plan			
			PREPARED	CHECKED	APPROVED
		INITIAL	SOD	SOD	SOD
		DATE	16.02.2026	16.02.2026	16.02.2026

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1 Introduction

Denis O'Sullivan & Associates were engaged as Consulting Engineers for a proposed Large Scale Residential Development (LRD) at the former DELL EMC Premises, Innishmore, Ballincollig, Cork.

This Construction Traffic Management plan identifies an indicative sequence of the works from the initial enabling works through to sub-structure and superstructure construction. It is noted that this can only be considered a draft plan to be issued to Cork City Council as required under planning.

1.1 Site Location

The subject site is located at the former Dell EMC facility in Innishmore, Ballincollig, Cork. It lies within the western suburbs of Cork City, approximately 9 km from the city centre. The site is surrounded by established residential estates, including Westcliffe and Innishmore Court, and is within walking distance of Ballincollig Town Centre, which offers a wide range of retail, educational, recreational, and community services. The area is well served by public transport, with regular bus services operating along the corridor. The site can be accessed via Innishmore Road to the east, as well as the existing entrance off Mechtersadt Road to the southwest. It comprises previously developed lands that are served by existing infrastructure, making it suitable for integration into the surrounding urban context.

A snapshot of the application boundary is outlined in Figure 1.1 below.

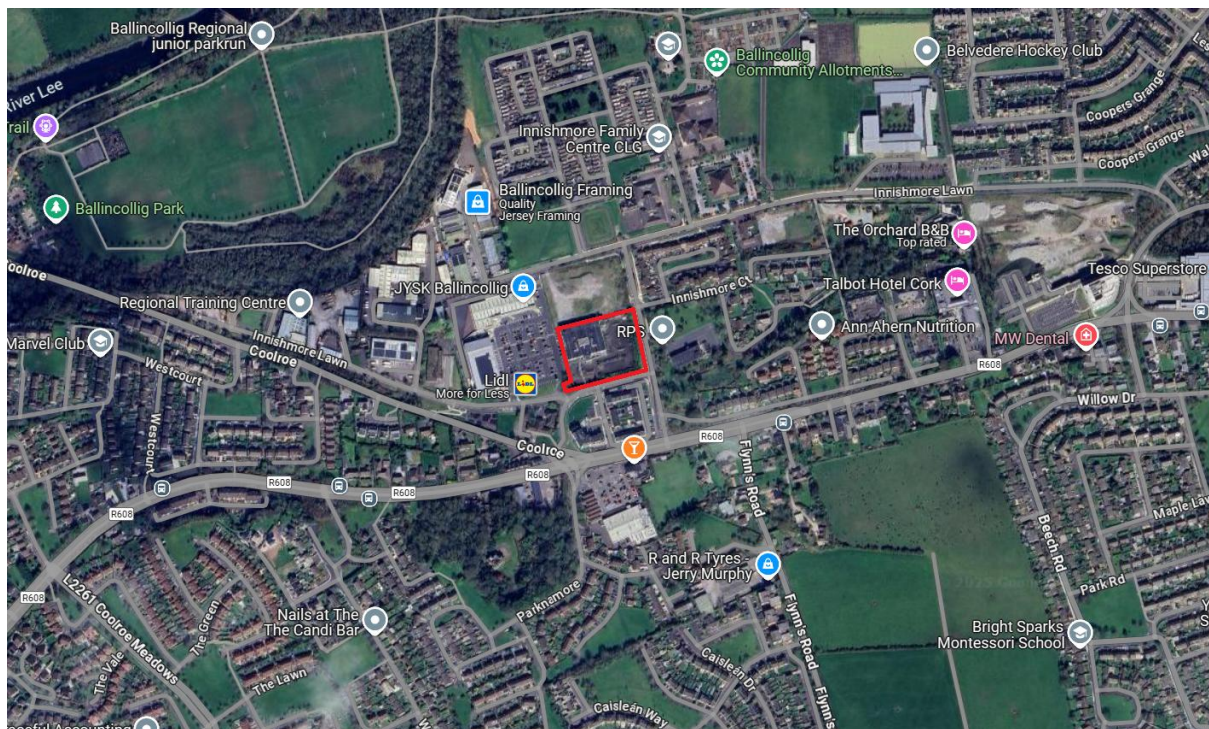


Figure 1-1 - Site Location (Google Maps)

1.2 Site Topography

The proposed development site comprises the lands formerly occupied by the Dell EMC facility in Innishmore, Ballincollig, Co. Cork. It is a brownfield site, previously developed and currently vacant,

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Ballincollig, Cork

with remnants of existing infrastructure and hardstanding areas still present. The site is generally rectangular in shape, with access points from Innishmore Lawn to the east and an existing entrance to the southwest. The topography of the site is relatively flat, with ground levels ranging from approximately 16.14 metres Ordnance Datum (OD) at the southwestern entrance to a low point of 15.50 metres OD towards the northeast corner. The minimal variation in levels supports ease of construction and drainage design. The site is enclosed by mature boundary treatments and benefits from existing connections to public utilities and road infrastructure.



Figure 1-2 - Site Topography

1.3 Site History

The site is a brownfield site and was previously used as Dell's former Ballincollig office.

1.4 Proposed Development

Castle Peak Properties Ltd intend to apply for planning permission for a Large-Scale Residential Development (LRD) at this c. 1.0 ha site of the former DELL EMC premises, Innishmore, Ballincollig, Cork.

The proposed development will consist of the demolition of the existing former 2 no. storey DELL EMC building (c. 3882 sq m) and ancillary plant area, with associated site clearance works. The proposed development will provide for the 130 no. residential units, arranged in 3 no. blocks in a development ranging in height from 3 to 6 no. storeys.

The development will comprise a mix of 108 no. apartments (total apartment blocks area - c. 10,657 sqm), arranged in 2 no. blocks, providing a unit mix of 52 no. 1-bed and 56 no. 2-bed apartment units. In addition, the proposed development will provide 22 no. duplex units (total duplex block area - c. 2,159 sqm), arranged in 1 no. block, providing a unit mix of 4 no. 1-bed, 9 no. 2-bed, and 9 no. 3 beds.

Vehicular, cyclist and pedestrian access to the proposed development will be via 2 no. entrances from Innishmore Lawn (to the north east) and Mechterstadt Road (to the south west) and the development will include for pedestrian and cyclist permeability. Additionally, pedestrian access points are provided to the west of the subject site and to the south, off Mechterstadt Road.

The development will also include the provision of private, communal and public open space (including all balconies); car parking at ground floor level and undercroft; bicycle parking; internal roads and pathways; bin stores; hard and soft landscaping; boundary treatments; the provision of new surface water and foul drainage pipes and any associated pipe diversion works; retaining walls; changes in level; services provision and related ducting, piping and cabling; electric vehicle charging points; attenuation tanks; SUDS; signage; 1 no. ESB substation; wayfinding structures; public realm works including public lighting; and all site development and excavation works above and below ground. The application contains a statement setting out how the proposal will be consistent with the objectives of the Cork City Development Plan 2022-2028.

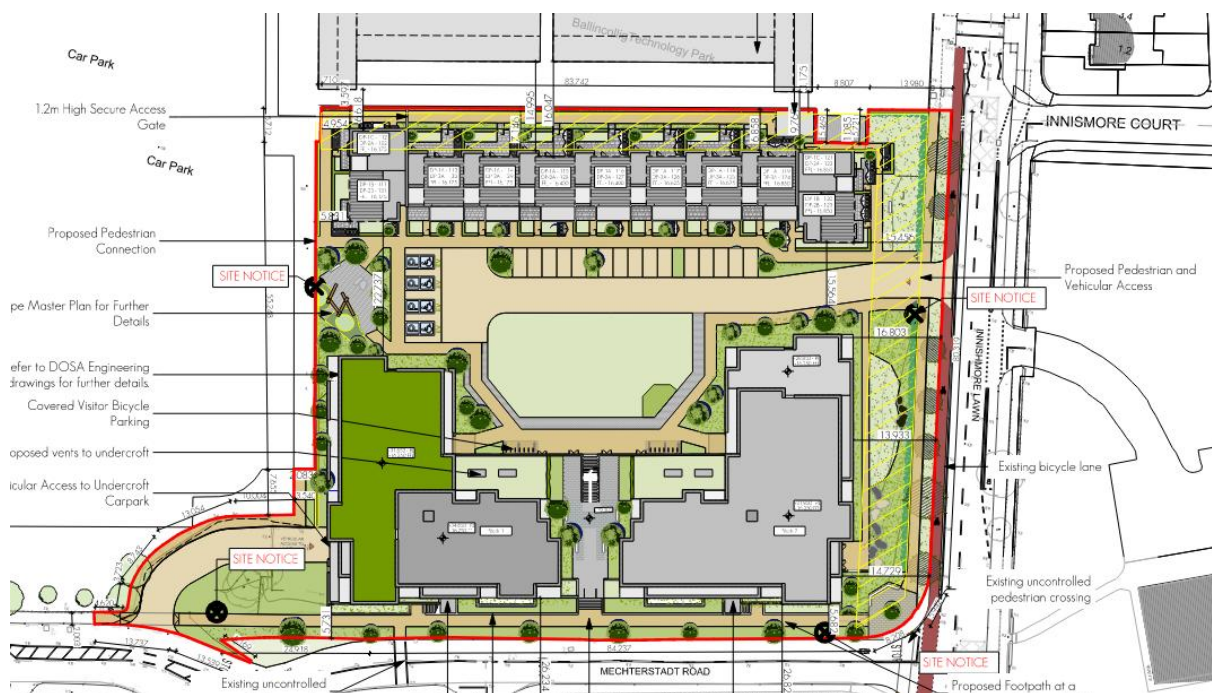


Figure 1-3 Proposed Site Layout

2 Proposed Site Works

Provisional works will involve the clearance of the site and opening of the site entrance.

Foundations will be CFA Piles. A capping slab/pile caps will be cast at that point which will tie into the pile heads. All service connection including foul, storm and water are off-site and require intervention with the adjoining road network to facilitate tapping's and connections.

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Ballincollig, Cork

The key elements of the proposed development are as follows:

- Opening of site entrance and clearance of the site.
- Site set-up and crane installation.
- Piling and foundations
- Superstructure.
- Internal structure to include studs, ceilings, joinery and lift.
- Completions to include glazing, decorating, flooring, balustrades, mechanical and electrical installations.
- Externally services connections to utilities and curtilage completion.
- Provision of a hard surfaces and resurfaced footpaths.
- The development includes all associated site development works, hard and soft landscaping and all other ancillary works.

2.1 Hoarding, site set-up & formation of site access/egress points

The site area will be enclosed with hoarding as necessary and agreed with Cork City Council. Hoarding panels will be maintained and kept clean for the duration of the project.

This will involve erecting the hoarding around the proposed site perimeter in line with the finished development description.

The restricted confines of the site will require the contractor to set up an adjacent Construction Staging Area. It shall be suitably located to allow efficient delivery of materials and personnel to site, without negatively impacting traffic movements around Ballincollig during construction. A “Just in Time” approach will be required for the delivery of particular building materials such as concrete formwork and reinforcement cages.

The contractor will be made aware of the requirement to secure the site and as such will operate an access controlled gate to manage personnel on and off-site. To facilitate and manage this element we will adopt the following proven approach;

- Operate a Site Induction Process for all site staff;
- Ensure all site staff shall have current ‘Safe Pass’ cards;
- Install adequate site hoarding to the site boundary;
- Maintain Site Security staff at all times;
- Install access security in the form of sign-in sign-out procedures;
- Separate public pedestrian access from construction vehicular access;
- Ensure restricted access is maintained to the works.

2.2 Temporary Signage

To facilitate the construction phase, the contractor shall develop a site specific Traffic Management Plan illustrating the management measures they intend putting in place for regulating construction and pedestrian traffic. It shall outline the signage they shall provide in compliance with Chapter 8 of the Traffic Signs Manual. It shall be forwarded to the Cork City Council for approval before the commencement of the works onsite.

2.3 Temporary Road Markings/delineation

The Traffic Management Plan shall include proposals for any proposed Temporary Road Markings and barriers to delineate the construction traffic route. These markings will conform to the requirements of Chapter 8 of the Traffic Signs Manual.

2.4 Temporary Road Closure

Any temporary road closure required during the construction phase of the development will be carried out strictly under agreement with Cork City Council. It is currently envisaged that such closures, if necessary, will be limited to specific works associated with service connections and site entrance construction. These activities may require short-term traffic management measures to ensure the safety of workers and the public, and to facilitate efficient execution of the works. All road closure proposals will be subject to formal approval, and appropriate signage, diversion routes, and public notifications will be implemented in accordance with Cork City Council's requirements and statutory procedures.

2.5 Temporary Traffic Signals

Any proposals to operate Temporary Traffic Light Signals should conform to the requirements of Chapter 8 of the Traffic Signs Manual.

2.6 Arrangements for Local Access, Pedestrian and Cyclist Access

During the construction phase, access for local residents, pedestrians, and cyclists will be maintained wherever possible, with temporary diversions and safety measures implemented as required. Works affecting the site entrance and service connections may necessitate short-term restrictions; however, these will be carefully managed to minimise disruption. Clear signage, barrier systems, and designated crossing points will be provided to ensure safe passage around active work zones. Pedestrian and cyclist routes will be prioritised in traffic management planning, and any temporary closures will be communicated in advance to affected stakeholders. All arrangements will comply with Cork City Council guidelines and relevant health and safety standards.

2.7 Proposed Lighting Arrangements

There are no proposals to alter the existing lighting arrangements in the area. Any proposals to alter existing lighting arrangements can only be carried out under agreement with the Local Authority. Adequate lighting will be provided within the temporary hoarding. Internal site lighting will be such that it does not cause nuisance to adjoining dwellings.

2.8 Use of Flag Men

The Contractor shall utilise flagmen during the project for all construction traffic. The contractor shall develop a specific method statement to outline their purpose and work methodology. Where this occurs in public space it shall be agreed with the City Council.

2.9 Proposed Use of Barriers

To delineate access and provide vehicular/pedestrian separation the contractor shall establish internal site barriers. The arrangement of these barriers shall be set-out in the internal Site Set-up and Traffic Management Safety Plan.

3 Construction Traffic

3.1 Construction Traffic Impact

It is estimated that the construction of the proposed development would be in the order of 18-24 months. The major construction items include site clearance, excavation, sub-structure, superstructure and internal finishes. It is anticipated that the peak of HGV movements to and from the site will be during the floor slab pour and construction of the substructure. The peak LGV movements to and from the site will be during the superstructure construction. It is anticipated that the construction traffic during the AM and PM peaks will not exceed 15 vehicles exiting/entering the site. Therefore the construction traffic impact on the surrounding local road network to proposed development site shall not be disproportionate.

3.2 Haulage Route

See below Figure 1 designated haul route and site access diagram. The contractor will put the following control measures in place during the works

- At no time will construction associated vehicles be stopped or parked for prolonged periods outside of the site.
- Haulage vehicles will not be permitted to travel in convoys of greater than two vehicles at any time;
- Haulage vehicles will be spaced by a minimum of 250m at all times;
- Strict protocol will be put in place that prohibits haulage vehicles parking or stopping at the entrance to the site.
- All loading of excess material will occur within the site boundary.
- All off-loading of deliveries will take place within the site or site compound, away from the public road and will access via the construction site access.

The increase in traffic as a result of construction shall be minor and can be readily accommodated within the existing road network. However, the site is located where restricted road and junction space is shared with vulnerable road users and the flow of construction traffic will need to be monitored to ensure that potential conflicts are avoided as much as possible.



Figure 3 Site Traffic Access Route (Google Maps)

3.3 Working Hours

The construction traffic will occur outside of peak background traffic hours within a six-day week with minimal impact on the operation of the existing road network.

Working hours are noted as Mon – Fri 8am – 6pm; Sat 8am – 4pm

4 Conclusion

This Construction Traffic Management plan identifies an indicative sequence of the works from the initial enabling works through to superstructure construction. Final adoption of the Construction Traffic Management Plan is between the Contractor and Cork City Council prior to construction commencing.