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1.0 Description of the Project

1.1 Introduction:

Lohan & Donnelly have been appointed by Randelswood Holdings Ltd to prepare an Outline Construction Management Plan (OCMP) in support of the Planning Application for a 6 storey structure and additional modifications to existing structures.

The current site comprises of two 5 storey office buildings and one 4 storey offices building. Existing structures are a mix of insitu RC framing and steel framing. All buildings comprise precast cladding panels and internal lining systems with a mixture of concrete and lightweight steel roofing systems.

The proposed development includes the removal and replacement of the existing precast cladding systems and the provision of an additional storey to each existing structure. The proposed development also includes the construction of a new 6 storey building.

The proposed scheme will use the existing carpark layouts on both the basement and ground floor level.

1.2 Scope of Report

The purpose of the report is to set out the main construction activities and to indicate in broad terms how these will be managed to control and mitigate risk and local impacts arising from the works.

The report covers all construction activities from the planning of the demolition of the existing cladding systems as well as the roof structures to allow for the additional floors, through to the final completion of the construction for the new development

In due course, the main contractor will prepare and submit a detailed Construction management Plan for the execution of the works.

The report has been prepared to be read in conjunction with all other planning information.

This Construction plan will be subject to review if the nature of demolition and construction works for the redevelopment changes significantly from the anticipated at the time of the preparation of the Planning Application

1.3 Site Location

The site is located to the southeast of Clondalkin Village as per map extract shown in Figure 1 with national grid coordinates of E307867, N231076.

The site boundary will enclose a 0.81 Ha area for the demolition and construction activities of the proposed redevelopment. Figure 2 below shows access to the site via the roundabout between Monastery Road and Woodford Hill.

Figure 1 - Site Location (Google Maps View)

Figure 2 – Site Aerial View with Site Access from Monastery Road Roundabout(Google Maps)

Figure 3 – Existing Site Aerial View with each block identified (with approx. construction date shown)

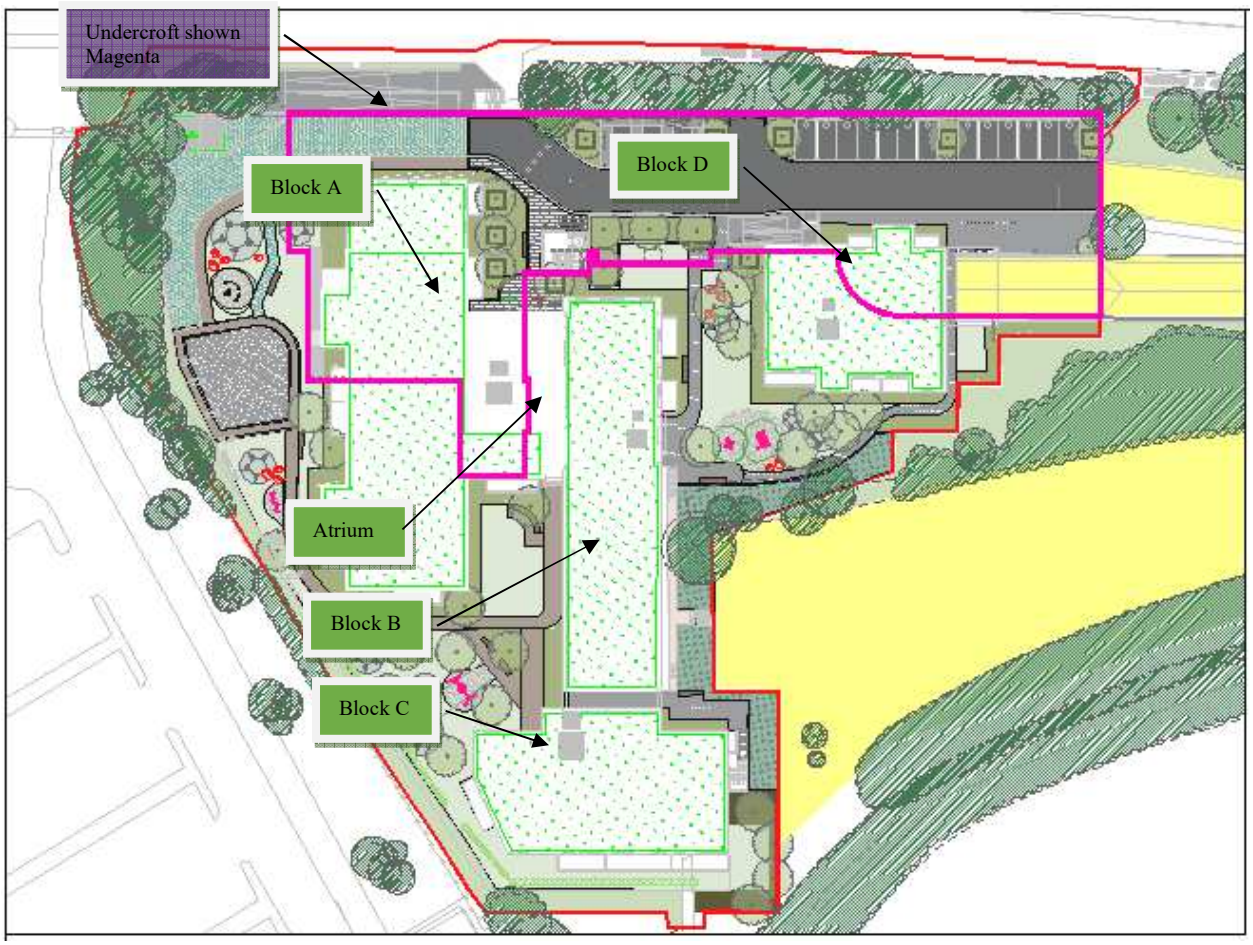


Figure 4: Proposed site plan

2.0 Outline Development Programme

2.1 Key Activities & Timelines:

We anticipate the construction programme taking approximately 18 months.

The table below shows a possible time schedule of the project activities (to be confirmed by the main contractor's construction program).

Table 2-1 Possible Project Duration Breakdown

Activity	Expected Duration (Months)
Site Setup (and soft Strip of existing building finishes)	3
Demolition of Existing Facades	3
Building Superstructure construction & fit out	12

3.0 Outline Construction Management Plan

3.1 Construction Access:

Figures 1 & 2 (site locating images) show that the site access is limited to a single access point, shared with an existing materials processing facility to the East of the site, off Monastery Road roundabout. The access road is of adequate width as it is designed as a two-way road which should make it easier for long-vehicles and HGVs to enter the site.

The main contractor shall develop a robust and safe traffic management plan covering all stages of the build. The main contractor will develop proposals as part of their overall traffic management plan which will require liaison and agreement with the local authority.

Given the site constraints it is essential that access requirements for all demolition and construction activities are planned well in advance, and the advance planning takes into account matters such as:

1. Possible height restrictions associated with the new build.
2. Manoeuvring (swept path) restrictions for long-vehicles and HGVs
3. Designated areas to unload and load HGVs

3.2 Traffic Management Plan (TMP)

Given the developments location, it will be a requirement for the main contractor to formulate and maintain a robust Traffic Management Plan (TMP) in compliance with the requirements of South Dublin County Council (SDCC) Transportation Department.

The contractors TMP may include diversions and temporary signage of which will be agreed with SDCC. It is likely that some element of the plan will apply throughout the demolition and construction phases of the development while other elements will adjust to suit the permanent works progress. The plan will include contact names and telephone numbers of the contractor's key responsible persons who will be on the ground site.

For building projects on sites with limited ground space for materials storage, on-site storage can be located temporarily at each intermediate floor, before being later relocated vertically upwards floor by floor, in a progressive staggered way.

It is unlikely that certain elements of the construction work will interface with the present usage of Monastery Road, however, the following measures could mitigate the risk of traffic congestion:

1. On-time delivery via a pre-arranged delivery schedule to minimise the risk of queuing.

2. A well planned 'just in-time' deliveries and logistics schedule to minimise the need for large areas of site storage of building elements.

3. The delivery schedule is planned to avoid morning and evening peak hours.

4. As much off-site prefabrication works as is practical will be carries out in order to reduce the requirement for on-site work packages.

5. Consultation with neighbours to take place in advance of the works and where appropriate certain local agreements may be entered into.

6. As previously mentioned, the contractor will draw up a detailed TMP for the agreement with SDCC using this plan as a baseline.

In relation to Traffic Management and Access, the following is proposed:

1. Parking for Construction Operatives will be facilitated on site during the demolition and construction phase by allowing vehicles to make use of the present carpark spaces at basement and ground floor level.

2. At the roundabout of Monastery Road and Woodford Hill, the site will be clearly defined and signposted. Parking restrictions will be enforced on the access road to the site by a combination of signage and traffic cones and notices will display 'towing of cars parked illegally' as these will block construction vehicles entering or leaving the site.

3.3 Permitted Working Hours

Unless in the case of emergency, all on-site construction will comply with normal standard permissible hours of operation for building sites as set by SDCC (and will most likely be included in the planning conditions) i.e.

Monday to Friday 07:00 – 18:00

Saturdays	08:00 – 14:00
Sundays & Public Holidays	No noisy work on site

Any planned works outside the standard working hours will be strictly by agreement in advance with SDCC.

3.4 Demolition Plan

The demolition of the existing building facades and atrium roof structure along with the removal of the external fabrics will be the first main task of the redevelopment. Refer to Figure 3 for a street view image of the building viewed from Monastery Road. The demolition shall be carried out in accordance with BS EN 6187:2011 Code of Practice for Full and Partial Demolition, as well as all relevant legislation, suitable Health & Safety practice. This report section should be read in conjunction with Lohan & Donnelly Constructions and Demolition Waste Management Plan which has also been prepared to support this planning application.

It is understood the existing buildings comprises:

1. Block B - 4 storey insitu reinforced concrete structure with precast concrete cladding panels

2. Blocks A and C - Two 5 storey steel framed structures with composite metal deck floors and precast concrete cladding panels

3. A Glass atrium between blocks A and B comprising of steel framing and curtain wall glazing

4. A bitmac-paved podium slab area at ground floor level

5. The main building materials for demolition include precast concrete panels while other miscellaneous building material like flooring, furniture, plasterboard, timber, hard plastics, glazing units, panelling, cabling, plumbing and sanitary pipework are likely to be encountered

6. The presence of hazardous building materials (such as asbestos, PCB) shall be fully investigated prior to the demolition works.

Figure 5 - Existing Office Blocks A and B with connecting glass Atrium (Google street-view image)

Prior to the demolition commencing, the contractor must develop a Construction and Demolition Plan in compliance with both the abovementioned Lohan and Donnelly Construction and Demolition Plan and also the Best Practice Guidelines on the Preparation of waste management plans for Construction & Demolition Projects (Department of Environment, Heritage and Local Government, 2006).

As a minimum, this plan should detail the demolition sequencing, working space, hoardings, neighbour access and emergency access. The following is a high-level Demolition Plan which shall be developed by the Demolition Contractor by the procedure as below:

1. Map and record all above and below ground services in preparation for their isolation

2. Map and record all construction details and building materials via a combination of detailed on-site surveys and by reference to all known records for the building and/or occupier/owner interviews.

3. Survey for and pay particular attention to:

    - Any contaminated or hazardous materials leg fuel stores, asbestos, Asbestos Containing Materials (ACM's), PCB's (Polychlorinated Biphenyls), lead containing paints, mercury, chemical residues or stores, spent electrical goods and fittings. etc).

    - Any hazardous or dilapidated structures or elevated walkways, potentially confined spaces etc.

    - Any materials to be recovered and/or recycled for re-use.

4. Consider and record any findings or observations about key structural elements, including any beam, columns, load-bearing walls, etc.

5. Plan all aspects of the planned demolition, including matters such as services isolations and diversions, structural elements to be pre-weakened, fittings and features to be

removed, materials recovery, materials segregation, tanks or stores to be emptied, safety, alternative plans in the event finding on site diverge from intensions, safe entry and egress routes, temporary storage areas, site security (particularly Site Boundary security) to keep unauthorised persons at a safe distance from the work, changing site conditions during the course of the development work, etc.

6. Consult and advise immediate or affected neighbours on the likely demolition programme and dates.

7. Secure the site with hoardings and/or temporary fencing to reduce the risk of site entry by unauthorised persons.

8. Plan the demolition methods and sequences, including:

    - Source aggregation of all separately identifiable materials/waste stream types prior to being sent for recycling or off-site disposal at an appropriately permitted site

    - How and to where all materials arising will be taken off-site

    - Clear all arising material off site as soon as practical after they are generated

9. Dust and noise suppression shall always be maintained. Monitor noise levels and vibrations. The planning should also encompass suitable environmental controls such as dust and noise suppression, as well as settlement and vibration monitoring. Where practical, semi-permanent survey and monitoring locations should be chosen, especially if such data will be potentially useful for longer term construction activities.

10. It may also be prudent to consider fixed or tilt and zoom camera points so that any incidents may be recorded and analysed as necessary.

11. Internal strip-outs to recover all architectural salvage items, isolate services, provide temporary services and lighting as necessary, remove all M&E, radiators, electrical equipment, light fitting, fixtures, furniture, plumbing, glazing, doors, tiles, timber, etc.

12. Demolition of façade is envisaged as being a methodical process of temporarily supporting cladding panels via teleporters or similar, disconnecting the fasteners which connect the precast panels to the supporting steel framing and lifting the precast panels down to ground level for removal from site to an appropriate waste disposal facility. Access of machinery for façade removal may require temporary propping systems within the car park undercroft to prevent overstressing of the existing podium slab structure.

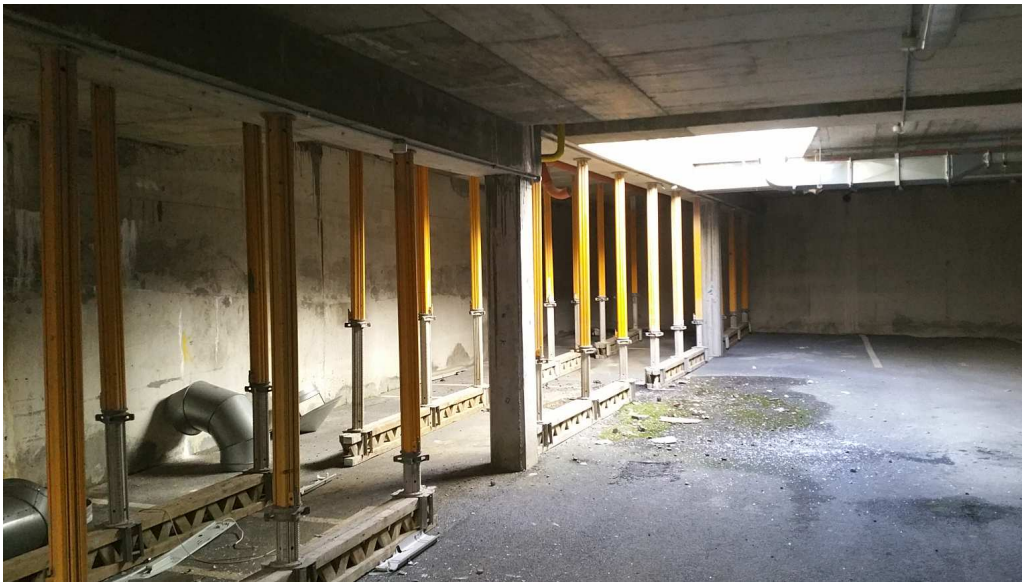


Figure 6: typical temorary propping of existing podium for construction traffic

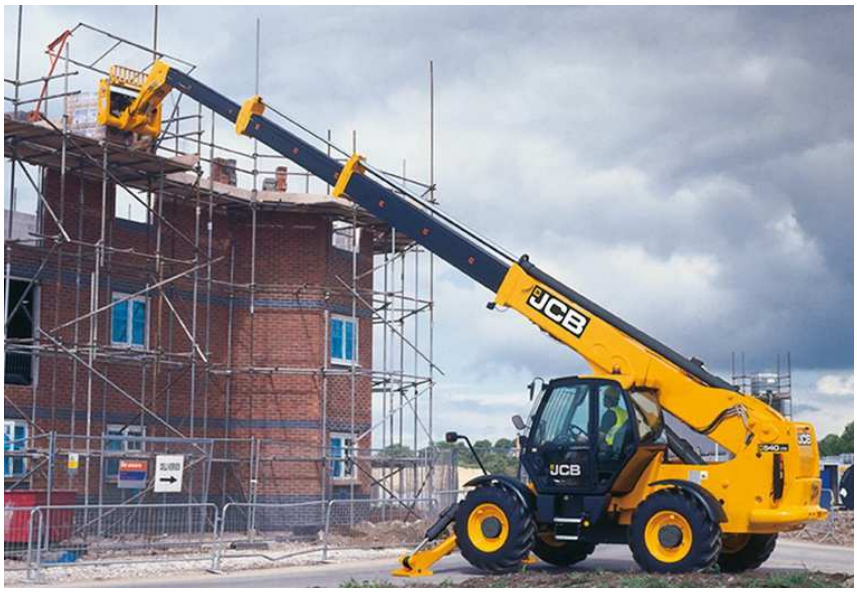


Figure 7: typical teleported for high reach access, potentially suitable for façade panel removals

13. Keep road vehicles free of dust by using wheel washes and/or road sweepers as necessary.

14. Any material or salvageable items likely to be suitable for re-use or sale should be carefully removed and appropriately stored to achieve optimal re-use. Any hard materials likely to be suitable as aggregate should be crushed to suitable grading limits (either on or off-site).

15. All waste consignments leaving the site shall be individually documented, signed and recorded using a Waste Collection Permitted issued under the Waste Management (Collection Permit) Regulations of 2007 and handled by an appropriately licensed Waste Haulier. (Since 2012, all Waste Collection Permits in Ireland are issued by the national Waste Collection Permit Office at Offaly County Council,) The Site Manager will retain a copy of all Waste Collection Permits along with a record of the destination of the waste materials.

16. While most of the waste arising are likely to be inert, (e.g., concrete rubble, steel, soils, plastics, glass, and timber etc). However, some arising may be classified as Hazardous waste (e.g., asbestos, Asbestos Containing Materials (ACM's), PCB's (Polychlorinated Biphenyls), Lead containing paints, mercury, chemical residues or stores, spent electrical goods and fittings, etc). Therefore, contractors must be mindful that all treatment, collection, transportation and disposal of any hazardous material are also subject to the Waste Management (Hazardous Waste) Regulations 1998 (and to the European Communities (Shipments of Hazardous Waste exclusively within Ireland) Regulations 2011). These regulations require waste producers to retain specified records of hazardous waste arising from the premises for at least three years, and these must include:

    - The quantity, nature and origin of the waste:

    - Any treatment carried out; should any hazardous waste recovery operation be undertaken on site, then further licensing from the Environment Protection Agency will also be required.

    - The quantity, nature, destination, and collection/transportation mode of each hazardous waste consignment transferred to another person. This activity is called 'Hazardous Waste Movement', controlled by Cl or Waste Transfer Form (now available on-line) under the Waste Regulations Management System (WRMS) operated nationally by Dublin City Council's Waste Regulation Office.

17. Where any asbestos, of ACM's are encountered, the contractor will need to appoint a fully licensed specialist Asbestos Contractor to properly remove and dispose of those materials, and he will also need to contact Health and Safety Authority at least 28 days before work commences.

18. It is preferable that, where practical and/or economically viable, the Demolition Contractor could seek to recycle or send to market any recyclable Demolition Waste Arisings.

19. Should the Contractor decide to process any waste on site, such as crushing and screening concrete and other hard building materials on site, such activities would require a Waste Permit before the actual work starts. Alternatively, it could be disposed of by the Waste Collector to an appropriate licensed waste facility where any further waste 'recovery' or 'treatment' would be done.

3.5 Building Structure

Most of the existing primary building structure is being retained and reused. In relation to existing blocks A-C, the general proposal for refurbishment of existing floors is to install new light gauge steel framing as a new perimeter walling system and apply a series of lightweight cladding materials to this in order to achieve the aesthetic requirements of the architect's design. For the new floors on top of blocks A-C, it is proposed to install a new steel framing system aligned with existing primary columns, with similar lightweight cladding systems to the requirements of the architects design.

Figure 8: New floor built above existing as steel framed structure

For the new block D structure, it is provisionally proposed to construct this as a steel framed building with composite concrete metal deck floor plates. A light gauge steel infill framing system shall be utilised for perimeter walling. Cladding systems shall be selected to suit the requirements of the architect's design. Due to the presence of bedrock outcrops on the site, it is anticipated that new foundations shall consist of reinforced concrete pads bearing directly onto bedrock.

Figure 9: new steel framed building with composite concrete metal deck floors under construction

Figure 10 – New building under construction, perimeter scaffold in place for façade works

3.6 Site Storage

A key element of construction on this site will be an organised, storage and construction sequence.

This will entail:

- A well planned 'just-in-time' delivery and logistics concept to minimise the need for the routine site storage of building materials;
- Detailed consultation and advance planning with materials suppliers so that they understand and work around the concept that materials will only be accepted on site when they are needed.
- One Tower Crane to facilitate erection of steel framing, placement of concrete for new floor slabs, placement of new cladding and finishing materials.
- Finding a suitable area on site for unloading and loading HGVs. This may involve propping the current ground floor podium in the undercroft carpark to support the load of the HGVs and avoid overstressing of the existing podium slab.

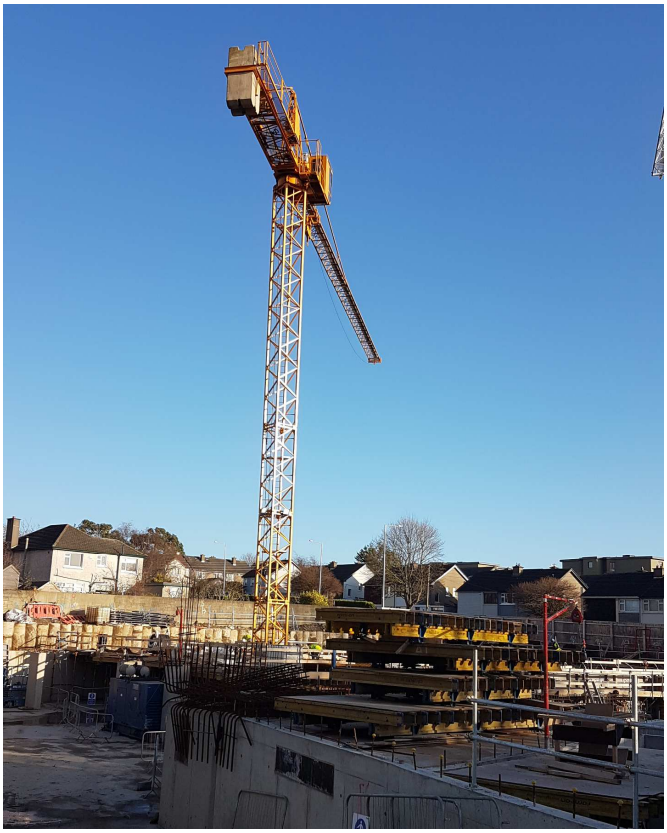


Figure 11 – Typical Tower Crane

3.7 Site Security & Management

The contractor will be required hoard off the site from the public. Access to the site will be closely managed on a day-to-day basis by site management. Security and control will be provided at the main site access to record control all personnel entering and leaving the site and to record and control all materials entering and leaving the site. Appropriate manned security will be maintained at the site access gates in order to secure the site, to any control vehicular access and to monitor and record all deliveries and removals operations.

Figure 12 - Manned Security Gates

Personnel access will be strictly controlled and the contractor may choose to adapt a manned turnstile system. The contractor will most likely restrict site access to Safepass accredited staff as required by the Safety Health and Welfare at Work (Construction) Regulations 2013.

Figure 13 - Access Turnstiles

All vehicular access will be controlled at the entrance gate where all access and egress movements will be recorded. All site personnel and delivery drivers will have to undergo site induction. A site Safety & Induction Room will be provided as part of the site set up.

Within the contractors detailed Construction Management Plan, the Contractor shall include specific measures addressing site security & management, in order to limit the risk of unauthorized persons or vehicles either willfully or inadvertently accessing the site

4.0 Environmental Issues

4.1 General

In recognition of both the cost and nuisance caused by general environmental pollution and waste it will be the responsibility of those involved in all construction activities to minimised and mitigate as far as is practical all environmental discharges, construction nuisance and waste arisings by appropriate plant selection and planning measures. All construction equipment shall either comply with EU regulations, including "Noise Emission by Equipment for Use Outdoors: Directive 200/14/EC" or else shall be fitted with appropriate noise suppression or acoustic housings. Plant not in use shall be throttled down or switched off to save fuel and to reduce both noise and other environmental discharges. The environmental planning shall encompass all site activities from deliveries to off-site removals and from site establishment to final snagging and site tidy-up processes.

4.2 Advance Neighbour Notifications

Advance notifications will be made to potentially affected neighbours. The site shall display prominently contact details for the Site Manager and/or its Neighbourhood Liaison Officer.

4.3 Control of Off-Site Noise

Adequate Control of noise at all construction phases will be important and good practice in this regard will be adhered to.

The contractor will monitor base noise levels at the site location before commencing the works on site and will thereafter continue to monitor noise levels on site during all construction phases.

During demolition and construction, all contractors and activities on site shall comply with BS 5228-1:2009 “Code of Practice for Noise and Vibration control on Construction and Open Sites – Part 1: Noise” (or any further limits imposed by SDCC’s Environmental Health Department).

Where appropriate, contractors will ensure adequate noise monitoring is in place at all appropriate times and that records will be kept and made available for inspection.

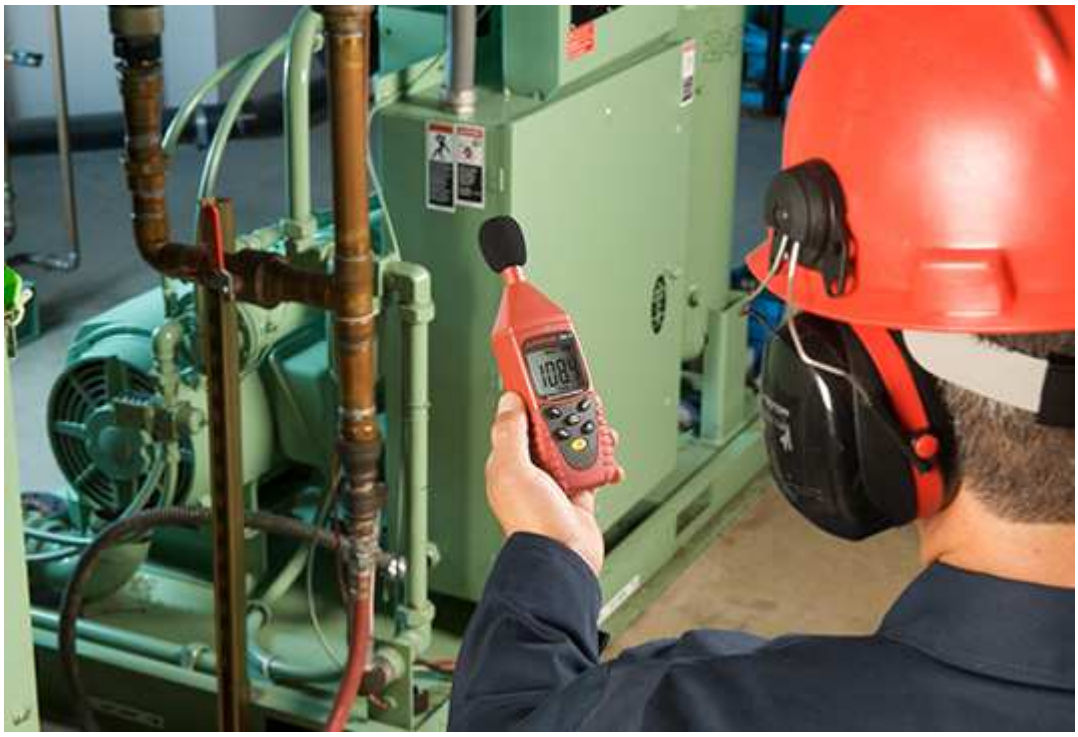


Figure 14 - Noise Monitoring

In all cases, the most efficient and environmentally sensitive methodologies will be used on the demolition process. Concrete munchers will be used instead of a rock breaker type machine. This is a much quieter piece of equipment and generates significantly less noise.

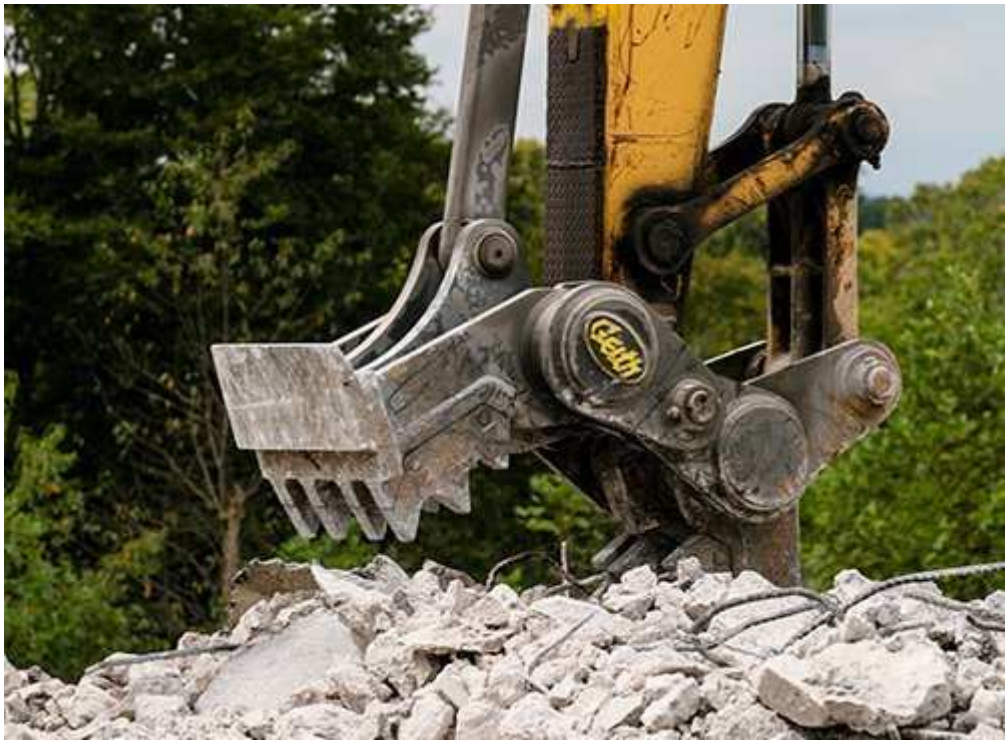


Figure 15 - Concrete Muncher

Where munchers cannot be used i.e., for heavily reinforced in-situ elements, then multi-head concrete breakers will be used.

4.4 Control of Off-Site Dust

Regarding to off-site dust control scheme, the construction and demolition works shall comply with the requirements of the Air Pollution Act 1987 and with BS: 6187: Code of Practice for Demolition.

Adequate control of gaseous and fugitive dust emissions arising from all construction activities and vehicle movements will always be taken to suppress air borne particle pollution, including the use of water sprays and netting in accordance with published guidance. The contractor shall install and maintain on site a gauge instrument to monitor dust levels in vicinity of the site.

No open fires will be permitted on site and the burning of waste on-site will be forbidden.

The use of appropriate water-based dust suppression systems will greatly reduce the amount of dust and windborne particulates as a result of the demolition process. This system will be closely monitored by site management personnel particularly during extended dry periods and in accordance with site management methods as discussed before in this report.

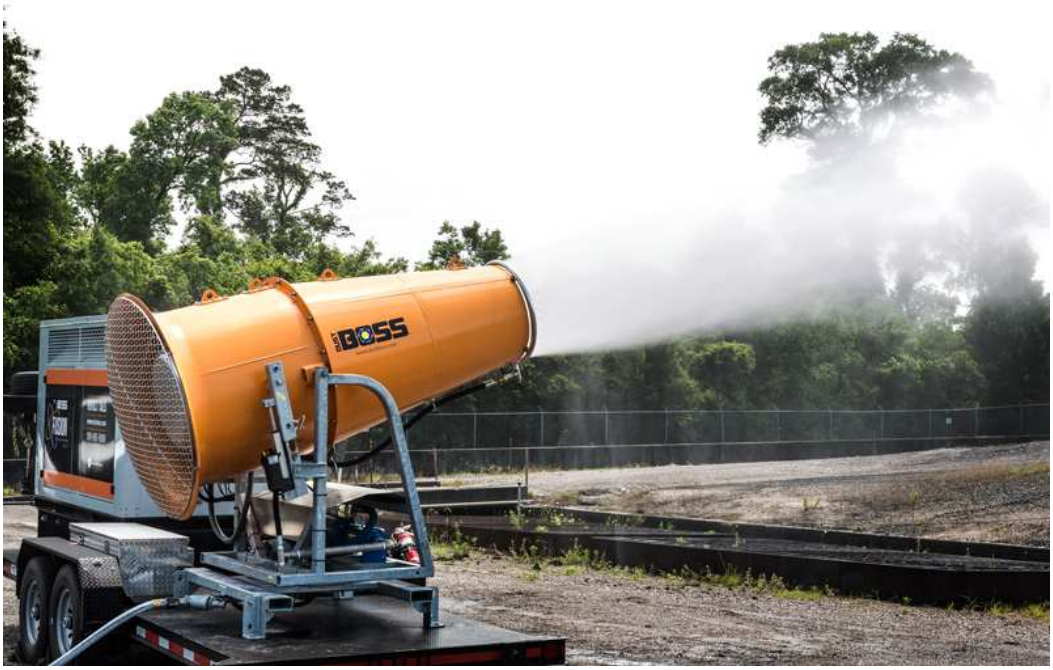


Figure 16 - Dust Suppression System

Vehicle and plant exhausts will be monitored to ensure that adverse effects are minimized.

Cover systems will be used on all vehicles removing spoil form the site as to minimize dust arising on surrounding streets.

Figure 17 - Truck Covering System

Trucks leaving the site will pass through a wheel washing system. This will be carried out in a dedicated wash down zone with a dedicated site personnel.

The Construction Site Manager will be given the responsibility to implement further dust monitoring and control measures on site as necessary, including the implementation of any additional dust control measures.

4.5 Control of Vibration

Adequate control of vibration at all construction phases will be important, and good practice in this regard will be adhered to. During demolition and construction, all contractors and activities on site shall comply with BS 5228-1:2009 "Code of Practice for Noise and Vibration Control on Construction and Open sites – Part 2: Vibrations" (Or any further limits imposed by SDCC's Environmental Health Department). The contactor will be required to include a detailed section in their CMP on how they monitor and controls vibrations particularly during demolition, piling and retaining wall construction. A green, amber, red level of warning alarm system will be required with monitors directly linked to the mobile phones of key construction personnel. The contractor will be required to produce a weekly vibration monitoring report with vibration levels directly linked to the construction activities that are taking place.

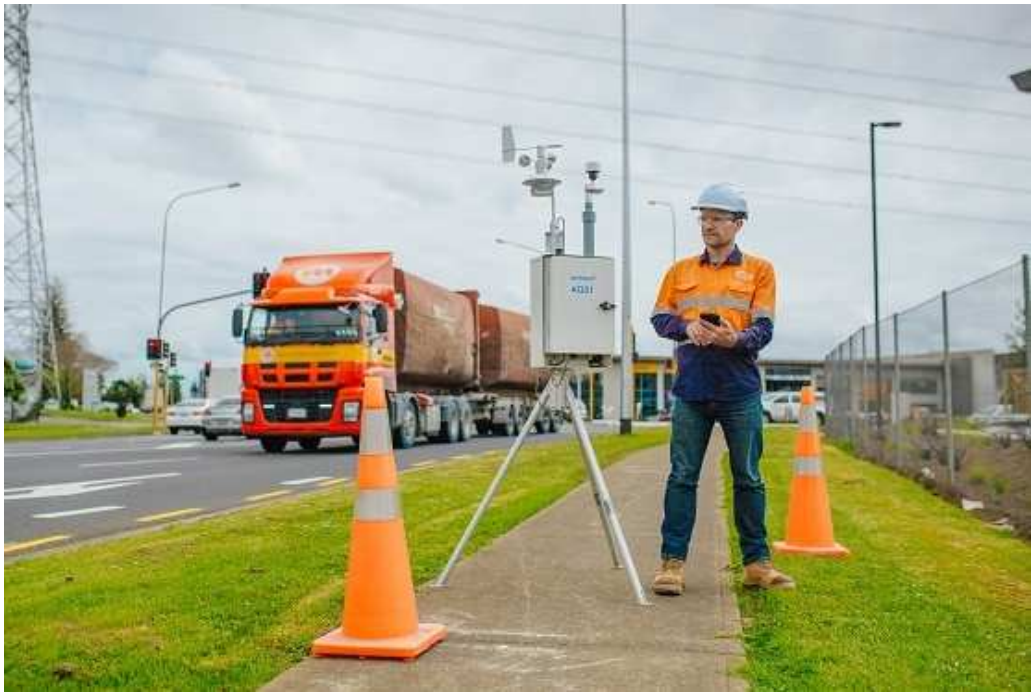


Figure 18 - Air Quality Monitoring System

4.6 Fuel Storage

Fuels for use during construction activities will be regarded as hazardous to the environment as well as potential sources of fire. Therefore, they will be appropriately stored in fully bunded storage containers accessible only to authorised machinery and construction vehicles and convenient for delivery.

4.7 Pre-Commencement Condition Surveys

A Visual Condition Survey (VCS) will be carried out on all surrounding streets and buildings prior to any site works commencing. The contractor may choose to install survey points on adjacent property (subject to adjacent owner agreement) to confirm no building movement occurs during construction. The appointed Main Contractor will have to liaise with SDCC Roads & Traffic Department to agree any changes to load restrictions and construction access routes for the site. Measures will be put in place as required to facilitate construction traffic whist simultaneously protecting the built environment.

4.8 Off-Site Roads

During all construction stages, the contractor will have regard to the effect of construction activities on the public traffic. All deliveries and off-site removals will be conveyed in appropriate vehicles. Where necessary, additional measures will be taken to protect the roads from dust and dirt by, for example, the deployment of a road sweeper if necessary.

4.9 Construction Waste Management

The contractor will plan for and maintain appropriate receptacles for the 'at source' segregation and temporary storage of all construction waste arisings. This is likely to extend to separate skips, wheeled-bins, Euro-Bins, Wheeled Cages, (or other appropriate storage receptacles) for residual (or general) waste, wet waste, missed food waste, food packaging, polystyrene, plastic, metals, hard plastics, contaminated cardboard, paper, etc.

Detailed advice on this will be taken from and agreed with the contractor's chosen Waste Collection Contractor. Where practical, these waste storage receptacles will be temporarily stored in a Central Waste Storage Area (CWSA) where they can be monitored, inspected and from which a licensed Waste Collection Contractor can collect them for off-site recycling and/or disposal.

All waste consignments leaving the site shall be individually documented, signed and recorded using a Waste Collection Permit issued under the Waste Management (Collection Permit) Regulations of 2007, and handled by an appropriately licensed Waste Haulier.

Since 2012, all Waste Collection permits in Ireland are issued by the National Waste Collection permit office at Offaly County Council. The Site Manager will retain a copy of all Waste Collection Permits along with a record of the final destination of waste materials.

It is expected that the contractor will confer with his own in-house or externally appointed Waste Manager on all aspects of best practice on site to maximise recycling and waste recovery as well as to reduce the environmental and other risks arising from inappropriate waste disposal practices. It is also expected that best practice for on-site waste management will feature frequently in the Contractor's Toolbox Talks as well as being prominent within on-site Staff and Visitor Induction procedures.

4.10 Measures to Protect Groundwater & Watercourse.

Specific measures to protect ground water generally, and specifically the Stradbrook Stream, during the construction works on site will be put in place under the control of the site Environmental Consultant. During bulk excavation stage, it is envisaged runoff from the site shall be controlled via temporary site drainage systems and directed to central catchpits. Runoff shall be pumped to a series of settlement tanks designed to reduce suspended solids to limits deemed acceptable by DLRCC prior to discharge to surface water sewers at a rate agreed with DLRCC. No runoff shall be permitted to enter Stradbrook Stream or any other water body at any point during the proposed works.

5.0 Health & Safety

Health & Safety issues during construction will be a primary concern for the Main Contractor. This will apply in respect of persons working on the site and in respect of passing pedestrians, motorists or other transport carriers. In this regard the highest possible care will be taken in providing properly designed scaffolding and other means of accessing the works.

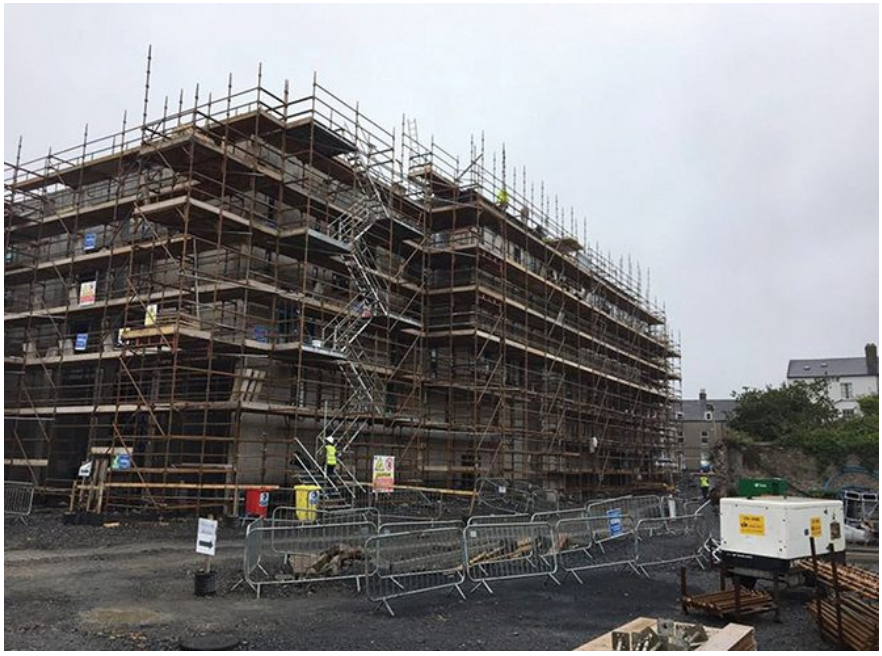


Figure 19 - Sample Scaffolding

The following general principles will apply:

- Pedestrian and traffic routes will be clearly defined.
- Consistent lifting points for any precast units and the removal of existing building materials will be incorporated
- Toe boards will be provided to the edges of any temporary works
- There will be no lifting of materials over live footpaths or roadways
- Debris netting will be provided as required
- Fully recorded inspections will be carried out any scaffolding or access ladders/platforms for the full duration of construction.

6.0 Construction Stage Community Liaison

6.1 Introduction

The appointed Main Contractor will be required to follow best practice 'Considerate Constructer' guidelines. The considerate Constructer experience in Ireland and UK has been that early

positive and proactive engagement with businesses and residents impacted by building works is the best approach.

6.2 Code of Considerable Practice

Considerate Constructors seek to improve the image of the construction industry by striving to promote and achieve best practice under the Code. The Code of Considerate Practice outlines the Scheme's expectations and describes those areas that are considered fundamental for registration with the Scheme. The Code of Considerate Practice applies to all registered sites, companies and suppliers regardless of size, type or location.

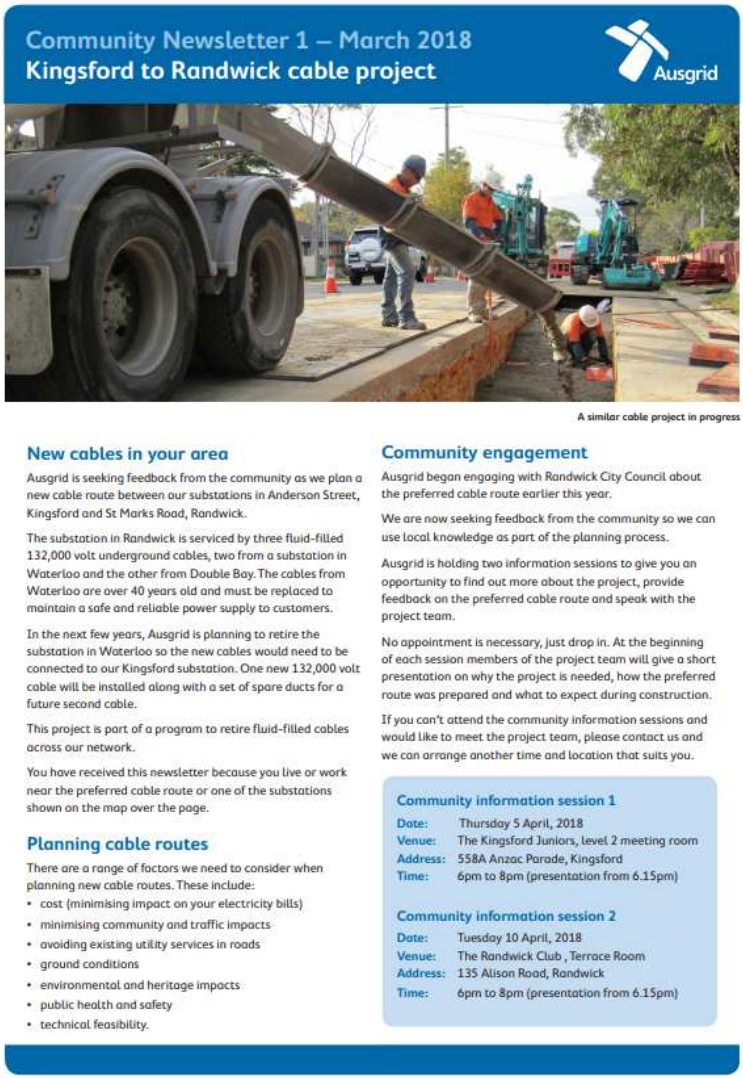
6.3 Respect the Community

Constructors should give the utmost consideration to their impact on neighbours and the public by informing, respecting and showing courtesy to those affected by the work. This shows itself in minimising the impact of deliveries, parking and work on the public traffic. It also contributes to and supports the local community and economy. Finally, it works to create a positive and enduring impression, and promoting the Code.

6.4 Community Liaison Manager

A Community Liaison Officer (CLO) will be appointed by the Main Contractor to lead and manage all community related issues. The CLO will initially host and attend regular community meetings. Following the initial meetings, the CLO will compile a list of stakeholders in the area. These stakeholders will be kept informed of progress and planned works on the site through the publication and distribution if a Monthly Progress Newsletter.

Follow through is a vital attribute for successful community liaison so it will be a fundamental element of the CLO's job description that the continually engage with the community, follow through on promises and deliver results



Community Newsletter 1 – March 2018
Kingsford to Randwick cable project

Ausgrid

A similar cable project in progress

New cables in your area

Ausgrid is seeking feedback from the community as we plan a new cable route between our substations in Anderson Street, Kingsford and St Marks Road, Randwick.

The substation in Randwick is serviced by three fluid-filled 132,000 volt underground cables, two from a substation in Waterloo and the other from Double Bay. The cables from Waterloo are over 40 years old and must be replaced to maintain a safe and reliable power supply to customers.

In the next few years, Ausgrid is planning to retire the substation in Waterloo so the new cables would need to be connected to our Kingsford substation. One new 132,000 volt cable will be installed along with a set of spare ducts for a future second cable.

This project is part of a program to retire fluid-filled cables across our network.

You have received this newsletter because you live or work near the preferred cable route or one of the substations shown on the map over the page.

Planning cable routes

There are a range of factors we need to consider when planning new cable routes. These include:

- cost (minimising impact on your electricity bills)
- minimising community and traffic impacts
- avoiding existing utility services in roads
- ground conditions
- environmental and heritage impacts
- public health and safety
- technical feasibility.

Community engagement

Ausgrid began engaging with Randwick City Council about the preferred cable route earlier this year.

We are now seeking feedback from the community so we can use local knowledge as part of the planning process.

Ausgrid is holding two information sessions to give you an opportunity to find out more about the project, provide feedback on the preferred cable route and speak with the project team.

No appointment is necessary, just drop in. At the beginning of each session members of the project team will give a short presentation on why the project is needed, how the preferred route was prepared and what to expect during construction.

If you can't attend the community information sessions and would like to meet the project team, please contact us and we can arrange another time and location that suits you.

Community information session 1

Date: Thursday 5 April, 2018
Venue: The Kingsford Juniors, level 2 meeting room
Address: 558A Anzac Parade, Kingsford
Time: 6pm to 8pm (presentation from 6.15pm)

Community information session 2

Date: Tuesday 10 April, 2018
Venue: The Randwick Club , Terrace Room
Address: 135 Alison Road, Randwick
Time: 6pm to 8pm (presentation from 6.15pm)

Figure 20 - Community Newsletter

6.5 Updated Construction Programme

An important element of community liaison will be the provision of updates to the construction programme.

In this regard, each edition of the community Newsletter will feature updates to the construction programme along with details of any upcoming Exceptional Activities which may impact on traffic, short term accessibility for business or residents or have the potential to be disruptive. It is intended that by implementing a strong community liaison relationship that the environmental impacts of the proposed development on the community can be minimised and the social impacts, by way of local employment or business opportunities may be maximised.

7.0 Contractor's Construction Management Plan

7.1 Content of Construction Management Plan

As a minimum, the Contractor's Construction Management Plan shall cover the following matters: -

- All matters set out in this construction Plan
- Site compound area and welfare facilities
- Detailed Construction Waste Management Plans & Construction Sequencing and Methods etc
- Comprehensive Health and Safety matters
- Other matters normally included in the Contractor's own standard approach to Construction management Plans

7.2 Application of Construction Management Plan

It is expected that after the Contractor's Construction Management Plan has been prepared, it will be made available and widely circulated to all relevant parties, including but limited to DLRCC (if requested), The Design Team, Construction Team, Sub-contractors, and Suppliers.

The Plan should be maintained and developed/updated in light of:

- Any routine comments that are received that are considered sufficiently relevant to merit an amendment to the Plan.
- Any design changes, alternative construction proposals or methods or any new findings that alter or render inappropriate assumptions or construction methods that the latest or current version of the Plan was based on.
- The Contractor should ensure that any amended version of the Plan should be made available and widely circulated to all relevant parties who have a site role or duties relevant to the construction project.

Frank Wade

Date: 17th January 2022

Frank Wade B.E., C.Eng., M.I.E.I.
Director

For Lohan & Donnelly Civil & Structural Consulting Engineers