

Warehousing/Logistics, Office & Cafe/Restaurant Development at Calmount Road

Preliminary Construction and Environmental Management Plan

210175-DBFL-XX-XX-RP-C-0003

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1 INTRODUCTION

This Preliminary Construction & Environmental Management Plan (PCEMP) is for the works associated with the proposed warehousing / logistics and office development comprising of 6 no. warehousing /logistic/office units, associated roads, car parking, services yards, landscaping and all associated development on a vacant infill site to the north of Calmount Road and west of Ballymount Avenue, Ballymount Industrial Estate, Dublin 12.

Industrial and commercial units border the site to the north and west respectively. The site is currently a vacant, infill site and consists of a grassed area, with an industrial, enterprise and employment development objective. The applicant's site has an area of approximately 7.1ha, with a redline boundary extending to 7.45Ha, and falls in a north easterly direction at a gradient of 1:40.



Figure 1-1 Proposed Site Boundary

The proposed development consists of the following:

- Construction of 5 no. warehouse / logistics units (Units 1, 2 3, 4 and 6), including ancillary office use and entrance / reception areas over two levels, with maximum heights of c. 17.09 metres and a combined total gross floor area (GFA) of 20,158 sq.m;



- Each warehouse / logistics unit includes car parking to the front, and service yards, including HGV loading bays, to the rear of each unit. Signage zones are proposed for each unit. A total of 200 no. car parking spaces and 110 no. cycle spaces are provided for the 5 no. warehouse / logistics units;
- Construction of 3 no. 3 storey own-door office buildings (Block 5A, 5B and 5C) with maximum heights of c. 13.45 metres and a combined GFA of 4,194 sq.m. Signage zones are proposed at the entrances to the buildings. A total of 77 no. car parking spaces and 50 no. cycle parking spaces are provided for the proposed office buildings;
- Construction of a café/restaurant unit with a maximum height of c. 6.09m and a GFA of 213 sq.m to be located in the south western section of the site. The proposal includes signage for the unit, associated outdoor seating and a bin store. 14 no. car parking spaces and 10 no. cycle spaces are provided for the café/restaurant unit;
- The proposal includes 5 no. ESB substation buildings;
- The development is to be accessed off Ballymount Avenue and Calmount Road and includes for alterations and upgrades to the public footpaths and road. The development provides for vehicular and service access points, associated internal access roads, circulation areas and footpaths; and
- The proposal includes landscaping and planting, entrance signage, boundary treatments, lighting, PV panels, green roofs, underground foul and storm water drainage network, including connections to the foul and surface water drainage network on the public roads, attenuation areas and all associated site works and development.

The PCEMP addresses noise and vibration, traffic management, working hours, pollution control, dust control, road cleaning, compound/public health facilities and staff parking associated with the construction works. This report should be

The final CEMP, to be submitted and approved by the local authority prior to the commencement of construction, will make provision for and ensure adherence to all current Covid 19 regulations and guidelines, including the Construction Industry Federation Covid 19 Standard Operating Procedures, as is relevant at the time of submission.





2 COMPOUND FACILITIES/PARKING

The compound shall be entirely within the site boundaries. Site accommodation to be provided will include suitable washing / dry room facilities for construction staff, canteen, sanitary facilities, first aid room, office accommodation etc. Access to the compound will be security controlled and all site visitors will be required to sign in on arrival and sign out on departure.

The compound shall be constructed using a clean permeable stone finish and will be enclosed with security fencing. A permeable hardstand area will be provided for staff parking and these areas will be separate from designated machinery / plant parking.

A material storage zone will also be provided in the compound area. This storage zone will include material recycling areas and facilities.

A series of 'way finding' signage will be provided to route staff / deliveries into the site and to designated compound / construction areas.

A wheel wash area will be designated on site to reduce dirt and debris from site entering the public realm when site conditions require. Please refer to section 4 for further information.

On completion of the works all construction materials, debris, temporary hardstands etc. from the site compound will be removed off site and the site compound area reinstated in full on completion of the works.



3 TRAFFIC MANAGEMENT & ACCESS

As part of Construction Stage Safety Plan for the works, prior to commencement of development and following receipt of a grant of planning permission, a Traffic Management Plan (TMP) will be prepared in accordance with the principles outlined below and shall comply at all times with the requirements of:

- Chapter 8 of the Department of the Environment Traffic Signs Manual, current edition, published by The Stationery Office, and available from the Government Publications Office, Sun Alliance House, Molesworth Street, Dublin 2;
- Guidance for the Control and Management of Traffic at Road Works (June 2010) prepared by the Local Government Management Services Board;
- Any additional requirements detailed in the Design Manual for Roads and Bridges & Design Manual for Urban Roads & Streets (DMURS)

The site will be accessed from a newly constructed access point at the proposed entrance for the completed development on Calmount Road to the south as currently the site perimeter is fully fenced and the existing access is unsuitable for construction traffic. Traffic volumes are not anticipated to be significant and turning movements into the site shall be accommodated without delay. Warning signage will be provided for pedestrians and other road users on all approaches in accordance with Chapter 8 of the Traffic Signs Manual and the Contractor's Traffic Management Plan.

All construction activities will be governed by a Construction Traffic Management Plan (CTMP), the final details of which will be agreed with South Dublin County Council prior to the commencement of construction activities on site. The principal objective of the CTMP is to ensure that the impacts of all building activities generated during the construction phase upon the public (off-site), visitors to the subject site (on-site) and internal (on-site) workers environments, are fully considered and proactively managed/programmed thereby ensuring that safety is maintained at all times, disruption is minimised and undertaken within a controlled hazard free/minimised environment.

During general excavation for site preparation there will be additional HGV movements to and from the site. All suitable material will be used for construction and fill activities where possible and appropriate. All spoil material will be removed to a registered landfill site.



There will be further HGV movements to and from the site for importation of fill which may be required for logistics units, beneath parking spaces and to roadways (structural fill). Importation of fill will also be required in areas, to raise the ground levels throughout the site to those specified in the drainage design.

In addition to the traffic generated by the movement of subsoil to and from the site, there will be traffic generated from deliveries of construction materials and equipment. It should be pointed out that construction traffic generated during the development works tends to be during off-peak hours. Such trips would generally be spread out over the full working day and are unlikely to be higher than the peak hour predicted for the operational stage.

Construction traffic will consist of the following categories:

- Private vehicles owned and driven by site construction staff and by full time supervisory staff. On-site employees will generally arrive before 07:30, thus avoiding the morning peak hour traffic. These employees will generally depart after 18:00. It should be noted that a large proportion of construction workers would arrive in shared transport. The site is accessible by public transport to and from Dublin City Centre using the Dublin Bus Services & Luas. The routes in proximity to the site include;
 - Ballymount Road Upper, Ballymount Retail C / Stop 2772, (56a)
 - R110, Fox & Geese Moran's Hotel/ Stop 1977, (13)
 - Greenhills Road - Kilakee Drive / Stop 2373, (27,77, 77a)
 - St James' Road - St Mel's Ave, Stop 2446 (9)
 - N7, Red Cow Luas Stop (Red Line)
- Excavation plant and dumper trucks involved in site development works and material delivery vehicles for the following: granular fill materials, concrete pipes, manholes, reinforcement steel, ready-mix concrete and mortar, concrete blocks, miscellaneous building materials, etc. Deliveries would arrive at a steady rate during the course of the day. It is estimated that peak delivery rates would be in the region of 1 - 2 deliveries per hour throughout the day.



In the absence of a final construction programme it is difficult to assess the exact impact during the construction period. Nevertheless; the following estimates have been made in respect of the construction period impacts:

- Appropriate on-site car parking and compounding will be provided to prevent overflow onto the local network. Parking in nearby estates shall be strictly prohibited.
- Covid regulations notwithstanding, it is likely that some numbers of the construction team will be brought to/from the site in vans/minibuses, which will serve to reduce the trip generation potential. If Covid regulations are in place at the time of construction social distancing and contact tracing will be enforced.
- During the period of excavation and disposal off site, it is likely that up to 2 no. truck trips per hour (on average) will be generated by vehicles removing unsuitable spoil from the site to allow for the construction of the development and for the removal of demolition waste.

3.1 Reductive/Mitigation Measures

A Traffic Management Plan will be prepared prior to the commencement of construction work on site. This plan will be prepared in consultation with South Dublin County Council in order to agree on traffic management and monitoring. Measures are outlined below:

- During the pre-construction phase, the site will be securely fenced off from adjacent properties, public footpaths and roads.
- The surrounding road network will be signed to define the access and egress routes for the development.
- The traffic generated by the construction phase of the development will be strictly controlled in order to minimise the impact of this traffic on the surrounding road network.
- All road works will be adequately signposted and enclosed to ensure the safety of all road users and construction personnel.
- All employees and visitor's vehicle parking demands will be accommodated on-site.
- A programme of street cleaning of Ballymount Avenue will be implemented



4 ROAD CLEANING/WHEEL WASHING

Provision will be made for the cleaning by road sweeper etc. of all access routes to and from the site during the course of the works, within 500m of the site boundary. Gullies will be inspected regularly for build-up of silt and cleaned accordingly. A wheel wash facility will also be provided on site to clean site traffic leaving the site when conditions require. Wastewater generated at this washing facility will be suitably treated on site and all settled silts disposed offsite to licensed landfill.

All road sweeping vacuum vehicles will be emptied off site at a suitably licensed facility.



5 WORKING HOURS

For the duration of the proposed infrastructure works it is envisaged that the maximum working hours shall be 07:00 to 19:30 Monday to Friday (excluding bank holidays) and 08:00 to 14:00 Saturdays, subject to the restrictions imposed by the local authorities. No working will be allowed on Sundays and Public Holidays, unless express permission is obtained from the Local Authority.



6 CONSTRUCTION METHODOLOGY

6.1 Demolition

The proposed development site is a greenfield infill site and so no extensive demolition works are noted across these areas. Any waste generated as part of site clearance will be managed as per the waste management plan.

6.2 Protection of Adjacent Areas

Work areas will be segregated from the adjacent public areas for the extent of the project by means of a suitable hoarding fence. All hoardings will be designed by a competent Structural Engineer to resist wind loads.

All materials being hoisted by crane or other means will be controlled using guide ropes where possible.

6.3 Site Clearance, Excavation and Rock Breaking

A number of preliminary trial pits have been undertaken on the site and weathered, fractured rock was observed across the site below topsoil layers. It is therefore expected that some rock breaking will be required on site to prepare for construction.

A specialist ground works contractor will be appointed to carry out the excavation and any rock breaking works that may be required. The appointed specialist contractor will carry out a full risk assessment prior to the commencement of work. As rock was encountered in the trial pits it is possible that prolonged periods of rock breaking will be required. Any rock breakers required on site will use silenced attachments to keep noise emissions low.

19 no. trial pits have been carried out on the site and can be summarised as follows. Please refer to Appendix A for full documentation of site investigation

The topsoil in the investigation locations on the subject site was present to an average depth of 0.3m below ground level.

Brown, sandy, gravelly clay was encountered beneath the topsoil to an average depth of 0.8m, and in the strata below that gravelly clay with weathered rock was encountered to an average depth of 1.3m. The deepest strata encountered was weathered rock.

There was no groundwater strike noted in any of the trial pits.



In-situ CBR testing would be required to determine the extent of ground improvements, if any, that are required.

The ground works operation will be carried out to ensure that material removed from the ground is taken away at regular intervals, in order to reduce the amount of material that must be stored on site. Excavated subsoil layers are expected to be suitable for re use as non-structural fill subject to relevant onsite testing.

6.4 Material Hoisting

It is envisaged that tower cranes will be erected to hoist materials on site in the construction of the proposed logistics units. The cranes will be designed by a specialist to free stand full height without the need to be connected to another structure.

The crane will be founded on a concrete base foundation. The size of the base will be dependent on the ground conditions encountered. It is intended that the tower crane will be erected and dismantled by a mobile crane from within the site boundary.

Careful consideration will be given to the recruitment of suitably qualified crane drivers and banksmen.

6.5 Waste Management Plan

A detailed waste management plan will be agreed with South Dublin County Council, prior to commencement of development upon receipt of a grant of permission and put in place in order to improve waste management on site, increase segregation and minimise construction waste costs. Waste arising from the site will be considered in relation to the waste management hierarchy of prevention, reduce, reuse, recycle, energy recovery and disposal. Enviroguide Consulting Ltd are to provide an Outline Construction & Demolition Waste Management Plan submitted separately.



7 NOISE & VIBRATION

The construction of the project will involve the use of noise generating construction plant. There will also be an increase in noise relating to delivery of materials to site. It is intended that noise from the construction phase of the development will be kept to a minimum in accordance with:

- “BS 5228: Noise Control on Construction on Open Sites”
- Guidelines for the Treatment of Noise and Vibration in National Road Schemes (NRA, 2014)
- Safety, Health and Welfare at Work (General Application) Regulations 2007, Part 5 - Noise and Vibration
- The proposed development shall comply with these documents during all phases of construction. Construction work will not be undertaken at night and will usually be limited to the hours indicated in the relevant planning permission.
- Or any guidelines, specifications and standards that may supersede the above or are relevant at the particular time of construction.

The noise limits to be applied for the duration of the infrastructure works are those specified in the B Category of BS 5228. These limits are summarised below and will be applied at the nearest sensitive receptors to the works.

- Night (23:00-07:00) = 50dB
- Evening (19:00-23:00) = 60dB
- Day (07:00-19:00) = 70dB

The total noise (LAeq) which should not be exceeded during daytime is therefore 70dB. Allowable Vibration (in terms of peak particle velocity) at the closest part of sensitive property to the source of vibration, at a frequency of;

Less than 11Hz	11 to 50 Hz	50 to 110 Hz (and above)
3mm/s	3 to 8mm/s	8 to 11mm/s



All works on site shall comply with BS 5228-2009 which gives detailed guidance on the control of noise and vibration from construction activities. In general, the contractor shall implement the following mitigation measures during the proposed infrastructure works:

- Avoid unnecessary revving of engines and switch off equipment when not required.
- Keep internal haul roads well maintained and avoid steep gradients.
- Minimise drop height of materials.
- Start-up plant sequentially rather than all together
- Use of alternative reversing alarm systems on plant machinery
- Where noise originates from resonating body panels and cover plates, additional stiffening ribs or materials should be safely applied where appropriate

More specifically the Contractor shall ensure that:

- Regular and effective maintenance by trained personnel is carried out to reduce noise and / or vibration from plant and machinery.
- The selection of construction plant with low potential for generating noise.
- The siting of noisy construction plant as far from neighbouring properties as possible.
- The erection of temporary barriers around items such as generators or compressors if required.
- Any and all ancillary plant shall be positioned so as to cause minimal noise disturbance.
- An acoustically screened area should be provided on the site specifically for noisy operations such as grinding and cutting metal.
- A site representative responsible for matters relating to noise and vibration will be appointed prior to construction on site.
- Hours are limited during which site activities likely to create high levels of noise and vibration are carried out.

A site representative responsible for matters relating to noise and vibration should be appointed prior to construction on site. The noise liaison officer should be appointed and charged with the



responsibility of keeping people informed of progress and by setting down procedures for dealing with complaints.

A noise and vibration monitoring specialist should be appointed to periodically carry out independent monitoring of noise and vibration during random intervals and at sensitive locations for comparison with limits and background levels. It is proposed that noise and vibration levels be maintained below those outlined above as part of these infrastructure works.

All vehicles and mechanical plant used for the purpose of The Works shall be fitted with effective exhaust silencers and shall be maintained in good and efficient working order. In addition, all diesel engine powered plant shall be fitted with effective air intake silencers. All compressors shall be "sound reduced" models fitted with properly lined and sealed acoustic covers which shall be kept closed whenever the machines are in use. All ancillary pneumatic percussive tools shall be fitted with mufflers or silences of the type recommended by the manufacturers, and where commercially available, dampened tools and accessories shall be used.

All ancillary plant, such as generators and pumps, shall be positioned so as to cause minimum noise disturbance. If operating outside the normal working week acoustic enclosures shall be provided.

Where construction activities are required in close proximity to neighbouring noise sensitive properties, a solid hoarding of approximately 2.5m in height should be erected to provide a degree of acoustic screening to the lower storeys.

Local screening should be provided for stationary plant such as generators and compressors.

Notwithstanding the above, the developer shall comply with any requirements set out in the Codes of Practice from the Drainage Division, the Roads, Streets & Traffic Department and the Noise & Air Pollution Section.



8 SEDIMENT AND WATER POLLUTION CONTROL PLAN

All works carried out as part of these infrastructure works will comply with all Statutory Legislation including the Local Government (Water Pollution) acts, 1977 and 1990 and the contractor will co-operate in-full with the Environmental Section of Dublin City Council.

As part of the overall construction methodology, the following issues will be addressed and have been identified as being of particular risk and/or concern to pollution.

- Contamination of Watercourse / Groundwater – There is a risk that ground water could become contaminated with lime from cement which subsequently finds its way into the local adjacent watercourses. The measures proposed to be put in place to mitigate any potential damage from the effluent of contaminated ground water would be to create an exclusion zone, as far as reasonably practicable.
- Sediment & Erosion – similar to above, adjacent waterbodies/groundwater needs to be protected from sedimentation and erosion due to direct surface water runoff generated onsite during the construction phase. To prevent this from occurring surface water discharge from the site will be managed and controlled for the duration of the construction works until the full drainage system can be connected to the attenuation system and outfall. A temporary positive drainage system shall be installed prior to the commencement of the construction works. This temporary surface water management facility will throttle runoff and allow suspended solids to be settled out and removed before being discharged in a control manner. Alternatively, a 'siltbuster' silt control unit can be used on the outfall. The surface water will then be discharged into a below ground attenuation tank before outfalling into the public surface water network via the permanent outfall for the site. This arrangement will eliminate the need for additional works close to the site boundary and near the outfall. It will also allow surface water runoff from the construction works to be held on site within the attenuation tank should it be needed. By directing the surface water from the construction works through this temporary positive drainage system and then through the permanent attenuation tank and outfall it will ensure that:
 - Site disturbance is minimised.
 - Sediment control is implemented (as outlined above).



- the potential for erosion is minimised.
 - sediment-contaminated water is prevented from leaving the site.
- Water quality monitoring – It is proposed to implement a programme for monitoring water quality at the outfall as part of the construction of this development, in agreement with the Planning Authority. This programme and locations of sampling will be agreed with South Dublin County Council
- Over Ground Oil / Diesel Storage – Only approved storage system for oil / diesel within the site will be permitted, (i.e. all oil / diesel storage to be located within a designated area placed furthest away from adjacent waterbodies and contained within constructed bunded areas e.g. placed on 150mm concrete slab with the perimeter constructed with 225mm solid blockwork rendered internally). The bunded area will accommodate the relevant oil / diesel storage capacity in case of accidental spillage. Any accidental spillages will be dealt with immediately on site however minor by containment /removal from site. Any significant storage of hydrocarbons is not envisaged as construction vehicles will be refuelled off site.
- Concrete Washout – The washing out of concrete trucks on site will not be permitted as they are a potential source of high alkalinity in waterbodies. Consequently, it is a requirement that all concrete truck washout takes place back in the ready-mix depot.
- Disposal of Wastewater off Site – The Site Management Team will maintain a record of all receipts for the removal of toilet or interceptor waste off site to ensure its disposal in a traceable manner. These will be available for inspection by the Environment Section of South Dublin County Council at all times
- Portaloo's and/or containerised toilets and welfare units - Will be used to provide facilities for site personnel. All associated waste will be removed from site by a licenced waste management contractor.
- Road Sweepers / Cleaning – The cleaning of public roads in and around the subject site will be undertaken to reduce environmental impacts and care will be taken to prevent any pollution of watercourses from this activity



- Storm drain inlets – Those which could receive stormwater from the project will be protected throughout the Construction Phase. Inlet protection will be installed before soil-disturbing activities begin.
- Any imported materials - As much as possible these will be placed on site in their proposed location and double handling will be avoided. Where this is not possible designated temporary material storage areas will be used.
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9 BIODIVERSITY PROTECTION MEASURES

All site clearance and landscaping works will comply with current legislative requirements and best practice. All retained trees that are within or close to the proposed development will be protected in accordance with the requirements of British Standard BS5837:2012 'Trees in Relation to Design, Demolition and Construction' – Recommendations, (or any current legislation and specifications which may supersede this legislation) with protective fencing being installed around all trees to be retained, prior to commencement of development. The planting plans and landscaping proposals will ensure that no invasive species are introduced, either deliberately or inadvertently, to the site.



10 DRAINAGE WORKS

It is proposed to construct drainage infrastructure in accordance with the plan shown on DBFL drawings 210175-DBFL-SW-SP-DR-C-1300.

The drainage infrastructure will be constructed and protected through the following measures:

- Hoarding or fencing to be provided to cordon-off completed infrastructure works: As is standard practice on construction sites, elements of works may be completed on a phased basis. As works are completed and handed over within each phase, this area will be enclosed with hoarding or fencing offset a safe distance from the line of the existing infrastructure and no further excavation works will be allowed within this area unless agreed with site management.
- Contractor to produce as-built construction records of drainage infrastructure: These records will be submitted to the engineer for approval in advance of handover. The as-built records will be reviewed and will need to be approved by the engineer before practical completion can be certified. The as-built records (drawings, manhole cards, material approvals, correspondence, etc.) will be used by site personnel as a working record of where drainage infrastructure is located and its status. The locations of these will be recorded on the as-built and will be marked out on the ground in advance of any works commencing in later stages. This methodology will be formally incorporated into a method statement to be completed by the groundworks sub-contractor before excavations commence.
- Marker tape to be provided on top of sewers running through live areas of site: As part of the methodology laying of drainage pipes, drainage works will have marker tape placed 300mm above the pipe to warn the excavator and banksman of the service below. It is noted that the placing of marker tape over drainage lines is not a standard construction detail.
- Site personnel to be informed of works already completed: As part of the Safe System of Work Plan (SSWP), site personnel will be made aware of the drainage lines which are in operation. A site-specific method statement will be required in all cases where it is deemed that there is a risk of damaging such services. Those involved in direct management and supervision of site-based excavations require relevant competencies to deliver safety



standards on site. They will have health and safety training in order to design safe systems of work that are appropriate to specific site conditions. They will need to prepare clear and simple safety method statements that can be used and understood by site workers. Ongoing checks will be carried out to ensure that appropriate equipment has been provided and is being used correctly.

- **Monitoring of excavation and prevention of undermining of infrastructure:** Special care will be taken when digging above or close to the lines of services. The locations of these will be marked out on the ground in advance of any excavation being undertaken. In addition, careful consideration will be taken to ensure that any buildings and infrastructure serving areas outside the development site are not undermined by excavation works. The general principles outlined in the Health and Safety Authority document: 'Code of Practice for Avoiding Danger from Underground Services' will be followed to ensure the safety of workers and to minimise the risk of damage to any existing pipelines or buildings.
- **Water quality control of discharges to drainage network:** As detailed within the previous section, adjacent waterbodies/groundwater need to be protected from sedimentation and erosion due to direct surface water runoff generated onsite during the construction phase. This includes preventing any sediment laden water from entering the surface water outfalls. To prevent this from occurring surface water discharge from the site will be managed and controlled for the duration of the construction works until the permanently attenuated surface water drainage system of the proposed site is complete. Any manholes will need to be securely covered and gullies fitted with a geotextile filter to allow protection of the surface water within the pipe.



11 DUST CONTROL

It is probable that the construction activities on site will generate some dust emissions which would be in addition to any dust generated by the activities in the vicinity of the proposed development, including traffic flows. The extent of dust generation under construction activities being carried out is dependent on environmental factors such as rainfall, wind speed and wind direction.

The objective is to ensure that dust does not impact significantly at nearby receptors. Therefore, a dust management plan (DMP) will be formulated for the site upon receipt of planning permission which will address the following:

- Specify a site policy on dust
- Identify site management of dust
- Develop documented systems for managing site practices and implementing management controls
- Outline how the DMP can be assessed
- Dust samples will be collected on a monthly basis as a minimum. Sampling data, results and limits (as outlined in the Environmental Protection Agency Guidelines, Environmental Management in Extractive Industry Non-Scheduled Minerals) are to be outlined and supplied to DBFL Consulting Engineers in a tabular format.

Site management: the siting of construction activities and storage piles will consider the location of sensitive receptors and prevailing wind conditions to minimise the potential dust nuisance. Site management will include the ability to respond to adverse weather conditions by either restricting operations on site or using effective control measure in a timely manner before potential for nuisance occurs.

During working hours, the site agent or another competent appointed member of staff shall monitor dust control methods;

A register shall be kept on site logging all correspondence and telephone / verbal complaints regarding construction activities outlining remedial actions if any;



A site representative responsible for matters relating to dust management will be appointed prior to construction on site. The site representative responsible for dust management shall ensure that dust management procedures are followed and ensure monitoring and assessment of same;

Dust control measures should include but are not limited to:

- Apply a speed limit of at least 20km/hr for on-site vehicles
- In situations where the source of dust is within 25m of sensitive receptors screens (permeable or semi-permeable) will be erected
- Provide water bowsers during periods of dry weather to ensure unpaved areas are kept moist. Spray exposed site haul roads during dry and / or windy weather.
- Ensure paved roads are kept clean and free of mud and other materials. Sweep hard surface roads, inside and outside the site, to ensure roads are kept clear of debris, soil or other material.
- Restrict un-surfaced roads to essential site traffic.
- Provide water bowsers during periods of high winds and dry weather conditions to ensure moisture content is high to increase the stability of the soil.
- During the proposed infrastructure works the following mitigation measures shall be implemented to minimise dust emissions:
 - Construction techniques shall minimise dust release into the air.
 - Protect overburden material from exposure to wind by storing the material in sheltered regions of the site.
 - Regular watering of stockpiles during dry and windy periods.
 - Locate any stockpiles away from sensitive receptors, (i.e. receptors sensitive to dust release). The height of stockpiles will be kept to a minimum and slopes should be gentle to avoid windblown soil dust.
 - Provide tarpaulins over all unacceptable excavated materials being carted off site.
 - Control vehicle speeds and impose speed restrictions, (excessive speed can mobilise dust). The wheels of all vehicles leaving the construction site will be washed to ensure that dirt and dust is not transferred onto the public roadway.



- Gravel should be used at site exit points to remove caked-on dirt from tyre tracks

During dry spells and if deemed necessary monitoring of dust levels shall be carried out using a method or industry standard to be agreed with the local authority. On results, additional mitigation measures, for example more regular spraying of water, may be required to be implemented.

The excavating machines will be cleaned on a daily basis to ensure no excess grease and dust is left on the machine. This will be carried out at low level below the height of the hoarding to prevent any mud coming in contact with the public.



12 CONCLUSION

The CEMP addresses construction activities on site that may result in noise, air quality, water quality, biodiversity or waste management issues. These include procedures for monitoring and tracking construction activities and ensuring construction personnel are trained and educated as necessary.

If necessary following a grant of permission, a final revised CEMP may be submitted and approved by the local authority prior to the commencement of construction. Should the current situation change an adherence to all Covid 19 regulations and guidelines, including the Construction Industry Federation Covid 19 Standard Operating Procedures will be implemented.

This report, as well as any final revised CEMP to be submitted to the local authority, will take into consideration any guidance or standards as noted by the local authority if not already addressed as part of this CEMP.

The final construction & environmental management plan should be reviewed as the construction phase progresses to accommodate any changes in activities on site.



Appendix A: Preliminary Site Investigation Report

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210175 - Site at Calmount Rd, Ballymount - Trial Pits

Prepared by Darren Goodman

Nov 15, 2021

Description

210175 - Site at Calmount Rd, Ballymount, Dublin
Trial Pits
11/11/2021

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210175 - Site at Calmount Rd, Ballymount

Calmount Road, Dublin, County Dublin

#19 Trial Pit 35

210175 - Site at Calmount Rd, Ballymount

Calmount Road, Dublin, County Dublin

#1 Trial Pit

Status

Closed

Start Date

Nov 11, 2021

Sheet

Site at Calmount Rd.,
Ballymount.

Type

Planned Work

Due At

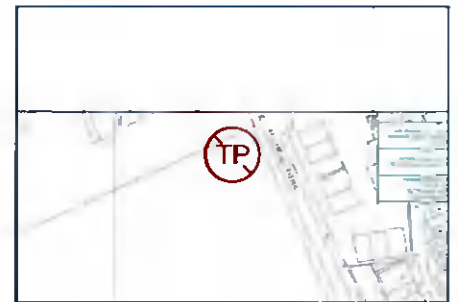
Nov 11, 2021

Location

TP4

Created

Nov 11, 2021 9:12 AM
darren.goodman@dbfl.ie



Description

TP4- 0.2m topsoil, 0.2-0.6m sandy silty clay then 0.6-1.5m, brown sandy gravelly clay with boulders difficult to dig with excavator. 1.5m -2m gravelly clay with majority layered rock, difficult to excavate, breaks into thin strips. Rock black with white staining, breaks when struck on other rocks.

Last Updated

Nov 15, 2021 4:34 PM

Closed At

Nov 11, 2021

TP1 monitored 4hrs and no water ingress.

Photos



20211111_092130_photo
Darren Goodman
Nov 11, 2021 9:21 AM



20211111_092149_photo
Darren Goodman
Nov 11, 2021 9 21 AM



20211111_092431_photo
Darren Goodman
Nov 11, 2021 9:24 AM

210175 - Site at Calmount Rd, Ballymount

Calmount Road, Dublin, County Dublin



20211111_092907_photo

Darren Goodman

Nov 11, 2021 9:29 AM



20211111_092929_photo

Darren Goodman

Nov 11, 2021 9:29 AM



20211111_093143_photo

Darren Goodman

Nov 11, 2021 9:31 AM



20211111_093237_photo

Darren Goodman

Nov 11, 2021 9:32 AM



20211111_094255_photo

Darren Goodman

Nov 11, 2021 9:42 AM

210175 - Site at Calmount Rd, Ballymount

Calmount Road, Dublin, County Dublin

#2 Trial Pit

Status

Closed

Start Date

Nov 11, 2021

Sheet

Site at Calmount Rd.,
Ballymount.

Type

Planned Work

Due At

Nov 11, 2021

Location

TP11

Created

Nov 11, 2021 9:46 AM
darren.goodman@dbfl.ie



Description

TP11 - 0-0.25m black topsoil,
0.25-0.6m sandy silty clay.
0.6-1.0m, brown sandy
gravelly clay with boulders.
1.0m -1.4m gravelly clay with
weathered rock, difficult to
excavate. At 1.4m end as
breaking out rock.

Last Updated

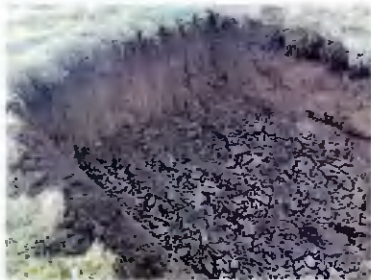
Nov 15, 2021 4:37 PM

Closed At

Nov 11, 2021

TP11 monitored 4hrs and no
water ingress.

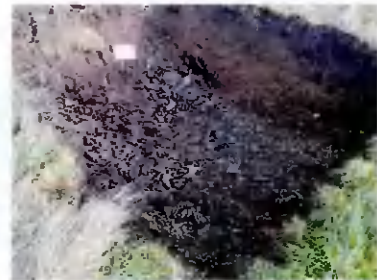
Photos



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Darren Goodman
Nov 11, 2021 9:54 AM



20211111_095516_photo
Darren Goodman
Nov 11, 2021 9:55 AM



20211111_095535_photo
Darren Goodman
Nov 11, 2021 9:55 AM

210175 - Site at Calmount Rd, Ballymount

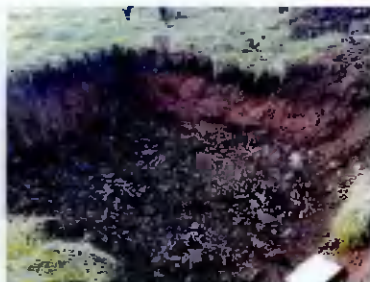
Calmount Road, Dublin, County Dublin



20211111_095557_photo

Darren Goodman

Nov 11, 2021 9:55 AM



20211111_100350_photo

Darren Goodman

Nov 11, 2021 10:03 AM

210175 - Site at Calmount Rd, Ballymount

Calmount Road, Dublin, County Dublin



#3 Trial Pit

Status

Closed

Start Date

Nov 11, 2021

Sheet

Site at Calmount Rd.,
Ballymount.

Type

Planned Work

Due At

Nov 11, 2021

Location

TP9

Created

Nov 11, 2021 10:04 AM
darren.goodman@dbfl.ie



Description

TP9 - 2.5W x 2.5L - 0.3m
black topsoil, 0.3-0.8m
brown sandy gravelly clay,
0.8- 1.2m gravelly weathered
rock, difficult to excavate. 1.2
- 1.6m rock. End 1.6m as
breaking out rock.

Last Updated

Nov 15, 2021 4:42 PM

Closed At

Nov 11, 2021

TP9 monitored 4hrs and no
water ingress.

Photos



20211111_101406_photo
Darren Goodman
Nov 11, 2021 10:14 AM



20211111_101433_photo
Darren Goodman
Nov 11, 2021 10:14 AM



20211111_101446_photo
Darren Goodman
Nov 11, 2021 10:14 AM

210175 - Site at Calmount Rd, Ballymount

Calmount Road Dublin, County Dublin



20211111_101547_photo

Darren Goodman

Nov 11, 2021 10:15 AM



20211111_102126_photo

Darren Goodman

Nov 11, 2021 10:21 AM



20211111_102859_photo

Darren Goodman

Nov 11, 2021 10:28 AM

#4 Trial Pit

Status

Closed

Start Date

Nov 11, 2021

Sheet

Site at Calmount Rd.,
Ballymount.

Type

Planned Work

Due At

Nov 11, 2021

Location

TP1

Created

Nov 11, 2021 10:29 AM
darren.goodman@dbfl.ie

Description

TP1 - 1.2W x 2.5L - 0.25m
black topsoil, 0.25-0.6m
brown sandy gravelly clay,
0.6- 0.9m gravelly clay with
weathered rock, difficult to
excavate. 0.9 rock. End
0.9m as breaking rock.

Last Updated

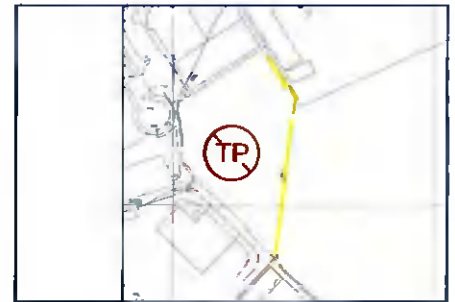
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Closed At

Nov 11, 2021

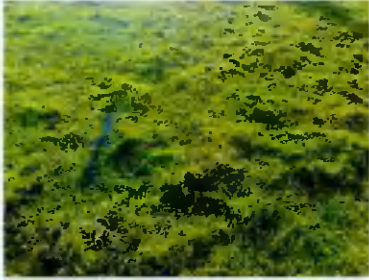
TP1 monitored 1hr and no
water ingress.

Photos



210175 - Site at Calmount Rd, Ballymount

Calmount Road, Dublin, County Dublin



20211111_103139_photo

Darren Goodman

Nov 11, 2021 10:31 AM

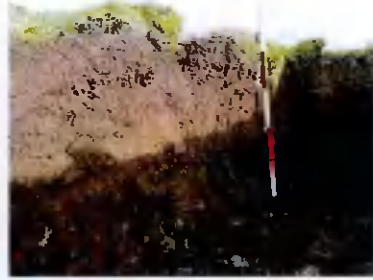


20211111_103434_video

Darren Goodman

Nov 11, 2021 10:34 AM

[Download video](#)



20211111_103649_photo

Darren Goodman

Nov 11, 2021 10:36 AM



20211111_103711_photo

Darren Goodman

Nov 11, 2021 10:37 AM



20211111_103844_photo

Darren Goodman

Nov 11, 2021 10:38 AM

210175 - Site at Calmount Rd, Ballymount

Calmount Road, Dublin, County Dublin

#5 Trial Pit

Status

Closed

Start Date

Nov 11, 2021

Sheet

Site at Calmount Rd.,
Ballymount.

Type

Planned Work

Due At

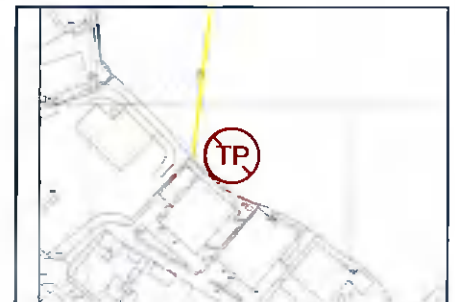
Nov 11, 2021

Location

TP5

Created

Nov 11, 2021 11:33 AM
darren.goodman@dbfl.ie



Description

TP5 - 1.2W x 2.5L - 0.25m topsoil, 0.25-0.5m brown sandy gravelly clay, 0.5-0.7m weathered rock breaks in thin shards, difficult to excavate. 0.7m rock. End 0.7m as breaking rock. No water.

Last Updated

Nov 11, 2021 12:32 PM

Closed At

Nov 11, 2021

Photos



20211111_113611_photo

Darren Goodman

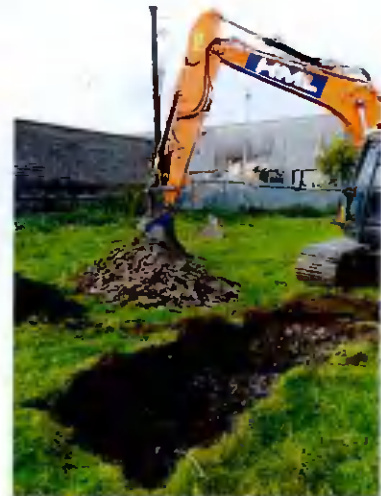
Nov 11, 2021 11:36 AM



20211111_113704_photo

Darren Goodman

Nov 11, 2021 11:37 AM



20211111_113740_photo

Darren Goodman

Nov 11, 2021 11:37 AM

210175 - Site at Calmount Rd, Ballymount

Calmount Road Dublin, County Dublin



20211111_113949_photo

Darren Goodman

Nov 11, 2021 11:39 AM



20211111_114002_photo

Darren Goodman

Nov 11, 2021 11:40 AM



20211111_114103_photo

Darren Goodman

Nov 11, 2021 11:41 AM

#6 Trial Pit

Status
Closed

Start Date
Nov 11, 2021

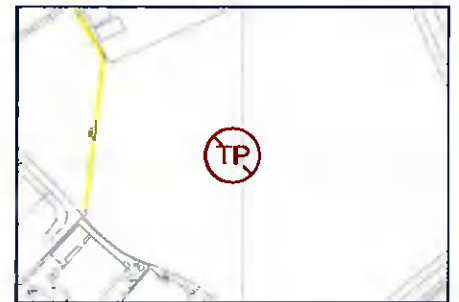
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Site at Calmount Rd.,
Ballymount.

Type
Planned Work

Due At
Nov 11, 2021

Location
TP6

Created
Nov 11, 2021 11:51 AM
darren.goodman@dbfl.ie



Description
TP6 - 1.2W x 2.5L - 0.25m topsoil, 0.25-0.5m stiff brown sandy gravelly clay, 0.5-0.9m weathered rock breaks in thin shards, difficult to excavate at inclined outcrop top of weathered rock ranges 0.5 -0.9m . 0.9-1.2m rock. End 1.2m as breaking rock. No water.

Last Updated
Nov 15, 2021 4:46 PM

Closed At
Nov 11, 2021

Photos

210175 - Site at Calmount Rd, Ballymount

Calmount Road, Dublin, County Dublin



20211111_115558_photo

Darren Goodman

Nov 11, 2021 11:55 AM

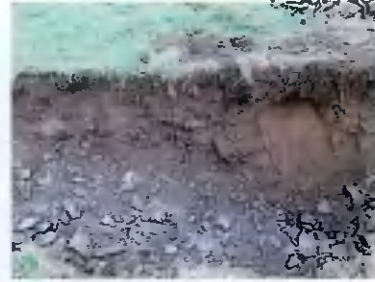


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Darren Goodman

Nov 11, 2021 11:57 AM

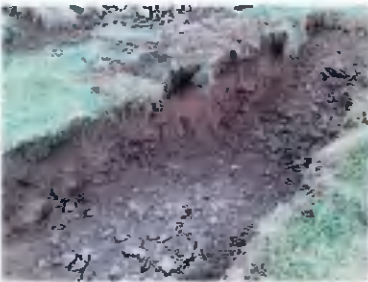
[Download video](#)



20211111_115951_photo

Darren Goodman

Nov 11, 2021 11:59 AM



20211111_120523_photo

Darren Goodman

Nov 11, 2021 12:05 PM



20211111_121039_photo

Darren Goodman

Nov 11, 2021 12:10 PM

210175 - Site at Calmount Rd, Ballymount

Calmount Road, Dublin, County Dublin

#7 Trial Pit

Status

Closed

Start Date

Nov 11, 2021

Sheet

Site at Calmount Rd.,
Ballymount.

Type

Planned Work

Due At

Nov 11, 2021

Location

TP2

Created

Nov 11, 2021 12:14 PM
darren.goodman@dbfl.ie



Description

TP2 - 1.2W x 2.5L - 0.2m grass and stone hardstand. 0.2-0.75m sandy gravelly fill material with pieces pottery, shell etc, 0.75-1.3 stiff brown gravelly clay with weathered rock, 1.3- 1.6m rock. 1.3m top of rock. End 1.6m as breaking rock. No water.

Last Updated

Nov 15, 2021 4:57 PM

Closed At

Nov 11, 2021

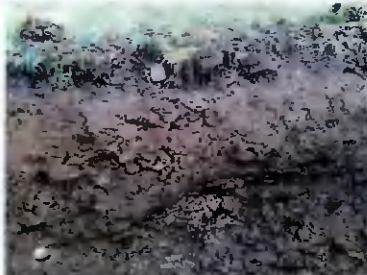
Photos



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Darren Goodman

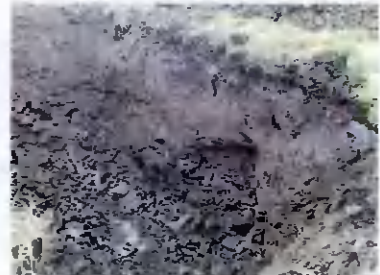
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Darren Goodman

Nov 11, 2021 12:22 PM



20211111_122822_photo

Darren Goodman

Nov 11, 2021 12:28 PM

210175 - Site at Calmount Rd, Ballymount

Calmount Road, Dublin, County Dublin

#8 Trial Pit

Status

Closed

Start Date

Nov 11, 2021

Sheet

Site at Calmount Rd.,
Ballymount.

Type

Planned Work

Due At

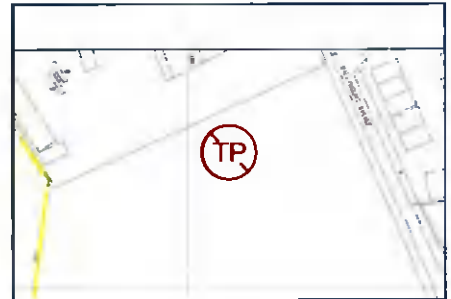
Nov 11, 2021

Location

TP3

Created

Nov 11, 2021 12:33 PM
darren.goodman@dbfl.ie



Description

TP3 - 1.2W x 3.0L - 0-1.0m grass and fill material with plastic etc material. 1.0m - 1.5m original topsoil, brown sandy gravelly clay under. 1.5m - 1.8m weathered rock with some gravelly clay. 1.8m top of rock. End 1.8m as breaking rock. No water.

Last Updated

Nov 15, 2021 4:58 PM

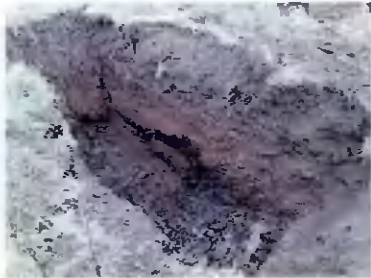
Closed At

Nov 11, 2021

Photos



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Darren Goodman
Nov 11, 2021 12:46 PM



20211111_125146_photo
Darren Goodman
Nov 11, 2021 12:51 PM



20211111_125210_photo
Darren Goodman
Nov 11, 2021 12:52 PM

210175 - Site at Calmount Rd, Ballymount

Calmount Road, Dublin, County, Dublin



20211111_125227_photo
Darren Goodman
Nov 11, 2021 12:52 PM



20211111_125516_photo
Darren Goodman
Nov 11, 2021 12:55 PM

210175 - Site at Calmount Rd, Ballymount

Calmount Road Dublin County Dublin

#9 Trial Pit

Status
Closed

Start Date
Nov 11, 2021

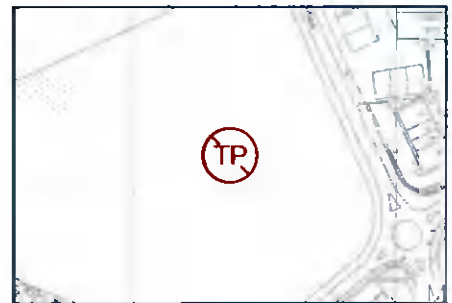
Sheet
Site at Calmount Rd.,
Ballymount.

Type
Planned Work

Due At
Nov 11, 2021

Location
TP7

Created
Nov 11, 2021 12:55 PM
darren.goodman@dbfl.ie



Description
TP7 - 1.2W x 2.5L - 0.3m topsoil. 0.3m - 0.6m brown sandy gravelly clay. 0.6m - 0.8m weathered rock with some gravelly clay. 0.9m top of rock. End 0.9m as breaking rock. No water.

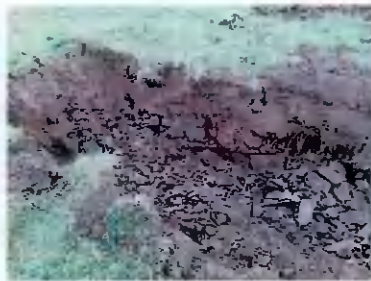
Last Updated
Nov 11, 2021 1:16 PM

Closed At
Nov 11, 2021

Photos



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Darren Goodman
Nov 11, 2021 1:14 PM



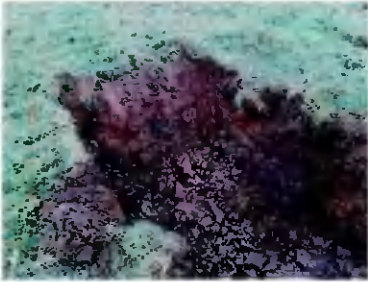
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Darren Goodman
Nov 11, 2021 1:14 PM



20211111_131444_photo
Darren Goodman
Nov 11, 2021 1:14 PM

210175 - Site at Calmount Rd, Ballymount

Calmount Road, Dublin, County Dublin



20211111_131543_photo

Darren Goodman

Nov 11, 2021 1:15 PM

210175 - Site at Calmount Rd, Ballymount

Calmount Road Dublin, County Dublin

#10 Trial Pit

Status

Closed

Start Date

Nov 11, 2021

Sheet

Site at Calmount Rd.,
Ballymount.

Type

Planned Work

Due At

Nov 11, 2021

Location

TP10

Created

Nov 11, 2021 1:21 PM
darren.goodman@dbfl.ie



Description

TP10 - 1.2W x 2.5L - 0.25m topsoil. 0.25m - 0.7m brown sandy gravelly clay. 0.7m - 1.7m grey brown gravelly boulder clay difficult to excavate. 1.7- 2.0m rock. End 2.0m as breaking rock. No water.

Last Updated

Nov 15, 2021 5:02 PM

Closed At

Nov 11, 2021

Photos



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Darren Goodman

Nov 11, 2021 1:23 PM



20211111_133606_photo

Darren Goodman

Nov 11, 2021 1:36 PM



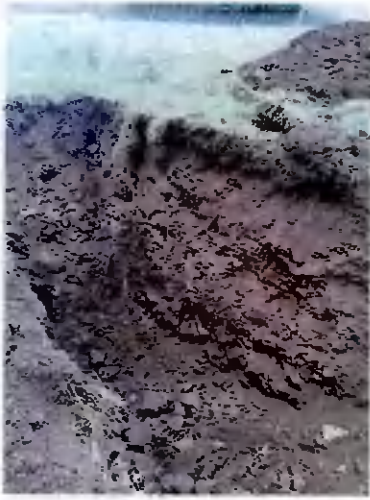
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Darren Goodman

Nov 11, 2021 1:36 PM

210175 - Site at Calmount Rd, Ballymount

Calmount Road Dublin, County Dublin



20211111_133802_photo

Darren Goodman

Nov 11, 2021 1:38 PM



20211111_133815_photo

Darren Goodman

Nov 11, 2021 1:38 PM

210175 - Site at Calmount Rd, Ballymount

Calmount Road, Dublin, County Dublin

#11 Trial Pit

Status

Closed

Start Date

Nov 11, 2021

Sheet

Site at Calmount Rd.,
Ballymount.

Type

Planned Work

Due At

Nov 11, 2021

Location

TP8

Created

Nov 11, 2021 1:39 PM
darren.goodman@dbfl.ie



Description

TP8 - 1.2W x 2.5L - 0.3m topsoil. 0.3m - 0.8m brown sandy gravelly clay. 0.8m - 1.2m rock difficult to excavate. End 1.2m as breaking rock. No water.

Last Updated

Nov 11, 2021 1:53 PM

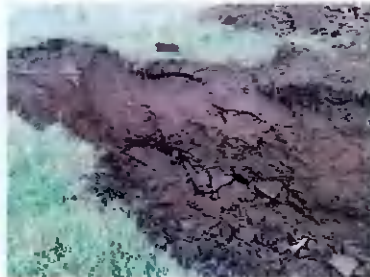
Closed At

Nov 11, 2021

Photos



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Darren Goodman
Nov 11, 2021 1:44 PM



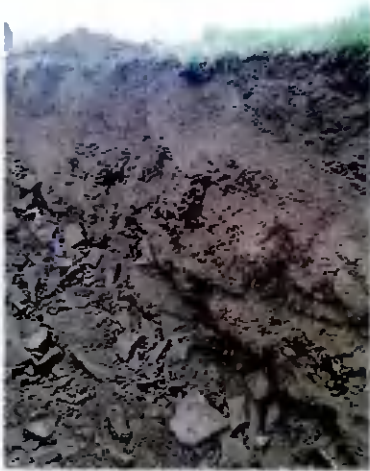
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Darren Goodman
Nov 11, 2021 1:51 PM



20211111_135118_photo
Darren Goodman
Nov 11, 2021 1:51 PM

210175 - Site at Calmount Rd, Ballymount

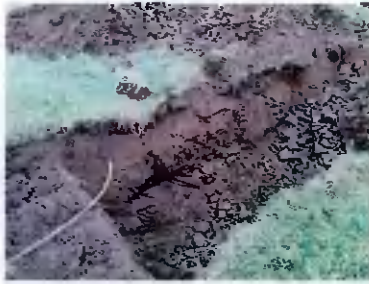
Calmount Road, Dublin County Dublin



20211111_135154_photo

Darren Goodman

Nov 11, 2021 1:51 PM



20211111_135343_photo

Darren Goodman

Nov 11, 2021 1:53 PM

210175 - Site at Calmount Rd, Ballymount

Calmount Road Dublin, county Dublin

#12 Trial Pit

Status

Closed

Start Date

Nov 11, 2021

Sheet

Site at Calmount Rd.,
Ballymount.

Type

Planned Work

Due At

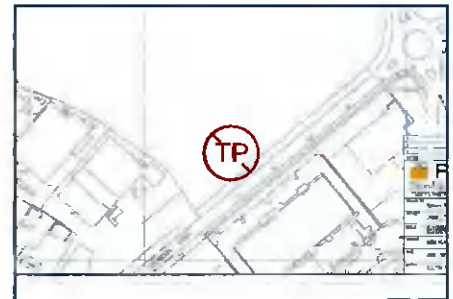
Nov 11, 2021

Location

TP12

Created

Nov 11, 2021 3:13 PM
darren.goodman@dbfl.ie



Description

TP12- 1.2W x 2.5L - 0.3m
black topsoil, 0.3-0.8m
brown sandy gravelly clay,
0.8- 1.2m gravelly weathered
rock, difficult to excavate. 1.2
rock. End 1.2m as breaking
off rock. No water ingress.

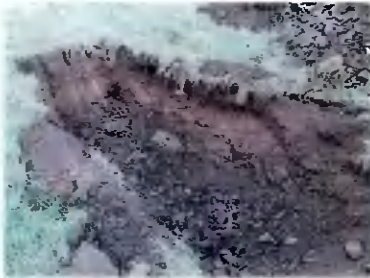
Last Updated

Nov 11, 2021 3:17 PM

Closed At

Nov 11, 2021

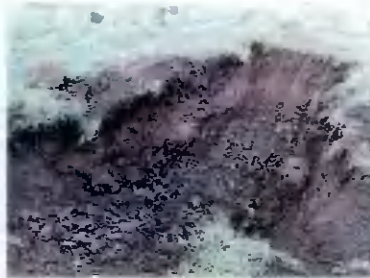
Photos



20211111_151550_photo

Darren Goodman

Nov 11, 2021 3:15 PM



20211111_151638_photo

Darren Goodman

Nov 11, 2021 3:16 PM



20211111_151723_photo

Darren Goodman

Nov 11, 2021 3:17 PM

210175 - Site at Calmount Rd, Ballymount

Calmount Road, Dublin, County Dublin

#13 Trial Pit

Status

Closed

Start Date

Nov 11, 2021

Sheet

Site at Calmount Rd.,
Ballymount.

Type

Planned Work

Due At

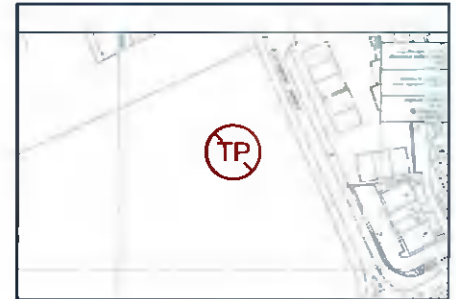
Nov 11, 2021

Location

TP13

Created

Nov 11, 2021 3:38 PM
darren.goodman@dbfl.ie



Description

TP13 - 1.2W x 3.0L - 0.2m topsoil, 0.2-0.7m brown sandy gravelly clay, 0.7-1.2m gravelly weathered rock or rock difficult to excavate. End 1.2m as breaking off rock. No water ingress.

Last Updated

Nov 11, 2021 3:46 PM

Closed At

Nov 11, 2021

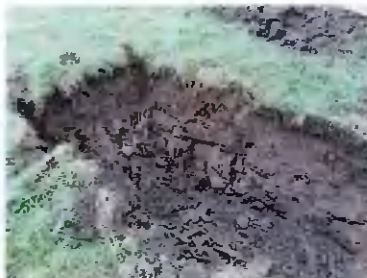
Photos



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Darren Goodman

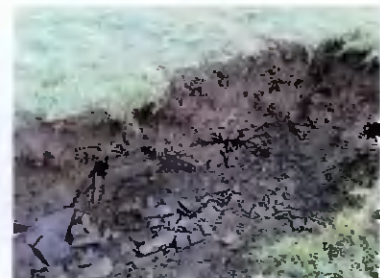
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Darren Goodman

Nov 11, 2021 3:44 PM



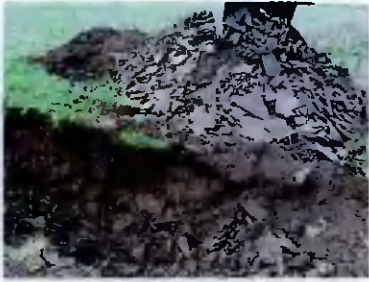
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Darren Goodman

Nov 11, 2021 3:44 PM

210175 - Site at Calmount Rd, Ballymount

Calmount Road, Dublin, County Dublin



20211111_154454_photo

Darren Goodman

Nov 11, 2021 3:44 PM

210175 - Site at Calmount Rd, Ballymount

Calmount Field, Dublin, County Dublin

#14 Trial Pit

Status

Closed

Start Date

Nov 11, 2021

Sheet

Site at Calmount Rd.,
Ballymount.

Type

Planned Work

Due At

Nov 11, 2021

Location

TP14

Created

Nov 11, 2021 3:46 PM
darren.goodman@dbfl.ie



Description

TP14 - 1.2W x 3.0L - 0.3m topsoil, 0.3-0.7m brown sandy gravelly clay, 0.7-1.1m weathered rock or rock difficult to excavate. End 1.1m as breaking off rock. No water ingress.

Last Updated

Nov 11, 2021 3:59 PM

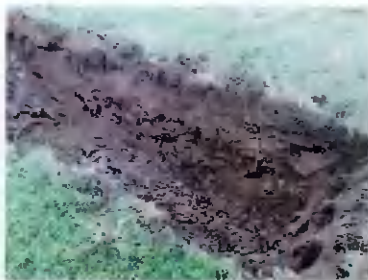
Closed At

Nov 11, 2021

Photos



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Darren Goodman
Nov 11, 2021 3:56 PM



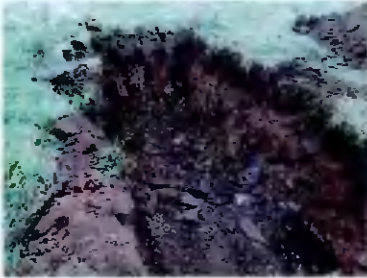
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Darren Goodman
Nov 11, 2021 3:56 PM



20211111_155643_photo
Darren Goodman
Nov 11, 2021 3:56 PM

210175 - Site at Calmount Rd, Ballymount

Calmount Road, Dublin County Dublin



20211111_155749_photo

Darren Goodman

Nov 11, 2021 3:57 PM



20211111_155817_photo

Darren Goodman

Nov 11, 2021 3:59 PM

210175 - Site at Calmount Rd, Ballymount

Calmount Road Dublin, County Dublin

#15 Trial Pit

Status

Closed

Start Date

Nov 11, 2021

Sheet

Site at Calmount Rd.,
Ballymount.

Type

Planned Work

Due At

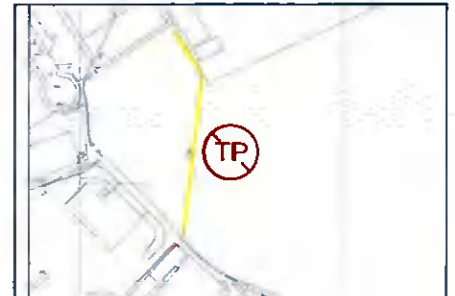
Nov 11, 2021

Location

TP15

Created

Nov 11, 2021 3:58 PM
darren.goodman@dbfl.ie



Description

TP15 - 1,2W x 3.0L - 0.3m topsoil, 0.3-0.9m brown sandy gravelly clay, 0.9-1.1m weathered difficult to excavate. End 1.1m as breaking off rock. No water ingress.

Last Updated

Nov 11, 2021 4:08 PM

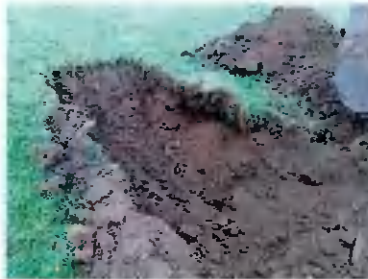
Closed At

Nov 11, 2021

Photos



20211111_160536_photo
Darren Goodman
Nov 11, 2021 4:05 PM



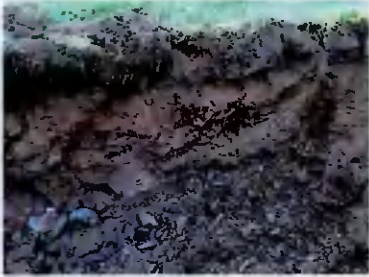
20211111_160614_photo
Darren Goodman
Nov 11, 2021 4:06 PM



20211111_160717_photo
Darren Goodman
Nov 11, 2021 4:07 PM

210175 - Site at Calmount Rd, Ballymount

Calmount Road, Dublin, County Dublin



20211111_160754_photo

Darren Goodman

Nov 11, 2021 4.07 PM

210175 - Site at Calmount Rd, Ballymount

Calmount Road, Dublin, County Dublin

#16 Trial Pit

Status

Closed

Start Date

Nov 11, 2021

Sheet

Site at Calmount Rd.,
Ballymount.

Type

Planned Work

Due At

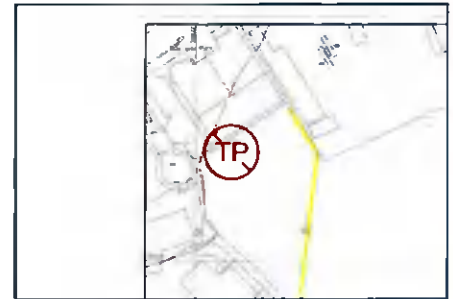
Nov 11, 2021

Location

TP16

Created

Nov 11, 2021 4:08 PM
darren.goodman@dbfl.ie



Description

TP16 - 1,2W x 2.5L - 0.2m topsoil, 0.2-0.7m brown sandy gravelly clay, 0.7m top rock difficult to excavate. End 0.8m as breaking off rock. No water ingress.

Last Updated

Nov 11, 2021 4:16 PM

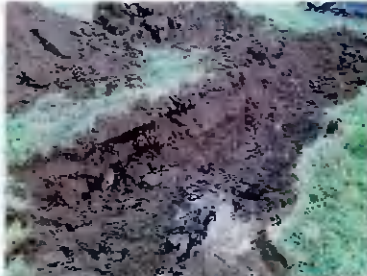
Closed At

Nov 11, 2021

Photos



20211111_161301_photo
Darren Goodman
Nov 11, 2021 4:13 PM



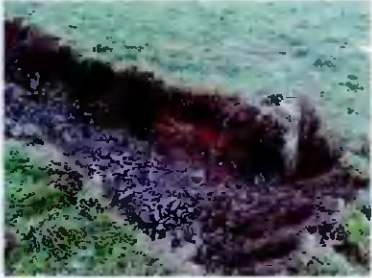
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Darren Goodman
Nov 11, 2021 4:14 PM



20211111_161536_photo
Darren Goodman
Nov 11, 2021 4:15 PM

210175 - Site at Calmount Rd, Ballymount

Calmount Road, Dublin, County Dublin



20211111_161548_photo

Darren Goodman

Nov 11, 2021 4.15 PM

210175 - Site at Calmount Rd, Ballymount

Calmount Road, Dublin County Dublin

#17 Trial Pit

Status

Closed

Start Date

Nov 11, 2021

Sheet

Site at Calmount Rd.,
Ballymount.

Type

Planned Work

Due At

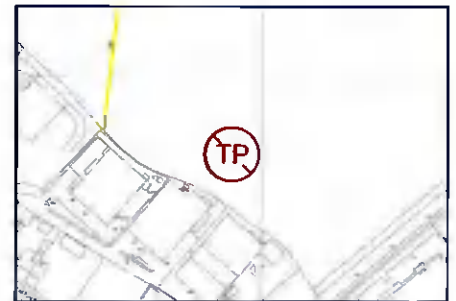
Nov 11, 2021

Location

TP17

Created

Nov 11, 2021 4:24 PM
darren.goodman@dbfl.ie



Description

TP17 - 1,2W x 2.5L - 0.2m topsoil, 0.2-0.6m brown sandy gravelly clay, 0.6m top rock difficult to excavate. End 0.8m as breaking off rock. No water ingress.

Last Updated

Nov 11, 2021 4:26 PM

Closed At

Nov 11, 2021

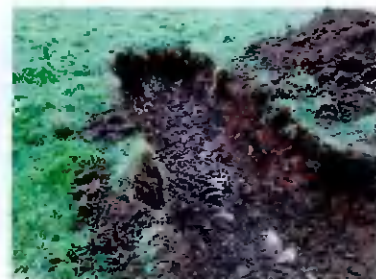
Photos



20211111_162455_photo
Darren Goodman
Nov 11, 2021 4:24 PM



20211111_162614_photo
Darren Goodman
Nov 11, 2021 4:26 PM



20211111_162632_photo
Darren Goodman
Nov 11, 2021 4:26 PM

210175 - Site at Calmount Rd, Ballymount

Calmount Road, Dublin County Dublin

#18 Trial Pit

Status

Closed

Start Date

Nov 11, 2021

Sheet

Site at Calmount Rd.,
Ballymount.

Type

Planned Work

Due At

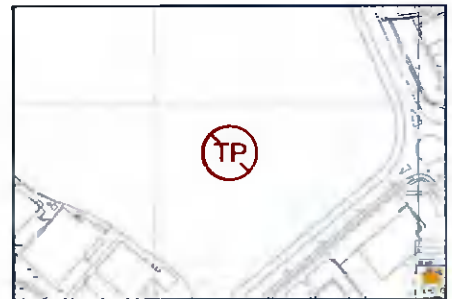
Nov 11, 2021

Location

TP18

Created

Nov 11, 2021 4:26 PM
darren.goodman@dbfl.ie



Description

TP18 - 1.2W x 2.5L - 0.2m topsoil, 0.2-0.7m brown sandy gravelly clay, 0.7m top rock difficult to excavate. End 0.9m as breaking off rock. No water ingress.

Last Updated

Nov 11, 2021 4:39 PM

Closed At

Nov 11, 2021

Photos



20211111_163845_photo

Darren Goodman

Nov 11, 2021 4:38 PM

210175 - Site at Calmount Rd, Ballymount

Calmount Road, Dublin, County Dublin

#19 Trial Pit

Status

Closed

Start Date

Nov 11, 2021

Sheet

Site at Calmount Rd.,
Ballymount.

Type

Planned Work

Due At

Nov 11, 2021

Location

TP19

Created

Nov 11, 2021 4:26 PM
darren.goodman@dbfl.ie



Description

TP19 - 1,2W x 2.5L - 0.3m topsoil, 0.3-0.9m brown sandy gravelly clay, 0.9m top rock difficult to excavate. End 1.0m as breaking off rock. No water ingress.

Last Updated

Nov 11, 2021 4:41 PM

Closed At

Nov 11, 2021

Photos



20211111_163938_photo
Darren Goodman
Nov 11, 2021 4:39 PM

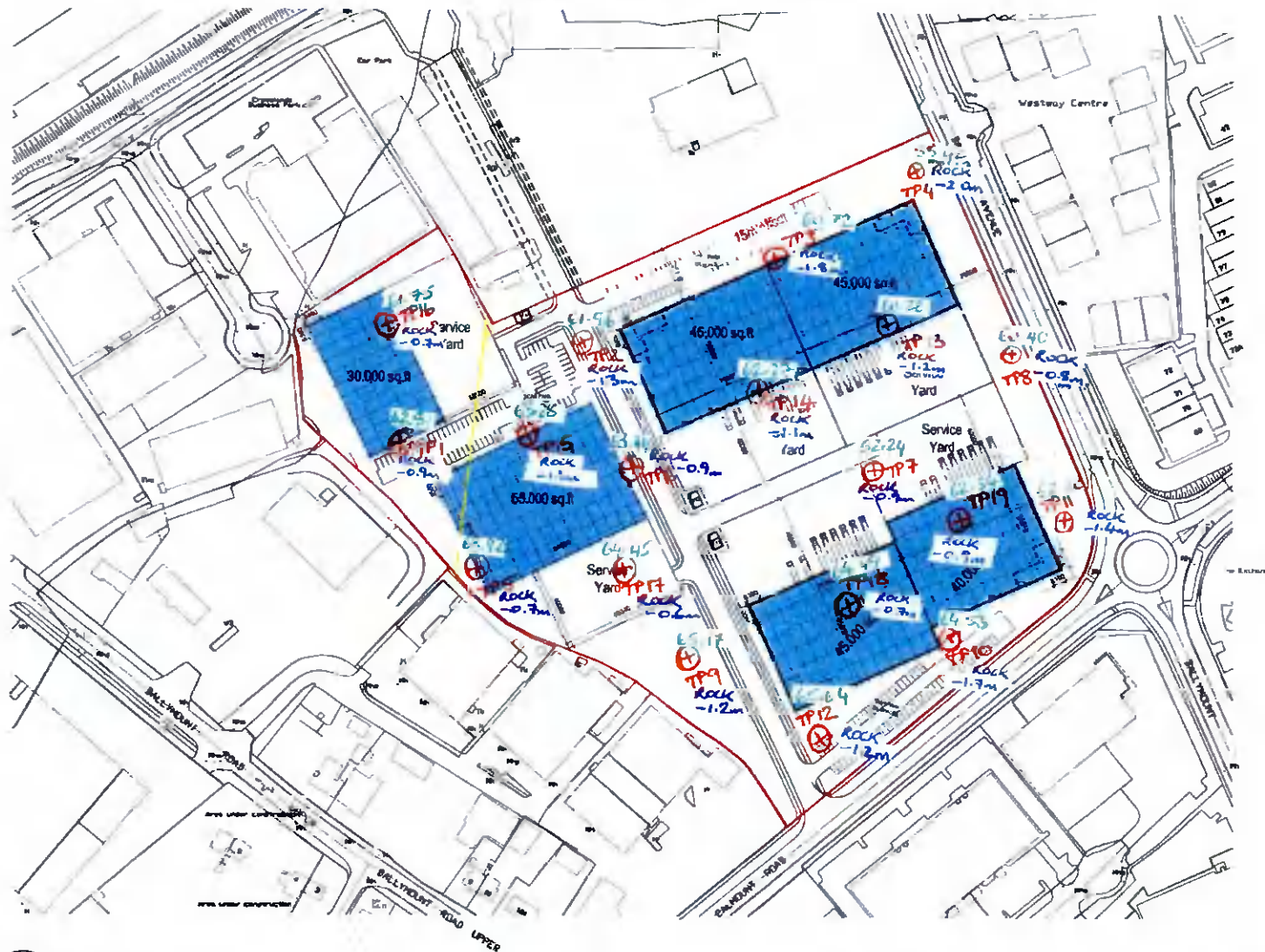


20211111_164047_photo
Darren Goodman
Nov 11, 2021 4:40 PM



20211111_164101_photo
Darren Goodman
Nov 11, 2021 4:41 PM

TRIAL PIT SUMMARY - CARRIED OUT 11/11/2021



1 SITE PLAN
PI-116 OPTION G Scale: 1:2000

— RLS

⊕ Trial Pit Location

— Depth to Rock Below
Existing Ground Level

NO WATER INGRESS
NOTED IN ANY
TRIAL PITS.

DBP MARK-UP
15/11/2021

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of The O'Connell Partnership Architects who share copyright notices.
DO NOT SCALE from the drawing. Use figured dimensions.
Contractor to check all dimensions on site prior to commencement
of works. Any discrepancies also to be referred to the ARQ/RTCI.

SCHEDULE OF AREAS:



SITE AREA:
71 101 m² (17.6 ACRES)

REVISIONS

NO.	DATE	REV. BY	CHECKED	DESCRIPTION

DATE REV. BY CHECKED DESCRIPTION

TOT ARCHITECTS

REGISTERED OFFICE: 29 St. John Street, Dublin 2, D02 YN80 Ireland
Tel: 01 454 8811 Fax: 01 454 8812

PROJECT:
GALCO LANDS
TRADE PARK
BALLYMOUNT DUBLIN 12
STAGE:
PRELIMINARY

DRAWING TITLE:
SITE PLAN

DATE:	NOV 2021	DRAWING NO.:	
SCALE:	1:2000	DRAWN BY:	MI
CHECKED BY:	ND	BRIST/NO.: REVISION:	
JOB NO.:	18-42		
FILE NAME:			A3 *

