CS CONSULTING

GROUP

DUBLIN | LONDON | LIMERICK

Outline Construction Management Plan

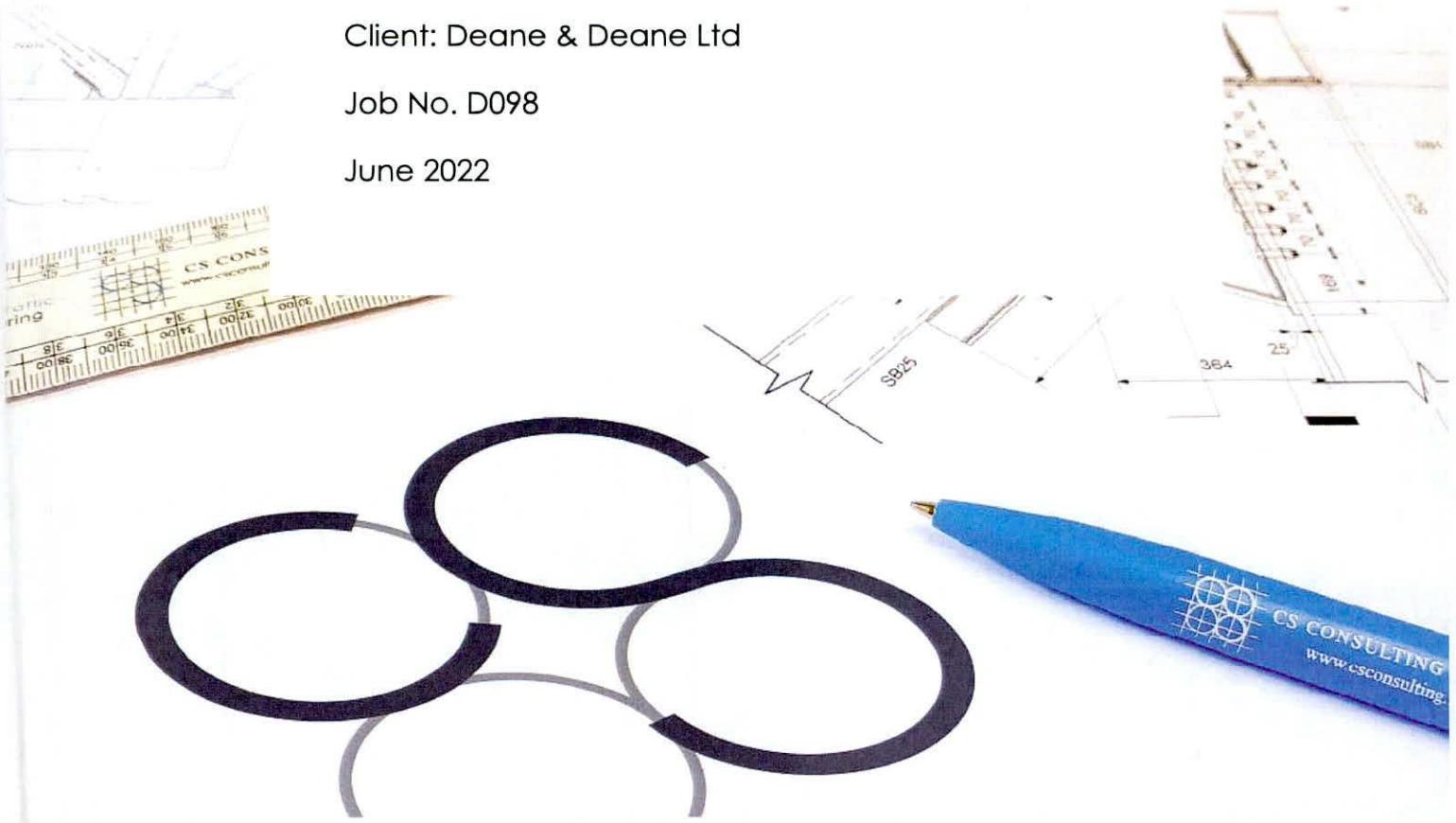
Proposed Housing Development

Main Street, Newcastle, Co. Dublin

Client: Deane & Deane Ltd

Job No. D098

June 2022



CS CONSULTING
GROUP

CS CONSULTING
GROUP

OUTLINE CONSTRUCTION MANAGEMENT PLAN

PROPOSED HOUSING DEVELOPMENT, MAIN STREET, NEWCASTLE, CO. DUBLIN

CONTENTS

1.0 INTRODUCTION ____ 1

2.0 SITE LOCATION AND PROPOSED DEVELOPMENT ____ 3

3.0 SITE MANAGEMENT ____ 5

4.0 ENVIRONMENTAL CONSIDERATION ____ 11

5.0 TRAFFIC MANAGEMENT ____ 18

6.0 PROVISIONS FOR CONSTRUCTION ____ 23

7.0 CONCLUSION ____ 25

File Location: j:\d_jobs\job-d098\b_documents\civil\a_cs reports\cmp\d098-csc-zz-xx-rp-c-0004_ocmp.docx

BS 1192 FIELD	**NCA-CSC-ZZ-XX-RP-C-0004_OCMP**

Job Ref.	Author	Reviewed By	Authorised By	Issue Date	Rev. No.
D098	LJ	SS	OS	10-06-2022	P1
D098	LJ	SS	OS	19-05-2022	P0

CS CONSULTING

GROUP

1.0 INTRODUCTION

Cronin & Sutton Consulting (CS Consulting) have been commissioned by Deane & Deane Ltd to prepare an Outline Construction Management Plan (OCMP) for a Proposed Housing Development at Main Street, Newcastle, Co. Dublin.

The Outline Construction Management Plan is a preliminary plan. This provides a framework within which all final construction processes, and site management arrangements employed during construction are to be specified. Construction of the proposed development will be under the control of a lead contractor, who will be appointed following a grant of planning permission. Upon appointment, once familiar with the site and having developed a final detailed methodology for construction, the lead contractor will expand upon the OCMP to produce a detailed Construction Management Plan (CMP). The content of the contractor's CMP will be agreed with South Dublin County Council prior to commencement of works.

The contractor's detailed Construction Management Plan will give greater detail of construction management arrangements and processes, while adhering to the stipulations of this OCMP. It will also incorporate the following:

- an Operational Health & Safety (OH&S) Management Plan;
- an Environmental Management Plan (including a Waste Management Plan); and
- a Construction Traffic Management Plan (including a Pedestrian Management Plan).

The contractor's Construction Management Plan will be strictly adhered to throughout the development's construction stage, to ensure the following:

- That all site activities are effectively managed to minimise the generation of waste and to maximise the opportunities for on-site reuse and recycling of waste materials.

- To ensure that all waste materials generated by site activities, which cannot be reused on site, are removed from site by appropriately permitted waste haulage contractors and that all wastes are disposed of at approved licensed facilities in compliance with the Waste Management Act 1996, the Waste Management (Amendment) Act 2001, and the Protection of the Environment Act 2003.
- To manage and control any environmental impacts (noise, vibration, dust, water) that construction activities may have on the local receiving environment, in particular on receptors and properties adjacent to the construction site.
- To comply with all planning conditions and requirements imposed in relation to waste management.

The OCMP demonstrates how the appointed contractor, and the appointed Project Supervisors (Site Manager, and Health & Safety Officer) will comply with the following relevant legislation and best practice guidelines:

- Safety, Health and Welfare at Work (Construction) Regulations 2013 (S.I. No. 291 of 2013)
- Integrated Pollution Prevention and Control Directive (1996/61/EC)
- The Waste Framework Directive (Directive 2008/98/EC)
- Environmental Protection Agency Act 1992
- Waste Management Act 1996, the Waste Management (Amendment) Act 2001 and the Protection of the Environment Act 2003
- Waste Management (Collection Permit) (Amendment)(No.2) Regulations 2016
- Waste Management (Permit) Regulations 1998 (SI No. 165 of 1998)
- Local Government Water Pollution Act 1977
- Environmental Protection Agency (EPA) – Draft Best Practice Guidelines for the Preparation of Resource Management Plans for Construction & Demolition Projects – April 2021

2.0 SITE LOCATION AND PROPOSED DEVELOPMENT

2.1 Site Location

The site of the proposed development lies along Main Street, Newcastle. The site has a total area of approx. 1.3ha and is located in the administrative jurisdiction of South Dublin County Council.

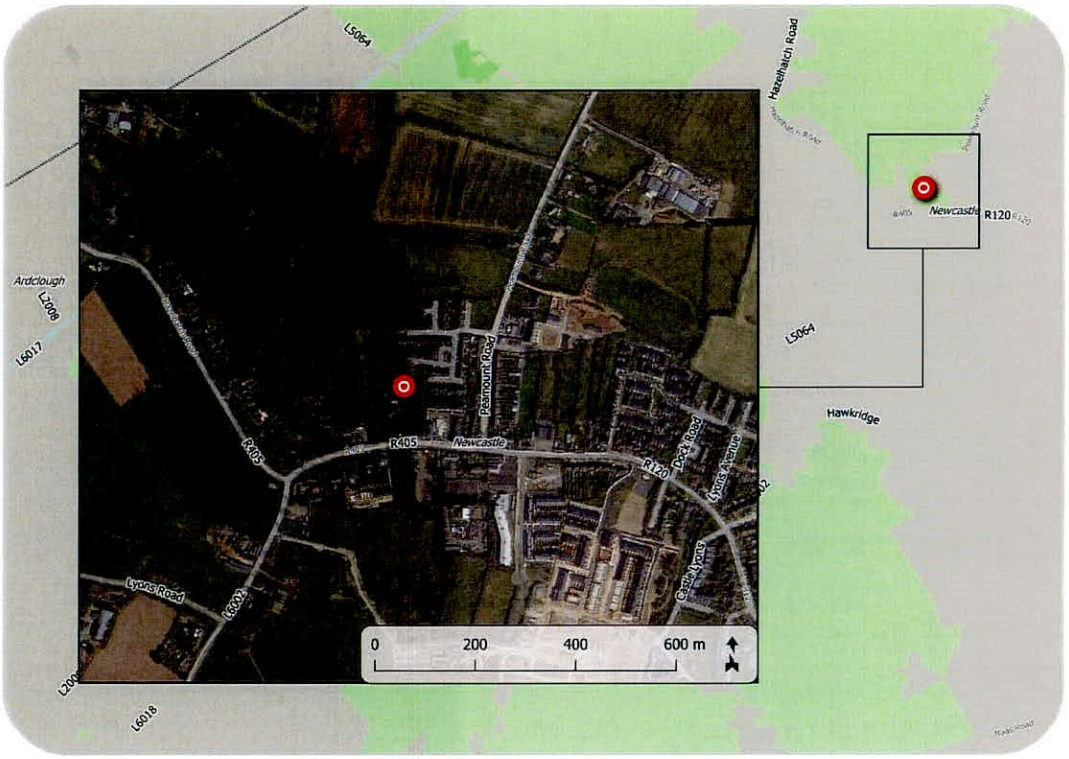


Figure 1 – Location of proposed development site
(map data & imagery: EPA, NTA, OSM Contributors, Google)

The location of the proposed development site is shown in Figure 1 above; the indicative extents of the development site, as well as relevant elements of the surrounding road network, are shown in more detail in Figure 2.

The site is bounded to the south by St. Finian's Community Hall, southwest, and east by residential and commercial properties. It is bounded to the north and west by greenfields.

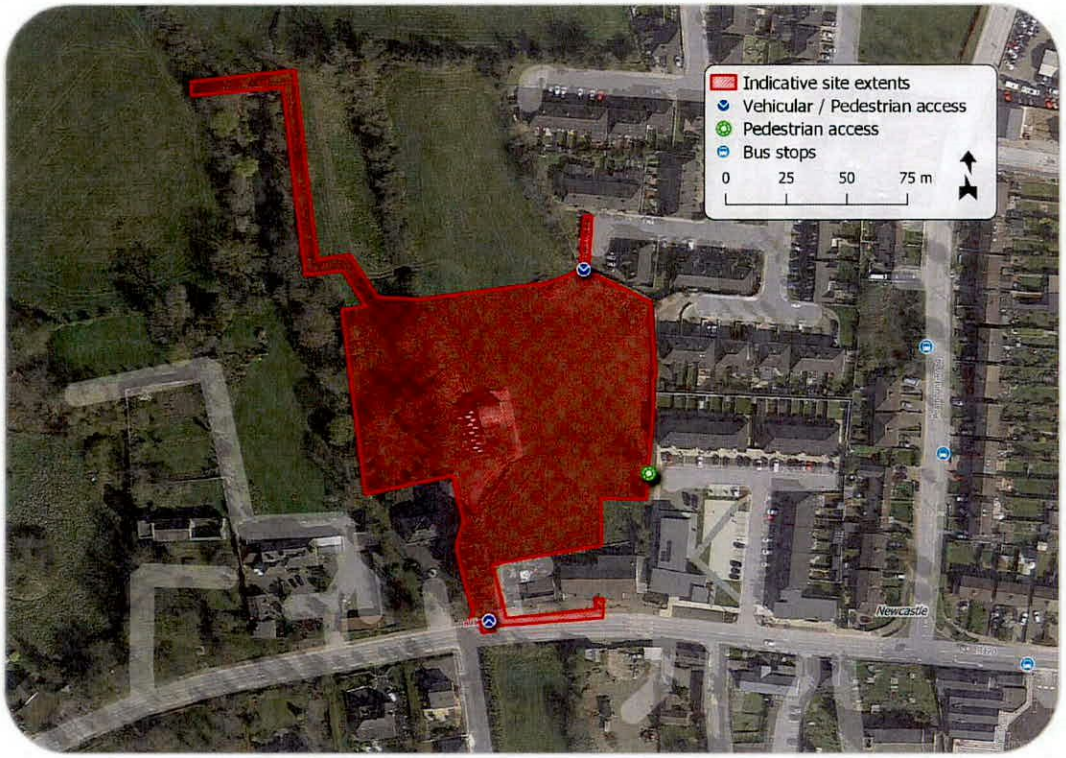


Figure 2 – Indicative site extents
(map data & imagery: NTA, SDCC, OSM Contributors, Google)

2.2 Existing Land Use

The subject site comprises of 2no. sheds with a footprint of 850m².

2.3 Description of Proposed Development

The proposed development will consist of the demolition of 2 no. sheds and the construction of 30 no. dwellings, 1 no. vehicular and pedestrian link with Main Street, Newcastle, 1 no. vehicular and pedestrian link with Glebe Square Newcastle, 1no. pedestrian only link with Market Square to the east, and all associated and ancillary site development works.

3.0 SITE MANAGEMENT

3.1 Construction Programme and Phasing

Subject to a successful grant of planning, it is intended for the works to commence in Q4 2022. The proposed development is anticipated to be constructed over an 18-month period.

The development is proposed to be constructed in accordance with the following sequence of works:

- Set up site perimeter hoarding, maintaining existing pedestrian and traffic routes around the site
- Site clearance
- Reduced level excavations
- Site services installations (drainage, power, water)
- Construct building frame and envelope
- Finish interior and exterior landscaping

3.2 Vehicular Access to Site

The site vehicular access shall be from Main Street. It is anticipated that for the duration of the works all access and egress for deliveries shall be from the N7 interchange to the south via Athgoe Road (L6001). It may also be beneficial to install a pedestrian only entrance to the site to segregate vehicular and pedestrian movements to and from site.

Security personnel will be present at the entrance/exit of the site to ensure all egressing traffic will do so safely. A wheel wash will be installed at the exit from the site to prevent any dirt being carried out into the public road. A road sweeper will be employed as required to keep all public roads around the site clean.

3.3 Site Security and Protection of Public Areas from Construction Activity

Perimeter hoarding will be provided around the site to provide a barrier against unauthorised access from public areas. This will be well-maintained and will be painted. Some marketing images or information boards may also be placed on the hoarding. Access to site will be controlled and monitored outside of site working hours. 24-hour site monitoring by on-site personnel and CCTV will be implemented (subject to the final provisions to be put in place by the lead Contractor).

3.4 Material Hoisting and Movement Throughout the Site

Hoists and teleporters may be utilised as required during the project to facilitate material movement into the structures and waste movements out. Hoists and teleporters will be used to the greatest extent possible in order to minimise the use of cranes, which would be more affected by inclement weather conditions. With the commencement of the fit-out activities, strategically positioned hoists will play a key role.

3.5 Deliveries and Storage Facilities

It is proposed that unloading bays be provided for deliveries to the site within the hoarding perimeter. These should be accessible by forklifts. Appropriately demarcated storage zones will be used to separate and segregate materials.

The definitive locations of site accommodation, materials storage, and delivery areas will be determined by the appointed lead Contractor and agreed with South Dublin County Council.

All deliveries to site will be scheduled to ensure their timely arrival and avoid need for storing large quantities of materials on site. Deliveries will be scheduled outside of background peak traffic hours (within the permitted site

working hours) to avoid disturbance to pedestrian and vehicular traffic in the vicinity of the site.

3.6 Site Accommodation

On-site facilities will consist of:

- Materials storage area
- Site office and meeting room
- Staff welfare facilities (including but not limited to toilets, drying room, canteen)

Electricity will be provided to the site via the national grid, subject to the restrictions and requirements of ESB Networks.

Water supply to the site will be provided by means of a temporary connection to the public watermain. Similarly, a temporary connection for foul water drainage will be made to the public network. The locations and sizes of these temporary connections will be determined through consultation with Irish Water and SDCC and shall be subject to any restrictions and requirements they may impose.

3.7 Site Parking

Vehicle parking for construction personnel shall be accommodated within the development site. To the extent possible, personnel will also be encouraged to use public transport, and information on local transportation will be published on site.

3.8 Site Working Hours

Construction operations on site will generally be subject to a planning permission and conditions. However, it may be necessary for some

construction operations to be undertaken outside these times, for example, service diversions and connections, concrete finishing and fit-out works.

Deliveries of materials to site will generally be between the hours of 07:00 and 19:00, Monday to Friday, and 08:00 to 14:00 on Saturdays. There may be occasions where it is necessary to make certain deliveries outside these times, for example, where large loads are limited to road usage outside peak times. Any such deliveries will be made with the advance agreement of SDCC.

3.9 Staff Training and Certification

The lead Contractor appointed to the project will be responsible for ensuring that all personnel working on site have a valid Safe Pass card, as well as the requisite certification(s) pertaining to the specific tasks that they will perform on site. The Contractor will also be responsible for monitoring staff compliance with all site protocols and taking corrective action in response to any breaches.

The Contractor, in consultation with the Project Supervisor Construction Stage (PSCS), will provide initial site-specific induction training to all construction operatives (including sub-contractors) and will organise regular 'tool-box talks', refresher training, and task-specific training as necessary throughout demolition and construction works.

3.10 Record Keeping

Records shall be kept by the Contractor and/or by the PSCS (as appropriate) to satisfy the applicable legislation and best practice guidelines in relation to all activity on site. These records will be made available for review and audit as required by SDCC, the Health & Safety Authority (HSA), the Environmental Protection Agency (EPA), and any other entities with a legitimate interest.

These records must include (but may not be limited to):

- Records of all personnel working on site (including dates present).

- Records of all visitors attending site.
- Records of all training sessions conducted.
- Records of all plant and machinery used on site (including dates of arrival, dates of operation, and dates of removal).
- Records of all deliveries made to site.
- Records of all potentially hazardous materials stored on site.
- Records of all potentially hazardous materials encountered on site.
- Records of all waste material leaving the site (whether for reuse, recycling, recovery, or disposal).
- Records of any accidents or spills occurring on site.
- Records of engagement with the Project Ecologist, Project Archaeologist, and Site Engineer.
- Records of any site protocol breaches by construction personnel.
- Records of all noise level, vibration level, and air quality monitoring.

3.11 Complaints Procedure

A Complaints Procedure System shall be drawn up by the Contractor. Records of all complaints shall be logged (date and time, items raised, etc.), to include:

- nature of the complaint;
- actions to be carried out in response; and
- details of complaint resolution.

3.12 Designated Community Liaison Officer

The lead Contractor will employ a Designated Community Liaison Officer (DCLO) prior to commencement of the works. The DCLO's role shall be to liaise and coordinate with neighbours and businesses. The DCLO shall also co-ordinate with SDCC to action and close out any complaints made in relation to demolition and construction works.

4.0 ENVIRONMENTAL CONSIDERATION

4.1 Noise

The Contractor shall implement measures to eliminate and reduce noise levels where possible. Potential sources of noise due to works on site include:

- Operation of plant and machinery
- Vehicle movements
- Construction of new structures
- Loading, unloading, and distribution of materials

All construction activities shall be carried out in compliance with the recommendations of BS 5228 (Noise Control on Construction and Open Sites – Part 1) and comply with BS 6187 (Code of Practice for Demolition).

The following is an outline of the noise control measures to be implemented by the Contractor. These are to be expanded upon in the Contractor's detailed Construction Management Plan (CMP) and agreed with SDCC prior to commencement of works.

4.1.1 General considerations

All site staff shall be briefed on noise control measures and best practice methodologies to control noise.

- Site hoarding will be erected to minimise noise transmission beyond the site boundary.
- The Contractor will employ a Dedicated Community Liaison Officer (DCLO) to engage with neighbours on a weekly basis, keep them apprised of the pending works on site and address any concerns raised.
- Internal haul routes shall be maintained, and steep gradients shall be avoided where possible.

- Material and plant loading and unloading shall only take place during normal working hours unless the requirement for extended hours for traffic management (i.e., road closure) or health and safety reasons has been granted (application must be made to the Council a minimum of 4 days prior to proposed works).
- The opening and shutting of gates will be minimised through good coordination of deliveries and vehicle movements.

4.1.2 Plant

- The Contractor will ensure that each item of plant and equipment complies with the noise limits quoted in the relevant EC Directive 2000/14/EC.
- All plant and equipment shall be fitted with appropriate mufflers or silencers of the type recommended by the manufacturer.
- All plant and equipment shall be used only for the tasks for which it has been designed.
- All plant and equipment in intermittent use shall be shut down in the intervening periods between work, or throttled down to a minimum.
- Plant shall be powered by mains electricity wherever possible, rather than by generators.
- Partial or full enclosures shall be provided around fixed plant where possible.
- Movable plant shall be located away from noise sensitive receptors where possible.
- All plant operators are to be qualified in their specific piece of plant.
- Compressors and generators shall be sited in areas least likely to give rise to nuisance.
- Regular and effective maintenance by trained personnel shall be carried out to reduce noise and/or vibration from plant and machinery.

4.1.3 Vehicle activity

- All vehicle movement on site will occur within permitted working hours, unless permission to the contrary has been granted.
- Loading and unloading shall occur within designated loading areas, as far from noise receptors as possible.
- Deliveries and vehicle movements shall be planned so that vehicles are not waiting or queuing on the adjacent road network.
- The site layout shall be planned to ensure that reversing of vehicles is kept to a minimum.

4.2 Air Quality and Dust Monitoring

Dust prevention measures shall be included for control of any site airborne particulate pollution. The Contractor shall continuously monitor levels of dust and airborne particulate matter (PM10 and PM2.5) in the vicinity of the site throughout demolition and construction works, in accordance with planning conditions, and records shall be kept of such monitoring for review by the Planning Authority.

There are currently no national or European Union standards of air quality with which levels of dust deposition can be compared. The minimum criteria to be maintained shall be in accordance with the German Standard Method for determination of dust deposition rate, VDI 2129, which is a maximum deposition of 350mg/m^2/day, as measured using Bergerhoff-type dust deposit gauges.

The most significant potential sources of dust and airborne particulate matter due to works on site are:

- Demolition of existing structures
- Vehicle movements
- Loading, unloading, and distribution of materials

Appropriate water-based dust suppression methods (e.g., a 'Dust Boss' spray cannon machine) will be employed by the Contractor to contain dust on site and ensure that the maximum permissible dust deposition threshold is not exceeded. These systems will be closely monitored by site management personnel, particularly during extended dry periods when dust dispersal risk is higher.

The following additional measures are to be taken to reduce the generation of dust during works on site:

- Demolition and construction techniques with reduced dust generation potential shall be preferred.
- Tools and machinery generating dust (e.g., drills) shall be fitted with dust-collection systems where possible.
- Any internal site road that has the potential to give rise to fugitive dust will be regularly watered during dry and/or windy conditions.
- Unbound internal site roads will be restricted to essential site traffic.
- Vehicles using unbound internal site roads will have their speed limited to a maximum of 20km/h, and this speed restriction will be rigidly enforced.
- Vehicles delivering or removing material with dust potential (soil, aggregates, etc.) will be enclosed or covered with tarpaulin at all times, to restrict the escape of dust.
- Material handling systems and site stockpiling of materials will be designed and laid out to minimise exposure to wind. Water misting or sprays will be used as required if particularly dusty activities are necessary during dry or windy periods.

4.3 Migrating Dust and Dirt Pollution

The Contractor will ensure that all construction vehicles that exit the site onto the public roads will not transport dust and dirt to pollute the external

roadways. This will be achieved through a combination of the following measures:

- Ensuring construction vehicles have a clean surface to travel on within the site (i.e., haul road).
- Providing a full body self-contained wheel wash system, constructed and located within the site confines.
- Ensuring an appropriate secondary wheel or road washing facility is provided as and when required throughout the various stages of construction on site. If conditions require it, then a manned power washer shall be put in place to assist the wheel wash system.

4.4 Harmful Materials

Harmful material will be stored on site for use in connection with the construction works only. These materials will be stored in a controlled manner. Where on-site storage facilities are used, there will be a bunded filling area using double bunded steel tank at a minimum

4.4.1 Contaminated soil

If any contaminated material is encountered, it will need to be segregated from clean/inert material, tested and classified as either non-hazardous or hazardous in accordance with the EPA publication entitled 'Waste Classification: List of Waste & Determining if Waste is Hazardous or Non-Hazardous' using the HazWasteOnline application (or similar approved classification method). The material will then need to be classified as clean, inert, nonhazardous or hazardous in accordance with the EC Council Decision 2003/33/EC, which establishes the criteria for the acceptance of waste at landfills.

4.4.2 Fuels/oils

As fuels and oils are classed as hazardous materials, any on-site storage of fuel/oil, all storage tanks and all draw-off points will be bunded and located in a dedicated, secure area of the site. Provided that these requirements are adhered to and site crew are trained in the appropriate refuelling techniques, it is not expected that there will be any fuel/oil wastage at the site.

4.4.3 Other known hazardous substances

Paints, glues, adhesives and other known hazardous substances will be stored in designated areas. They will generally be present in small volumes only and associated waste volumes generated will be kept to a minimum. Wastes will be stored in appropriate receptacles pending collection by an authorised waste contractor. In addition, WEEE (containing Construction and Demolition Waste Management Plan 11 hazardous components), printer toner/cartridges, batteries (Lead, Ni-Cd or Mercury) and/or fluorescent tubes and other mercury containing waste may be generated during construction activities. These wastes (if encountered) will be stored in appropriate receptacles in designated areas of the site pending collection by an authorised waste contractor.

In the event that hazardous soil, or historically deposited hazardous waste is encountered during the work, the Contractor must notify the SDCC and provide a Hazardous/Contaminated Soil Management Plan, to include estimated tonnages, description of location, any relevant control measures, destination for authorised disposal/treatment, in addition to information on the authorised waste collectors.

4.5 Vibrations

The Contractor will be required to carry out their works such that the effect of vibration on the adjacent buildings and surroundings is minimised, and that no damage to these results from construction activity on site. Potential sources of significant vibration include:

- Demolition of existing structures on site.
- Reduced level excavation and/or rock breaking.
- Construction of piled basement walls.
- Other construction activities on site involving the use of heavy machinery.

The Contractor will be required to comply with the requirements of the planning permission for any vibration limits for the works. In the absence of any Local Authority requirements, the following table shall set the limitations.

Table 1 - Trigger values for vibration

Trigger Level	Peak Particle Velocity (PPV)	
	50Hz and below	Above 50Hz
1	10 mm/s	10 mm/s
2	10 mm/s	12 mm/s
3	10 mm/s	15mm/s

The Local Authority, Engineer, Client, and/or Contractor are to establish background vibration levels prior to the commencement of works.

A vibration monitoring system is to be put in place prior to any works taking place and will be maintained in continuous operation throughout demolition and construction works on site. This system is to raise an alarm if an agreed limit is exceeded, at which time the working methods are to be adjusted so as to reduce the vibration generated. Monitoring locations will be selected within the site, close to its boundaries, such that the recorded vibration levels shall always be higher than those experienced outside the site.

5.0 TRAFFIC MANAGEMENT

5.1 Site Traffic, Traffic and Pedestrian Management

The anticipated truck movements from and to the site in relation to the preliminary programme for the works will be specified in the construction methodology by the main contractor.

The construction site will be delineated by means of hoardings and lockable gates with screened fencing at the entry and exit points. The Contractor will pay particular attention to pedestrian traffic and safety at the entrances. All vehicles will enter and exit the site in a forward direction.

Pedestrians will have right of way. If required, alternate pedestrian routes around the site will be created and clearly signed. Depending on the progress of the works and temporary constraints imposed by the construction methodology, the location of access and exit points to the site may vary.

5.2 Vehicular Access to Site

The site vehicular access shall be from Main Street. It is anticipated that for the duration of the works all access and egress for deliveries shall be from the N7 interchange to the south via Athgoe Road (L6001). It may also be beneficial to install a pedestrian only entrance to the site to segregate vehicular and pedestrian movements to and from site.

Security personnel will be present at the entrance/exit of the site to ensure all exiting traffic will do so safely. A self-contained wheel wash system will be installed at the exit from the site, to minimise dirt being carried out into the public road, and a road sweeper will be employed as required to keep public roads around the site clean.

- The vehicular access to the construction site shall include the following design elements:

- Sufficient entrance width to permit two rigid body vehicles to pass one another (i.e., one can enter while another waits to leave).
- An entrance gate set back a minimum of 18m from the public road edge, to ensure that vehicles may leave the road completely before having to stop.
- Appropriate sight lines for vehicles exiting onto the public road, to be ensured by removing existing visual obstructions and by appropriate design of perimeter hoarding.
- Directional signage for site traffic and advance warning signage for all other road users.

5.3 Construction Traffic Flows

Heavy Goods Vehicle (HGV) traffic to and from the site will follow a designated route to/from the Main Street (R120), which ultimately connects to N7 to the south-western direction, ensuring that heavy construction vehicles avoid residential streets to the greatest extent possible. The precise designated route will be determined by the Contractor at a later stage and agreed with SDCC as part of the final Construction Traffic Management Plan (CTMP).

5.4 Minimization of Construction Vehicle Movements

Construction-related vehicle movements will be minimized through:

- consolidation of delivery loads to/from the site and scheduling of large deliveries to occur outside of peak periods;
- use of precast/prefabricated materials where possible;
- reuse of 'cut' material generated by the construction works on site where possible, through various accommodation works;
- provision of adequate storage space on site;
- development of a strategy to minimise construction material quantities as much as possible;

- promotion of public transport use by construction personnel, in order to minimise staff vehicle movements.

The following headings identify some of the measures to be encouraged.

5.4.1 Cycling

Cycle parking spaces will be provided on the site for construction personnel. In addition, lockers will be provided to allow cyclists to store their cycling clothes.

5.4.2 Car Sharing

Car sharing among construction personnel will be encouraged, especially from areas where construction personnel may be clustered. The contractor shall aim to organize shifts in accordance with personnel origins, hence enabling higher levels of car sharing. Such a measure offers a significant opportunity to reduce the proportion of construction personnel driving to the site and will minimise the potential traffic impact on the surrounding road network.

5.4.3 Public Transport

Construction personnel will be encouraged to use public transport as means to travel to and from the site. An information leaflet shall be provided to all personnel as part of their induction on site, highlighting the location of the various public transport services in the vicinity of the construction site.

5.5 Onsite Car Parking

Vehicle parking for construction personnel shall be accommodated within the development site. To the extent possible, personnel will also be encouraged to

use public transport, and information on local transportation will be published on site.

5.6 Vehicle Movements During Construction

The major construction items include excavation, construction and fit out. It is anticipated that the peak of HGV movements to and from the site shall be during excavation works and construction of the building foundations. The peak LGV movements to and from the site shall be during the building construction and fit out. It is anticipated that the construction traffic impact on the surrounding local road network shall be minimal.

The contractor must submit a Construction Traffic Management plan to the Local Authority for approval. Haulage vehicle movements should be fully coordinated to comply with the requirements of the layout and requirements herein.

- At no time should construction associated vehicles be stopped or parked along the routes;
- Haulage vehicles should not travel in convoys of greater than two vehicles at any time;
- Haulage vehicles should be spaced by a minimum of 250m at all times;
- Strictly at no time should haulage vehicles be parked or stopped at the entrance to the site;
- All loading of excess material shall occur within the site boundary;
- All off-loading of deliveries shall take place on site, away from the public road.

The routes to and from the site shall depend on where the excavated material shall be taken to and from where construction material shall be brought into the site. The above locations shall be identified by the contractor at a later stage and appropriate routes shall be agreed with South Dublin County

Council as part of the contractors more detailed construction management plan.

5.7 Monitoring and Maintenance of Public Roads

A Visual Condition Survey (VCS) will be carried out of all surrounding streets prior to any site works commencing. The lead Contractor will liaise with SDCC 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 whilst simultaneously protecting the built environment.

All site entrances and temporary roads will be continuously maintained for emergency vehicle access. The following measures will be taken to ensure that the site, public roads, and surroundings are kept clean and tidy:

- A regular program of site tidying will be established to ensure a safe and orderly site.
- Scaffolding will have debris netting attached to prevent materials and equipment being scattered by the wind.
- Food waste will be strictly controlled on all parts of the site.
- Mud spillages on roads and footpaths outside the site will be cleaned regularly and will not be allowed to accumulate.
- Wheel wash facilities will be provided for vehicles exiting the site.

6.0 PROVISIONS FOR CONSTRUCTION

6.1 Hoardings, Set-up of Site, and Access/ Egress Points

The site area will be enclosed with hoarding, details of which are to be agreed with SDCC. Hoarding panels will be maintained and kept clean for the duration of the project.

6.2 Removal of Services

Prior to any works a utility survey will be carried out to identify existing services. All services on site will be disconnected, diverted or removed as agreed with service providers.

6.3 Excavation

This development will involve excavation and removal of material from site for foundations, and regrading of the site profile. It is expected that some rock will require breaking and removal as part of these excavation works.

The appointed Contractor will engage with the project archaeologist prior to the commencement of excavation on site. Excavation will be carried out under the supervision of the project archaeologist.

The Contractor must prepare a Construction Waste Management Plan in accordance with the Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects (Department of Environment, Heritage and Local Government, 2006) and the Draft Best Practice Guidelines for the Preparation of Resource Management Plans for Construction & Demolition Projects (EPA, 2021), and must ensure that all material is disposed of at an appropriately licensed land fill site.

6.4 Site Service Installation

Drainage, power, water and the like will be installed to serve the proposed development.

6.5 Construction Stage

The proposed development is to be constructed on the following basis;

- Reduced level excavations;
- Traditional strip foundations, ground beams and floor slabs;
- Construct house frames and blockwork;
- Finish interior and exterior landscaping

Please note the above shall be carried out in accordance with the particular construction phasing.

7.0 CONCLUSION

This Outline Construction Management plan identifies an indicative sequence of the works from the initial enabling works through to sub-structure and superstructure construction.

It is noted that this can only be considered an outline plan and the final Construction Management Plan would be agreed with South Dublin County Council (by the appointed Main contractor) prior to construction commencing.

The Construction Management Plan defines the physical and legal limitations within which a person or persons can carry out development works that affect the existing nature of public roads, footpaths and the surrounding environment for a duration of time.