

**Link Road to Clonlara Road, Baldonnell  
Business Park, Dublin 22.**

**Construction Management Plan**

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## Document Control

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## **1 Introduction**

The purpose of this document is to briefly outline the general activities required for the construction of the proposed Link Road to Clonlara Road, Baldonnell Business Park, Dublin 22. This construction management plan is provided for the purposes of a planning only. This report has been prepared for submission to South Dublin County Council (SDCC) as part of a planning application and deals solely with the Construction and Demolition Waste Management Plan.

A Main Contractor has not yet been appointed to carry out the proposed works. Once appointed, it will be the responsibility of the Main Contractor to prepare and submit a detailed construction management plan for the Client's submission to the local authority for approval. The contractor's construction management plan will be a live document that will be updated throughout the project lifecycle by the Main Contractor as required.

Regardless of the form of contract, the Contractor will be contractually bound by any conditions arising from the site constraints identified and specified, all Statutory Regulations governing the works, and any additional measures or modifications that may be imposed on the proposed development by the local authority or An Bord Pleanála.

## **2 Description of the Works**

The proposed site is located on lands located within and adjacent to Baldonnell Business Park, Naas Road, Dublin 22. The proposed site is located on agricultural lands. It is bounded by existing and under construction logistics/warehouse developments to the north and east, and agricultural/ongoing construction works to the west and south. The topography of the site is relatively flat.

The proposed development consists of the construction of a single carriage circa 54m long 2-way access road and footpath, along with foul and surface water sewer networks which will serve future developments located to the south west of the ongoing development.

Access to the development will be via the existing private road (Clonlara Road) within the Baldonnell Business Park.

The proposed works are outlined in a series of engineering drawings prepared by PUNCH Consulting Engineers as well as landscape drawings prepared by CSR Landscape architects. This documentation is supplied as part of the planning documentation.

### **3 Indicative Construction Programme**

It is estimated that the construction programme for the works associated with the proposed works will last in the order of 3 months from the date of commencement. Works will be carried out over a single phase. The Main Contractor will be required to prepare a detailed construction programme as part of their tender proposal.

### **4 Site Set-Up and Security**

The Main Contractor will be required to submit a site layout plan that will detail the proposed location of the site compound. The Contractor will ensure that the site compound will be serviced as required and will be secured with appropriate fencing/hoarding. The site compound will be used as the primary location for the storage of materials, plant and equipment, site offices and worker welfare facilities. As Project Supervisor Construction Stage (PSCS), the Contractor will be responsible for site security and they are to ensure that the site and site compound are adequately secured at all times.

As with the other construction activities that are being carried out within the South Dublin County Council area, activities associated with the construction compounds will be subject to restrictions to the nature and timing of operations so that they do not cause undue disturbance to neighbouring areas and communities.

The site layout plan will also include the site perimeter and the proposed detail with regards the hoarding and gate system.

### **5 Site Access**

The site will be accessed from the N7 via Clonlara Road from either two routes: Barneys Lane or R136.

The Main Contractor will be responsible for all site access and works activity and must ensure the continued operation of Clonlara Road. It is proposed that construction vehicles will primarily access the site via the Clonlara Road entrance. Please refer to Figure 5-1 for illustration.



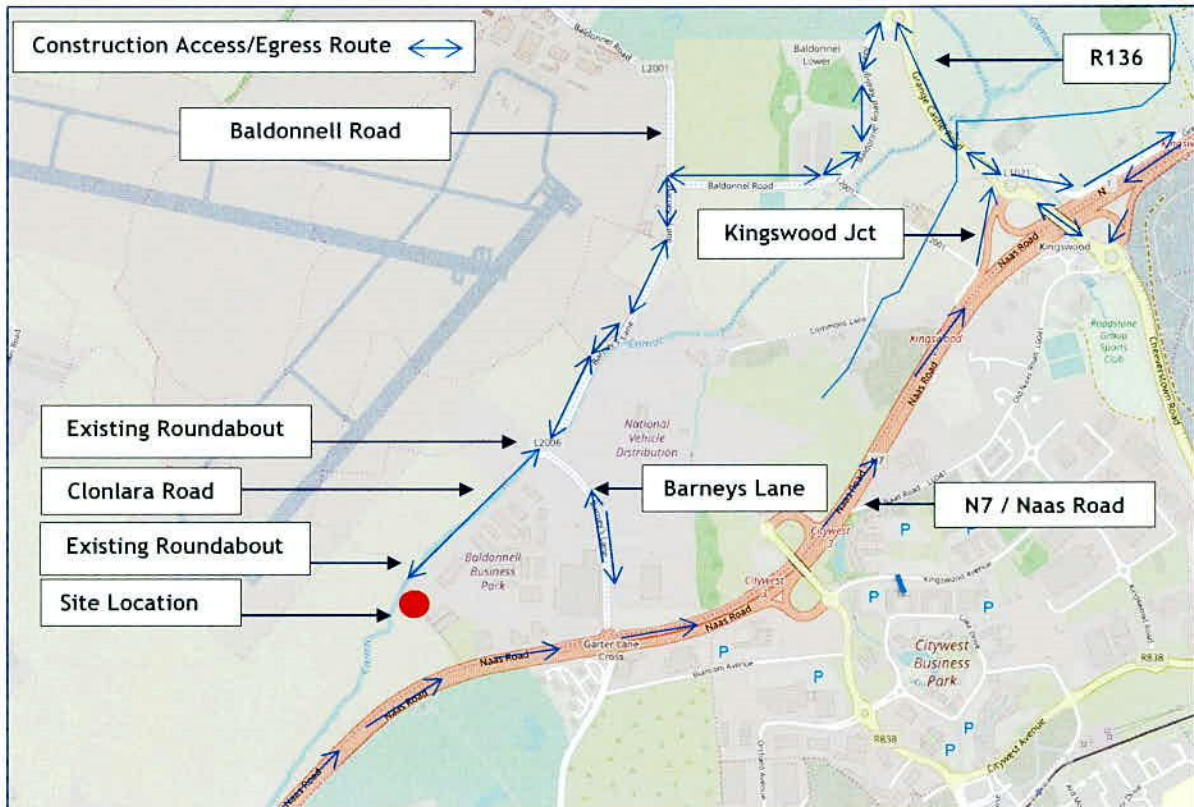


Figure 5-1: Proposed Route to/from Site at Baldonnell Business Park (Ref - <https://maps.opw.ie/drainage/map/>)

The management of construction traffic on the public road network around Clonlara Road is a critical part of the overall project and must be actively managed by the Contractor.

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 agreed plan:

- Construction vehicles must not stop or park along the routes at any time;
- Haulage vehicles must not travel in convoys greater than two vehicles at any time;
- Site entrance to remain free of parked or stationary vehicles at all times;
- All loading of demolition material will occur within the site boundary;
- All off-loading of deliveries will take place within the site, remote from the public road and will access via the agreed construction access point.
- The Contractor will be required to provide wheel cleaning facilities, and regular cleaning of the main access road.
- Temporary car parking facilities for the construction workforce (20 spaces) will be provided. These car parking spaces will be located adjacent to the site compound (compound location to be determined by the contractor). The surface of this car park will be prepared and finished to a standard sufficient to avoid mud spillage onto adjoining roads.
- Monitoring and control of construction traffic will be ongoing during construction works. Construction traffic will minimise movements during peak hours.
- Vehicles are not to access the N7 via the Barneys Lane/N7 junction during AM peak traffic. Traffic will instead access the N7 at the Kingswood N7 junction during the AM peak.
- Construction Traffic routes minimising traffic impact on surrounding industrial development will be used by construction vehicles.

The site is located in an urban area where the road and junction space are shared with public road users and the flow of construction traffic will need to be marshalled and controlled to ensure that potential conflicts are avoided as much as possible.

## 6 Material Storage and Delivery

The Contractor will ensure that the delivery of materials is coordinated to minimise impacts to adjacent properties. Vehicles are not to access the N7 via the Barneys Lane/N7 junction during AM peak traffic. Traffic will instead access the N7 at the Kingswood N7 junction.

The Contractor will ensure that all materials are adequately stored and secured in their site compound. For more details please refer to the Construction and Demolition Waste Management Plan prepared and included in the planning submission.

The Contractor will ensure the roads adjacent to the site are kept clean and free of debris.

## 7 Preliminary Construction Traffic Management Plan

The following sets out the Preliminary Construction Traffic Management Plan (CTMP) for proposed construction of the Charles Green Access Road, Baldonnell Business Park.

This CTMP sets out how the works will be constructed ensuring minimal adverse impact on the external interfaces in the local environment. This plan will be issued to the successful contractor for the works for use as a basis for a construction stage plan.

### 7.1 Existing Site

The existing site is agricultural land and road verge. It is bounded by existing and under construction logistics/warehouse developments to the north and east, and agricultural/ongoing construction works to the west and south. The River Camac flows alongside the proposed road.

The topography of the site is relatively flat.

### 7.2 Proposed Development

#### 7.2.1 Description

The proposed development consists of the construction of a single carriage, circa 54m long 2-way access road and footpath, along with foul and surface water sewer networks which will serve future developments located to the south west of the ongoing development. The existing road is being modified slightly.

#### 7.2.2 Access Arrangements

The site will be accessed from the N7. Vehicles to and from the N7 will access / exit the site via one of the following:

- The site will be accessed via the Clonlara Rd. Clonlara Rd will be accessed via the N7 interchange with R136.
- The site will be accessed via the Clonlara Rd. Clonlara Rd will be accessed via the N7 junction with Barneys Lane.



## 7.3 Construction Programme and Phasing

### 7.3.1 Programme

The project as proposed is subject to planning approval. It would be anticipated that the construction programme will have a duration of 3 months.

### 7.3.2 Construction Phase

The project will be largely broken down into a number of stages:

- Site clearance
- Groundworks
- Foundations and Hydraulic Structures (eg manholes, headwall)
- Laying of sewer pipes
- Construction of road

Please refer to section 8.2.3 for an explanation of these stages, as well as an outline of the works components.

## 7.4 Construction Traffic

### 7.4.1 Site Access and Egress

The site will be accessed for deliveries via Clonlara Road.

Relevant works within the riparian zone of the River and within the Irish Water wayleave will require relevant approval from Inland Fisheries Ireland and Irish Water.

All works required within the public road area to facilitate the above will have traffic management compliant with Chapter 8 of the Traffic Signs Manual. Road Opening Licences will also be sought as necessary.

The site will be adequately hoarded and gated to ensure security and safe working. Within the site, sufficient space will be set aside for material deliveries and craneage points for installation of the prefabricated building units.

### 7.4.2 Reduction of Traffic Movements

Construction traffic movements will be reduced and minimised by:

- Consolidating loads.
- Use of precast and prefabricated materials where possible.
- Scheduling deliveries and removals to being outside normal traffic peaks.
- Ensuring that there is sufficient on-site storage of materials.
- Ensuring deliveries of large elements are done on a just in time basis to reduce the need for queuing of trucks awaiting offloading.

### 7.4.3 Reduction of Adverse Impact on the Local Roads and Environment

To reduce the amount of deleterious material being deposited on roads adjacent to the site road sweeping will be conducted as necessary. Wetting down facilities will be provided as required, to ensure that dust nuisance will not be an issue. Wheel washing facilities will be provided for vehicles prior to leaving site.

#### **7.4.4 Routing**

Please refer to section 5 above.

#### **7.4.5 Site Operatives**

It is not anticipated that there will be significant adverse impact on the existing road network since the number of vehicles will not be significant, and flows will be outside normal peak hours for the area.

The main contractor will be required to form a construction stage travel plan to inform workers of alternative means of transport to the site. Covid-19 is to be managed in line with legislation and government best practice advice.

20 Temporary car parking spaces will be allocated to contractor's staff. These spaces will be located adjacent to the site compound with its location to be determined by the contractor once appointed.

#### **7.4.6 Potential Interface with Other Projects**

The proposed works may have an interface with other projects within the locality. The appointed Contractor will need to coordinate with other Contractors as required to ensure a smooth interface between projects.

There may be a number of PSCS's operating in the urban locality at any one time on individual sites. It will be the responsibility of the appointed Contractor as PSCS to ensure that delivery and haul routes, site access and egress points and potential crossing points associated with the site are fully coordinated and agreed with other Contractors in advance of the works commencing.



## 8 General Construction Approach

### 8.1 Construction Working Space

Construction working space will be set out in the detailed construction management plan at compliance stage.

Construction access routes, haul routes and delivery routes to the site are to be agreed with the Engineer/Employer's Representative in advance of works commencing onsite.

Any road closures required will be submitted and approved in advance with the local authority. It is the responsibility of the Main Contractor to prepare and submit the road closure application to the local authority in advance of works commencing onsite.

The site is located south of Baldonnell Aerodrome. There will be consultation with the Air Corps during the construction of the proposed road. This consultation will involve regular correspondence, notification and agreement.

### 8.2 Outline Works Description

The construction works will involve an indicative sequence of works, as described in short below. The Contractor will outline works which impact public spaces within the Construction Management Plan that shall be subject to submission and agreement with South Dublin County Council.

All method statements are to comply with biodiversity requirements and planning conditions.

#### 8.2.1 Hoarding, Site Set-up and Formation of Site Access/Egress

The site area will be enclosed with hoarding/fencing details of which are to be agreed with SDCC. This will involve providing hoarding/fencing around the proposed site perimeter, in line with the finished development extents. Hoarding panels will be maintained and kept clean for the duration of the works.

The specific proximity of the site compound to the proposed works is to be determined by the contractor.

The Contractor will be responsible for the security of the site. The Contractor will be required to:

- Operate a Site Induction Process for all site staff;
- Ensure all site staff shall have current 'Safe Pass' cards and appropriate PPE;
- Install adequate site hoarding/fencing to the site boundary;
- Maintain site security at all times;
- Separate pedestrian access from construction vehicular traffic;
- Covid-19 is to be managed in accordance with legislation and government best practice advice.

#### 8.2.2 Site Clearance and Demolition

The existing site was until recently a greenfield site but has been recently used for construction traffic access. No demolition works are required. Site clearance will include removing all or part of the temporary construction road prior to works commencing, as well as the removal of vegetation and topsoil on either or both sides of the existing temporary road.



### 8.2.3 Construction Sequence

The construction sequence involves a number of steps including:

- Site clearance and Excavation
- Installation of Proposed Storm, Foul and Watermain Systems
- Roadway Excavation
- Installation of road sub-base through to top layer.
- Pathways and remedial landscaping

The construction methodology and programme of these activities will be dictated by the Contractor.

The Contractor must prepare a Construction and Demolition 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 ensure that surplus material is disposed of at an appropriately licensed land fill site. The Contractor must also outline detailed proposals within the Construction Management Plan to accommodate construction traffic.

The above represents a high-level indicative construction sequence only. The actual sequence will be dictated by the Contractor. The Contractor will issue a detailed construction programme outlining the various stages prior to commencement of works.

## 9 Waste Management Plan

The Main Contractor will be required to prepare a detailed waste management plan for the project. This will be included in the overall construction management plan that will be submitted to the local authority.

For more details please refer to the Construction and Demolition Waste Management Plan prepared and included in the planning submission. The Main Contractor will prepare and submit a detailed construction management plan for the Client’s submission to the local authority for approval.

## 10 Communications and Local Stakeholder Management

The Contractor will, as required, liaise with owners of the local properties in advance of works commencing onsite. The Contractor will use a competent sign provider and all signage used will meet the requirements of the Safety, Health & Welfare at Work (General Applications) Regulations 2007 and Chapter 8 Traffic Signs Manual.

## 11 Construction Noise, Dust and Vibration

The Contractor will establish baselines for noise, dust and vibration in advance of works commencing onsite. As part of their detailed construction management plan, the Contractor will be required to clearly indicate how they plan on monitoring noise, dust and vibration throughout the course of the project. This will be especially critical in relation to the foundation construction and associated works. The Contractor will also be required to clearly outline the mitigation measures they plan on putting in place to ensure any breaches in the baselines are mitigated.

The contractor shall arrange for maintaining site tidiness/cleanliness, including measures to minimise the movement of wind-blown material building materials and dust.

Noise and vibration monitoring to be in accordance with the following standards:

- BS 5228
- ISO 4866
- BS 7385
- BRE DIGEST 403

## 12 Working Hours

The proposed hours of work on site will be 07:00 hrs to 19:00 hrs Monday to Friday and 08:00 hrs to 16:00 hrs Saturday unless otherwise specified by planning conditions. Any working hours outside the normal construction working hours will be agreed with South Dublin County Council. The planning of such works will take consideration of sensitive receptors, in particular any nearby businesses and residences.

## 13 Lighting

There are no proposals to alter the existing lighting arrangements in the area. It is not envisaged that any existing public lighting will need to be disconnected as a result of the proposed works. Appropriate lighting will be provided as necessary at construction compounds. All lighting will be installed so as to minimise light spillage from the site.

## 14 Construction Employment

Construction employment numbers will vary depending on the construction stage of the project and the actual approach adopted by the Contractor. However, it is anticipated that at the peak of construction there will be a workforce of approximately 25 people employed depending on phasing and stage of construction.

## 15 Conclusion

The purpose of this document is to briefly outline the general activities required for the construction of the proposed the surface water drainage, foul water drainage, watermain design and road at Baldonnell Business Park, Dublin.

The construction programme for the works will take an estimated 3 months. The site will be accessed via Clonlara Road across a bridge over the River Camac. The proposed hours of work on site will be 07:00 hrs to 19:00 hrs Monday to Friday and 08:00 hrs to 16:00 hrs Saturday unless otherwise specified by planning conditions. Any working hours outside the normal construction working hours will be agreed with South Dublin County Council. It is anticipated that at the peak of construction there will be a workforce of approximately 25 people employed depending on phasing and stage of construction.

The Main Contractor will be required to prepare a detailed construction management plan for the project.