

No:	TEMPLATE-10	Version:	01	Effective Date:	10.06.22
Title:	CONSTRUCTION MANAGEMENT PLAN				

## 1.0. Introduction

This document will outline a proposed construction methodology for the construction of the vehicular bridge proposed to span the rail line between Kishogue and Fonthill/Clondalkin stations and on the northern boundary of Tiles 3 and 4 in the Seven Mills development, Clondalkin Dublin 22. The content of this document is concept only and the contractor appointed for the works will be required to provide a detailed construction management plan in advance of commencement. All details provided are based on a concept design that is subject to change due to design development and the planning application process.

During the works, all site access points, footpaths and roadways will be maintained in a satisfactory condition and the works carried out in such a manner as to cause minimum inconvenience to adjoining residents and land users.

The appointed contractors detailed CMP will be required to demonstrate it's duty to comply with the following standards:

- Safety, Health & Welfare at Work Act 2005
- Safety, Health & Welfare at Work (General Application) regulations 2016
- Safety, Health and Welfare at Work (Construction) Regs 2013
- Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects.
- Associated legislation and codes of practice.

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## 2.0 Description of Project

The works associated with the site is the construction of a vehicular bridge and all associated infrastructure over the live rail line situated between Kishogue and Fonthill/Clondalkin rail stations and on the northern perimeter of Parkleigh, Seven Mills, Clondalkin Dublin 22. Works are planned to commence in the fourth quarter of 2026 at which stage the residential developments south of the rail line and adjacent to the proposed lands will be complete. See below Figures 1, 2 and 3 which will identify the site location, lands made available for works (LMA), access points, carpark and compound location.



Figure 1 - Site location and access

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Figure 2 – Lands Made Available South of rail line



Figure 33 – Lands Made Available North of rail line

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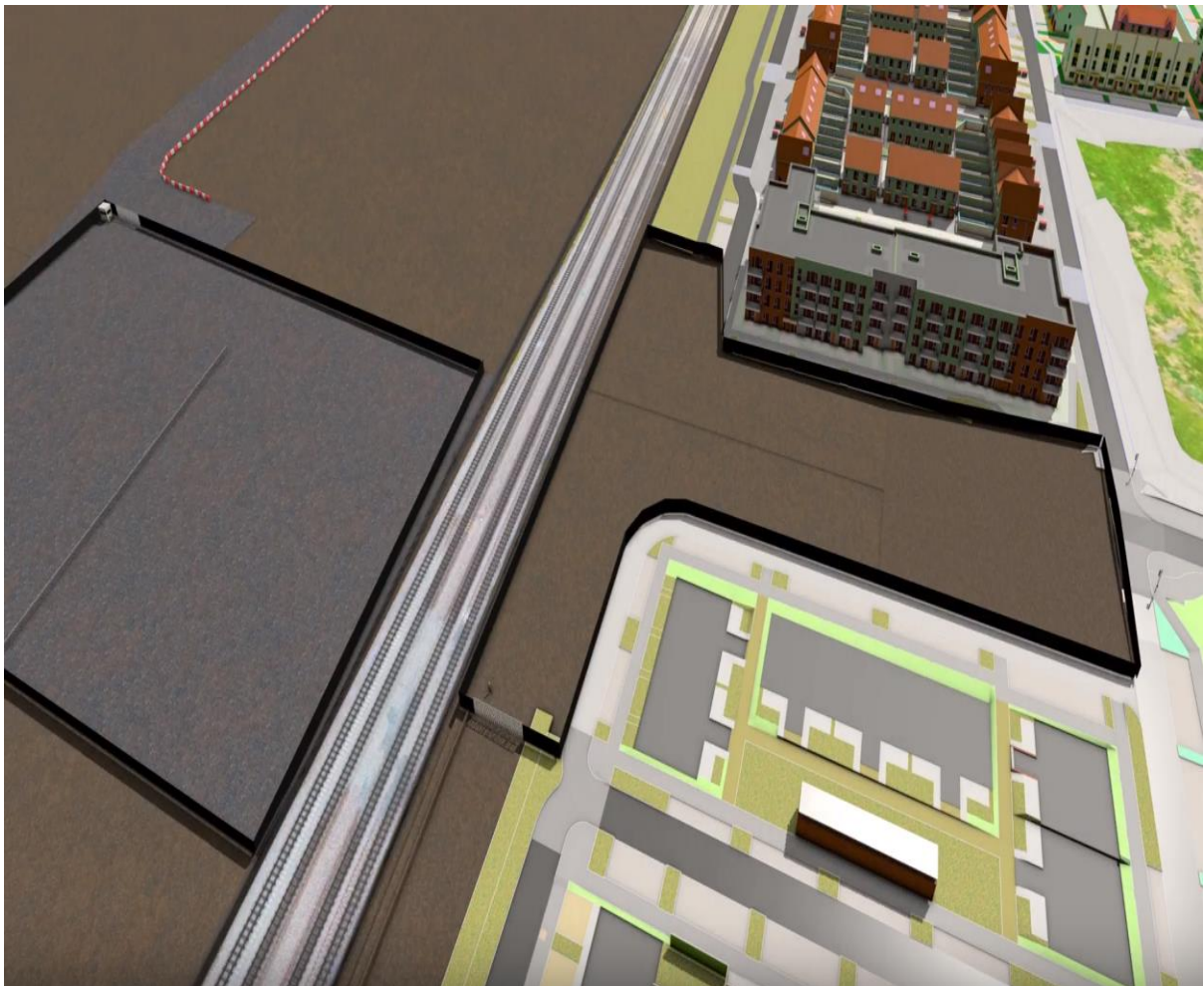
### 3.0 Access to LMA

Access to the LMA south of the rail line will be along the South Link Street, SLS which will be a public road in charge of the Local Authority at the time of commencement and will therefore require a detailed TMP for execution of works. This route is identified with green arrows in Figure 1 above.

Access to the LMA north of the rail line will be from the Fonthill road access to the Northern Link Street, NLS, which will be under construction at the same time as the proposed bridge construction period, co-ordination of access will be required with the NLS contractor. This route is identified with red arrows in Figure 1 above.

### 4.0 Work Sequence

1. Compound established, Traffic Management Controls implemented and site security in place.



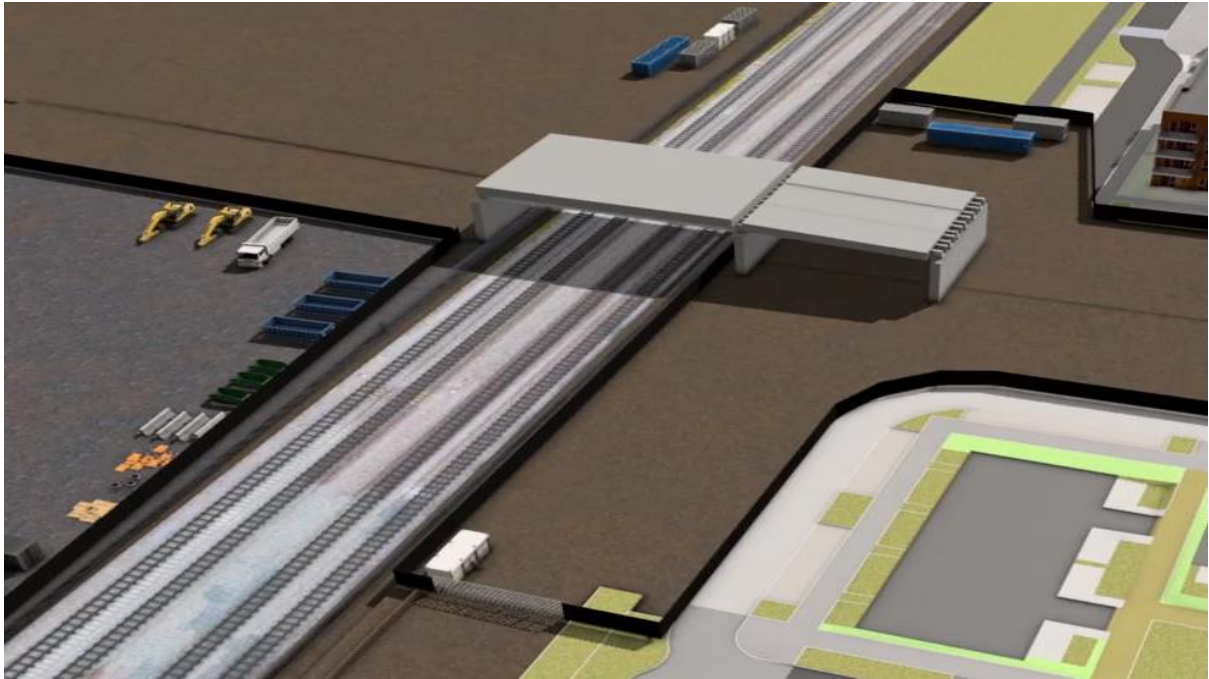
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2. Bridge abutments adjacent to rail line constructed and bridge deck over rail line constructed, access possible from both north and south and lifts achievable with 200T mobile cranes. Works will have to be completed at night with permission from Irish Rail.

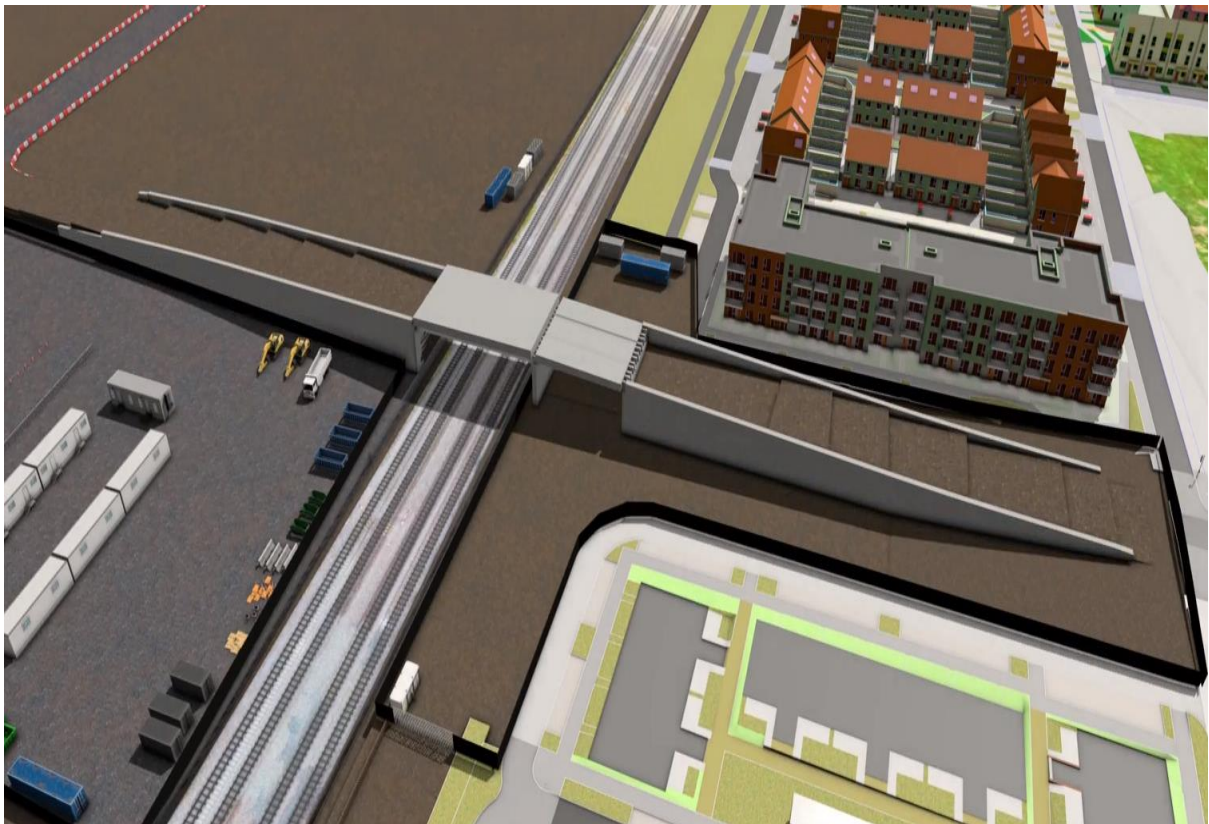


3. Suspended sections adjacent to the rail are constructed, this sequence will minimise the mobile crane size and optimise the available logistical space. Works can be completed during a standard working day.

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4. Earth embankments formed with imported fill to achieve the design levels and gradients.



5. Complete surfacing and guarding.

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6. De-Mobilise compound and reinstate green areas.

