

Planning Department
South Dublin County Council
County Hall
Town Centre
Tallaght
Dublin 24

Tuesday, 12th December 2023

[By Email: planningconditions@sdbulincoco.ie]

Dear Sir/Madam,

RE: COMPLIANCE SUBMISSION (NO. 2) IN RELATION TO LIDL DISCOUNT FOODSTORE ANCHORED DEVELOPMENT AT MAIN STREET UPPER, NEWCASTLE, CO. DUBLIN

SOUTH DUBLIN COUNTY COUNCIL PLANNING REGISTER REFERENCE: SD22A/0312

1.0 INTRODUCTION & SUMMARY

1.1 Preamble

Further to the grant of permission for the above permission, and previous correspondence, the Developer, Lidl Ireland GmbH wishes to confirm compliance with conditions as set down by the Planning Authority.

We trust the above and enclosed is of interest and look forward to your response / confirmation of acceptance of proposals herein.

1.2 Scope & Phasing

In short, and as previously noted, the intended¹ sequence / programme of activities on site is as follows (not including pre-development archaeological testing to date under licence):

1. Commenced 4th December 2023: Enabling works / site stripping / archaeological monitoring and clearance / tree protection fencing / hoarding / security / compound, etc.;
2. 15th January 2024: Demolition works (to some existing structures on site); and,
3. 29th January 2024: Construction works; and,
4. June/July 2024: Completion.

¹ Dates are approximate and can be treated as 'no earlier than' the stated date.

1.3 Overview of Conditions

The planning permission contains 23 no. conditions, and numerous notes, which vary in applicability to the phases of the scheme.

We note varying forms of condition including:

1. General clarifying conditions, i.e. setting out requirements for the development without specific requirement for submission / agreement with the Planning Authority;
2. Pre-commencement conditions, i.e. requiring agreement of details prior to commencement of development;
3. Pre-opening conditions, i.e. requiring agreement of details prior to commencement of operations; and,
4. Other, i.e. 'notes' appended to the schedule of conditions.

Appendix A outlines the full list of conditions, set out in the above grouping.

In relation to remaining conditions, i.e. element nos. 1 & 4 above, we note these do not require the submission of compliance documentation, however the contents of same are noted. In relation to no. 3 above, i.e. pre-opening conditions, these will be addressed under a separate submission at a later date (prior to opening).

This submission is concerned with a portion of element no. 2 above², and of those, the following in particular:

1. External Finishes (Condition no. 2);
2. Roadway, Path and Car Parking Finishes and Materials (Condition no. 3);
3. Phasing Schedule for Construction (Condition no. 6);
4. Signage Illumination (Condition no. 8);
5. Demolition Works Method Statement (Condition no. 13); and,
6. Irish Water Connection (Condition no. 15);
7. Construction Waste Management Plan (Condition nos. 21 & 11(ii));
8. Athgoe Road Toucan Crossing (Condition no. 11(a));
9. Glint & Glare Assessment re. Aviation (Condition no. 14 (a));
10. Additional Engagement with Aviation Operators (Condition no. 14 (b));

The following Section 2.0 outlines compliance proposals (in association with enclosures) itemised by each condition. We trust the below and enclosed details are sufficient to address the requirements of relevant Conditions however should any queries arise please do not hesitate to contact us.

The Developer requests that the Planning Authority revert to confirm the conclusion of each condition as set out above.

² We note that submission no. 1 addressed: Archaeology (Condition no. 12); Community Consultation (Condition no. 18 (v) - We note potential mis-numbering in the schedule of conditions with two part (v) elements to Condition no. 18); Tree Protection (Condition no. 20); Trees & Hedgerow Bond (Condition no. 20); and, Development Contribution (Condition no. 21).

2.0 CONDITIONS OF PLANNING PERMISSION

2.1 Condition no. 2 – Finishes & Materials

We note Condition no. 2 states as follows:

"External Finishes and Materials Prior to the commencement of construction on site, samples of all proposed external finishing materials shall be submitted to and approved in writing by the Planning Authority and sample panels of 2m x 2m of the materials shall be erected on site and once approved, retained for the duration of development for quality control purposes. Development shall be carried out in accordance with the approved samples."

In relation to the above, we enclose details prepared by the scheme designers, Structural Design Solutions Ltd. under Appendix B.

We trust these details satisfy the requirements of the planning authority.

2.2 Condition no. 3 – Roadway, Path and Car Parking Finishes

We note Condition no. 3 states as follows:

"Roadway, Path and Car Parking Finishes and Materials Notwithstanding the submitted details, prior to the commencement of construction of any of the road, pavement, cycleway, parking bay or other hard landscaped areas within the site hereby approved, samples of all proposed external surface finishing materials shall be submitted to and approved in writing by the Planning Authority and sample panels of 3m x 3m of the materials shall be erected on site and once approved, retained for the duration of development for quality control purposes. Development shall be carried out in accordance with the approved samples."

In relation to the above, we enclose details prepared by the scheme designers, Structural Design Solutions Ltd. under Appendix C.

We trust these details satisfy the requirements of the planning authority.

2.3 Condition no. 6 – Phasing Schedule

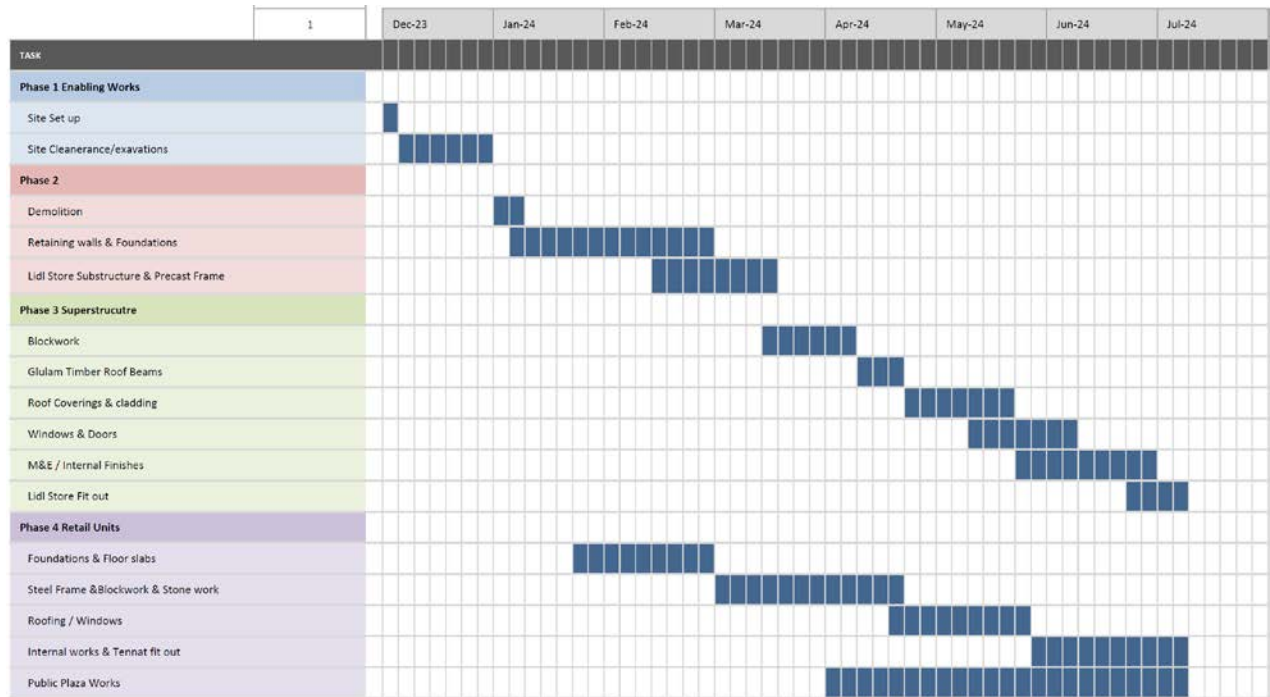
We note Condition no. 6 states as follows:

"Prior to the commencement of development, the developer/landowner shall submit for the written agreement of the Planning Authority, a detailed phasing schedule for the permitted development which clearly demonstrates that the demolition works, public plaza, retail/café unit and retail/unit shall be completed and made available for occupation prior to the opening of the discount retail supermarket unit. The sequence in which works are carried out shall be subject to the written agreement of the Planning Authority."

In relation to the above, we refer to the enclosed programme prepared by the scheme Contractor, for the construction period.

Figure 1 below illustrates same also.

Figure 1: Contractor Programme



Source: NRS Group

We submit that this does clearly demonstrate that the demolition works, public plaza, retail/café unit and retail/unit will be completed and made available for occupation prior to the opening of the discount retail supermarket unit insofar as is practicable.

For the avoidance of doubt however, the Developer has no control over the likelihood of securing occupants/tenants for the non-anchor units. In the absence of same, the fit out stage would be postponed until such time as an occupant is secured, as their fit out requirements would vary.

For the purposes of the above condition, we consider that the reference to completed and made available for occupation is in practical terms completed and made available for fit out for subsequent occupation.

We trust these details satisfy the requirements of the planning authority.

2.4 Condition no. 8 – Signage Illumination

We note Condition no. 8 states as follows:

"Signage Not Internally Lit. The proposed signage shall not be internally illuminated unless otherwise agreed with the Planning Authority."

In relation to the above, we note that the permitted signage – in terms of location and specification – is not in question.

The above matter relates to the illumination of the permitted signage, and specifically that signage which is mounted on the Lidl store, and not the bespoke signage mounted on buildings at Main Street. Furthermore, we note that this submission relates to the Lidl signage, as any further non-anchor signage would be dealt with as and when the occupants and their associated branding is known.

In response to the above, we respectfully submit that the absence of internal illumination (of the store mounted signage) would not be appropriate in the subject case, for a number of reasons.

Firstly, and for the avoidance of doubt, the signage in question would be unaffected whether internal illuminated or otherwise, i.e. the same physical unit would be installed (e.g. with or without a live power connection). As such, illumination does not alter the appearance of the unit in terms of equipment / size / appendages, etc.

Secondly, in the absence of internal illumination, some element of external illumination would be required, which would result in a bulkier / cluttered appearance in comparison to backlit signs. This would appear to be counter productive to the objective of the condition.

Thirdly, illumination of signs would be linked to the building management system to automatically switch off after opening hours, etc. hence there would be no issue in terms of overnight lighting.

Plate 1-5 below illustrate existing store examples at evening / night time with signs illuminated, which we submit gives a wholly reasonable and proportionate appearance.

Plate 1: Lidl Store at Night



Source: Lidl Ireland GmbH

Plate 2: Lidl Store at Night



Source: Lidl Ireland GmbH

Plate 3: Lidl Store at Night



Source: Lidl Ireland GmbH

Plate 4: Lidl Store at Night



Source: Lidl Ireland GmbH

Plate 5: Lidl Store at Night



Source: Lidl Ireland GmbH

Plate 6 below also illustrates a typical store entry area at night time, with and without sign illumination for comparison.

We respectfully submit that a restriction on illumination is therefore not warranted in this instance and we request that the Planning Authority facilitate the illumination of store mounted signage.

Appendix E contains details of the signs in question.

Plate 6: Lidl Store 'with and without' Illumination



Source: Google

2.5 Condition no. 13 – Method Statement for Demolition Works

We note Condition no. 13 states as follows:

"Demolition Works Prior to the commencement of development the Applicant shall submit A Method Statement for the written agreement and approval of the Planning Authority detailing the proposed demolition of the rear extension to Kelly Estates (a Protected Structure RPS Ref. 229). The Method Statement should include; - A Schedule of Works and Methodology for the proposed work to the existing two-storey vernacular townhouse. - Proposed works to existing stone boundary walls to provide for new access points to Main Street Upper. Details should be included for the repair and making good of all original historic boundary walls adhering to best practice and using traditional method and materials. - Due to the Protected Structure (Kelly Estates RPS Ref. 229), the existing vernacular townhouse and boundary walls all of which provide architectural significance within the subject site a Safety Statement should also be included as part of the Method Statement detailing how the Protected Structures and existing historic elements will be protected during the proposed development."

In relation to the above, we enclose a Method Statement prepared by the scheme Contractor, enclosed under Appendix F.

We trust these details satisfy the requirements of the planning authority.

2.6 Condition no. 15 – Irish Water Connection

We note Condition no. 15 states as follows:

"Irish Water Connection Agreement. Prior to the commencement of development the applicant or developer shall enter into water and/or wastewater connection agreement(s) with Irish Water."

In relation to the above, we enclose details from the scheme designers under Appendix G.

We note that an application is with Uisce Éireann at present, and will be concluded in due course, ahead of any connections being made.

We note from the above and enclosed programme that the provision of connections would be premature at this point of the programme.

We trust these details satisfy the requirements of the planning authority.

2.7 Condition nos. 11 (ii) & 21 – Construction Waste Management Plan

We note Condition no. 11 (ii) states as follows:

"(ii) Prior to commencement of development, the applicant shall submit a developed Construction & Demolition Waste Management Plan (C&DWMP) for the written agreement of the Planning Authority."

We note Condition no. 21 states as follows:

"Construction Waste Management Plan. All construction waste arising from the development of the site as approved shall be managed in accordance with all relevant statutory provisions and an agreed site specific Construction Waste Management Plan. All such waste shall be kept to a minimum, segregated where appropriate, and disposed/recovered at a waste facility authorised under the Waste Management (Facility Permit and Registration) Regulations 2007, as amended, to accept the categories of waste. A maximum of two weeks from the date of any Commencement Notice within the meaning of Part II of the Building Control Regulations 1997 and prior to the commencement of any works on site the applicant, owner or developer or any other person with an interest in the land to which the development as approved relates shall lodge with the Planning Authority for written agreement: A site specific Project Construction Waste and Demolition Management Plan that accords with the requirements both of the Council's Waste Management Section and the Council's Waste Enforcement and Licensing Section. All construction and demolition waste shall be managed in accordance with this plan which shall be prepared in accordance with the 'Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects', published by the Department of the Environment, Heritage and Local Government in 2006 and the provision of the Waste Management Plan for the Dublin Region. The plan shall include details to the satisfaction of the Council's Waste Management Section and the Council's Waste Enforcement and Licensing Section for all waste to be generated during site clearance and construction phases, and details of the methods and locations to be employed for the prevention, minimisation, recovery and disposal of this material in accordance with the provision of the Waste Management Plan for the Eastern-Midland Region. A record of daily checks that the works are being undertaken in accordance with the site specific Construction Waste Management Plan shall be kept for inspection by the planning authority."

The plan should also be informed by any Construction Traffic Management Plan required to be prepared and agreed that addresses intended construction practice for the development, including hours of working, construction traffic access route and noise management measures and details of measures to protect watercourses on or adjoining the site from the spillage or deposit of clay, rubble, waste or other debris. In addition, copies of waste disposal/recovery records, including waste collector dockets/invoices and weighbridge dockets, shall be maintained on site during construction activity and made available, at all reasonable times, for inspection by Authorised Persons as appointed under the Waste Management Act 1996, as amended. A Waste Transfer Form shall accompany the transportation of all hazardous waste arising from the development works, in accordance with the European Communities (Shipment of Hazardous Waste Exclusively within Ireland) Regulations 2011. Waste operations shall only be carried out at such time as authorisation pursuant to the Waste Management Act 1996, as amended, has been obtained. Storage of construction materials is not permitted on any public road or footpath, unless agreed in writing with the Planning Authority, having regard to the prior reasonable justification and circumstances of any such storage."

In relation to the above, we enclose a Construction (& Demolition) Waste Management Plan prepared by the scheme Contractor, enclosed under Appendix H.

We trust these details satisfy the requirements of the planning authority.

2.8 Condition no. 11 (i) – Toucan Crossing Details

We note Condition no. 11 (i) states as follows:

"(i) Prior to commencement the applicant/developer shall submit for the written agreement of the Planning Authority the design and construction details of the pedestrian toucan crossing at the Athgoe Road, to be constructed by the applicant/developer at their own expense."

In relation to the above, we enclose details from the scheme designers under Appendix I.

We trust these details satisfy the requirements of the planning authority.

2.9 Condition no. 14 (a) – Glint & Glare regarding Aviation

We note Condition no. 14 (a) states as follows:

"Glint/Glare Assessment regarding Aviation. Prior to the commencement of development, the applicant/owner shall submit the following to the Planning Authority: (a) Written confirmation that the applicant has forwarded a Glint and Glare Assessment which considers the predicted effect of the proposed solar panels on sensitive aircraft receptors of the proposed development to the Irish Aviation Authority."

In relation to the above, we enclose correspondence from the scheme M&E Designers under Appendix J.

We trust these details satisfy the requirements of the planning authority.

2.10 Condition no. 14 (b)(i) – Aviation Considerations @ Construction

We note Condition no. 14 (b)(i) states as follows:

"(b) The written agreement of the Irish Aviation Authority and/or the Air Corps Traffic Service, which states that: (i) The proposed construction works - inclusive of cranes - will not affect the safety, efficiency or regularity of aircraft generally and/or of Air Corps operations."

In relation to the above, we enclose correspondence from the scheme Contractors under Appendix K.

We note a response is awaited. As set out in the above, the principal construction phase is not due to commence for some time, whilst the enclosed clarifies the key timelines.

2.11 Condition no. 14 (b)(ii) – Aviation Considerations incl. Solar Panels

We note Condition no. 14 (b)(ii) states as follows:

"(b) The written agreement of the Irish Aviation Authority and/or the Air Corps Traffic Service, which states that: (ii) The proposed development - inclusive of the solar panels - will not affect the safety, efficiency or regularity of aviation operations or the emergency services (e.g. Coast Guard helicopters) operated in the vicinity of Tallaght Hospital."

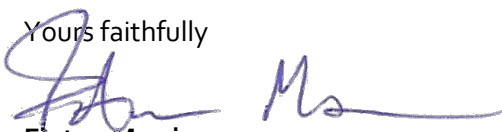
In relation to the above, we enclose details from the scheme designers under Appendix J.

3.0 CONCLUSION

We trust the above and enclosed is of interest and look forward to your response / confirmation of acceptance of proposals as appropriate.

Should you have any further queries or require anything further please do not hesitate to contact us.

Yours faithfully



Fintan Morrin
Associate
The Planning Partnership

Appendix A

Overview of Conditions

General clarifying conditions, i.e. setting out requirements for the development without specific requirement for submission / agreement with the Planning Authority.

No.	Condition
1	Development to be in accordance with submitted plans and details. The development shall be carried out and completed in its entirety in accordance with the plans, particulars and specifications lodged with the application, and as amended by Further Information received on 2nd December 2022 and Clarification of Further Information received on 9th March 2023, save as may be required by the other conditions attached hereto.
4	Goods Deliveries. Goods deliveries to all commercial uses shall not be permitted between the hours of 22.00 hours and 07.00 hours, unless otherwise agreed in writing with the Planning Authority.
5	Hours of Operation. The opening hours of the Discount Foodstore Supermarket shall be Monday to Sunday from 08:00 hours to 22:00 hours, unless otherwise agreed in writing with the Planning Authority.
9	Restrictions on Signage. Notwithstanding the provisions of the Planning and Development Regulations 2001, or any statutory provision amending or replacing them, no further advertisement signs (including any signs installed to be visible through windows), advertisement structures, banners, canopies, flags, or other projecting elements shall be displayed or erected on the development or within the curtilage of the site, unless authorised by a grant of planning permission.
10	Services to be Underground. All public services to the proposed development, including electrical, information and communications technology (ICT) telephone and street lighting cables and equipment shall be located underground throughout the entire site. There shall also be provision for broadband throughout the site in accordance with the Planning Authority's policy and requirements.
16	Drainage - Irish Water. (a) The water supply and drainage infrastructure, shall comply with the requirements of Irish Water. (b) There shall be complete separation of the foul and surface water drainage systems, both in respect of installation and use. All new precast surface water manholes shall have a minimum thickness surround of 150mm Concrete Class B.
19	Minimise Air Blown Dust. During the construction and or demolition phase of the development, Best Practicable Means shall be employed to minimise air blown dust being emitted from the site. This shall include covering skips and slack-heaps, netting of scaffolding, daily washing down of pavements or other public areas, and any other precautions necessary to prevent dust nuisances. The applicant/developer shall comply with British Standard B.S. 5228 Noise Control on Construction and Open sites and British Standard B.S. 6187 Code of Practice for demolition.
11 (iv)	(iv) 100% of the parking spaces shall be constructed to be capable of accommodating future charging points as outlined in as outlined in SDCC CDP section 12.7.5.
17 (ii)	(ii) A grease trap shall be provided on the drainage system for any waste water leaving the kitchen and dish wash areas of any food premises.
17 (iii)	(iii) A suitable location for the storage of refuse is to be provided
18 (i)	Construction Noise and Hours. (i) No equipment or machinery (to include pneumatic drills, construction vehicles, generators, etc) shall be operated on or adjacent to the construction site before 08:00 hours on weekdays and 09:00 hours on Saturdays nor after 19:00 hours on weekdays and 13:00 hours on Saturdays, nor at any time on Sundays, Bank Holidays or Public Holidays. Any work outside of these hours shall only be permitted following a written request to the Planning Authority and subsequent receipt of the written consent of the Planning Authority, having regard to the reasonable justification and circumstances and a commitment to minimise as far as practicable any unwanted noise outside the hours stated above.

No.	Condition
18 (ii)	(ii) Noise levels arising from construction activities shall not be so loud, so continuous, so repeated, of such duration or pitch or occurring at such times as to give rise to a noise nuisance affecting a person in any premises in the neighbourhood.
18 (iii)	(iii) Once under construction the site is to be surrounded by a solid hoarding to a minimum height of 2.4m as specified in the acoustic report reference 22/0557R01 and dated 20th of July 2022.
18 (iv)	(iv) Noise due to the normal operation of the proposed development, expressed as Laeq over 15 minutes at the façade of a noise sensitive location, shall not exceed the daytime background level by more than 10 dB(A) and shall not exceed the background level for evening and night time. Clearly audible and impulsive tones at noise sensitive locations during evening and night shall be avoided irrespective of the noise level.
18 (ix)	(ix) The development shall be so operated that there will be no emissions of malodours, gas, dust, fumes or other deleterious materials, no noise or noise vibration on site as would give reasonable cause for annoyance to any person in any residence, adjoining premises or public place in the vicinity.
18 (v)	(v) The building services plant area located on the roof of the development must be enclosed with a 2 metres high boundary wall as specified in the acoustic report reference 22/0557R01 and dated 20th of July 2022.
18 (vi)	(vi) A suitable location for the storage of refuse shall be provided during the construction and operational phase of the development so as to prevent a public health nuisance.
18 (vii)	(vii) Signage or lighting to be used on site during both construction and the on-going operation of the development must not be intrusive to any light sensitive location including residential properties in close proximity to the development.
18 (viii)	(viii) The applicant shall put in place a pest control contract for the site for the duration of the construction works.
7 (i)	Retail/Commercial Units: (i) No planning permission is hereby granted for the application of any vinyl manifestations to the glazing of the northern, southern and western elevations of the retail/café unit and the southern, eastern and northern elevations of the retail/commercial unit. The glazing to all windows shall be kept free of all stickers, posters and advertisements.
7 (ii)	(ii) The internal configuration and fit out of the retail/café unit and the retail/commercial unit shall be arranged in such a manner so as to keep all internal shop fittings, including shelving etc away from windows along the northern, southern and western elevations of the retail/café unit and the southern, eastern and northern elevations of the retail/commercial unit.
7 (iv)	(iv) Unless otherwise agreed in writing, the operational hours of the retail/café unit and retail/commercial unit on Main Stree shall be Monday to Saturdays from 08:00 hours to 22:00, 7 days per week.

Pre-commencement conditions, i.e. requiring agreement of details prior to commencement of development – shaded orange conditions included in this submission – shaded green included in submission no. 1 – unshaded to be addressed separately (as and when required).

No.	Condition
2	External Finishes and Materials Prior to the commencement of construction on site, samples of all proposed external finishing materials shall be submitted to and approved in writing by the Planning Authority and sample panels of 2m x 2m of the materials shall be erected on site and once approved, retained for the duration of development for quality control purposes. Development shall be carried out in accordance with the approved samples.
3	Roadway, Path and Car Parking Finishes and Materials Notwithstanding the submitted details, prior to the commencement of construction of any of the road, pavement, cycleway, parking bay or other hard landscaped areas within the site hereby approved, samples of all proposed external surface finishing materials shall be submitted to and approved in writing by the Planning Authority and sample panels of 3m x 3m of the materials shall be erected on site and once approved, retained for the duration of development for quality control purposes. Development shall be carried out in accordance with the approved samples.
6	Prior to the commencement of development, the developer/landowner shall submit for the written agreement of the Planning Authority, a detailed phasing schedule for the permitted development which clearly demonstrates that the demolition works, public plaza, retail/café unit and retail/unit shall be completed and made available for occupation prior to the opening of the discount retail supermarket unit. The sequence in which works are carried out shall be subject to the written agreement of the Planning Authority.
8	Signage Not Internally Lit. The proposed signage shall not be internally illuminated unless otherwise agreed with the Planning Authority.
13	Demolition Works Prior to the commencement of development the Applicant shall submit A Method Statement for the written agreement and approval of the Planning Authority detailing the proposed demolition of the rear extension to Kelly Estates (a Protected Structure RPS Ref. 229). The Method Statement should include; - A Schedule of Works and Methodology for the proposed work to the existing two-storey vernacular townhouse. - Proposed works to existing stone boundary walls to provide for new access points to Main Street Upper. Details should be included for the repair and making good of all original historic boundary walls adhering to best practice and using traditional method and materials. - Due to the Protected Structure (Kelly Estates RPS Ref. 229), the existing vernacular townhouse and boundary walls all of which provide architectural significance within the subject site a Safety Statement should also be included as part of the Method Statement detailing how the Protected Structures and existing historic elements will be protected during the proposed development.
15	Irish Water Connection Agreement. Prior to the commencement of development the applicant or developer shall enter into water and/or wastewater connection agreement(s) with Irish Water.
20	Protection of Existing Hedgerows and Trees - In order to ensure the protection of hedgerows and trees to be retained within the site, the applicant shall implement all recommendations contained within the Arboricultural Report. - Tree and Hedgerow protection must conform to BS5837:2012, must be fit for purpose and commensurate with the nature of Development and the expected day-to-day activities of the site works. -
20	Tree and Hedgerow Bond and Arboricultural Agreement: - Prior to the commencement of any permitted development or any related construction activity or tree felling on the site, the applicant shall lodge a Tree and Hedgerow Bond to the value of €50,000.00 with the Planning Authority. This is to ensure the protection of trees and hedgerows on and immediately adjacent to the site to make good any damage caused during the construction period.

No.	Condition
21	<p>Construction Waste Management Plan. All construction waste arising from the development of the site as approved shall be managed in accordance with all relevant statutory provisions and an agreed site specific Construction Waste Management Plan. All such waste shall be kept to a minimum, segregated where appropriate, and disposed/recovered at a waste facility authorised under the Waste Management (Facility Permit and Registration) Regulations 2007, as amended, to accept the categories of waste. A maximum of two weeks from the date of any Commencement Notice within the meaning of Part II of the Building Control Regulations 1997 and prior to the commencement of any works on site the applicant, owner or developer or any other person with an interest in the land to which the development as approved relates shall lodge with the Planning Authority for written agreement: A site specific Project Construction Waste and Demolition Management Plan that accords with the requirements both of the Council's Waste Management Section and the Council's Waste Enforcement and Licensing Section. All construction and demolition waste shall be managed in accordance with this plan which shall be prepared in accordance with the 'Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects', published by the Department of the Environment, Heritage and Local Government in 2006 and the provision of the Waste Management Plan for the Dublin Region. The plan shall include details to the satisfaction of the Council's Waste Management Section and the Council's Waste Enforcement and Licensing Section for all waste to be generated during site clearance and construction phases, and details of the methods and locations to be employed for the prevention, minimisation, recovery and disposal of this material in accordance with the provision of the Waste Management Plan for the Eastern-Midland Region. A record of daily checks that the works are being undertaken in accordance with the site specific Construction Waste Management Plan shall be kept for inspection by the planning authority. The plan should also be informed by any Construction Traffic Management Plan required to be prepared and agreed that addresses intended construction practice for the development, including hours of working, construction traffic access route and noise management measures and details of measures to protect watercourses on or adjoining the site from the spillage or deposit of clay, rubble, waste or other debris. In addition, copies of waste disposal/recovery records, including waste collector dockets/invoices and weighbridge dockets, shall be maintained on site during construction activity and made available, at all reasonable times, for inspection by Authorised Persons as appointed under the Waste Management Act 1996, as amended. A Waste Transfer Form shall accompany the transportation of all hazardous waste arising from the development works, in accordance with the European Communities (Shipment of Hazardous Waste Exclusively within Ireland) Regulations 2011. Waste operations shall only be carried out at such time as authorisation pursuant to the Waste Management Act 1996, as amended, has been obtained. Storage of construction materials is not permitted on any public road or footpath, unless agreed in writing with the Planning Authority, having regard to the prior reasonable justification and circumstances of any such storage.</p>
23	<p>Financial Contribution. The developer shall pay to the Planning Authority a financial contribution of €254,015.10 (Two Hundred and Fifty Four Thousand and Fifteen Euro and Ten Cent), in respect of public infrastructure and facilities benefiting development within the area of the Planning Authority, that is provided, or intended to be provided by or on behalf of the authority, in accordance with the terms of the Development Contribution Scheme 2021 - 2025, made under Section 48 of the Planning and Development Acts 2000-2011 (as amended). The contributions under the Scheme shall be payable prior to commencement of development or as otherwise agreed in writing by the Council. Contributions due in respect of permission for retention will become payable immediately on issue of the final grant of permission. Contributions shall be payable at the index adjusted rate pertaining to the year in which implementation of the planning permission is commenced. REASON: The provision of such facilities will facilitate the proposed development. It is considered reasonable that the payment of a contribution be required, in respect of public infrastructure and facilities benefiting development in the area of the Planning Authority and that is provided, or that is intended will be provided, by or on behalf of the Local Authority.</p>
11 (i)	<p>(i) Prior to commencement the applicant/developer shall submit for the written agreement of the Planning Authority the design and construction details of the pedestrian toucan crossing at the Athgoe Road, to be constructed by the applicant/developer at their own expense.</p>
11 (ii)	<p>(ii) Prior to commencement of development, the applicant shall submit a developed Construction & Demolition Waste Management Plan (C&DWMP) for the written agreement of the Planning Authority.</p>
11 (iii)	<p>(iii) Prior to commencement of any works in the public domain, and in order to comply with The Roads Act 1993 Section 13 Paragraph 10, a Road Opening Licence must be secured from South Dublin County Council, Roads Maintenance Department.</p>
12 (i)	<p>Archaeological Monitoring. Prior to the commencement of development on site, the developer/applicant shall discharge the following conditions: (i) The developer shall engage a suitably qualified archaeologist to monitor (as an extension of Licence No. 22Eo840 under the National Monuments Acts) all site clearance works, topsoil stripping, groundworks and/or dredging within the greenfield portion of the development site. The use of appropriate machinery to ensure the preservation and recording of any surviving archaeological remains shall be necessary.</p>

No.	Condition
12 (ii)	(ii) Provide an updated Method Statement for the licensed archaeological monitoring, to be approved by the Department of Housing Local Government and Heritage, will include methodology for the preservation of features that were discovered during testing under Licence No. 22Eo84o.
12 (iii)	(iii) Should additional archaeological remains be identified during the course of archaeological monitoring, all works shall cease in the area of archaeological interest pending a decision of the planning authority, in consultation with this Department, regarding appropriate mitigation [preservation in-situ/excavation].
12 (iv)	(iv) The developer shall facilitate the archaeologist in recording any remains identified. Any further archaeological mitigation requirements specified by the planning authority, following consultation with this Department, shall be complied with by the developer.
12 (v)	(v) Following the completion of all archaeological work on site and any necessary post-excavation specialist analysis, the planning authority and this Department shall be furnished with a final archaeological report describing the results of the monitoring and any subsequent required archaeological investigative work/excavation required. All resulting and associated archaeological costs shall be borne by the developer.
14 (a)	Glint/Glare Assessment regarding Aviation. Prior to the commencement of development, the applicant/owner shall submit the following to the Planning Authority: (a) Written confirmation that the applicant has forwarded a Glint and Glare Assessment which considers the predicted effect of the proposed solar panels on sensitive aircraft receptors of the proposed development to the Irish Aviation Authority.
14 (b)(i)	(b) The written agreement of the Irish Aviation Authority and/or the Air Corps Traffic Service, which states that: (i) The proposed construction works - inclusive of cranes - will not affect the safety, efficiency or regularity of aircraft generally and/or of Air Corps operations.
14 (b)(ii)	(ii) The proposed development - inclusive of the solar panels - will not affect the safety, efficiency or regularity of aviation operations or the emergency services (e.g. Coast Guard helicopters) operated in the vicinity of Tallaght Hospital.
18 (v)	(v) The developer shall ensure that adequate community consultation is carried out prior to construction commencing on site. This should include distribution of information in the form of a letter or leaflet to all surrounding receivers including residential and commercial. All nearby receivers must be provided with the following information: -Overall schedule of works to include approximate timeframes -Name and contact details of contractor responsible for managing complaints -Hours of operation-including any scheduled times for heavy machinery Where intrusive machinery is required to be used at short notice, the main contractor shall ensure that nearby receivers are informed prior to works commencing.

Notes:

1. In relation to Condition no. 11 (iii) the requirements are noted and the Applicant confirms they will be adhered to. No specific action is required pending the intention to carry out works in the public domain; and,
2. In relation to Condition no. 12, we note that archaeological works are ongoing and the appointed consultants will ensure that the specific steps set out are adhered to, separately from this correspondence.

Pre-opening conditions, i.e. requiring agreement of details prior to commencement of operations.

No.	Condition
22	Taking-in-Charge: The applicant shall submit and agree in writing with SDCC Public Realm Section what will be taken in charge by SDCC. This shall include written statement by the applicant and a public open space drawing map clearly demonstrating what is proposed for taking in charge by SDCC. If a management company is taking in charge public open space the management company's details shall be submitted with the written confirmation and a detailed drawing. SDCC are be unable to take in charge areas that require, excessive resources in terms of maintenance. The use of herbicides is avoided by SDCC in residential areas.
11 (v)	(v) A Mobility Management Plan is to be completed within six months of opening of the proposed development. The Mobility Management Plan shall be submitted for the written agreement of the Planning Authority.
17 (i)	Environmental Health Department (i) Full consultation shall take place with the Environmental Health Department prior to the commencement of any food business operation at the site.
18 (vi)	(vi) Following commencement of the development the applicant is required to submit an Acoustic Verification report to South Dublin County Council. The report must confirm whether the development complies with Councils noise criteria relevant to this proposal: Noise due to the normal operation of the proposed development, expressed as Laeq over 15 minutes at the façade of a noise sensitive location, shall not exceed the daytime background level by more than 10 dB(A) and shall not exceed the background level for evening and night time. (a) Acoustic design criteria or performance specifications that have arisen from the acoustic report or any subsequent acoustic assessment shall be finalised and verified by a suitably qualified acoustic consultant. (b) The acoustic verification report must assess the impact of noise associated with deliveries with respect to existing and future receivers. Where modifications are required to reduce the noise impact these must modifications must be included as clear recommendations for the subject development. (c) This Acoustic Verification report should comprise of noise monitoring data at any noise sensitive locations. It should also include the cumulative noise level whereby the existing noise levels are included in assessment of the developments overall impact.
7 (iii)	(iii) Prior to the occupation and opening of the retail/café unit and retail/commercial unit on Main Street, the Applicant shall provide details of the intended operator of the 2 No. units.
7 (v)	(v) Prior to the occupation and opening of the retail/café unit and retail/commercial unit on Main Street, the Applicant shall provide for the written agreement of the Planning Authority full details of proposed signage to include plan and elevational drawings demonstrating signage lettering, logo dimensions, colours, materials, finishes and illumination type.

Other, i.e. 'notes' appended to the schedule of conditions.

No.	Condition
N/A	NOTE: The applicant is advised that under the provisions of Section 34 (13) of the Planning and Development Act 2000 (as amended) a person shall not be entitled solely by reason of a permission to carry out any development.
	NOTE: The applicant is advised that in the event of encroachment or oversailing of adjoining property, the consent of the adjoining property owner is required.
	NOTE: The applicant or developer should ensure that all necessary measures shall be taken by the contractor to prevent the spillage or deposit of clay, rubble or other debris on adjoining roads during the course of the works and to ensure that any such instances arising are remedied immediately.
	NOTE: The applicant/developer is advised that the most up to date South Dublin County Council Taking in Charge Policy and associated documents can be found at the following location https://www.sdcc.ie/en/services/planning/commencement-and-completion/completion/taking-in-charge-policy-standards .
	NOTE: Adequate provision should be made to facilitate access to and the use of the development, buildings, facilities and services by disabled persons, including sanitary conveniences. The minimum requirements should be as per Part M of the Building Regulations.
	NOTE: The requirements of the HSE Environmental Health Officer shall be ascertained prior to the commencement of development in the interest of public health.
	NOTE: Where the applicant proposes to connect to a public water/wastewater network operated by Irish Water, the applicant must sign a connection agreement with Irish Water prior to the commencement of the development and adhere to the standards and conditions set out in that agreement.
	NOTE: The requirements of the HSE Environmental Health Officer shall be ascertained prior to the commencement of development in the interest of public health.
	NOTE: A Roads Opening Licence must be obtained from South Dublin County Council prior to the commencement of any works in the public domain in order to comply with the Roads Act 1993, Section 13, paragraph 10. Under this Act, non-compliance constitutes an offence.
	NOTE: The applicant shall notify the Irish Aviation Authority and the Department of Defence regarding any cranes likely to penetrate ICAO surfaces.
	NOTE: Notwithstanding any grant of planning permission; if an applicant requires permission to access local authority land (e.g. public footpaths, public open space or roadways) in order to access utilities, or for any other reason; please apply via https://maproadroadworkslicensing.ie/MRL/ for a licence from the Local Authority to carry out those works.

Appendix B

Finishes & Materials

23197 – Lidl Newcastle, Co. Dublin.

Proposed external finishes – Buildings

30.11.2023

CIVIL, BUILDING & STRUCTURAL ENGINEERS

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Dublin: Silverdale, Old Swords Road, Santry, Dublin 9. Tel: +353 (0)1 6877480

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Email: info@structuraldesign.ie Web: www.structuraldesign.ie



Lidl Store



Proposed roof finish 1.

Kingspan insulated panel, grey colour finish, with Kingspan PV panels.

Photo of recently completed Lidl store in Claremorris.

Panels to be installed on this store. Typical installation on Lidl stores.



Proposed roof finish 2

Soprema green roof system – sedum planting with gravel edging.

Photo of recently completed Lidl store in Clonsilla. Typical installation on Lidl stores.



Proposed windows

Aluminium frame windows, frame to RAL 7024 (dark grey).

Photo of recently completed Lidl store in Claremorris. Typical installation on Lidl stores.

Proposed entrance pod

Aluminium frame with sliding doors, frame to RAL 7024 (dark grey).

Soffit of canopy over entrance pod, RAL 7024 (dark grey) aluminium soffit tray.

Photo of recently completed Lidl store in Claremorris. Typical installation on Lidl stores.



Proposed cladding.

Kingspan insulated cladding to RAL 9006 (silver grey).

Proposed capping.

Alucobond aluminium capping, 100mm deep, to RAL 9006 (silver grey).

Photo of recently completed Lidl store in Claremorris.

Panels to be installed on this store. Typical installation on Lidl stores.



Proposed wall finish.

Rendered with bauprotec sprayed render, painted RAL 9010 (white) with RAL 7038 (light grey) plinth at bottom.

Proposed external door.

Metal door, powder coated to RAL 7024 (dark grey).

Proposed external door.

Metal door, powder coated to RAL 7024 (dark grey).

Photo of recently completed Lidl store in Claremorris.

Typical installation on Lidl stores.



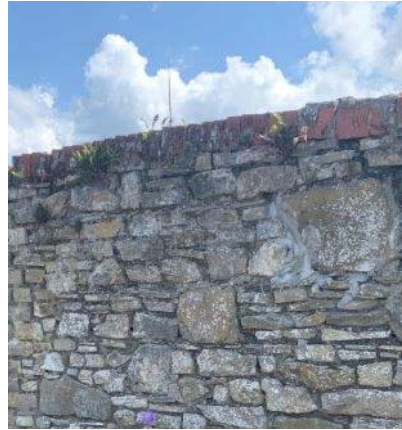
Proposed stone finish.

Fernhill 12mm thick natural limestone cladding tile.

As installed at Lidl stores in Shankill and Mallow.

Photo from Lidl Shankill, Typical installation on Lidl store.

Buildings C & D Café/Retail units.



Roof finish 1 (facing carpark).

VM Quartz Plus Zinc roof.

Roof finish 2 (facing Athgoe Road).

Natural slate tiles, colour blue/black.

Proposed walls finish

Natural stone finish to match existing boundary walls on Athgoe Road.

Proposed external windows (facing Athgoe Road, existing building heritage façade).

Timber frame double glazed sash windows, colour to match surrounding buildings.

Proposed external windows (facing into carpark, extension part of building).

Aluminium frame windows, frame to RAL 7024 (dark grey).



Appendix C

Roadway, Path and Car Parking Finishes

23197 – Lidl Newcastle, Co. Dublin.

Proposed hardstanding finishes – External surfacing

30.11.2023

CIVIL, BUILDING & STRUCTURAL ENGINEERS

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Lidl Store



Proposed Paving Finish to site entrance

Kilsaran Trinity block paving, Silver colour finish, 600x400x80mm Thick.

Photo from Kilsaran.

Panels to be installed at site entrance footpaths.



Proposed paving finishing to carpark islands and building perimeter

Barleystone Larchfield Block Paving Colour Damson – 200x100x80mm Thick

Photo from Barleystone. Typical installation on Lidl stores.



Proposed Roadstone Duraflow Porous Tarmac

Porous tarmac surfacing to lightly loaded carpark spaces and circulation routes. The HGV route will not have porous surfacing in accordance the planning approved drawings.

Photo of typical retail development from Roadstone.

Proposed impermeable SMA surfacing

40mm SMA wearing course with 10mm chip to HGV circulation route..

Photo of recently completed Lidl store in Clonshaugh. Typical installation on Lidl stores.



Proposed concrete delivery ramp and footpaths

Reinforced concrete ramp lined with yellow thermoplastic paint.

Photo of recently completed Lidl store in Clonshaugh.

Typical installation on Lidl stores.



Proposed concrete footpaths, tactile paving and precast kerbing

Cast insitu brushed concrete footpath bordered with precast kerbing and tactile paving slabs.

Photo of recently completed Lidl store in Clonshaugh.

Typical installation on Lidl stores.

Appendix D

Phasing Schedule (Construction Stage)

Appendix E

Signage Details

MILD STEEL SUPPORT POST TO BEAR ALUMINIUM LIGHT BOX FRAME. POWDER COATED EPOXY/ENAMEL FINISH -RAL 7024 LIGHT BOX TO COMPRISE 5mm ACRYLIC FACING (OPAQUE) BOTH SIDES BACK-SPRAYED SHOWING CORPORATE LOGO SET IN COATED ALUMINIUM BOX FRAME. POST TO HAVE BASE PLATE FOR FIXING TO CONCRETE PLINTH. ALL STEEL WORK TO BE GALVANISED PRIOR TO PAINTED FINISH BEING APPLIED. SIGN INTERNALLY ILLUMINATED BY 1 NO. LIGHT GRID WITH 18 TUBES AT 36 WATT.

BLUE RAL 5010
 RED RAL 3020
 YELLOW RAL 1021

REFER TO DRAWING 3020 FOR THE LOCATION OF FLAG POLE

IMPORTANT NOTE:
 SETTING OUT DIMENSIONS AND DETAILS OF THE FLAG POLE TO BE CONFIRMED WITH ARCHITECT

ELEVATION LIDL FLAGPOLE SIGN (CAR PARK ENTRANCE)

SCALE = 1:50



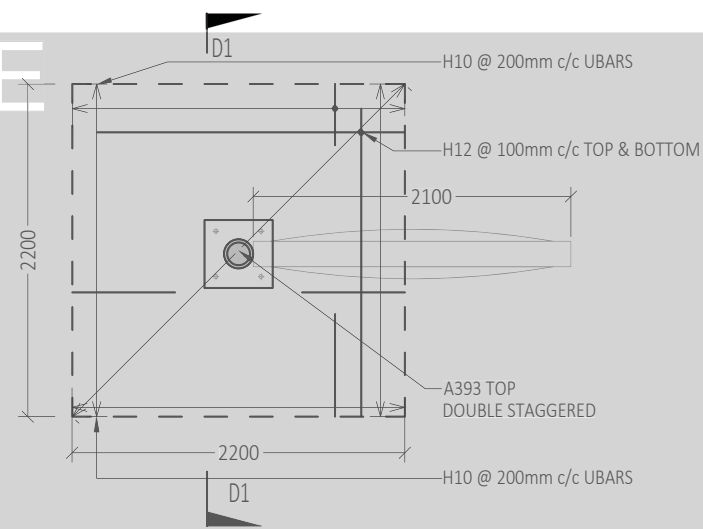
LETTERED PANELS ARE SQUARED MILLED 1780x500 mm AND WITH FOILED ACRYL GLASS DEPOSITED ORACAL 751-073 GREY SIMILAR TO RAL 7024

METAL FRAME OF SIGN

GREY PLASTIC CAP OVER SOCKET

(GREY CEE SOCKET, WATERPROOF SWITCHED ON FROM THE SWITCH IN DADO TRUNKING IN MANAGER OFFICE)

250mm SUB BASE CLAUSE 804 ROLLED IN LAYERS NOT EXCEEDING 200mm AND FULLY COMPACTED WITH A SUITABLE MECHANICAL ROLLER

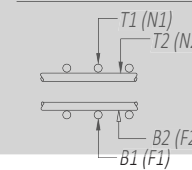


PLAN LIDL FLAGPOLE SIGN (CAR PARK ENTRANCE)
 SCALE = 1:50

BAR LAP TABLE

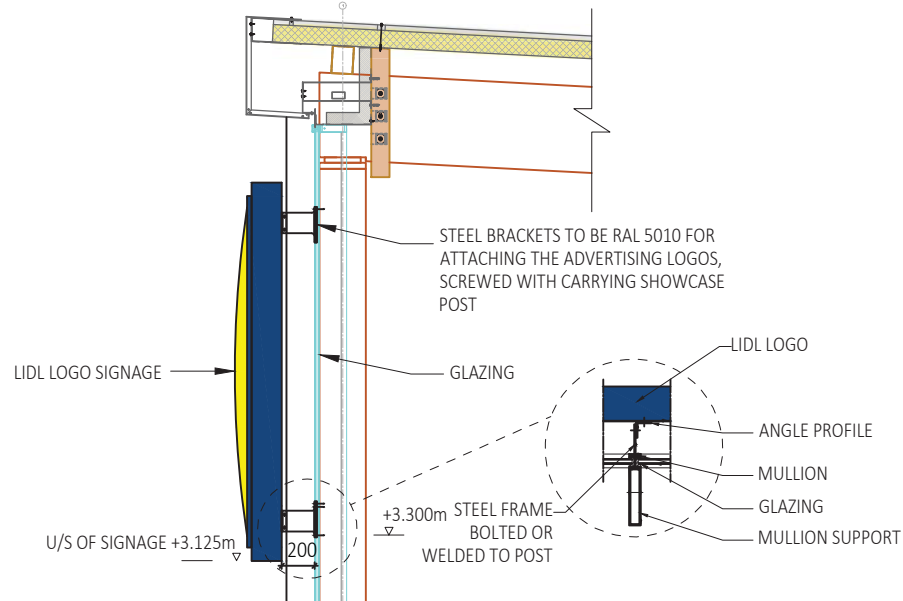
BAR TYPE	BAR LAPS
H12	480
H16	640
H20	800
H25	1000
H32	1280

LAYERING CONVENTION



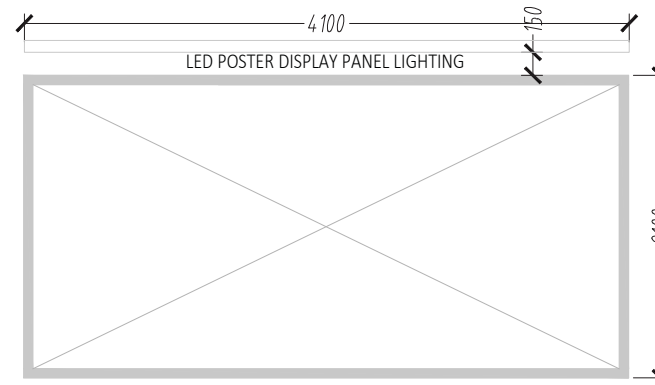
CONCRETE NOTES:

- 2.1 CONCRETE GRADE TO BE C30/37 WITH 20mm MAX. AGGREGATE. NOMINAL COVER TO MAIN REINFORCEMENT. TOP 30mm, BOTTOM 40mm, SIDES 35mm
- 2.2 ALL HOLES SHALL BE FORMED AND ALL INSERTS CAST IN AT THE TIME OF POURING CONCRETE. NO PART OF THE CONCRETE WORKS SHALL BE DRILLED OR CUT AWAY WITHOUT APPROVAL OF THE ENGINEER.
- 2.3 DO NOT PLACE CONCRETE WHEN THE AMBIENT AIR TEMPERATURE IS LESS THAN 5°C.
- 2.4 REINFORCEMENT SHALL BE
 - (i) PLAIN BARS TO BS EN 10025 - 1 GRADE 250 (MILD STEEL), OR
 - (ii) DEFORMED BARS TO BS4449 GRADE 500B, PREFIX H ON DRAWINGS AND SCHEDULES
 - (iii) MESH TO BS 4483
- 2.5 REINFORCEMENT SHALL BE FIXED ADEQUATELY USING TYING WIRE OR STEEL CLIPS. CONCRETE COVER IS TO BE AS SPECIFIED. CHAIRS AND SPACERS ARE TO BE PROVIDED AS NECESSARY TO MAINTAIN THE SPECIFIED COVER.
- 2.6 UNLESS NOTED OTHERWISE, ALL REINFORCEMENT IS TO BE LAPPED 40d (WHERE d IS THE DIAMETER OF THE LARGER BAR)
- 2.7 MINIMUM COVER TO ALL REINFORCEMENT TO BE 35mm SIDES & BOTTOM AND 25mm TOP.
- 2.8 BLOCKWORK DIMENSIONS TO BE CHECKED OFF OF RELEVANT CONSTRUCTION DRAWINGS AND DISCREPANCIES REVERTED TO ENGINEER.
- 2.9 ALL SETTING OUT DIMENSIONS TO BE CHECKED AGAINST ANY OTHER RELEVANT CONSTRUCTION DRAWINGS. CONSTRUCTION DRAWING DIMENSIONS TO TAKE PRECEDENCE.
- 2.10 CHAIRS OR ANY OTHER REQUIRED SUPPORT REINFORCEMENT TO MAIN CONTRACTOR RESPONSIBILITY.
- 2.11 ALL LAPS BETWEEN A193 & A393 MESH AROUND PERIMETER OF STORE TO BE 600mm. ALL OTHER LAPS THROUGHOUT STORE TO BE 400mm.
- 2.12 EXACT LOCATION AND SIZE OF THE REQUIRED RC FLOOR SLAB PENETRATION , POP UPS MUST BE AGREED WITH ENGINEER PRIOR CONSTRUCTION AND MUST BE INCORPORATED INTO THE SLAB PRIOR POURING THE SLAB . NO INTERFERENCE WITH THE FINISHED RC SLAB STRUCTURE IS ALLOWED.



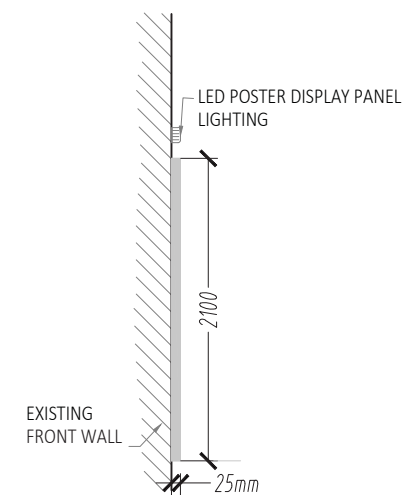
SIGN TYPE 3 - 2. NO. GABLE LOGO SIGNAGE (2.5 X 2.5 m)

SCALE = 1:50



SIGN TYPE 4 - POSTER DISPLAY PANEL- 1 No. EXTERNAL (EXTERNALLY ILLUMINATED)

SCALE = 1:50



WHEN GROUND BEARING RATIO IS LESS THAN 6%, LEANMIX TRENCHFILL AND INSPECTION REQUIRED AND VERIFICATION OF GROUND CONDITIONS

PLEASE READ THESE DRAWINGS IN CONJUNCTION WITH CURRENT LIDL CORPORATE SPECIFICATION. CORPORATE SPECIFICATION TO TAKE PRECEDENCE AT ALL TIMES, ANOMOLIES TO BE NOTED IN WRITING IMMEDIATELY TO THE ENGINEER.

ABBREVIATIONS

- ALT - ALTERNATE BARS
- ABR - ALTERNATE BARS REVERSED
- ABS - ALTERNATE BARS STAGGERED
- L - DENOTES L-BAR
- STR - DENOTES A STRAIGHT BAR
- U - DENOTES A U-BAR
- UNO - UNLESS NOTED OTHERWISE

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DRAWING NOTES:

- This Drawing is to be read in conjunction with the relevant Specifications & other Architectural & Engineering Drawings. Engineers to be informed immediately of any discrepancies before work proceeds.
- Do Not Scale from this Drawing - Metric Figured Dimension only are to be used.
- It is "The Contractors" responsibility to ensure that all works are carried out in accordance with the requirements of the current Building Regulations and all other statutory documents relevant to this project including the grant of planning permission, Fire Safety Certificate and Disability Access Certificate.
- SDS (Structural Design Solutions) Ltd / SDS-UK (Structural Design Solutions) Ltd, bear no liability for unilateral changes/modifications made during the course of construction based on the drawing prepared, without prior consultation and confirmation of acceptance of the revision by SDS (Structural Design Solutions) Ltd / SDS-UK (Structural Design Solutions) Ltd.

REV.	DATE	BY:	DESCRIPTION:
CN1	30.11.2023	ELR	ISSUED FOR CONSTRUCTION

Client: **LIDL Ireland GmbH**

Project Title: **PROPOSED LIDL STORE AND BUILDINGS AT NEWCASTLE, CO. DUBLIN**

Drawing Title: **PROPOSED SIGNAGE DETAILS**

Scale	Paper Size	Status
AS SHOWN	A3	CONSTRUCTION
Drawn by: ELR	Date: NOVEMBER 2023	Checked: LMc
Project No: 23197	Drawing No: 3804	Revision: CN1

Appendix F

Demolition Works Method Statement

Document Ref:
NRS/MS07/2110
Revision No.01
Issue Date:
01/12/2023

NRS Group
Lidl Newcastle



Title		Method Statement For:		M.S. No.	MS07
		Existing Stone Buildings/Structures Demolition and re-construction/alternations		Drawing Reference:	3020/ 3100
				Page:	1 of 11
Contract:	Lidl Newcastle				
Job No:	2110			Issued to:	See below
Revision	Date	Produced by	Approved by		
01	01/12/2023	E Kelly			
<u>CONTENTS</u>					
1.0	Risk Assessment	8.0	Personnel		
2.0	Scope	9.0	First Aid and Emergency		
3.0	Specification	10.0	Control Check List		
4.0	Location	11.0	Communication		
5.0	Method				
6.0	Plant / Equipment				
7.0	Programme				
<u>DISTRIBUTION</u>					
1.	E Heverin – SHEQ Manager				
2.	ASM – PSDP				
3.	Lidl Ireland GmbH				
4.	South Dublin Co. Co.				
<u>NOTES</u>					
1. Please ensure that all superseded Method Statements are removed from site and destroyed or archived.					
2. Please keep Method Statements safe and do not allow them to be copied.					



1. Health and Safety Risk Assessment

All works undertaken will be done with reference to and in compliance with the NRS GROUP Health and Safety Plan.

An induction will be given to all those involved in carrying out the works prior to commencement and further refreshers will be given by way of toolbox talks later in the project as necessary.

A task specific briefing based on these Risk Assessments and associated Method Statement will be given to all operatives involved in designated tasks. A record of briefing shall be retained to site file for reference.

2. Scope

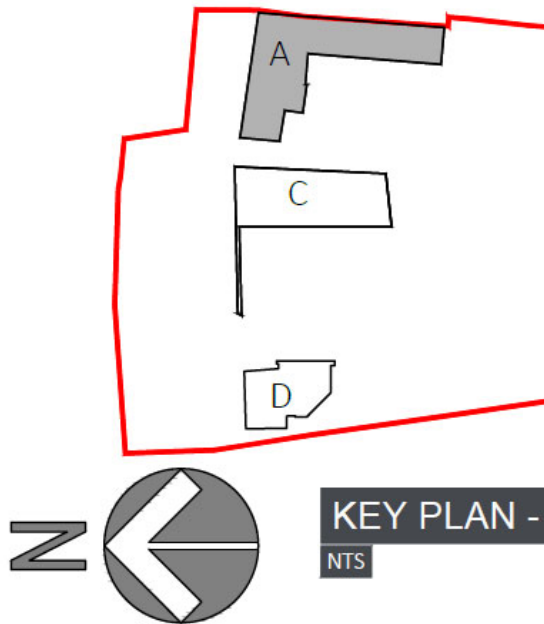
The purpose of this Method Statement is to describe in detail the procedure and requirements for demolition & alterations of existing stone buildings on site and re-construction techniques.

3. Specification

Works to be carried out in accordance with all specifications and drawings

4. Work Areas

Within Site Confines. Building A (Kellys Estates), Buildings C & D and boundary wall to Upper Main Street.



5. Method of Works

A pre-commencement dilapidation report will be carried out on all existing structures on site prior to works commencing.

Prior to the demolition phase, noise, dust and vibration monitoring will be installed. These will be monitored regularly to ensure limits are not exceeded. Further mitigation measures will be taken if limits are exceeded and demolition methods/tools may have to be revised.

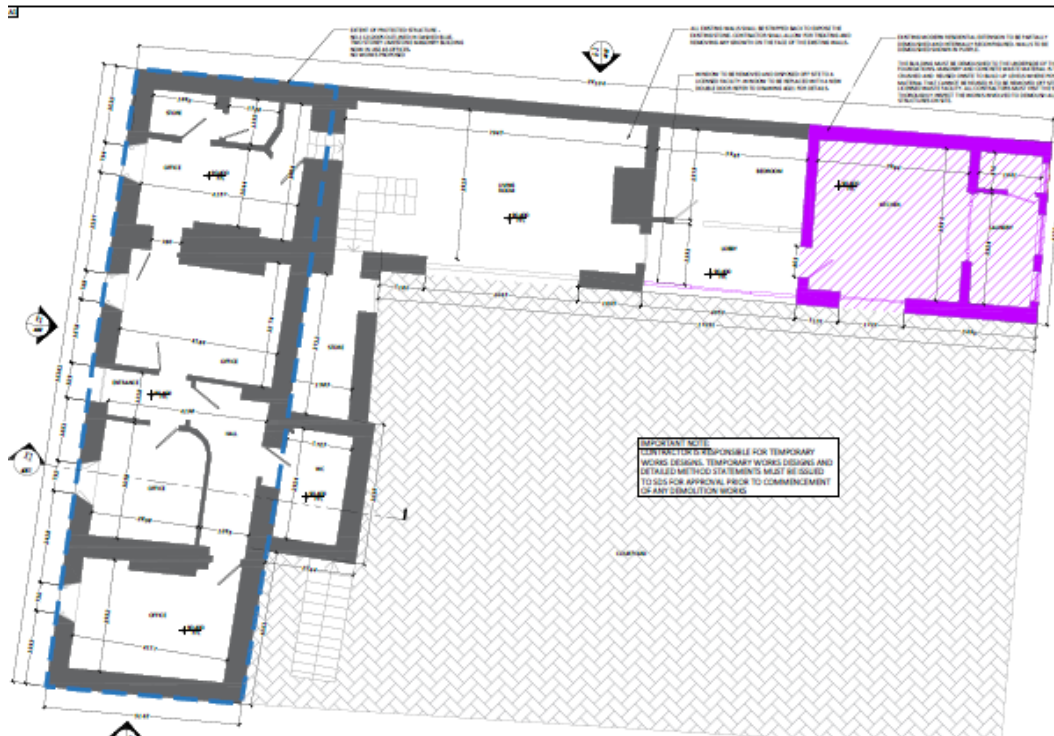
NRS Group are fully aware that the key to a successful project will be to fully segregate and protect the general public, stakeholders and adjacent properties from the impact of demolition works, both visually and physically, from debris, dust noise and vibration.

Building A – Kelly’s Estates (a Protected Structure RPS Ref. 229)

The works to Building A, consist of the demolition of an existing single storey modern extension to rear of Kelly’s Estates (a Protected Structure RPS Ref. 229) two storey Town house, the construction of a new gable wall and alternations to the existing front façade, removal of modern arched window and replacement with a double door.

There are no works planned to the Kelly’s Estates (a Protected Structure RPS Ref. 229) to the existing two-storey vernacular townhouse.

Demolition works in purple.



Client will need to liaise with NRS supervisor to identify and locate existing live services
Once services are disconnected and signed off the internal soft strip works will commence

Operatives will carry out a soft strip of the building internally

Operatives will remove all joinery. The material will be disposed of in the relevant skips

All plasterboard ceilings and stud partitions will be removed by hand

Please note all waste will be segregated and placed in the appropriate skips

High level works will be access using MEWPS with valid GA1 certs and competent trained operatives.

A scaffold will be erected to all sides of the building section for demolition. Where scaffold is required on the public footpath, a hoarding licence will be required from South Dublin Co. Co. first, this application will be submitted in advance of the works. The timber hoarding & signage will be erected as per the hoarding licence and scaffolding will be erected inside the hoarding. Debris netting will be used on all scaffolding along on the public footpath. Once scaffolding is erected, a handover cert will be submitted and scaffold check by NRS prior to works commencing. Weekly inspections/GA3's will be carried out scaffold and after any alterations by the scaffolding contractor/supervisor.



The roof slates on the demolition section will be removed by hand and stored for re-use.

The timber roof will be removed, segregated, and disposed of in licenced waste facility. The rubble stone work will be demolished/removed by hand starting from the gable and working downwards, the stone will be set aside in 1tonne bags for re-use.

The existing floor slab and foundations will be separated using hand tools along the line of demolition and then the floor and foundations will be broken out using a 2.5Tmini digger and breaker and electric 5kg kango breaker. All rubble will be removed from site to a licenced waste facility for recycling/disposal.

Reconstruction & alternation works:

All existing rubble stone walls will be structurally checked by the appoint structural engineers SDS, any underpinning work required will be carried out as per the project specific underpinning works details & sequencing as specified on the drawings.

After underpinning works, foundations and floor slabs will be poured and rising blockwork constructed. Wall ties and insulations to engineers/architect details.

The new gable and front door wall are to be stone faced using the rubble limestone from the demolished sections. This will be rebuilt in lime-mortared, stone masonry to match the style, appearance and structural performance of surviving historic stonework which it adjoins. Engagement of a contractor with proven experience at successfully replicating the features of historic stone walling will be the most effective means of ensuring a successful outcome. Such a contractor will be familiar with the following key points of appropriate workmanship which should form part of a more detailed method statement to be agreed before works take place:

- break all vertical joints with none more than two stones high;
- try to maintain an even vertical surface with the use of two string lines fitted to a suitable timber profile if required, to reduce projecting or indented stones;
- keep mortar joints as tight as those on the historic masonry with use of good-sized pinning stones in wider joints to reduce the surface area of pointing mortar;
- keep top and bottom beds of stones generally level – larger stones with flat bottom beds and irregular top edges are unsightly and are more often seen on poor-quality modern stonework. Stones which are longer vertically than horizontally are also to be generally avoided;
- good tying of face stones with the length of stones extending into the wall core rather than along the face of the wall.

A new timber roof will be constructed as per engineers details and finished slated by reusing the old slates.



Buildings C & D will follow a similar demolition and building methodology as outlined above and they will be extended by the insertion of a steel frame building into the existing structure which will also provide an extension to the south elevation of both buildings which will be finished in modern materials, plastered blockwork & glass. All existing stone walls to be raked out and repointed using lime mortar.

Existing Boundary wall treatment & alterations

The existing stone rubble wall along Upper Main street requires structural alterations for the new plaza area and widening for the pedestrian and vehicular entrance to the site.

- 1.The exact required location of the proposed new opening should be clearly understood by all and marked. Marking of rubble stone on the wall should be avoided.
- 2.Formation of the required new opening in the existing wall to facilitate the main entrance and exit to the site should be undertaken with care to avoid unnecessary damage to any upstanding masonry walls either side of the opening. The existing stone piers should be demolished without destabilising any of the masonry wall beyond the section to be removed.
- 3.The rubble masonry should then be taken down from the centre of the proposed new opening to the base of new piers that will terminate the sides of the new entrance. The ends of the opening should be taken down by hand where necessary.
- 4.All demolished stone should be salvaged for repairs to the rest of the boundary and for construction of new sections. The rubble surface finish of stone should be maintained for the new masonry with only minimal dressing using chisels where necessary and no saw-cut surfaces remaining visible
- 5.Stone salvaged from the original wall should be used to construct the new sections and the small section of infill between these and the original wall masonry which should tie the wall and pier together well ensuring its stability. All new stone masonry should use an appropriately weak lime mortar, observing the same masonry bedding style as the surrounding upstanding stonework and avoiding unbroken vertical joints.
- 6.New, well-tied stone infill should be 'toothed in' to the existing masonry wall, avoiding any visible joint or step in the finished wall-surface.
- 7.The new wall-tops will be completed with a stone capping to match the existing capping on the rest of the structure.



8. Any missing, loose or friable mortar joints to localised areas of damage, particularly beneath the capping, should be raked out well, removing all vegetation roots and re-point with approved lime mortar and pinning stones where necessary. Any localised missing stones should be re-built securely to maintain structural integrity of the walls. Existing cementitious joints can be removed and replaced with lime without causing excessive damage to surrounding masonry.

Pointing

The following methodology for localised replacement of loose or missing historic mortar joints will also be applied to the finishing of new reconstructed stone/ masonry. New masonry should be initially built with mortar joints recessed back from the surface in order that pointing of the retained historic masonry and repaired new masonry can be undertaken in one operation using a consistent mortar mix and application technique.

1. Any existing open joints in masonry or where cracks have extended through masonry joints will be raked out manually by a depth of 2 ½ times the width of the joint or at least 25mm. These joints should be scraped out to ensure a solid, square-backed joint into which pointing mortar will be applied. All vegetation roots should be removed as completely as possible with masonry dismantled where removal of significant roots is required. Any remaining roots left within the structure should be treated with a suitable biocide and stumps filled with copper nails before being built over.

2. Begin gently dampening stone with water, without soaking joints prior to repointing.

3. Mix dry mortar ingredients together first in a suitable paddle mixer or in small batches in the traditional large cement drum mixer. Ensure a well graded aggregate with no particle sizes more than 1/3 the width of the joints (ie. 6-8mm angular gravel) down to fine material. This will involve experimentation (analysis of surviving historic mortar to determine proportions of aggregate sizes and quantity and nature of lime binder), adjustment and mixing of building, plastering sand and gravel in the right proportion with lime binder. Add clean water gradually to mortar while continuously mixing. Added water should be kept to a minimum in order to reduce shrinkage of mortar joints as they dry and to reduce splashing of surrounding stone during re-pointing works.

Lime: the binder used for both bedding masonry and pointing should be appropriate for the wall being repaired. It should set to provide a durable surface between individual stones that contributes to the structural coherence of the wall and facilitates the appropriate movement of moisture within the masonry. As a general rule, the mortar in joints should be considerably weaker and more moisture permeable than the masonry units; this means that any mortar containing cement is unsuitable due to its hard chemical set while a mortar containing only hydrated lime (such as White Rhino) will be much too feeble to serve any useful role. A weak natural hydraulic lime such as NHL 2 or a hot lime mix incorporating a proportion of quicklime with other building limes may



be appropriate but a contractor experienced in successful use of any traditional building lime on similar historic structures is essential for these works and will be best placed to determine the most suitable lime.

4.Pack pointing mortar right to back of joints using appropriate width of pointing tools that enable mortar to be pressed in firmly to finish slightly proud of stone arises without spreading it over the surface of surrounding masonry. Deep joints should be pointed in layers over the course of a number of days applying each new layer when the previous layer has been scraped back after having partially set to a 'green' state. Thin stones that reduce the width of the mortar joint and provide additional stability to the masonry are called pinnings and should be incorporated in the re-built masonry to best replicate the original masonry style. Pinnings should be good-sized pieces of stone pushed with their length into mortar joints rather than small chips pressed onto the surface of mortar joints.

5.Protect work as soon as possible after completing it using hessian sheeting regularly dampened and secured over masonry in order to control drying of mortar. No work with lime should take place if temperatures fall below 4oC and precautions should be taken (protective covers or insulation) to prevent damage to fresh lime mortar from extreme conditions of moisture, drying or freezing.

6.Pointing mortar surfaces should be scraped back lightly using a trowel when it has partially set at the 'green' or leathery stage. This is to remove the smooth, closed surface or laitance left by pointing tool ensuring proper access of air to the setting mortar. Joints should be tamped back after scraping with a stiff-bristled brush to remove any remaining

Segregation of waste and disposal off site

It is NRS company policy to recycle as much construction and demolition waste as possible.

NRS will set up a waste storage area on the job with skips left there for all the relevant waste streams.

All waste will be disposed of at fully licensed facilities.

The skips will be loaded by mechanical loadall and by hand.

Personal Protective Equipment (PPE):

The following PPE will be used for the duration of the works:

- Safety Helmets



- Disposable overalls
- Gloves
- Safety boots
- Safety Glasses

Respiratory Protective Equipment (RPE):

The following PPE will be used during the works

Disposable particle respirator (FFP3) CE 0200/EN 149:2001

Machinery and Plant:

Shovels
Brush
MEWP
Lorry
Generator
Sabre saw
30T Excavator
Skip Lorry
Fork lift

Documentation on Site:

Copies of the following documents will be kept on site at all times during the removal works:

Site specific Method Statement
Risk Assessment
Training Certificates for operatives
Safe Pass details for all operatives
Machinery and equipment certificates

6. Programme

Works will commence January 2024 and proceed for approx. 30 weeks.



8.0 Personnel

The works will be controlled by our Site Management Team, and will be under direct control of our designated site manager Dermot Kenny.

Other appointed personnel are Mark O’Gorman, site engineer, Dermot Kenny, Site Foreman and Conn Lynam SHEQ Manager.

All work undertaken shall be carried out by competent personnel.

- plant operators.
- attending general operatives
- Site Engineer / Supervisors

Project Manager: Eddie Kelly 086 0268988

Site Manager: Dermot Kenny 086 8395919

Health & Safety Officer: Pat Filan 086 3830786

9.0 First Aid and Emergency

In the event of an emergency, dial “112” and ask for the required service, and in a clear and manner give all the details that you will be asked for by the operator. Seek immediate first aid assistance if it is a medical emergency, and inform site management.

In the event of an **emergency evacuation**;

- Evacuate the area of all personnel
- Make area safe and prevent re-entry;
- Contact service provider if there is a utility strike;
- Supervisor to await arrival of utility provider;
- All other employees proceed immediately to the designated assembly point at the site entrance and await instructions;

(Note: If an electrical service is struck drivers of excavators are to stay in cab, until safe and when leaving the cab jump well clear and contact supervisor. Watch the machine)

First Aiders on duty are;

Gerry Gilmartin

Dermot Kenny 086 8395919



11.0 References

In preparation of this method statement the following documents have been referred to:

Preliminary Health & Safety Plan

Company Health & Safety Manual

Site Safety Statement/Construction Health & Safety Plan

HSA Code of Practice for Safety in Excavations.

HSA Guidelines for Working on Roads.



13.0 Risk Assessments

**DEMOLITION WORKS
RISK ASSESSMENT**

Demolition works are highly hazardous and should not be carried out without a clear method statement in place to ensure all work is undertaken in a safe and co-ordinated manner with the knowledge of all persons on site. Hazards include: live services, wall collapsing on persons working in vicinity, objects falling from heights, dust/splinters of blocks hitting eyes, noise, moving plant, health hazards from lead, asbestos, PBCs, etc.

Hazard Effect(s)	Date of assessment:
All Persons within the vicinity of the site	02/05/2023

Risk Assessment: Severity Rating 5 X Likelihood Rating 4 = 20 Very High Risk

MEASURES REQUIRED TO REDUCE RISK

Internal Building Strip

1. The building to be stripped must be certified as safe to enter by a competent person and neutralised of all services power, water gas etc.
2. The location or potential locations of asbestos must be known and steps taken to avoid same. Asbestos survey should be made available to contractor before work commences on the site.
3. Care must be taken when breaking glass and removing window and door frames.
4. Additional PPE to that specified in the site rules must be worn i.e. masks, ear defenders, safety harness, lanyard etc.
5. Access to the working area must be restricted to approved persons.
6. If load bearing members are to be removed then appropriate measures to support the structure must be taken and approved by a competent person beforehand.
7. Care must be taken to ensure that the works undertaken do not pose a risk of fire.
8. If working at a height then suitable access and egress arrangements must be put into place. See earlier risk assessment.
9. If accessing roofs persons must ensure from a competent person that the roof material is safe to walk on, otherwise a roof ladder or a mobile elevated platform must be used.
10. Strict personal hygiene practices should be followed by persons to avoid the risk of leptospirosis.

Demolition Of Structures

1. Detailed plans of the buildings will before required before demolition works can commence
2. If necessary a hand operated concrete saw should be used to cut walls at their boundaries to ensure that only one wall at a time will drop during demolition works.
3. Demolition works should be designed so that as much of a building as possible is demolished in a single day.
4. No partially demolished structure should be left overnight unless it is structurally sound and at no risk of partial or full collapse.
5. An exclusion zone extending to twice the height of the structure being demolished must be maintained whenever possible.
6. If required the exclusion zone should be extended to outside of the site and policed during demolition operations to ensure no access by members of the public.
7. If another structure is contained within the exclusion zone then the zone may be extended if deemed necessary.
8. If required a water spray should be introduced in order to minimise dust generation.



9. Building demolition should take place through the pushing over of building walls into the interior of the building.
10. At no time should persons on foot be allowed within the demolition exclusion zone once demolition has begun.
11. Prior to demolition works taking place all persons on site will be required to attend a safety briefing which will outline the nature of the demolition works.

RESIDUAL RISK ASSESSMENT	Severity 2 x Likelihood 2 = 4 Low Risk
---------------------------------	--

**DUST
RISK ASSESSMENT**

Inhalation of high levels of nuisance dusts can cause respiratory problems including occupational asthma.

Hazard Effect(s)	Date of assessment:
<i>Any persons working in a dusty atmosphere or using equipment that generates dust are at risk from the hazards of dust.</i>	01/05/2023

Risk Assessment:	Severity Rating 2 X Likelihood Rating 2 = 4 Low Risk
-------------------------	--

MEASURES REQUIRED TO REDUCE RISK

1. In so far as is reasonably practicable all work processes on site shall be designed so as to minimise dust production.
2. In so far as is reasonably practicable all plant and equipment for use on site will be selected so as to minimise dust production.
3. Where necessary measures will be taken to reduce dust levels e.g. by spraying with water.
4. Where large amounts of dust is liable to be produced during an operation occupational monitoring will be carried if deemed necessary out to assess the exposure of operatives to the dust.
5. Where required, suitable respiratory protective devices and instruction in their correct use shall be supplied to all employees.

RESIDUAL RISK ASSESSMENT	Severity Rating 1 X Likelihood Rating 1 = 1 Low Risk
---------------------------------	--

ROCK CRUSHER / SCREENER RISK ASSESSMENT

The main hazards associated with the rock crusher / screener are noise, contact with moving parts, dust and being struck by ejected material.

Hazard Effect(s)	Date of assessment:
<i>The person operating the rock crusher / screener and any persons in the vicinity are at risk.</i>	01/05/2023



Probability Rating (Likely) x Outcome Rating (Harmful) = Moderate Risk

MEASURES REQUIRED TO REDUCE RISK

1. Only trained persons may operate the unit.
2. The unit must be serviced and maintained as per the manufacturers instructions.
3. Operators of the rock crusher / screener, and any persons within 3m of the unit when it is in use, must wear a hard hat, eye protection and hearing defenders.
4. Persons must not climb over the unit when it is in use.
5. Weekly checks must be carried out and documented by a competent person
6. Permit must be issued when maintenance is required on the crusher and screener
7. Two people must be present at all times during maintenance works
8. Unit must be powered off for maintenance works
9. All maintenance and cleaning works must be done when the unit is powered off.
10. No person may stand under the end of the unit when crushed material is being ejected.
11. If required dust masks should be worn by persons operating the unit.
12. If necessary water spraying may be used to reduce airborne dust levels

Probability Rating (Unlikely) x Outcome Rating (Harmful) = Acceptable Risk

**WORKING AT A HEIGHT
RISK ASSESSMENT**

The main hazards inherent in working at a height are the risk of falling and also being injured by falling objects or debris whilst work is ongoing above. Working at a height is defined as working above ground such that in the event that a fall were to occur it could pose a risk of injury to a persons safety.

Where deemed necessary by the nature of the work undertaken a task specific working at height risk assessment will be undertaken by *J Ryan Group*.

Hazard Effect(s)	Date of assessment:
Persons engaged in working at a height and those persons working below are at greatest risk.	01/10/2021
Risk Assessment: Severity Rating 5 X Likelihood Rating 4 = 20 Very High Risk	
MEASURES REQUIRED TO REDUCE RISK	

General

1. When working at a height there must be safe and suitable access and egress in place.
2. When working at a height there must be edge protection to prevent equipment and other items rolling of the edge of the working platform.
3. When working at a height there must be a rail in place to prevent operatives falling from the height. In the absence of a rail a suitable fall arrest harness must be used.
4. Where fall arrest harnesses are used they must be suitable for the task and be maintained in accordance with the manufacturers guidelines and any statutory requirements. Particular attention must be paid to their length, and rescue arrangements in the event that persons are suspended from a harness.
5. All openings where there is a risk of falling through must be suitable guarded as stated in Points 2 and 3 above.



6. Operatives must exercise extreme care when working at a height.
7. Materials must not be thrown from heights; suitable means such as chutes must be used.
8. If using ladders, scaffolds or mobile elevated work platforms (MEWP) the control measures detailed below must be adhered to.

Scaffolding

1. An up to date GA3 form must be provided by the erector of the scaffold and held on site. A GA3 is valid for 7 days only.
2. Scaffolding marked as incomplete or dangerous must not be used.
3. Scaffolding must be visually inspected each day before use.
4. Only authorised and competent persons may erect, alter or dismantle scaffolding.
5. Operatives must use the ladders provided for accessing the scaffold, climbing on the outside of the scaffold is prohibited.
6. All scaffolding in use must be rated for the weight of equipment and type of work to be carried out on them.
7. Material or equipment must not be thrown from the scaffolding. If necessary chutes may be used.
8. Equipment should not be carried by hand up access ladders to scaffolds, tool belts or ropes should be used.
9. If in doubt about its safety or stability operatives must not use a scaffold.
10. All persons around the bases of scaffolds must wear head protection.
11. Mobile plant must not operate in the vicinity of scaffolding. If required the scaffolding may be cordoned off to protect it from mobile plant.
12. The failure of any part of a scaffold, no matter how small, must be reported to your supervisor.
13. All scaffolds in use must meet the minimum guidelines laid down in '*Code of Practice for Access and Working Scaffolds*', as issued by H S A in accordance with the requirements of 10 of 2005.

Mobile Elevated Work Platforms

1. Mobile elevated platforms brought onto site must be accompanied by certification that the unit has been inspected and tested by a competent person within the last six months.
2. Mobile elevated platforms must only be used in accordance with the manufacturers / suppliers' instructions. If using a unit for the first time training must be received from the supplier.
3. Platforms must not be driven whilst the basket is raised more than 2m.
4. Where fitted all outriggers must be deployed.
5. Units must only be deployed or driven on firm, stable level ground.
6. The area at the base of the platform should be cordoned off if required to prevent unauthorised access when the platform is in use.
7. Operatives must not overreach out of the confines of the basket.
8. When working at a height there must be edge protection to prevent equipment and other items rolling off the edge of the working platform.
9. When working at a height there must be a rail in place to prevent operatives falling from the height. In the absence of a rail a suitable fall arrest harness must be used.



10. Where fall arrest harnesses are used they must be suitable for the task and be maintained in accordance with the manufacturers guidelines and any statutory requirements. Particular attention must be paid to their length, and rescue arrangements in the event that persons are suspended from a harness.
11. Material or equipment must not be thrown from the platform.
12. All persons around the bases of mobile platforms must wear head protection.

Fall Arrest Harness

1. Fall arrest harness in use must be suitable for the task and be of a suitable type.
2. Lanyards must have a shock absorber built into their length. Lanyards must be of a suitable length for the height being worked at i.e. length in relation to the potential drop is a simple calculation and will ensure the selection of the correct harness
 - Length of anchor
 - +
 - Length of lanyard (see lanyard for details)
 - +
 - Length of elongation (see lanyard)
 - +
 - Height of the user
 - +
 - Safety factor of 1 metre

The swing factor is an extremely important consideration, if the harness is not anchored vertically over the working place the operative will swing laterally in the event of a fall causing possible serious injury. To overcome this problem alternative anchor points either side of the worker can be used to prevent any swing.

All components of a fall arrest system must meet the relevant EN Standards.

Harness must be stored in a suitable location away from the risk of mechanical damage and strong sunlight.

Harness should not be worn off site or when not required.

When fall arrest systems are in use particular attention must be paid to rescue arrangements in the event of a fall.

Heavily soiled or damaged harnesses or lanyards must not be used.

Prior to using a harness it must be visually inspected for damage. Damaged fall arrest equipment must not be used.

RESIDUAL RISK ASSESSMENT	Severity 4 x Likelihood 2 = 8 Medium Risk
---------------------------------	---

**MOBILE PLANT & EXCAVATORS ON SITE
RISK ASSESSMENT**

Mobile plant may collide with persons and other plant / structures. The inappropriate use of mobile plant may also pose a risk to the operators and other workers safety.

Hazard Effect(s)	Date of assessment:
<i>The inappropriate or unsafe use of mobile plant poses a risk to the operator and all other persons and plant in the vicinity.</i>	01/05/2023

Risk Assessment:	Severity Rating 5 X Likelihood Rating 3 = 15 High Risk
-------------------------	--

MEASURES REQUIRED TO REDUCE RISK



1. Only certified and experienced operators may operate mobile plant.
2. Mobile plant must be serviced and maintained in accordance with the manufacturer's instructions.
3. When a mobile plant operator is unsighted a banksman must be used to direct vehicle operations.
4. Passengers may not be carried on mobile plant unless the unit is specifically designed to carry a passenger.
5. If operating on a public roadway mobile plant must meet all relevant road safety legislation, e.g. the provisions relating to road tax, vehicle lighting, weight restrictions, etc.
6. In operating on roadways operatives must be aware of low bridges and overhead power lines, as many pieces of mobile plant are relatively tall.
7. When operating on site operatives must be aware of the location of overhead power lines at all times.
8. All loads to be carried on mobile plant must be securely stowed.
9. Mobile plant must not operate in the vicinity of scaffolding or ladders. If required the scaffolding / ladder may be cordoned off to protect it from mobile plant.
10. Mobile plant must not operate in the vicinity of excavations unless stop blocks or similar are provided to prevent the vehicle collapsing the excavation and / or falling into the excavation.
11. Mobile plant must not be driven over sloped ground where there is a risk of overturning. If required, plant may traverse a slope diagonally, rather than driving straight up or down the slope.
12. All mobile plant must have functioning reversing alarms and front and rear lights.
13. Measures must be taken on site to separate pedestrian and vehicular routes.
14. All mobile plant must have a suitable roll cage / cab in place.
15. Where required the consistency of the ground should be checked before driving over it.
16. Drivers must always give way to pedestrians on site.
17. The brake must be applied before exiting any mobile plant.
18. When a vehicle is used for tipping material onto a stock-pile or into any excavation or pit or over the edge of any embankment or earthwork, a designated person must ensure that all practicable measures are taken to prevent such vehicle from overturning and from over-running the edge of such stock-pile, tip, excavation, pit, embankment or earthwork.
19. When vehicle is not in use the engine must be turned off and the key removed from the ignition

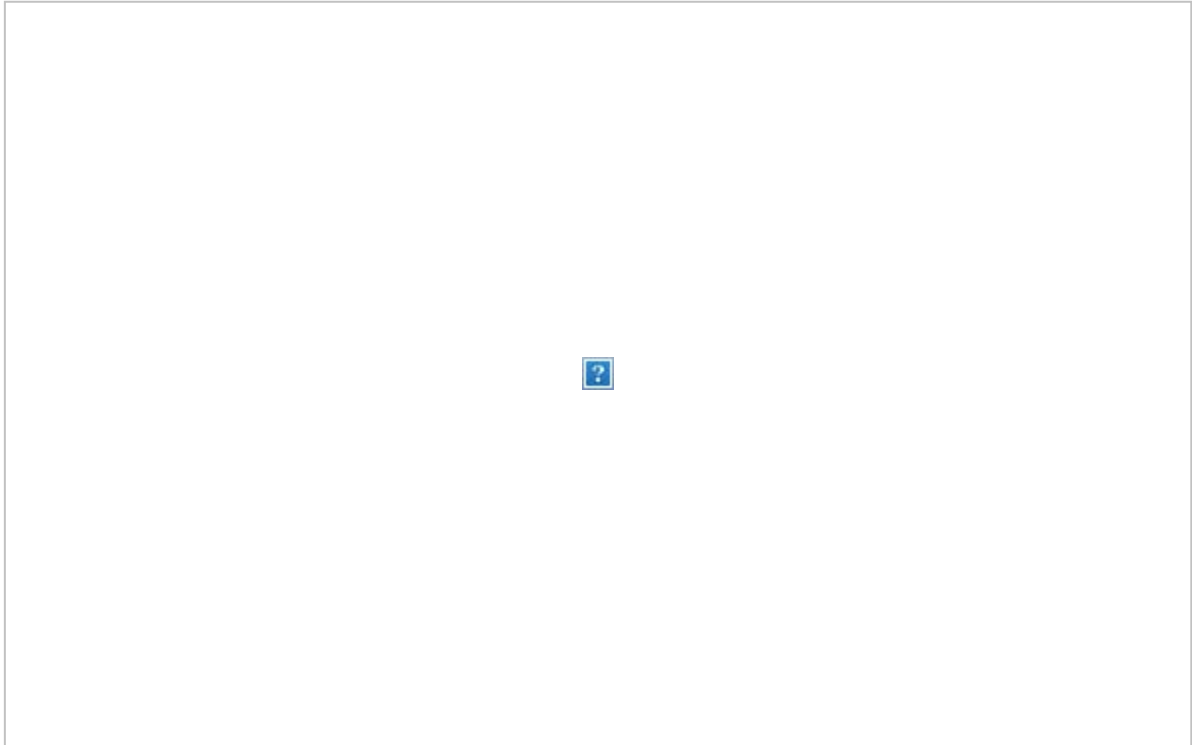
**RESIDUAL RISK
ASSESSMENT**

Severity Rating 4 X Likelihood Rating 2 = 8 Medium Risk

Appendix G

Irish Water / Uisce Éireann Correspondence

From: [newconnections](#)
To: [Mark Mulchrone](#)
Subject: CDS2300915901 Uisce Éireann Connection Application EMAIL:0624373
Date: 11 December 2023 15:16:10
Attachments: [image.png](#)
[image.png](#)



Subject Line: Uisce Éireann Connection Application Ref Number: CDS2300915901

Dear Customer,

Thank you for submitting your Wastewater Application Form for Main Street Upper, NewCastle, NewCastle, Dublin . Your Uisce Éireann reference number for your application is CDS2300915901, which you can keep for your records.

Next steps in your application:

Assessment of Application: Your application is currently being assessed to confirm it is technically feasible; we will be in touch once this assessment has been completed. A significant level of analysis is required before we can provide a response. Two

considerations are:

- A review of the available capacity in Uisce Éireann infrastructure versus your requirements.
- The location for connection versus the distance to/from our network.

Where your requirements are of a significant nature for example, multiple properties or commercial/industrial developments, this work may take a period of time to complete.

Getting an offer: If your application is technically feasible, we will issue you with an offer to connect, detailing costs and works required.

From receipt of your Connection Application, it takes on average 16 weeks to issue a Connection Offer.

Accepting the offer: You can enter into a connection agreement by accepting the terms and conditions as set out in your offer, and by making the required payment.

If your development is a Housing Development (two or more housing units), in advance of commencing works on site and where water services infrastructure is vested in the ownership of Uisce Éireann through the Connection Agreement, the developer is required to initiate a kick-off meeting to agree a suite of site inspections for on site Quality Assurance (QA).

Construction Phase: If required, an Uisce Éireann agent will contact you in relation to the connection assets required to facilitate your connection to the network.

Physical Connection: An Uisce Éireann agent will deliver the full connection works in the public domain. We will contact you to arrange a suitable time to complete the works required to connect your development to the Uisce Éireann network. **From securing the Road Opening Licence, to completing connection takes on average 12 weeks.**

Connection to the network: Once connected, a meter will be installed and you can fully avail of our services as per the connection agreement.

If you have any further queries please contact us on **1800 278 278** or **+353 1 707 2828**; alternatively, you can visit www.water.ie/connections for more information.

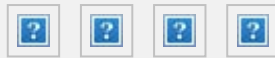
Please do not amend this subject line as it will help us deal with your response.

Yours sincerely,

Customer Service Advisor



Callsave 1800 278 278 | +353 1 707 2828
www.water.ie/connections



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Is don duine amháin nó don eintiteas amháin ainmnithe ar an seoladh an fhaisnéis agus d'fhéadfadh ábhar faoi rún, faoi phribhléid nó ábhar atá íogair ó thaobh na tráchtála de a bheith mar chuid den fhaisnéis. Tá toirmeasc ar aon daoine nó aon eititis; nach dóibh siúd an fhaisnéis- aon athbhreithniú a dhéanamh, aon atarchur a dhéanamh nó aon athdháileadh a dhéanamh, nó aon úsáid eile a bhaint as an bhfaisnéis, nó aon ghníomh a bhraithfeadh ar an bhfaisnéis seo a dhéanamh agus d'fhéadfaí an dlí a shárú dá ndéanfaí sin. Séanann Uisce Éireann dliteanas as aon ghníomh agus as aon iarmhairt bunaithe ar úsáid neamhúdaráithe na faisnéise seo. Séanann Uisce Éireann dliteanas maidir le seachadadh iomlán agus ceart na faisnéise sa chumarsáid seo agus séanann Uisce Éireann dliteanas maidir le haon mhoill a bhaineann leis an bhfaisnéis a fháil. Má tá an ríomh-phost seo faighte agat trí dhearmad, déan teagmháil leis an seoltóir más é do thoil é agus scríos an t-ábhar ó gach aon ríomhaire. D'fhéadfadh ríomhphost a bheith so-ghabhálach i leith truaillithe, idircheaptha agus i leith leasuithe neamhúdaráithe. Séanann Uisce Éireann aon fhreagracht as athruithe nó as idircheapadh a rinneadh ar an ríomhphost seo nó as aon dochar do chórais na bhfaighteoírí déanta ag an teachtaireacht seo nó ag a ceangaltáin tar éis a sheolta. Tabhair faoi deara go bhféadfadh monatóireacht a bheith á dhéanamh ar theachtairreachtaí chuig Uisce Éireann agus ó Uisce Éireann d'fhonn ár ngnó a chosaint agus chun a chinntiú go bhfuiltear ag teacht le beartais agus le caighdeáin Uisce Éireann. Is cuideachta gníomhaíochta ainmnithe é Uisce Éireann atá faoi theorainn scaireanna, a bunaíodh de bhun fhorálacha na n-Achtanna um Sheirbhísí Uisce 2007-2022, a bhfuil a bpríomh-ionad gnó ag Teach Colvill, 24-26 Sráid na Talbóide, BÁC 1.

Go raibh maith agat as d'aird a thabhairt.

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Thank you for your attention.

Appendix H

Construction Waste Management Plan



**CONSTRUCTION & DEMOLITION WASTE MANAGEMENT PLAN
NEW LIDL STORE –MAIN STREET UPPER, NEWCASTLE, CO. DUBLIN**

Construction & Demolition Waste Management Plan

PROJECT: NEW LIDL STORE – AT MAIN STREET UPPER, NEWCASTLE, CO. DUBLIN

Client: Lidl Ireland GmbH.

Main Contractor: NRS Group

AUTHORISATION			
Author: Enda Heverin	Site Manager: Dermot Kenny	Project Manager: Eddie Kelly	Lidl Ireland GmbH
Signature:	Signature:	Signature:	Signature:
Date: 27/11/2023	Date:	Date:	Date:

REVISION HISTORY					
Revision	Date	Prepared by	Checked by	Approved by	Comments
00	27/11/23	Enda Herverin	EK		Pre-Construction stage

DISTRIBUTION	
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2	Project Manager (electronic notification)
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4	
5	

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1. INTRODUCTION

The purpose of this Construction & Demolition Waste Management Plan is to ensure that wastes arising during the demolition and construction phase of this project will be managed and disposed of in a way that ensures compliance with the provisions of the Waste Management Acts 1996–2008 and associated Regulations and The Eastern-Midlands Region (EMR) Waste Management Plan 2015-2021 which provides a framework for the prevention and management of waste in a sustainable manner in 12 local authority areas.

The Eastern-Midlands Region comprises Dublin City Council, Dún Laoghaire-Rathdown, Fingal, South Dublin, Kildare, Louth, Laois, Longford, Meath, Offaly, Westmeath and Wicklow County Councils.

The Plan process has involved significant interaction and consultation with stakeholders such as the Department of the Environment, Community & Local Government, (DECLG), Environmental Protection Agency (EPA), Irish Waste Management Association (IWMA), Compliance Schemes, NGOs and members of the public.

The three key objectives of the Eastern-Midlands Region Waste Management Plan are:

Prevent waste: a reduction of one per cent per annum in the amount of household waste generated over the period of the plan.

More recycling: increase the recycle rate of domestic and commercial waste from 40 to 50 per cent by 2020.

Further reduce landfill: eliminate all unprocessed waste going to landfill from 2016.

This Construction & Demolition Waste Management Plan is the prime document for the management of waste in all works undertaken by NRS Group.

As main Contractor, NRS Group will take reasonable steps to ensure waste duty of care is complied with, materials are handled efficiently and waste is managed appropriately.

This Construction & Demolition Waste Management Plan is specific to the construction of the new Lidl at Main Street Upper, Newcastle, Co. Dublin. The aim of this plan is to facilitate the proper and orderly management of wastes produced during the course of the project. Also, to ensure compliance with the client's requirements and legislative procedures through the application of the best waste management practices in order to mitigate and prevent any environmental impacts during the project.

Construction and demolition waste are defined as waste which arises from construction,

renovation and demolition activities, together with all waste categories mentioned in Chapter 17 of the European Waste Catalogue (EWC). Also included within the definition are surplus and damaged products and materials arising during construction work or used temporarily during the course of on-site activities.

Purpose of the Construction and Demolition Waste Management Plan is to successfully manage the large quantity and variety of wastes likely to be generated on the project, to reduce costs, maximise recovery and reuse of waste and avoid pollution incidents by controlling risks, this Waste Management Plan will:

Ensure that waste management hierarchy principle will be utilised (reduce, reuse, recycle and recover) as much as practicable;

Identify and classify the types of waste likely to be produced and determine which can be reused/recycled and recovery through local markets;

Establish storage and handling details;

Assign roles and responsibilities;

Establish the different types of waste to be segregated, skip/waste container to be used and labelling.

2. PROJECT DETAILS & DESCRIPTION

This project involves the construction of a new Lidl store, at Main Street Upper, Newcastle, Co. Dublin, Dublin and construction of new vehicular access from the public road (new entrance). The project also involves the demolition of part of an existing rear / southern single storey residential extension (and related alterations to remaining structure) of 'Kelly Estates' building. The original 'Kelly Estates' building (a protected structure - Eircode: D22 Y9H7) will not be modified;

Demolition of detached single storey accommodation / residential structure and ancillary wall / fence demolitions to rear of existing 'Kelly Estates' building;

Demolition/alterations to existing single storey (stable) building along Main Street and construction of single storey retail / café unit on an extended footprint measuring c. 118 sqm and associated alterations to existing Main Street boundary façade.

3. C&D WASTE MANAGEMENT IN IRELAND

3.1 National Level

The National Construction and Demolition Waste Council (NCDWC) was launched in June 2002 and subsequently produced 'Guidelines for the Preparation of Waste Management Plans for Construction and Demolition Projects' in July 2006. There are thresholds set out in these guidelines to determine whether a C&D WMP is required. The development requires a C&D WMP for new residential developments of 10 houses or more and new developments, including institutional, educational, health and other public facilities, with an aggregate floor area exceeding 1,250m².

The above NCDWC guidelines shall shortly be superseded by updated guidelines in preparation by the Environmental Protection Agency (EPA). These new replacement guidelines, entitled 'Best Practice Guidelines for the Preparation of Resource Management Plans for Construction & Demolition Projects' were published by the EPA in 2022. The replacement guidelines reflect current waste legislation and policy including 'A Waste Action Plan for a Circular Economy Ireland's National Waste Policy 2020-2025' published in September 2020. Since the publication of the 2006 guidelines, waste management legislation and policy have evolved towards prioritising waste prevention and life-cycle thinking as follows:

- An increased emphasis on waste prevention through established principles such as designing out waste and the use of green procurement.
- The promotion of more circular design and construction principles in line with the EU Circular Economy Action Plan under the EU Green Deal.

The new and existing guidelines outline the issues that need to be addressed at the pre-planning stage of a development all the way through to its completion. The guidelines include the following:

- predicted demolition & construction wastes and procedures to prevent, minimise, recycle and reuse wastes;
- waste disposal/recycling of C&D wastes at the site;

- list of sequence of demolition operations to be followed;
- provision of training for waste manager and site crew;
- details of proposed record keeping system;
- details of waste audit procedures and plan;
- details of consultation with relevant bodies, i.e. waste recycling companies, Local Authorities, etc.

The EPA produces annual construction & demolition waste statistics for Ireland, the most recent of which concern the year 2018 and were published in September 2020. These indicate that just over 6.2 million tonnes C&D waste were generated in Ireland in 2018. This consisted primarily of soil and stones (77%); the remainder comprised concrete, bricks, tiles and gypsum waste (12%) and mixed C&D waste (7%). Only 3% of C&D waste was collected separately as single material streams (wood, glass, plastic or metal). The vast majority (96%) of C&D waste underwent final treatment in Ireland in 2018 and only 4% was exported abroad for final treatment. Most of the C&D waste undergoing final treatment in Ireland was recovered by backfilling (89%), while only 9% was recycled.

3.2 Legislative Requirements

One of the guiding principles of European waste legislation, which has in turn been incorporated into the Waste Management Act 1996 and subsequent Irish legislation, is the principle of “duty of care”. This implies that the waste producer is responsible for waste from the time it is generated until its legal disposal (including its method of disposal). Following on from this is the concept of “polluter pays”, whereby the waste producer is liable to be prosecuted for pollution incidents which may arise from the incorrect management of waste produced, including the actions of any Contractors engaged (e.g. for collection and transport of waste).

It is therefore imperative that the owners/managers of the site, and any Contractors engaged, undertake on- and off-site management of waste in accordance with all legal requirements.

Waste Contractors are typically engaged to transport waste off-site. Each Contractor must comply with the provisions of the Waste Management Act 1996 (amended 2001) and associated Regulations. This includes the requirement that a Contractor handle, transport and dispose of waste in a manner that ensures that no adverse environmental impacts occur

because of any of these activities. A collection permit to transport waste must be held by the relevant Contractor, which is typically issued by the local authority where most of the Contractor's business takes place.

Waste receiving facilities must also be appropriately licensed/permitted. Operators of such facilities cannot legally receive any waste, unless in possession of a waste permit granted by the relevant local authority under the Waste Management (Facility Permit & Registration) Regulations 2007 or a waste license granted by the EPA. The permit/license held will specify the type and quantity of waste that can be received, stored, sorted, recycled and/or disposed of at the specified site.

3.3 Regional Waste Management Service Providers and Facilities

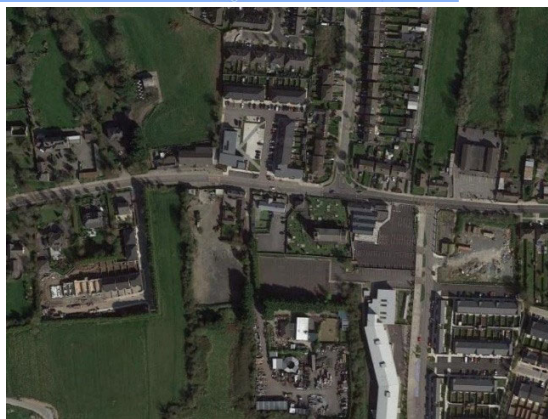
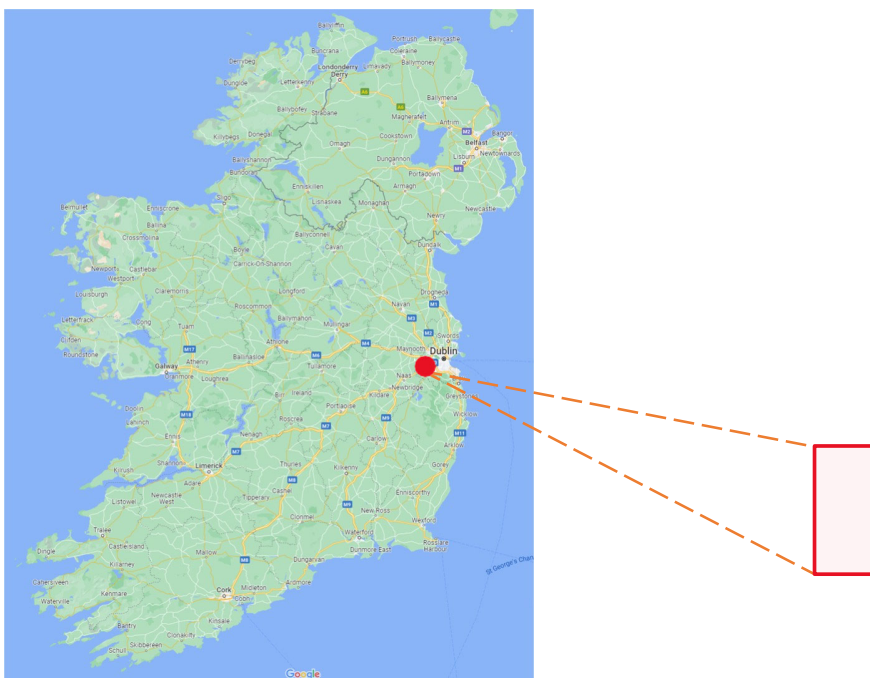
Various private Waste Contractors offer waste collection services across the The Eastern-Midlands Region (EMR). Details of waste collection permits (granted, pending and withdrawn) for the Region are contained within the The Eastern-Midlands Region Waste Management Plan.

The Eastern-Midlands Region (EMR) Management Plan also sets out licensed waste management facilities and landfill sites across the region.

4. DESCRIPTION OF THE PROJECT

4.1 Site location, Size and Scale of the Development

The site is located on the southern side of at Main Street Upper, Newcastle, Co. Dublin and has a site area of approximately 1.04 hectares (2.5 acres). The site is currently a greenfield site and is bordered to the north by the townhall on Main Street upper, to the west a residential development (St. Finian’s way) and to the east by a primary school (St. Finian’s National school)



The proposed development will consist of:

- 1) The construction of a single storey Discount Foodstore Supermarket with ancillary off- licence use (with mono-pitch roof and overall building height of c.

6.74 metres) measuring c. 2,207 sqm gross floor space with a net retail sales area of c. 1,410 sqm;

- 2) Construction of a vehicular access point to Main Street Upper and associated works to carriageway and including partial removal of boundary wall / façade, modification of existing footpaths / public realm and associated and ancillary works including proposed entrance plaza area;
- 3) Demolition of part of an existing rear / southern single storey residential extension (and related alterations to remaining structure) of 'Kelly Estates' building. The original 'Kelly Estates' building (a protected structure - Eircode: D22 Y9H7) will not be modified.
- 4) Demolition of detached single storey accommodation / residential structure and ancillary wall / fence demolitions to rear of existing 'Kelly Estates' building;
- 5) Demolition of existing single storey (stable) building along Main Street and construction of single storey retail / café unit on an extended footprint measuring c. 118 sqm and associated alterations to existing Main Street boundary façade;
- 6) Renovation and change of use of existing (vacant) two storey vernacular townhouse structure to Main Street, and single storey extension to rear, for retail / commercial use (single level throughout) totalling c. 62 sqm;
- 7) Repair and renewal of existing Western and Eastern 'burgage plot' tree and hedgerow site boundaries; and,
- 8) Provision of associated car parking, cycle parking (and staff cycle parking shelter), pedestrian access routes and (ramp and stair) structures (to / through the southern and western site boundaries to facilitate connections to potential future development), free standing and building mounted signage, free standing trolley bay cover / enclosure, refrigeration and air conditioning plant and equipment, roof mounted solar panels, public lighting, hard and soft landscaping, boundary treatments and divisions, retaining wall structures, drainage infrastructure and connections to services / utilities, electricity Substation and all other associated and ancillary development and works above and below ground level including within the curtilage of a protected structure.

4.2 Details of the Wastes to be produced

The proposed site is green field.

The typical type of waste produced on a new build construction project can be summarised as;

- Soil and stones;
- Concrete (including blocks);
- Bricks,
- Steel;
- Timber;
- Glass;
- Mixed Metals;
- Gypsum based materials;
- Tiles /Ceramics;
- Insulation Materials (asbestosfree);
- Fixtures and fittings etc.

4.3 Demolition Phase

Demolition of part of an existing rear / southern single storey residential extension (and related alterations to remaining structure) of 'Kelly Estates' building. The original 'Kelly Estates' building (a protected structure - Eircode: D22 Y9H7) will not be modified.

As this demolition is adjacent to the protected structure, a specific method statement will be developed and submitted to the local authority prior to works commencing on this phase.

The stone/rubble walls will be used on new retail units and boundary walls. Other materials will be disposed off site in a licensed disposal facility.

Demolition of detached (modern) single storey accommodation / residential structure and ancillary wall / fence demolitions to rear of existing 'Kelly Estates' building.

4.4 Construction Phase

During the construction phase there will be a surplus of materials, such as off-cuts from timber and broken blocks, tiles and bricks. Waste from packaging and oversupply of materials will also be generated but will be kept to a minimum. The development of the proposed building will result in ground excavations to accommodate the new building foundations and new floor-slab, external works and the associated below ground drainage and utility services. Having regard to the existing site levels and the finished floor level of the proposed building, it is

estimate that approximately 16,000m³ of inert soil/stones material will be required to be exported from site as part of the cut and fill exercise to achieve the development site finished levels.

4.5 Main C&D Waste Categories

The main non-hazardous and hazardous waste streams that will be generated by the construction and demolition activities at a typical site are shown in Table 1. The European Waste Code (EWC) Classification for each waste stream is also shown.

Waste Material	EWC
Non-Hazardous	
Concrete, bricks, tiles, ceramics	17 01
Wood, glass and plastic	17 02
Bituminous mixtures, coal tar and tarred products	17 03
Metals (including their alloys)	17 04
Soil, stones and dredged spoil	17 05
Gypsum-based construction material	17 08
Hazardous	
Electrical and Electronic Components	16 02
Batteries	16 06
Wood Preservatives	03 02
Liquid Fuels	13 07
Soil and stones containing dangerous substances	17 05 03
Insulation materials containing asbestos	17 06 01
Other insulation materials consisting of or containing dangerous substances	17 06 03
Construction materials containing asbestos	17 06 05

Construction and demolition waste containing mercury	17 09 01
Construction and demolition waste containing PCBs	17 09 02
Other construction and demolition wastes containing dangerous substances	17 09 03

Table 1 – European Waste Catalogue (EWC)

4.6 Anticipated Hazardous Waste Arising

None foreseen at the stage of writing this report.

5. ESTIMATED WASTE ARISING

5.1 Demolition Waste Generation

Based on the demolition areas of gross floor area and the industry standards (Table 2), the amount of demolition waste predicted to be generated for the proposed development was calculated. The BRE Waste Benchmark Data as of June 2012 provides guidance on the demolition waste estimates based on the gross internal floor area.

Project Type	Number of projects data relates to	Average Tonnes/100m ²	Number of projects data relates to	Average Tonnes
Residential	256	16.8	260	12.3
Public Buildings	23	22.4	24	11.2
Leisure	21	21.6	20	10.5
Industrial Buildings	23	12.6	24	5.7
Healthcare	22	12	22	9.9
Education	60	23.3	60	11.8
Commercial Other	4	7	2	3.6
Commercial Offices	14	23.8	11	6.3
Commercial Retail	48	27.5	47	11.6
Total number of projects	471		470	

Table 2 – BRE Waste Benchmark

Table 3 shows the breakdown of demolition waste produced on a typical construction site.

Waste Types	%
Glass	3%
Concrete, Bricks, Tiles, Ceramics	64%
Plasterboard	4%
Asphalt, Tar and Tar products	6%
Metals	2%
Slate	8%
Timber	13%
Total Waste	100

	%
--	---

Table 4: shows the predicted demolition waste that will be generated and indicative targets for the management of this waste on the site. Residential Type, floor area =160m²

Building Type	Area to be Demolished (m ²)	Wastes (tonnes)
Residential (16.8t/100m ²)	160	29

Table 4

5.2 Construction Waste Generation

Table 5.1 shows the breakdown of C&D waste types produced on a typical site based on data from the EPA National Waste Reports, GMIT15:

Waste Types	%
Mixed C&D	33
Timber	28
Plasterboard	10
Metals	8
Concrete	6
Other	15
Total	100

Table 5.1

Table 5.2 shows it is estimated that the following quantities of construction wastes/materials surplus will arise:

Waste Types	Tonnes	Re-use		Recycle		Disposal	
		%	tonnes	%	tonnes	%	tonnes
Mixed C&D	200	10	20	80%	160	10%	20
Timber	170	40%	68	55%	94	5%	8
Plasterboard	60	30%	9	60%	36	10%	6
Metals	49	5%	2.5	90%	44	5%	2
Concrete	36	30%	11	65%	24	5%	2
Other	91	20%	18	65%	59	20%	18
Total	606		130		417		57

Table 5.2 Estimated on and off-site reuse, recycle and disposal rates (excludes soil)

Table 53. Waste minimisation decisions

Waste Type (project and design)	EWC		Estimated Quantity (m3/tonnes)	Waste Management Action (Reuse, recycle, recover or disposal)	Estimated Residual Waste (m3/tonnes)
	Code	Waste Description			
Project: Lidl Newcastle	17 05 04	Soil and stones other than those mentioned in 17 05 03	16000 m3	Reuse 500m3	15000m3
	17 04 07	Mixed metals	49t	Recycle/Reuse – 95%	2t
	17 01 01	Concrete	36t	Recycle/Reuse – 95%	2t
	17 09 04	Construction and mixed waste	200t	Recycle/Reuse – 90%	20t

Any potentially contaminated material encountered will be classified and disposed of in accordance with Council Decision 2003/33/EC 10, which establishes criteria for the acceptance of waste at landfills. This is carried out by sampling and analysing the excavated material for a full waste acceptance criteria suite.

5.3 Mitigation Measures

Mitigation measures proposed are summarised below:

- On-site segregation of all waste materials into appropriate categories including:
 - -made ground, soil, subsoil, bedrock
 - concrete, bricks, tiles, ceramics, plasterboard
 - metals
 - dry recyclables e.g. cardboard, plastic, timber
- All waste materials will be stored in skips or other suitable receptacles in a designated area of the site.
- Wherever possible, left over materials (e.g. timber off cuts) and any suitable demolition materials shall be re-used on-site.
- All waste leaving site will be recycled, recovered or reused where possible, with the exception of those waste streams where appropriate facilities are currently not available.
- All waste leaving the site will be transported by suitable permitted contractors and taken to suitably licensed or permitted facilities.

- All waste leaving the site will be recorded and copies of relevant documentation maintained.

These mitigation measures will ensure the waste arising from the demolition and construction of the development is dealt with in compliance with the provisions of the Waste Management Act 1996 (as amended 2001), and associated Regulations, the Litter Act of 1997 and the Eastern Midlands Region Waste Management Plan (2015-2021), and achieve optimum levels of waste reduction, re-use and recycling.

5.4 Proposed Waste Management Options

All wastes will be segregated at source on site with dedicated segregated waste skips and receptacles for all recyclable wastes. The appointed licensed Waste Contractor (Panda/Greenstar Ltd) will collect and transfer the recyclable wastes as receptacles are filled. The non-recyclable waste will be transferred to landfill by Panda/Greenstar Ltd.

Bedrock, Blocks and Concrete

The majority of the waste C&D material will be clean, inert material and it is proposed to reuse it for construction purposes where possible.

Topsoil/ Subsoil

Topsoil and subsoil will be excavated to facilitate construction of the foundations and installation of underground services for the new building. Excess inert soils and subsoils excavated that are not required for use as fill on site will be disposed of or re-used offsite. The total amount of soil to be removed from the site should be in the region of 16,000m³ and it will be removed and disposed of by a licensed Contractor (Coolcat Plant Services Ltd) as prescribed under the Waste Management Act of 1996 (as amended 2001), the Waste Management (Facility Permit & Registration) Regulations of 2007 and the Waste Management (Collection Permit) Regulations of 2007. The issuing of such a permit to Contractors allows the Contractor to use such fill material for landscaping and land reclamation, subject to conditions defined in their specific Permit.

Should any contaminated soil/subsoil (i.e. non-hazardous or hazardous) be uncovered on this site it will be stored separately to the inert soil/subsoil, sampled and tested. The material will be appropriately classified as non-hazardous or hazardous in accordance with Council Decision 2003/33/EC, which establishes the

criteria for the acceptance of waste at landfills, prior to being transported to an appropriately licensed facility by permitted Contractors.

Plastic

As plastic is now considered a highly recyclable material, much of the plastic generated during construction phase primarily will be from materials packaging and material off-cuts and this material will be diverted from landfill and recycled. All recyclable plastic will be segregated at source and stored in dedicated skips on site and a log of all materials removed off site.

Cardboard

Cardboard packaging can also be recycled. Cardboard will be flattened and placed in a covered skip, to prevent it from getting wet and will be recycled by a nominated Waste Contractor Panda/Greenstar Ltd

Timber

It is expected that there will be timber waste generated from the demolition activities, material off-cuts, damaged pieces and wooden pallets used for deliveries to site. Timber that is uncontaminated, i.e. free from paints, preservatives, glues, etc., will be stored on site in a designated area for collection and recycling by a nominated Waste Contractor Panda/Greenstar Ltd Waste/ Recycling.

Metal

Steel is highly recyclable; there are numerous companies that will accept these materials. A segregated skip will be available for storage of metals on site pending recycling by the nominated Molly Metals Ltd.

Hazardous Materials

During actual construction activities, on-site storage of any hazardous wastes produced will be minimised, with off-site removal organised on a regular basis. Storage of all hazardous wastes on site will be undertaken so as to minimise exposure to on-site personnel (and the public) and to also minimise potential for environmental impacts. Hazardous wastes will be recovered wherever possible and failing this, disposed of appropriately.

Non-Recyclable Waste

There will be a general waste skip or other receptacle provided for non-hazardous C&D waste not suitable for reuse or recycling. This skip will include general wet waste (mixed food waste and food packaging), polystyrene, contaminated cardboard, contaminated plastic, etc.

6. DEMOLITION PROCEDURES

The demolition stage will involve the removal of existing building structures on site. This Demolition Plan has been prepared by the appointed Main Contractor for this site; in general, the following sequence of works will be followed during the demolition stage:

- Phase 1: Site set-up, bulk excavations/reduce dig & disposal off site, demolish existing building and clear working area, prepare remaining site area for construction.
- Phase 2: Construct new store and complete site services.
- Phase 3: Complete site development works and all site finishes.

The Client proposes to ensure that all wastes arising during the demolition stage and the construction phase of this project will be managed and disposed of in a way that ensures compliance with the provisions of the Waste Management Acts 1996–2008 and associated Regulations and The Eastern-Midlands Region (EMR) Waste Management Plan 2015-2021. It will also ensure that optimum levels of waste reduction, re-use and recycling are achieved.

7 TRAINING PROVISIONS FOR WASTE MANAGER AND SITE CREW

A Waste Manager will be appointed on site (Dermot Kenny) to ensure commitment, operational efficiency and accountability during the C&D phase.

8.1 Waste Manager Training and Responsibilities

The Waste Manager will have overall responsibility to oversee, record and provide feedback to the client on everyday waste management at the site. Authority will be given to the Waste Manager to delegate responsibility to Sub-Contractors where necessary and to coordinate with suppliers, service providers and Sub-Contractors to prioritise waste prevention and salvage.

The Waste Manager will be trained in how to set up and maintain a record keeping system, how to perform an audit and how to establish targets for waste management onsite.

He will also be trained in the best methods for segregation and storage of

recyclable materials, have information on the materials that can be reused on site and know how to implement the C&D WMP.

8.2 Site Staff Waste Management Training

Training of site staff is the responsibility of the Waste Manager and as such a waste training program should be organized. A basic awareness course will be held for all site crew to outline the C&DWMP and to detail the segregation of waste materials at source. This may be incorporated with other site training needs (e.g. general site induction, safety training, etc.).

This basic course would describe the materials to be segregated, the storage methods and the location of the waste storage areas. A subsection on hazardous wastes will be incorporated and the particular dangers of each hazardous waste will be explained.

8.3 Record Keeping

Records will be kept for each waste material that leaves the site, either for reuse on another site, recycling or disposal. A system will be put in place to record the construction waste arising on site.

The Waste Manager or delegate will record the following:

1. Waste taken for reuse off-site
2. Waste taken for recycling
3. Waste taken for disposal
4. Reclaimed waste materials brought on-site for reuse

For each movement of waste on- or off-site, a signed docket will be obtained by the Waste Manager from the Contractor detailing the type of the material and the source and destination of the material.

This will be carried out for each material type. This system will also be linked with the delivery records. In this way, the percentage of C&D waste generated for each material can be determined.

The system will allow the comparison of these figures with the targets established for the recovery, reuse and recycling of C&D waste and to highlight the successes or failures against these targets.

9.0 OUTLINE WASTE AUDIT PROCEDURE

9.1 Responsibility for Waste Audit

The appointed Waste Manager will be responsible for conducting a waste audit at the site during the C&D phase of the development.

9.2 Review of Records and Identification of Corrective Actions

A review of all the records for the waste generated and transported on- or off-site should be undertaken mid-way through the C&D phase. If waste movements are not accounted for, the reasons for this should be established in order to see if and why the record keeping system has not been maintained.

The waste records will be compared with the established recovery/reuse/recycling targets for the site.

Each material type will be examined in order to see where the largest percentage waste generation is occurring. The waste management methods for each material type will be reviewed in order to highlight how the targets can be achieved. Waste management costs will also be reviewed.

Upon completion of the C&D phase, a final report will be prepared, summarising the outcomes of waste management processes adopted and the total recycling/reuse/recovery figures for the development.

9.3 Local Authority

South Dublin County Council will be consulted as required throughout the C&D phase in order to ensure that all available waste reduction, re-use and recycling opportunities are identified and utilised and that compliant waste management is carried out.

9.4 Recycling and Salvage Companies

Companies that specialise in C&D waste management will be used to determine their suitability for engagement. See below table 9.0, with proposed waste management companies' details, including waste collection permits and/or licenses etc.

Table 9.0

EWC code	Waste Management Action	Waste Management Contractor	Waste Collection Permit No (2)	Waste Facility Permit No.
15 01 01 20 03 01 + Various	Recycle, recover, disposal etc.	Panda/Greens tar Ltd	NWCPO-13-11193-06	W0 188-1
02 01 10, 12 01 01 + various	Recycle, recover & disposal	Molloy Metals	NWCPO-09-02516-03	WFP-WX-21-0036-03
17 01 01 17 05 04 + various	Recycle, recover, disposal	Cool Cat Plant Services Ltd	NWCPO-14-11321-03	W0201-03
17 01 01 17 05 04 + various	Disposal	Drehid landfill, Bord na Mona		W0201-03

(1) Reuse, recycle, recover and disposal

(2) To check the waste carrier registration and destination site licence or exemption use the link [Environmental Protection Agency - Waste Permit & Certificate of Registration Database](#)

9.5 Noise:

The following section describes typical measures to minimise the potential for noise disturbance to the surrounding area which will be employed to ensure the construction noise criteria are not exceeded.

Environmental noise arising from activities on the construction site shall be controlled in accordance with the requirements of BS 5228 and 2:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites: Noise and vibration (BSI, 2014) and the European Communities (Noise Emission by Equipment for Use Outdoors) Regulations, 2001 (EC, 2001).

A construction noise assessment may be required and should be undertaken in accordance with BS 5228:2009, which should demonstrate that noise from daytime construction activity on the site is not

considered to be significant. A number of mitigation measures should be used to keep construction site noise to a minimum. The following practices are detailed in BS 5228-1:2009 and those most

appropriate to this site are outlined below:

Source Noise Control - wherever possible noise should be controlled at source:

- Avoid unnecessary revving of engines and switch off equipment when not required
- Keep internal haul routes well maintained and avoid any steep gradients
- Use rubber linings in, for example, chutes and dumpers to reduce impact noise
- Minimise drop height of materials
- Start-up plant and vehicles sequentially rather than all together.
- The activities that create the most noise should be scheduled for when the fewest people and neighbouring businesses/school/creche/residential dwellings will be affected. In relation to vibration, the right equipment should be selected for the task. Use low vibration level equipment.
- As far as is reasonably practicable, sources of significant noise will be enclosed or screened. The extent to which this can be done depends on the nature of the plant / machinery or process to be enclosed and their ventilation requirements. For maximum benefit, screens should be close to the source of noise.
- The following specific measures will be implemented during the construction phase to ensure noise and vibration effects are minimised:
- Site Staff, foreman/site manager/engineer shall be responsible for matters relating to noise and vibration;
- Equipment will be switched off when not required;
- Internal haul routes will be well maintained;
- Rubber linings shall be used in chutes and dumpers, etc. to reduce impact noise;
- Drop heights of materials will be minimised;
- Plant and vehicles will be started sequentially rather than all together;
- Construction plant and activities to be employed on site will be reviewed to ensure that they are the quietest available for the required purpose;
- Generators will be located away from sensitive receivers and will be enclosed;
- Where required, improved sound reduction methods, e.g. enclosures, shall be used;
- Site equipment will be located away from noise sensitive areas, as much as is feasible;
- Regular and effective maintenance by trained personnel will be carried out to reduce noise and/or vibration from plant and machinery;
- Acoustic barriers, 2.4m solid hoarding/embankments and retaining walls will be provided around

construction works to minimise the effects of noise and vibration generating activities in the vicinity of sensitive locations;

- Site activities/Working Hours will be limited to permitted working hours as per planning grant:
- **Working Hours:** 8am – 7pm, Monday to Friday; and 8am – 1pm, Saturday. It may also be necessary in exceptional circumstances to undertake some other types of activities outside of normal construction core working hours. Any such working hours outside the normal construction core working hours will be agreed with SDCC.
- A regular and effective maintenance programme operated by trained personnel is essential and will do much to reduce noise from plant and machinery. Increases in plant noise are often indicative of future mechanical failures.

9.6 Protection of Groundwater/Watercourses

Surface water and groundwater can be impacted by construction activities if measures to contain materials and run off are not implemented. Adequate measures to prevent contaminating sediment entering watercourses should be included to reduce the risk of such an occurrence. The use of settlement tanks and/or temporary settlement lagoons with outflow control measures should be used for all surface water exiting the works area to the existing drainage network or adjacent watercourse if required.

Where necessary, active control can be maintained by re-circulation of surface water within the development footprint, should the water quality not achieve the minimum discharge standard required.

Protective fencing will be used to prevent encroachment by site operators/construction workers into any temporary settlement ponds/lagoons and along the top of any open ditches required in order to prevent any injury or damage to ditch/lagoon structures.

If water ingress into excavations is encountered, NRS Group will ensure that the groundwater is not exposed to hazardous materials. If removal of the groundwater is required then this should be stored, treated and disposed of appropriately. If disposal of groundwater to the public sewer is required, then the necessary approval and license should be sought from Irish Water.

Material storage and handling measures will be implemented to contain potential sources of soil/groundwater pollution. This may include measures such as stockpiling materials on geotextiles, membranes or temporary berms to interrupt flow routes. Contractors will ensure that spill kits will be accessible to construction personnel at all times and all spills will be reported to the main contractor. All sub-contractors shall be responsible for ensuring the following measures are implemented:

- All liquids, solids and powder containers will be clearly labelled and stored appropriately in sealable containers.
- All liquid and hazardous materials will be stored in a designated and temporarily bunded area with appropriate signage. This area should be within the construction compound or at an alternative location agreed with the Main Contractor.
- Bunding must have a minimum capacity of 110% of the volume of the largest tank or 25% of the total storage capacity, whichever is the greater. Bunding shall be impermeable to the substance that is being stored in the tank.
- Where a contractor is responsible for materials stored in a bunded area, that contractor

shall implement measures for the regular inspection of bunds and emptying of rainwater (when uncontaminated).

- Material storage areas will be at a safe distance from live construction activities.
- Spill kits will be provided in areas where liquids are stored and refuelling areas.
- Chemicals / fuels / materials brought on-site must be accompanied by a Material Safety Data Sheet (MSDS). A copy of the MSDS should be provided to the Main Contractor.
- Materials will be stored in accordance with any specific requirements of the MSDS.
- A complete register of all MSDSs in use on-site will be maintained and copies of all MSDSs retained on-site.
- Careful ordering of materials to minimise quantities present on-site.
- Excess materials will not be stored on-site for extended periods.
- Contractors will be responsible for ensuring the regular maintenance of construction plant and equipment, to prevent leaks.

The following best practice water management measures will be implemented during the construction phase:

- Temporary measures will be put in place to ensure only clean water is discharged from site i.e., in advance of excavation activities, temporary interception bunds and drainage ditches will be constructed up slope of the excavation to minimise surface runoff ingress into it. The interception bunds and drainage ditches will be subject to daily inspection to ensure they remain adequate and effective.
- Silt traps/fencing will be employed and maintained in appropriate locations;
- A filter drain and silt pits will be located at the base of all embankments, settled solids will be removed from the silt pits regularly.
- Temporary stockpiles will be surrounded by silt fencing;
- Excavation and earthworks will be suspended during and immediately following periods of heavy rainfall to minimise sediment generation and soil damage.
- Oil, petrol and other fuel containers will be double-skinned and bunded to be able to contain 110% volume to guard against potential accidental spills or leakages entering local watercourses.
- A spill kit including an oil containment boom and absorbent pads will be on site at all time;
- A designated bunded refuelling area will be provided at a minimum distance of 15m away from any watercourse. No vehicles will be left unattended when refuelling;
- Dedicated fuel storage areas will be introduced on-site which will be a minimum of 15m from watercourses or drains.
- All vehicles and plant will be regularly maintained, washed and inspected for fuel, oil and hydraulic fluid leaks.
- Machinery including hand-tools will never be washed in watercourses or drainage ditches or within 15m of watercourses or drainage ditches.
- Concrete pouring will not take place during heavy rain when run off is likely due to excess water. Shuttering will be designed to accommodate small increases in the volume of

material contained within the shuttered area due to rainfall. Pre-cast concrete will be used if possible; otherwise, all cast-in-place concrete will be isolated from flowing water for a minimum of 48 hours to allow pH to reach neutral levels.

- Wash down and washout of concrete transporting vehicles will not be permitted at the location of construction. Such wash down and washout activities will take place at an appropriate facility off site or at the location where concrete was sourced.
- Silt fences/swales shall be provided at all locations where surface water run-off may enter/leave the working areas, and adjacent to the haul roads;
- All works undertaken will be fully consolidated to prevent run-off of silt;
- Access/haul roads shall be set back from watercourses by at least 10m where possible

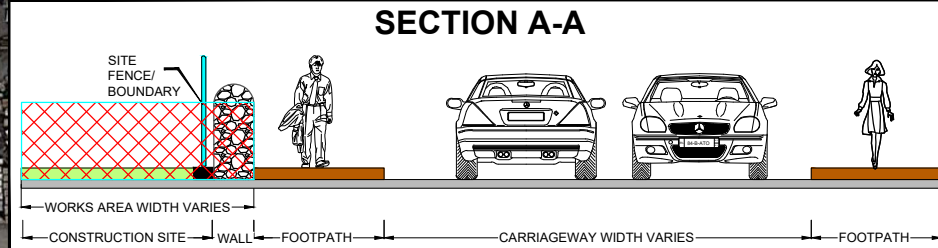
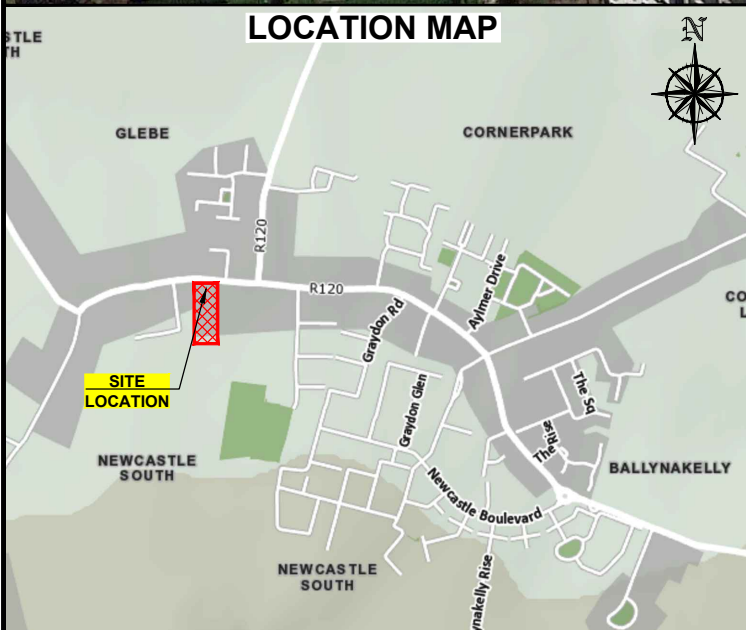
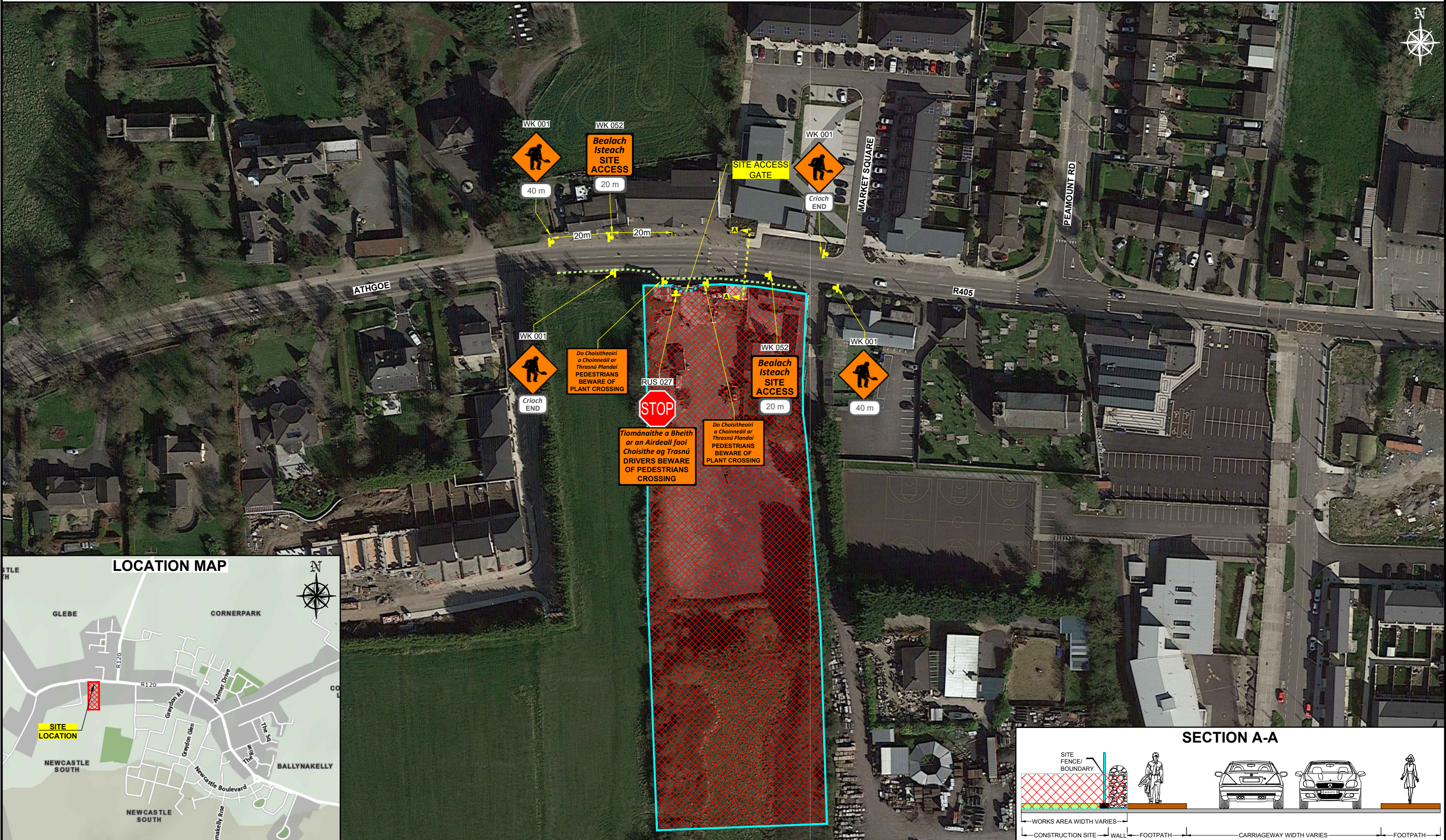
SITE WASTE MANAGEMENT PLAN

REFERENCES

1. Waste Management Act 1996 (S.I. No. 10 of 1996) as amended by the Waste Management (Amendment) Act 2001 and associated regulations:
 - Waste Management (Facility Permit and Registration) Regulations, S.I. No. 821 of 2007 as amended 2008 (S.I. No. 86 of 2008).
 - Waste Management (Collection Permit) Regulations S.I. No. 820 of 2007 as amended 2008 (S.I. No 87 of 2008).
 - Waste Management (Packaging) Regulations 2003 (S.I. No. 61 of 2003)
 - Waste Management (Licensing) Regulations 2000 (S.I. 185 of 2000) as amended 2002 (S.I 336 of 2002)
 - Waste Management (Planning) Regulations 1997 (S.I. 137 of 1997)
 - Waste Management (Landfill Levy) Regulations 2002 (S.I. 86 of 2002)
2. Waste Management – Changing Our Ways, A Policy Statement, Department of Environment and Local Government, 1998.
3. “Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects”, Department of the Environment, Heritage and Local Government, 2006.
4. “Construction and Demolition Waste Management – a handbook for Contractors and Site Managers”, FÁS and the Construction Industry Federation, 2002.
5. Characterisation of Building-Related Construction and Demolition Debris in the United States, US EPA, June 1998.
6. Council Decision 2003/33/EC, establishing criteria and procedures for the acceptance of waste at landfills pursuant to Article 16 of and Annex II to Directive 1999/31/EC.
7. Council Directive 1999/31/EC, on the landfill of waste.

APPENDIX A

LIDL STORE AND BUILDINGS, NEWCASTLE, CO. DUBLIN - SITE ACCESS TM LAYOUT



DESIGN PARAMETERS				SAFETY ZONE			TEMPORARY SIGNS				CONE SPACING AND SIZE			RATE OF TAPER		LAMP SPACING		TRAFFIC MANAGEMENT SYSTEM		
Road Lvl(Sub)	Roadworks Type	Speed Limit (km/h)	Min. Lane Width (m)	Longitudinal (m)	Lateral (m)	Set Back (m)	Distance (m)	Number	Min. Size (mm)	Sign Visibility (m)	Longitudinal (m)	At Tapers (m)	Min. Height (mm)	Taper at H/S (m)	Taper at Lane (m)	At Tapers (m)	Longitudinal (m)	Method	Coned Area Length (m)	Max. Traffic Flow (veh/h)
1 (iii)	A	50	3.00	5	0.5	-	20	2	600	50	3	3	750	1 in 5	1 in 5	6	6	Site Access	n/a	n/a

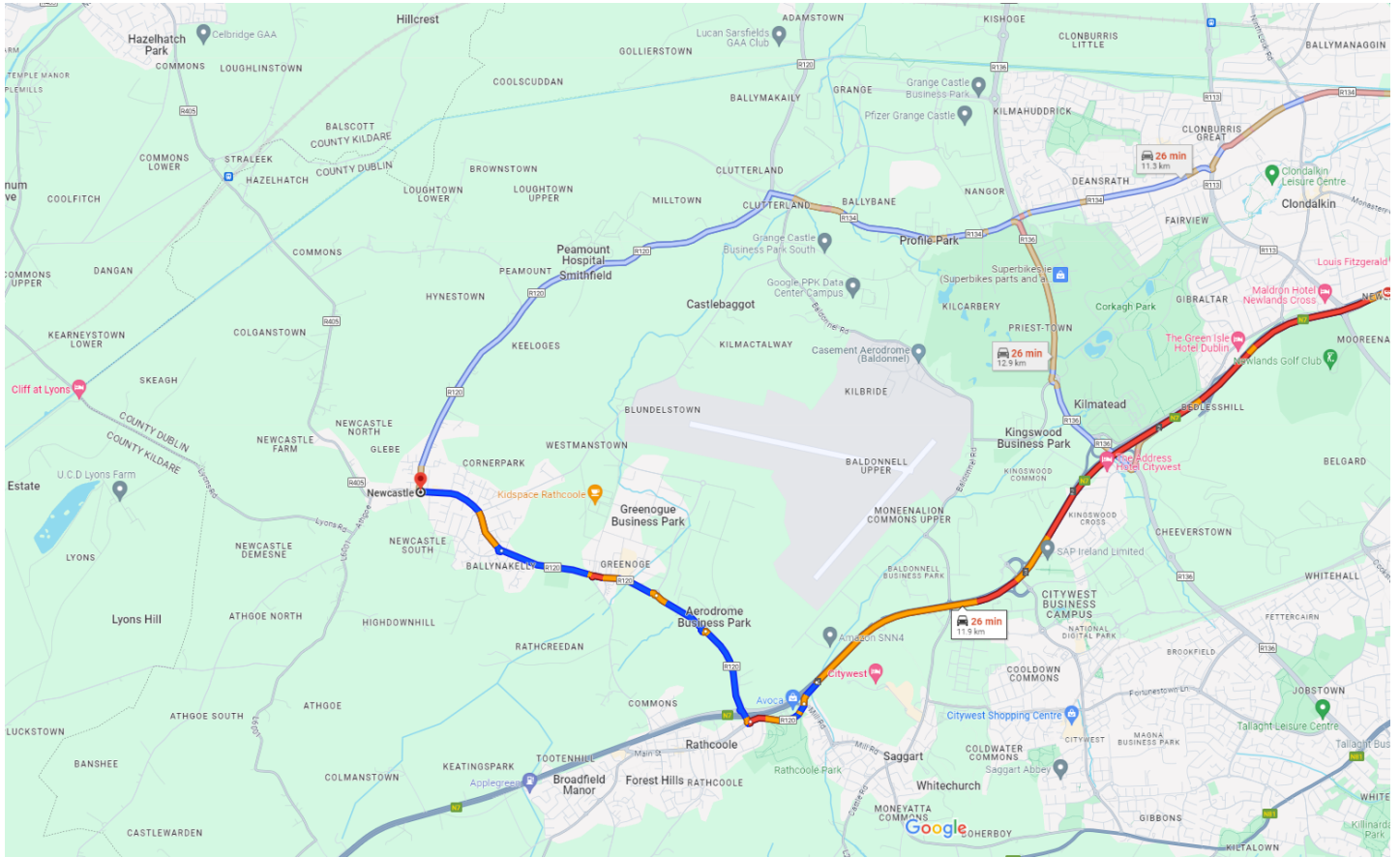
LEGEND	
	TRAFFIC CONES
	SIGN LOCATION
	WORKS AREA
	PEDESTRIAN ROUTE
	SITE FENCE/BOUNDARY
	SITE ACCESS GATE

NOTES:

- ALL INFORMATION CONTAINED IN THIS DRAWING SHOULD BE CHECKED AND VERIFIED BY CONTRACTOR PRIOR TO ANY STAGE OF CONSTRUCTION.
- ALL WORKS ARE TO BE CARRIED OUT IN ACCORDANCE WITH LOCAL AUTHORITY REQUIREMENTS AND ARE TO BE INCLUDED IN THE SITE-SPECIFIC SAFETY & HEALTH PLAN.
- CONTRACTOR TO CARRY OUT A SITE RISK ASSESSMENT PRIOR TO THE INSTALLATION OF ANY TRAFFIC MANAGEMENT PLAN TO ENSURE THAT CONDITIONS REFLECT THOSE CONSIDERED FOR DESIGN POST SUBMISSION.
- CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROVISION OF RAMP ACCESS AT ANY CHANGE IN ROAD SURFACE LEVEL WHERE TRAFFIC RUNS ON A TEMPORARY SURFACE.
- THIS TRAFFIC MANAGEMENT PLAN MAY ONLY BE IMPLEMENTED BY A TTOS WHO MUST CARRY OUT A RISK ASSESSMENT BEFORE IMPLEMENTATION. TTOS MUST BE IN POSSESSION OF CSCS CARD 'SIGNING, LIGHTNING AND GUARDING AT ROAD WORKS' CONSTRUCTION REGULATIONS 2006.
- EXACT SIGNS POSITIONS TO BE AGREED ON SITE.
- ACCESS TO BE MAINTAINED TO ALL DWELLINGS / BUSINESSES AT ALL TIMES.
- SITE INSPECTIONS AND MAINTENANCE OF THE TRAFFIC MANAGEMENT LAYOUT IS TO BE CONDUCTED ON A DAILY BASIS TO ENSURE THE SAFETY AND INTEGRITY OF THE DESIGN.
- ALL TEMPORARY FOOTWAYS MUST HAVE A GOOD QUALITY, EVEN SURFACE AND BE MAINTAINED FREE FROM OBSTRUCTION.
- WHERE A SITE-SPECIFIC SURVEY HAS NOT BEEN CARRIED OUT BY GKTM LTD., THE COMPANY DOES NOT ACCEPT THE APPOINTMENT AS TM DESIGNER FOR THE PROJECT. ANY TTMLD PRODUCED BY GKTM LTD IS FOR THE PRELIMINARY SAFETY PLAN ONLY AND MUST BE FURTHER DEVELOPED BY A TM DESIGNER APPOINTED BY THE MAIN CONTRACTOR FOR THE CONSTRUCTION PHASE.
- PEDESTRIANS TO BE PROTECTED FROM WORKS AREA BY PEDESTRIAN BARRIER SYSTEM.
- BANKSMAN TO MANAGE SITE ACCESS/EGRESS AND MARSHAL PEDESTRIANS DURING WORKS HOURS.

		GARY KEVILLE TRAFFIC MANAGEMENT LTD. Rosemount Business Park, Dublin 11, Co. Dublin, Ireland Tel: (+3531) 667 4322; Email: info@gktm.ie Visit us at: www.gktm.ie		CLIENT: 	
DESIGNED: BJ DRAWN: BJ VERIFIED: SS APPROVED: SS	SCALE: NTS DATE: 23-11-2023	PROJECT TITLE: LIDL STORE AND BUILDINGS, NEWCASTLE, CO. DUBLIN DRAWING NAME: SITE ACCESS TM LAYOUT STAGE: CONSTRUCTION		DWG. No.: JC 6231-00-01 REV: 0	Rev. No.: Revision Details Rev. Date:

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Map data ©2023 Google 500 m

- 🚗 via N7 and R120 **26 min**
 Best route now due to traffic conditions 11.9 km

- 🚗 via New Nangor Road/R134 and R120 **26 min**
 Heavier traffic than usual 11.3 km

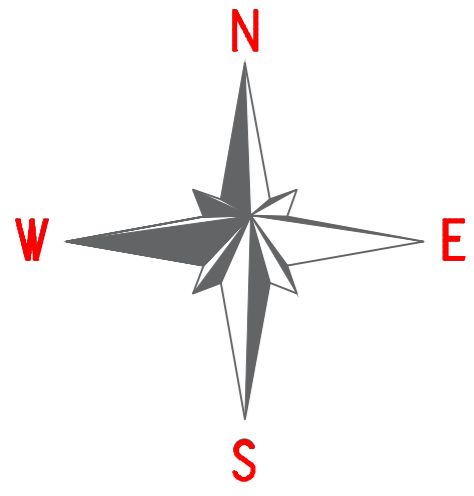
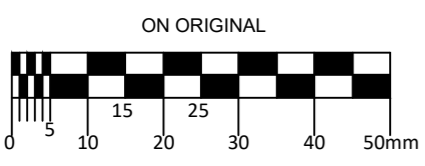
- 🚗 via R120 **26 min**
 Heavier traffic than usual 12.9 km

Explore nearby Newcastle

- 🍴 Restaurants
- 🏨 Hotels
- ⛽ Gas stations
- P Parking Lots
- ⋮ More

Appendix I

Toucan Crossing Details



RIDGE
*98.129

TRAFFIC SIGNAL CONTROLLED
TOUCAN PEDESTRIAN & CYCLIST CROSSING
ON 100mm TRAFFIC CALMING RAMP
FORMED IN PM SMA

APARTMENT

- NOTES**
1. SITE LAYOUT AND SURVEY SUPPLIED BY DARMODY ARCHITECTS
 2. ALL ROAD MARKINGS WHITE THERMOPLASTIC UNLESS OTHERWISE SPECIFIED, APPLIED ACCORDING TO TRAFFIC SIGNS MANUAL
 3. ALL ROAD MARKINGS AND SIGNAGE IN ACCORDANCE WITH TRAFFIC SIGNS MANUAL
 4. CONTRACTOR TO CHECK ALL MEASUREMENTS AND POSITIONS OF EXISTING FEATURES ON SITE AND ADVISE CERTIFYING ENGINEER AND DESIGNER OF ANY DISCREPANCIES
 5. NO WORKS ON THE PUBLIC ROAD, INCLUDING VERGES AND FOOTPATHS TO BE UNDERTAKEN WITHOUT ROAD OPENING LICENCE FROM SDCC IN COMPLIANCE WITH ALL PLANNING CONDITIONS AND/OR AS SET OUT IN ROL CONDITIONS AND ALL REQUIRED TEMPORARY TRAFFIC MANAGEMENT MEASURES IN PLACE AND MAINTAINED AT ALL TIMES

- RED TACTILE 400x400x63mm PAVERS INSTALLED 2 ROWS DEEP ACROSS FULL WIDTH OF CROSSING WITH 3 ROWS WIDE STEM EXTENDING TO BACK OF FOOTPATH. DROPPED KERB TO HAVE A 6mm MAX REVEAL AND EXTEND 100mm BEYOND 4.0m TACTILE WIDTH. 1.0m TRANSITION KERB FROM DROPPED KERB TO FULL HEIGHT KERBS
 - NEW ROAD MARKINGS TO BE INSTALLED FOR PROPOSED CROSSINGS PER TSM REQUIREMENTS
 - RT5001 PRIMARY SIGNAL HEAD [RAG]
 - RT5001 SECONDARY SIGNAL HEAD [RAG]
 - RPC004 PEDESTRIAN SIGNAL [RmAmGm]
 - PEDESTRIAN DEMAND UNIT
 - HEIMDALL VEHICLE DETECTOR
 - SIEMENS TRAFFIC SIGNALS CONTROLLER UNIT ON CONCRETE PLINTH
 - JB4 COLLECTOR CHAMBER (TRAFFIC)
 - JB1(A) TRAFFIC CHAMBER
 - 110mm MDPE ORANGE DUCTING STAMPED 'TRAFFIC'
- note:
4NO. AT ROAD CROSSINGS (750mm MIN COVER UNDER ROADS)
2NO. CONNECTING TO TRAFFIC CHAMBERS (450mm MIN COVER UNDER FOOTPATHS)
1NO. CONNECTING TO RS115 POLE RETENTION SOCKETS (450mm MIN COVER UNDER FOOTPATHS)
- PROPOSED ESB MINI PILLAR
Note: 230v AC Single Phase Traffic Signals Power Supply Connection to ESBN to be confirmed on-site and subject to unmetered supply application

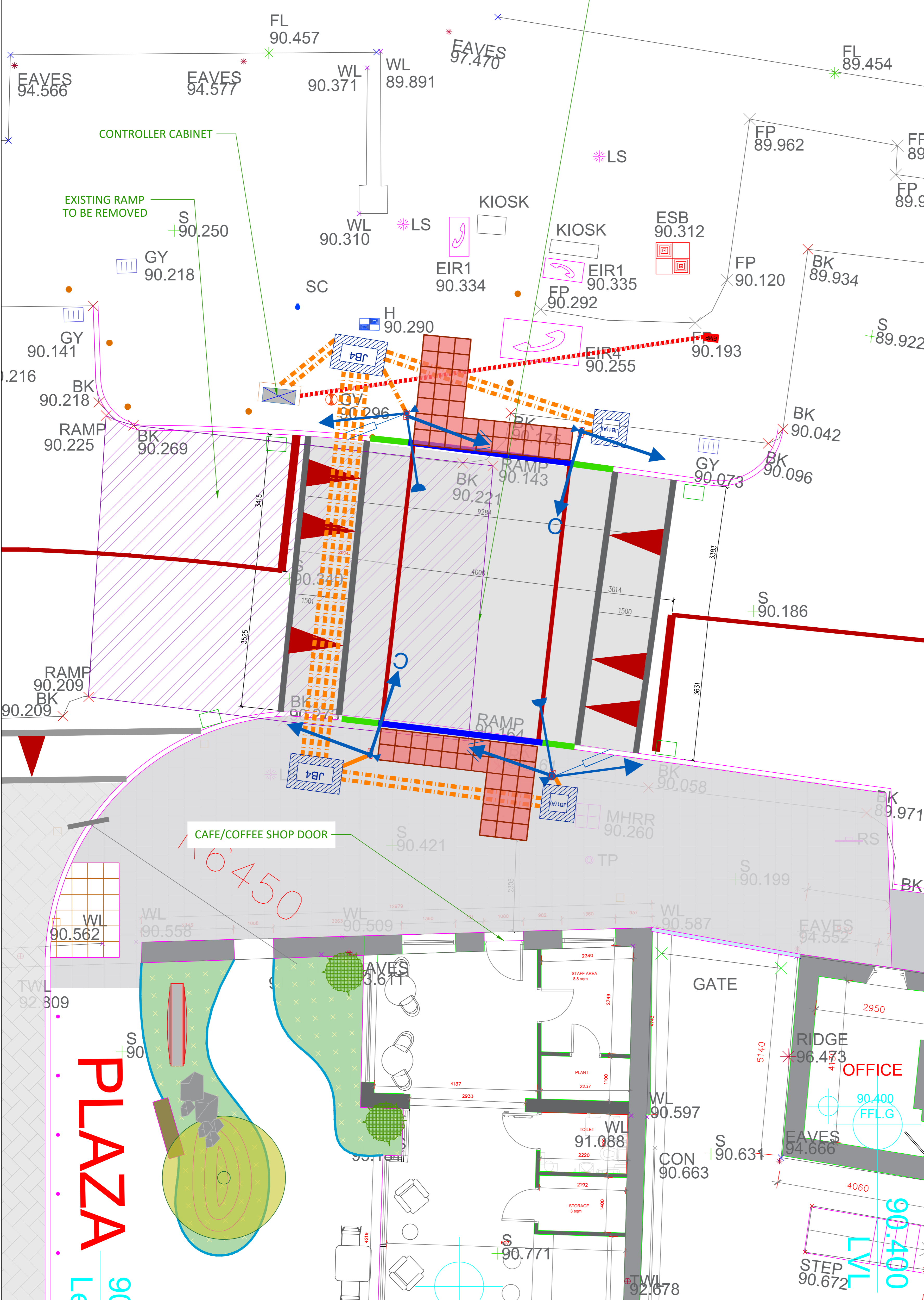


SIEMENS S7750 ELV PEDESTRIAN CONTROLLER

LEGEND

▲	MS-CIRC	▲	MS-CIRC
▲	STN	▲	STN
▲	NO	▲	NO
▲	RE	▲	RE
▲	HL	▲	HL
▲	SEARTH	▲	SEARTH
▲	ST	▲	ST
▲	TWL	▲	TWL
▲	SO	▲	SO
▲	SW RECT	▲	SW RECT
▲	SW	▲	SW
▲	W/DRYANT	▲	W/DRYANT
▲	ROAD	▲	ROAD
▲	FENCE	▲	FENCE
▲	WALL	▲	WALL
▲	CONCRETE	▲	CONCRETE
▲	BOTTOM OPERATOR	▲	BOTTOM OPERATOR
▲	BUILDING	▲	BUILDING
▲	BOTTOM BELLOUSE	▲	BOTTOM BELLOUSE
▲	TOP BELLOUSE	▲	TOP BELLOUSE
▲	CHIMNEY	▲	CHIMNEY
▲	WHITE LINE	▲	WHITE LINE
▲	YELLOW LINE	▲	YELLOW LINE
▲	UNIVERSAL COL	▲	UNIVERSAL COL
▲	UNIVERSAL BEAM	▲	UNIVERSAL BEAM
▲	ACID DRAIN	▲	ACID DRAIN
▲	TRAP	▲	TRAP
▲	STRUCTURE	▲	STRUCTURE
▲	STEP	▲	STEP
▲	WINDOW	▲	WINDOW
▲	BARRIER	▲	BARRIER
▲	STORM LINE	▲	STORM LINE
▲	FOLD LINE	▲	FOLD LINE

REV.	DATE	DESCRIPTION	BY	CHKD.
<p>Stephen Reid Consulting Traffic and Transportation Salisbury House, New Street, Malahide, Co Dublin K18 K152 Tel: 087 979 3479</p> <p>email: stephenr@stephenreidconsulting.com web: www.stephenreidconsulting.com</p> <p>Stephen Reid Consulting Traffic and Transportation</p>				
<p>PROJECT NAME MIXED DEVELOPMENT MAIN STREET, NEWCASTLE CO DUBLIN (REF: SD22A/0312)</p>				
<p>CLIENT LIDL IRELAND GmbH</p>				
<p>DRAWING PROPOSED TOUCAN CROSSING AT RAMP ON R405 ATHGEO ROAD (RESPONSE TO ITEM 31 OF RFI)</p>				
DRG. NO.		SRC-214-100		
DESIGNED	SR	CAD	CP	
DATE	OCT 2022	CHECKED	SR	
RFI RESPONSE				
SCALE	1:100@A3; 1:50 @A1	FILE REF.	SRC-214-100	



Appendix J

Glint & Glare and Aviation Correspondence

Lidl Newcastle, Main Street Upper, Newcastle, Co. Dublin (Planning Ref: SD22A/0312)

Planning Permission Condition 14(a)

“Glint/Glare Assessment regarding Aviation. Prior to the commencement of development, the applicant/owner shall submit the following to the Planning Authority: (a) Written confirmation that the applicant has forwarded a Glint and Glare Assessment which considers the predicted effect of the proposed solar panels on sensitive aircraft receptors of the proposed development to the Irish Aviation Authority.”

Planning Permission Condition 14(b)(ii)

(ii) “The proposed development - inclusive of the solar panels - will not affect the safety, efficiency or regularity of aviation operations or the emergency services (e.g. Coast Guard helicopters) operated in the vicinity of Tallaght Hospital”.

Response to above conditions:

A copy of the solar panel Glint and Glare assessment was issued by Lawler Consulting to the Irish Aviation Authority, Dublin Airport (planning) & AirNav Ireland on the 8.8.23. Correspondence was received from the IAA on the 11.8.23 requesting to forward a copy of our assessment to Mr Don Watchorn of the Department of defence. Confirmation was received from Mr Watchorn on the 14.8.23 to acknowledge receipt of the assessment and that the department will revert in due course, see enclosed correspondence.

From: Defence Property Management Planning <PropertyManagementPlanning@defence.ie>

Sent: Monday, August 14, 2023 3:00 PM

To: Brian O Hanrahan <brianohanrahan@lawlerconsulting.com>

Cc: Gillian Holden (Defence) <Gillian.Holden@defence.ie>; Sarah Zacharia (Defence) <Sarah.Zacharia@defence.ie>

Subject: RE: Retail Development at Main Street Upper, Newcastle, Co. Dublin

Dear Mr. O'Hanrahan,

The Department of Defence wishes to acknowledge receipt of your e-mail below.
The Department will consider your request and will revert in due course.

Please contact me if you have any queries.

Best regards

Don

Don Watchorn

Property Management Branch

An Roinn Cosanta

Department of Defence

Bóthar an Stáisiúin, An Droichead Nua, Contae Chill Dara, W12 AD93.

Station Road, Newbridge, Co.Kildare, W12 AD93.

T +353 (0)45 452199

Appendix K

IAA / Air Corp Correspondence and Response re. Construction (Cranes, etc.)

Fintan Morrin

From: Edward Kelly <ekelly@nrsgroup.eu>
Sent: 05 December 2023 08:50
To: planning@daa.ie; planning@airnav.ie; planning@iaa.ie
Cc: Fintan Morrin
Subject: FW: New Lidl Newcastle - Mobile crane agreements
Attachments: Crane Height.pdf

To whom it may concern,

We/NRS Group are the main contractor (builder) for the new Lidl Newcastle, on Upper main St. Newcastle, Co. Dublin, Eircode, D22 Y9H7, which is located near to Baldonnell Airport.

Locations details/pin: <https://www.google.com/maps/@53.2996116,-6.5027578,18.82z?entry=ttu>

Please see attached and below details for maximum mobile crane height = 64m above ground level.

We will be using a 110T mobile crane only (no tower crane) during the entirety of the months of April & May 2024 for the fitting of the roof structure, operating hours 8am to 19.00.

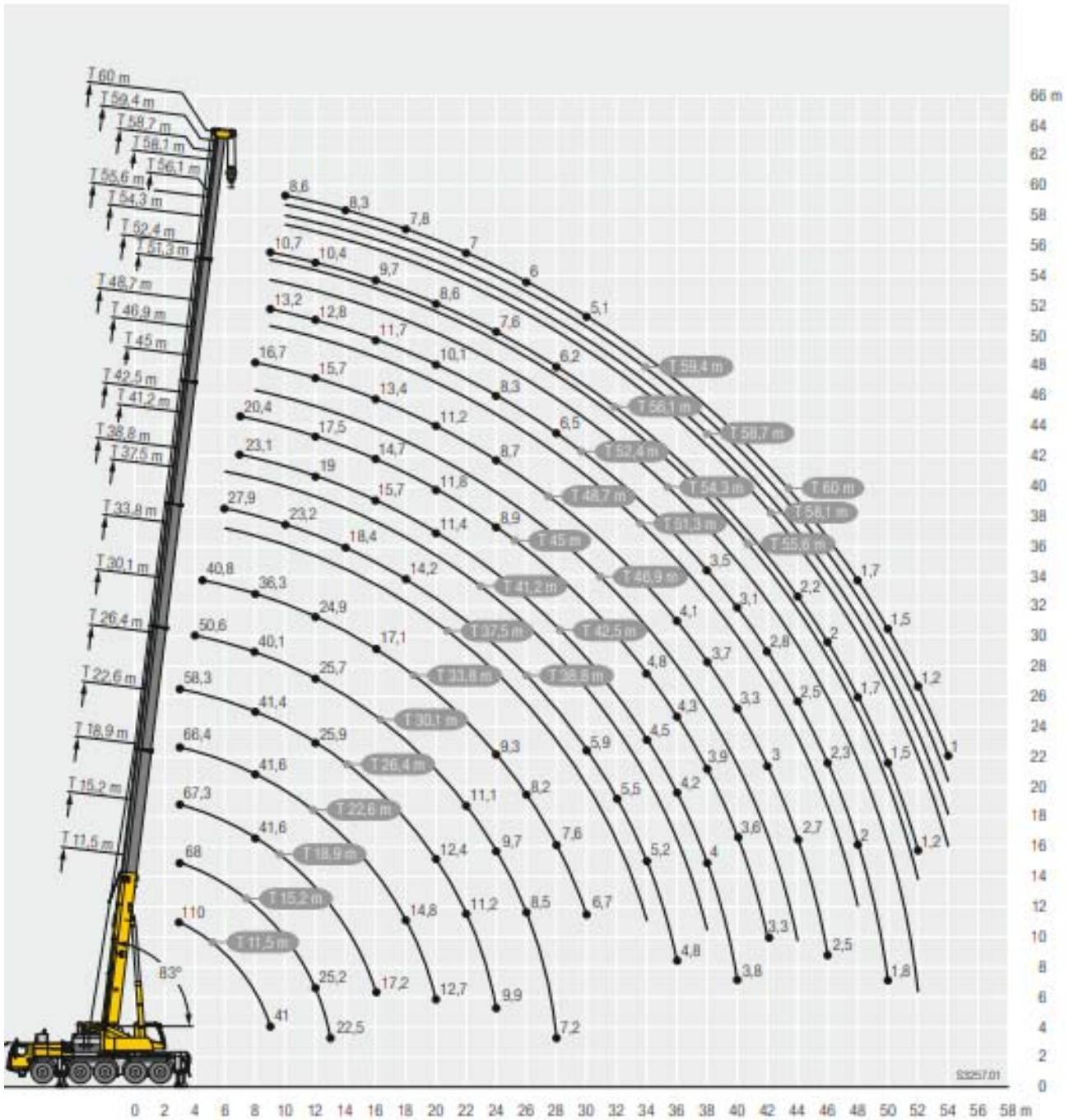
The crane boom will be retracted nightly to 23m above ground level.

In according with planning condition *The written agreement of the Irish Aviation Authority and/or the Air Corps Traffic Service, which states that: (i) The proposed construction works - inclusive of cranes - will not affect the safety, efficiency or regularity of aircraft generally and/or of Air Corps operations.*

We require IAA, DAA & DOD to confirm by return email that the crane details set out above, will not affect the safety , efficiency of any aircraft.

If you require any further details, please let me know.

Regard,
Eddies



Regards,

Eddie Kelly



t/a Noel Regan & Sons (Plant Hire) Ltd

Ishlawn,

Ballaghaderreen,

Co. Roscommon.

Mobile: 086 0268988

Telephone: 094 9860297

ekelly@nrsgroup.eu