

OUTLINE CONSTRUCTION MANAGEMENT PLAN

Strategic Housing Development at Fortunestown Lane, Saggart, Co. Dublin

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1.0 Introduction

This document describes inter alia, an indicative construction phasing, typical construction methods and general activities required for the proposed development - refer to the Planning Statement for a detailed site and development description. This Outline Construction Management Plan (hereafter “OCMP”) relates to the development proposed as part of Phase 2 of the overall development.

Certain assumptions are made in the OCMP based on the information available, and for the avoidance of doubt, it is not proposed or intended that the applicant / contractor(s) are bound by these proposals which may change depending on the timing and circumstances pertaining at the time of construction.

A more detailed construction management plan will be submitted to South Dublin County Council (hereafter “SDCC”) by the appointed contractor for approval prior to the commencement of the works.

All works undertaken will be done so within the confines of all relevant regulations and statutory documents.

2.0 Construction Programme / Phasing

Pending approval for the proposed development to proceed, it is estimated that the construction will take approximately 3.5 – 4 years for the development proposed in Phase 2, refer to Figure 1 for the master development programme.

It is not possible to prescribe a detailed construction programme at this stage as this is dependent on contractor appointment post grant of planning permission, market conditions and other considerations. However, it is the case that the development can be considered with reference to the sub-areas identified in *Figure 2* (Phasing Plan) which are likely to form the basis of discrete projects or contracts.

3.0 Potential Interface with Other Projects

The applicant, Greenacre Residential DAC are currently progressing with the Parklands development (ABP-300555-18) within the site confines of the currently proposed SHD application. Pending planning approval, it would be intended for both projects to be delivered concurrently by the same contractor from the current site offices. Works are also progressing at the school site which currently adjoins the Parklands site. The school is due to be opened by the end of October 2019.

3.1 Protection of Adjacent Areas

Work areas will be segregated from the adjacent public areas for the extent of the project by means of a suitable hoarding fence. In order to provide an additional level of

safety to the public, the height of the hoarding along the site interface with the LUAS will be agreed with the LUAS operator prior to the works.

The installation of the hoarding along the LUAS platform will be carried out before any construction commences. The installation will be carried out at night between 2am and 4am during the period of LUAS line maintenance shut down. The hoarding panels will be pre-fabricated of high quality plywood with dimensions of 3.6m wide x 2.4m high x 15mm thick. The hoard will be painted in advance of installation. The panels will be lifted by hand and fixed into position. All hoardings will be designed by a competent structural engineer to resist wind loads. The foot of the hoarding will be sealed to the ground to prevent dust and soil transferring beneath the hoarding onto the adjacent footpaths and LUAS tracks.

Nets and screens will be used along the site perimeter to prevent any debris falling from the site.

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

3.2 Construction of Basement, Flood Channel & Boundary Treatment adjacent to LUAS Line

The two single storey basements under Block A and Block C, D & E will be constructed by open excavation with the basement slab comprising a ground bearing slab. The basement will be excavation to a maximum depth of circa 5m below existing ground level. Therefore, the 45° zone of influence for the works is 5m from the basement extent. The LUAS line, at its closest point is approximately 15m from the basement extents and is therefore outside the zone of influence.

The flood conveyance channel running along the southern perimeter boundary of the site will be constructed with a secant piled wall (water tight). The piled wall at its closest point will be approximately 2.5m from the existing hard surface edge of the Luas track and will be approximately 2.4m depth from existing ground level. Piling would be carried out in sequence.

Survey monitoring of the Luas track for any movement would be carried out during construction in accordance with “Code of engineering practice for works on, near or adjacent the Luas light rail system” 2016.

4.0 Construction Compounds Including Site Office, Staff Parking and Haulage Routes

It is intended for the construction project to be managed from the site office currently in place for the Parklands Scheme.

The proposed site footprint will be fenced off and materials to be temporarily stored adjacent to the site works. The current site office is currently clearly identified with safety signage indicating the sign in point/ site office. Refer to **Figure 2** for the location of the dedicated construction compound, which includes for staff parking and haulage routes. These details will be confirmed in the detailed CMP to be prepared by the contractor prior to proposed works commencing on site.

The site supervisor will brief any visitors to the site on the Health & Safety plan and appropriate PPE and instruct them to sign in. No unauthorised visitors will be allowed on the site. Safety and health instructions will be given to the site personnel prior to starting work.

5.0 Construction Materials

The typical construction materials the proposed development will have a requirement for are as follows: -

1. Site services - Drainage pipework consisting of U-PVC, concrete pipe or twin wall pipe and PVC –A, MOPVC, ductile Iron etc.
2. Manhole & Gullies - Precast concrete manholes or high-density blocks, engineering brick, English garden wall bond, sand-cement mortar, standard rungs galvanised, ductile cast iron, mild steel safety chain.
3. Utilities - Ducting for service pipes and cables.
4. Road - Consisting of dense binder course asphalt concrete, dense base course asphalt concrete, clause 808 crushed rock granular material, Class 6F1 or 6F2 capping stone and Geotextile to CL 609 or Geogrid.
5. Footpath & Kerbs - Concrete kerbs & pavements and bitumen felt.
6. Kerb - Concrete mix st4.

The typical construction materials proposed for structural (apartments) works within the development will be as follows:

1. Structures - Steel mesh, In-Situ concrete, reinforcement steel bars, Blockwork, sand blinding, and pre-fabricated concrete.

Further construction material information will be provided in the detailed Construction Management Plan to be prepared by the contractor prior to the commencement of the development.

6.0 Waste Management

The estimated quantity of soil/ rock to be excavated is a cut volume of approximately 32,166 Cubic Meters; fill volume of approximately 5,361 Cubic Meters; net volume of cut of 26,805 Cubic Meters.

Material excavated on the site will be used in construction. The re-use of this material reduces the quantity of materials being imported to the site. Prior to use, this material will be subject to appropriate testing to ensure material is suitable for construction. Locations to stockpile this material will be identified by the contractor(s) in the detailed CMP.

7.0 Noise and Dust Management

During the construction phase of the project there will be some small impact on nearby residential properties due to noise emissions from site traffic and other activities. The application of binding noise limits and hours of operation, along with implementation of appropriate noise and vibration control measures, will ensure that noise and vibration impact is kept to a minimum.

In order to ensure mitigation of the effects of dust nuisance, a series of measures will be implemented. Site roads shall be regularly cleaned and maintained as appropriate, dry sweeping of large areas should be avoided. Hard surface roads shall be swept to remove mud and aggregate materials from their surface while any un-surfaced roads shall be restricted to essential site traffic only. Furthermore, any road that has the potential to give rise to fugitive dust must be regularly watered, as appropriate, during dry and/or windy conditions.

Vehicles using site roads shall have their speeds restricted where there is a potential for dust generation. Vehicles delivering material with dust potential to an off-site location shall be enclosed or covered with tarpaulin at all times to restrict the escape of dust. Access gates to be located at least 10m from receptors where possible.

Vehicles exiting the site shall make use of a wheel wash facility where appropriate, prior to entering onto public roads, to ensure mud and other wastes are not tracked onto public roads. Public roads outside the site shall be regularly inspected for cleanliness, and cleaned as necessary. Before entrance onto public roads, trucks will be adequately inspected to ensure no potential for dust emissions. Inspect on-site haul routes for integrity and instigate necessary repairs to the surface as soon as reasonably practicable. Record should be kept of all inspections of the haul routes and any subsequent action in a site log book

8.0 Site Access and Traffic Management

The following site access and traffic management measures will be implemented:

- All vehicles approaching site will use allocated delivery routes. The vehicles will then move directly onto the access track to the site compound. The routes are yet to be allocated.
- All operations will take place off the public road. Vehicle hazard lights and flashing and beacons to be active at-all-times during the activity.
- All deliveries of materials and plant will be to the dedicated loading/ offloading zone.
- Caution to be taken when entering the site access track. A full-time security guard will be stationed on site to manage security, deliveries etc. and to ensure all public access routes are kept free from congestion.
- All vehicle drivers will be required to sign in at the site gate on entering and exiting the site. Type of vehicle, registration number and company name must be recorded.
- All cars and deliveries entering the site, will be required to enter and exit the site via the main site gate only.
- Any vehicle entering the main work area of the site will be required to be fitted with a warning beacon.
- Any vehicle which has restricted rear view will be required to also be fitted with a reversing alarm and convex mirrors or rear-view cameras.
- The speed limit in all areas of the site and compound will be 10 km/hour and must be adhered to at-all-times by everyone.
- Passengers will not be permitted on site plant.
- Waste collection lorries, concrete trucks, delivery lorries etc. which are waiting to be loaded or off-loaded on site will be required to do so within the site boundary, in an area where they are not causing a danger or hindrance to other site personnel or work activities.
- Concrete lorries may only wash out in designated wash out areas. The position of these wash out areas will be subject to change during the project.
- When required, a road sweeper will be provided to clean the public roadway directly outside the site gate throughout the day.
- Sub-Contractor vehicles will be required to only enter the work area to load or off-load material and tools. Vehicles must not be left unattended while parked in or around the site work area. Vehicles will not be permitted to park on site for a period greater than five minutes, unless specific permission is granted by site management.
- All cars will be required to be parked in the site car park provided. Parking will not be permitted along the main site access road.
- Site personnel and visitors will be required to stick to the allocated access routes where provided, while accessing the different areas of the site.
- Site plant will be required to give right of way to pedestrians at-all-times.
- Hi-vis vests or jackets must be worn at-all-times on-site by all personnel.
- At no time shall vehicles be allowed to block site Access Routes, Emergency Escape Routes, Fire points, or Emergency Assembly Points.
- At no time will trucks be permitted to park and wait outside the site gate.

As the development progresses and dwellings become occupied, the above measures will be updated accordingly.

Refer to *Figure 2* for a plan illustrating site access.

9.0 Working Hours

Hours of construction activity will be 07.00am to 7.00pm (Mon – Fri) and 9.00am to 1.00pm (Sat). During the construction period, due to exceptional circumstances, construction work may be necessary outside these standard hours. This will be agreed in advance with SDCC.

10.0 Health and Safety

A Safety and Health Plan will be prepared and implemented by the Contractor.

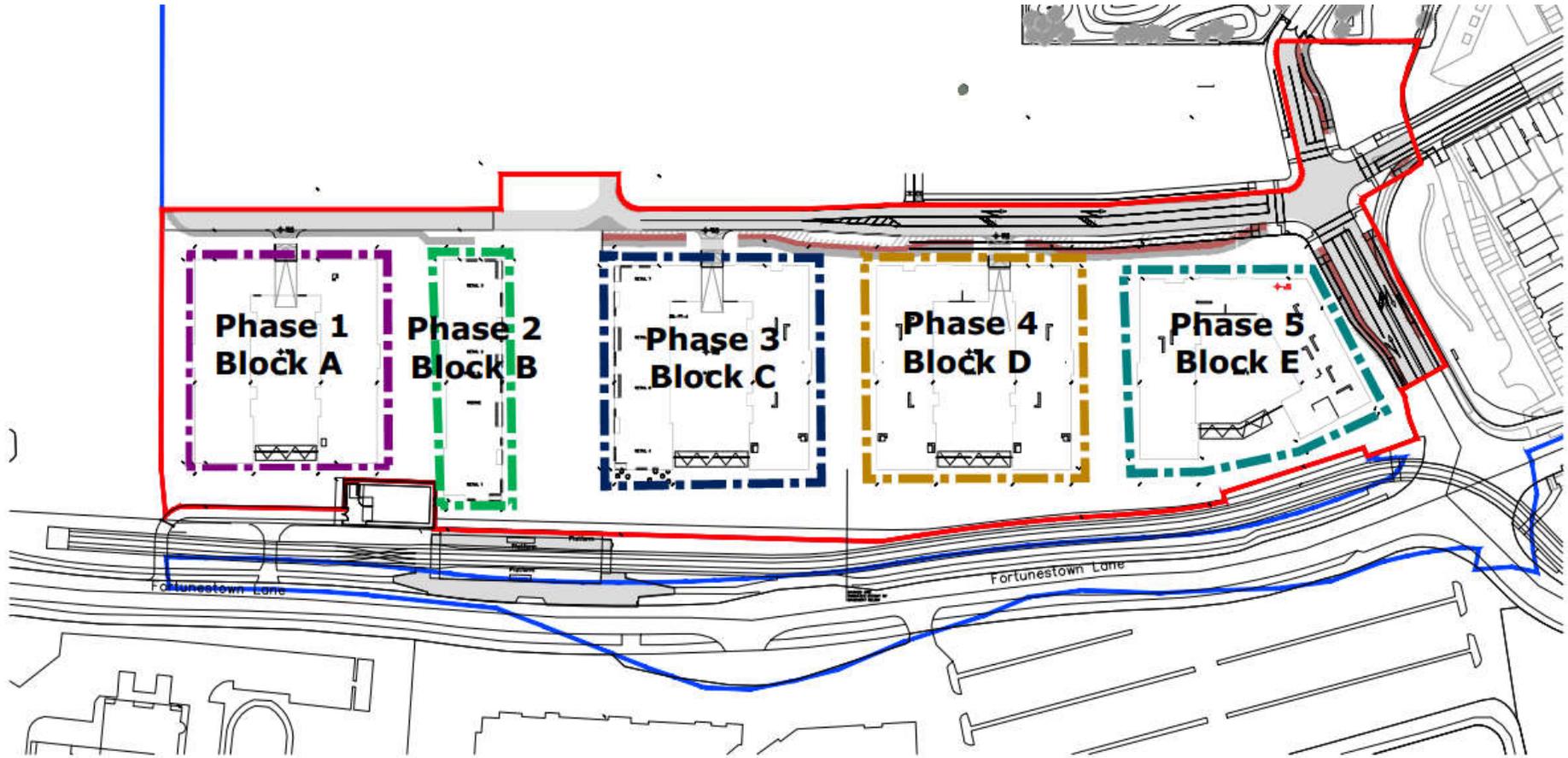
11.0 Estimated Number of Workers On-Site

There will be approximately 100 subcontractors/ direct employees on-site at any one time.

Figure 1

Provisional Master Phasing Programme

Figure 2
Provisional Master Phasing Plan



01 Proposed Site Plan
PA 002 1:500

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