

OUTLINE CONSTRUCTION MANAGEMENT PLAN

Fortunestown Lane & Garter Lane Residential Development

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Figure 1 – Provisional Master Phasing Programme

Figure 2 – Provisional Master Phasing Plan

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 1 of the overall development. A further OCMP will be prepared and accompany the subsequent planning application for Phase 2.

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 1, 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.

The district park’s development will commence in conjunction with Phase F as prescribed in the Phasing Plan.

3.0 POTENTIAL INTERFACE WITH OTHER PROJECTS

Construction works are currently on-going at the site adjacent to the development at Cooldown Commons which is also under the ownership of Greenacre Residential DAC, the developer. Works are also expected to commence in the coming months at the school site which currently adjoins the subject site. Construction works will continue to be co-ordinated so that the project progresses efficiently.

4.0 CONSTRUCTION COMPOUNDS INCLUDING SITE OFFICE, STAFF PARKING AND HAULAGE ROUTES

The site footprint will be fenced off and materials to be temporarily stored adjacent to the site works. The site office will be clearly identified with safety signage indicating the sign in point/ site office will be erected at the entrance to the site and adjacent to the site compound. 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 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. Cycle Track - Close graded surface course AC-10 close surface 70/100 REC CL912, Clause 808
6. Footpath & Kerbs - Concrete kerbs & pavements and bitumen felt
7. Kerb - Concrete mix st4

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

1. Structures - Steel mesh, concrete, timber, reinforcement steel bars, sand blinding, pre-fabricated timber trusses, masonry

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 87000cumecs; fill volume of approximately 70000cumecs; net volume of cut of 17000cumecs.

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. Refer to Appendix 12A of the EIA Report for information on exported material off-site.

7.0 NOISE AND DUST MANAGEMENT

The contractor will comply with noise mitigation measures recommended in Chapter 9: Noise and Vibration of the EIA Report.

The contractor will also comply with the dust mitigations measures recommended in Chapter 8: Air and Climate and the ‘Dust Minimisation Plan’ in Appendix 8A of the EIA Report.

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 road way 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

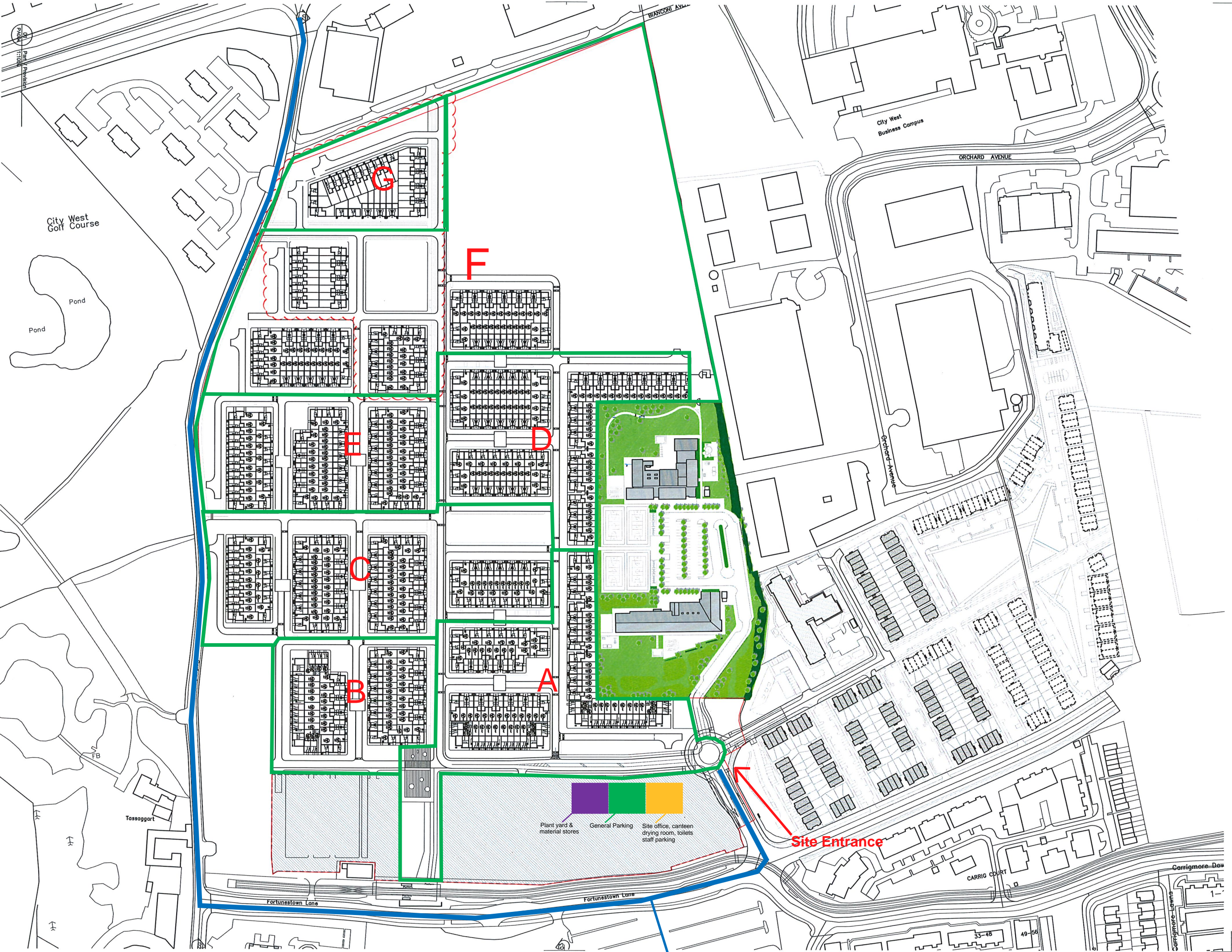
A Safety and Health Plan will be prepared and implemented by the Contractor.

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



ISSUED FOR PLANNING ONLY. NOT FOR CONSTRUCTION

NOTES:

Do not scale from this drawing.

Any discrepancies between this drawing and the approved planning permission should be referred to the planning authority.

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Refer to the planning permission for the correct details.

As dimensions stated to be shown.

Rev.

Change/Description

Date

Initials

1

Revision of drawing No. 10 & 11 to U.S.

2017.12.26

AB

DRAWING KEY

SCALE BAR

0 50 100

NORTH POINT

CREATIVE ARCHITECTURE BUILDERS

darmody architects

311 Town and Street, Dublin 2
01 452 2222
info@darmodyarchitects.com
darmodyarchitects.com

Project: Fortunestown Lane & Fortunestown Lane
Residential Development, Dublin 2
PROPOSED PHASE PLAN
ART V PROVISION
References: Residential DAC
PA004
1518