

Construction Management Plan

Proposed Mixed Use Development at Blakes, Stillorgan, Co.
Dublin

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1.1 Introduction

This Construction Management Plan Report has been prepared by Waterman Moylan on behalf of Cairn Homes Properties Ltd to accompany an SHD application to An Bord Pleanála for a mixed-use development.

The site of 1.41 hectares is bounded by the Lower Kilmacud Road to the north, The Hill to the south and west and the N11 and Dun Laoghaire owned lands to the east.

The development will consist of the construction of a mixed use scheme of 377 no. “Built to Rent” BTR apartments, Community Sports Hall (c. 933 sq. m), along with 5 no. restaurant/cafés (c. 841 sq.m), creche (c. 215 sq. m), office (c. 195 sq m) and ancillary residents’ support facilities/services (c. 1,016 sq. m) laid out in 6 no. blocks ranging in height from 3-9 storeys (over basement) comprising 21 no. studio apartments, 189 no. 1 bedroom apartments, 159 no. 2 bedroom apartments & 8 no. 3 bedroom apartments (selected no. with balconies), and public realm upgrades as follows:

Building 01 (Part 3 – 4, 6 & 7 storeys over basement) consists of 77 no. apartments comprising 13 no. studio apartments, 30 no. 1 bedroom apartments, 33 no. 2 bedroom apartments, 1 no. 3 bedroom apartment (with a creche of c. 215 sq. m with associated play area at ground floor);

Building 02 (Part 3 – 5, 7 & 8 storeys over basement) consists of 95 no. apartments comprising 7 no. studio apartments, 57 no. 1 bedroom apartments, 24 no. 2 bedroom apartments, 7 no. 3 bedroom apartments;

Building 03 (Part 7 and 9 storeys over part basement) consists of 54 no. apartments comprising 18 no. 1 bedroom apartments and 36 no. 2 bedroom apartments (and office hub of c. 195 sq. m);

Building 04 (7 storeys over basement) consists of 60 no. apartments consists of 42 no. 1 bedroom apartments & 18 no. 2 bedroom apartments;

Building 05 (6 storeys, over basement to Lower Kilmacud Road & 7 storeys to the south and west) consists of 62 no. units comprising 1 no. studio apartment, 26 no. 1 bedroom apartments, & 35 no. 2 bedroom apartments (restaurant/café unit c. 219 sq. m at lower ground floor/plaza level & 2 no. restaurant/café units c. 234.1 sq. m and c. 133.9 sq. m respectively at ground floor level onto Lower Kilmacud Road) along with a double height Community Sports Hall including ancillary areas (c. 933 sq. m);

Building 06 (5 & 6 storeys) consists of 29 no. units comprising 16 no. 1 bedroom apartments and 13 no. 2 bedroom apartments (restaurant/café unit c. 185.9 sq. m at lower ground floor/plaza level & 68.1 sq. m restaurant/café unit at ground floor level onto Lower Kilmacud Road);

The BTR development will also include ancillary Residents’ Support Facilities/Services (c. 1,016 sq. m at ground floor of Building 03 and 04) as well as open space areas and improvements to the public realm along the Lower Kilmacud Road and The Hill, new road layout (omission of left turning lane) to The Hill, hard and soft landscaping, set down area on the Lower Kilmacud Road.

Provision of 2 no. vehicular access points from ‘The Hill’ into 2 no. separate basements to include basement car parking spaces (119 no.); 1 no. set down surface car parking space as well as 866 no. cycle spaces (basement and surface levels) and ancillary areas; pumping stations at basement level, along with solar panels, areas for satellite provision and green roofs at roof level;

All associated site development works, open spaces, landscaping, boundary treatment, plant areas, waste management areas, and services provision (including ESB substation).

The location of the proposed development is shown in Figure 1.

Prior to construction a traffic management and site set up plan will be prepared at the construction stage of the project. This plan shall set out typical arrangements and measures which may be undertaken during the construction phase of the project in order to mitigate and minimise disruption / disturbance to the area around the site.

The purpose of this report is to summarise the possible impacts and measures to be implemented.

This Construction Management Plan is indicative only and should not be construed as representing the exact method or sequence in which the construction works shall be carried out.

Construction works are to be carried out by the Main Contractor to ensure that best practices and all legal obligations including Local Authority requirements and Health and Safety legislation are complied with. The main contractor is also responsible for the design and installation of all temporary works required to complete the permanent works. The Applicant reserves the right to deviate from the contents of this report, while still complying with all relevant Local Authority requirements and legislation.

1.2 Site Description

The site is in Stillorgan, Co. Dublin. It is bounded to the north by Lower Kilmacud Road, Stillorgan Road to the east, The Hill to the west and to the south residential developments. There are a number of existing business/retail units to the west of the subject site.

Refer to Figure 1 for the location of the proposed development.

Figure 1: Site Location (image taken from Google Maps)



The total site area is approximately 1.41 hectares and is currently 85% hardstanding at present with existing car parking and hardstanding yard areas. The site falls from the south where there is a level of 50.00m OD at the existing Lower Kilmacud Road to the north where there is an existing level of 48.00m OD.

The subject land comprises of the former Blakes and Esmonde Motor Sites, which was in operation as a commercial facility for a considerable period of time and is now vacant.

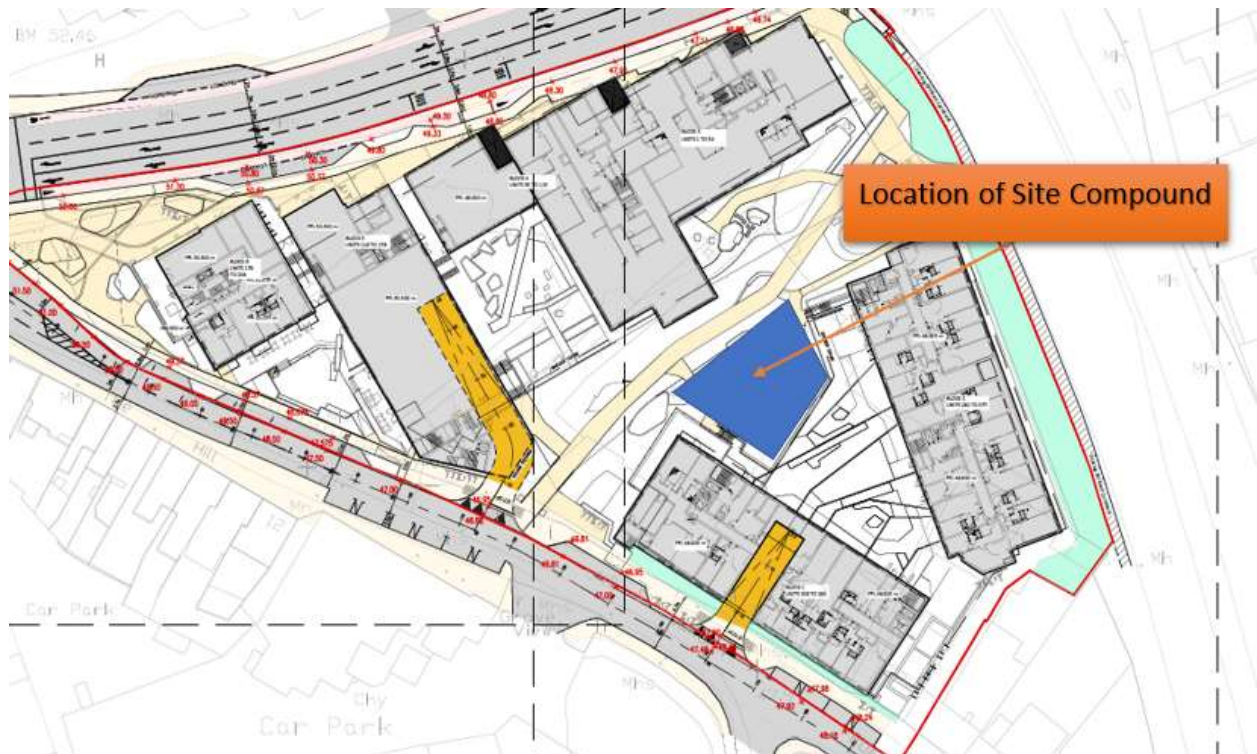
2. General Site Set Up and Pre-Commencement Measures

Detailed condition surveys (including photographs) may be carried out on certain adjacent / adjoining third party buildings prior to any work being carried out on the site. The purpose of the survey would be to record the condition of the properties before the works commence. Copies of these survey reports would be provided to the third-party owners.

A detailed condition survey (including photographs) may be carried out on the roads and footpaths surrounding the site. The purpose of the survey would be to record the condition of the streets and footpaths around the site prior to the works commencing.

A site compound(s) including offices and welfare facilities will be set up by the main contractor in locations to be decided prior to construction, an indicative location shown in the Figure below.

Figure 2: Location of Site Compound



Prior to any site works commencing, the main contractor will confirm the exact location of and tag all existing services and utilities around and through the site with the assistance of the relevant DLRCC technical divisions and utility companies.

Typical working hours for the site would be 08.00 to 19.00 Monday to Friday and 08.00 to 14.00 Saturday. No Sunday work will generally be permitted. The above working hours are typical, however, special construction operations may need to be carried out outside these hours in order to minimise disruption to the surrounding area.

3. Site Security and Hoarding Lines

Hoarding lines and site security will be set up within the development site as required. They will be outlined in the Construction Traffic Management Plan which will be submitted to the Planning Authority.

Hoarding and security fencing will be required on the public roads during the construction works and for construction of the new realigned entrance to the site. Prior to construction commencing on site, a detailed plan will be prepared and submitted to DLRCC.

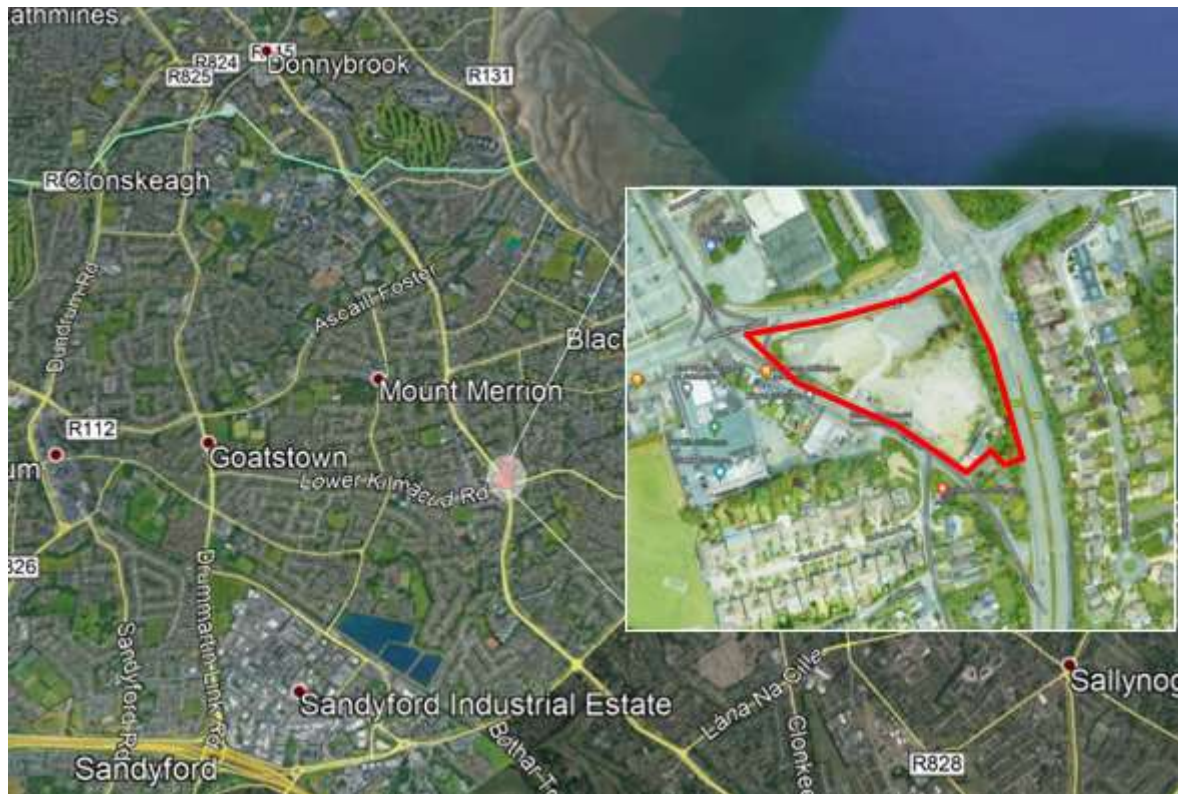
The CTMP will identify staging areas, delivery of materials, strategy for large concrete pours, removal of demolition waste, traffic routes etc.

Access gates will be operated by a flagman who will divert incoming / outgoing vehicles / pedestrians and general traffic as necessary.

4. Construction Traffic Routes

Stillorgan Village Centre is located adjacent to a national primary and a regional route. The national Primary Route is the N11 Stillorgan Road which is the main route from Dublin to the southeast. The regional route is the R825 Kilmacud Road which links Blackrock to the east with Dundrum to the west.

Figure 3: Site Location



A major traffic junction controlled by traffic signals is located at the junction of Dublin Road and Lower Kilmacud Road. Other major junctions also controlled by traffic signals within the immediate vicinity of the site are located at:

- N11 Stillorgan Road / Lower Kilmacud Road / Stillorgan Park to the east.

The major traffic movements are north-south on the N11 Stillorgan Road and east-west on the Lower Kilmacud Road.

The primary proposed construction access route to the proposed development is from the M50 via N31, R113 and N11 to The Hill. The secondary proposed construction access is via the N11 and the Lower Kilmacud Road, turning into the site off The Hill or Lower Kilmacud Road. All construction traffic will exit the site turning right onto Lower Kilmacud Road and then right onto the N11, at the traffic lights.

Figure 4: Traffic Management Plan



A restriction on using any of the surrounding residential roads including but not limited to Woodlands Avenue, Beaufield Park, Allen Park, Cherry Garth etc. for Construction traffic will be put in place.

Construction access to the site will be through the existing access on The Hill or from Lower Kilmacud Road at the location of the new entrance.

Due regard will be paid to minimising any impacts by construction vehicles on the Stillorgan area. Should routes become an issue, then the position will be reviewed by the Project Team and changes made.

Particular emphasis will be placed on;

- The issue of instructions and maps on getting to site to each supplier sub-contractor to avoid 'lost' construction traffic travelling on unapproved routes;
- Ongoing assessment of the most appropriate routes for construction traffic to and from the site;
- Interface with operation of local traffic;
- Use of banksman and / or traffic lights to control exit of construction vehicles; and
- No construction traffic waiting on the public roads.

5. Deliveries

Deliveries will be made to the site as described in section 4 above.

In the event that large concrete pours are required which may result in congestion at the entrance to the site, the deliveries will be organised such that concrete trucks will queue at a pre-determined staging point and will then be called in by radio as appropriate to the site, via a pre-determined route and to the required access gate.

Set procedures and designated wash-out areas will be provided, or alternatively vehicle wash-out will be prohibited if a suitable wash-out area is not identified.

All delivery vehicles will be co-ordinated as required by a flagman on duty at the relevant access point.

All large pours will be carefully co-ordinated with the roads department at Dun Laoghaire-Rathdown County Council.

6. Parking, Storage and Plant

It is intended to limit construction staff parking and to encourage the use of public transport.

A limited number of car parking spaces will be provided within the site. Alternative staff parking locations will be identified within the surrounding area where staff can park and access public transport to facilitate their access to the site.

The site is well served by public transport including Dublin Bus and Aircoach bus service, as well as the LUAS Sandyford stop which is approximately 2.4km from the site.

For those who wish to cycle to and from the development, dedicated cycle parking will be provided for the duration of the works within the site. Shower facilities and lockers will also be provided, and cycle links will be maintained at all times.

A Construction Stage Travel Plan will be prepared by the contractor alongside the Construction Management Plan before starting on site.

The main contractor will be required to schedule delivery of materials daily. If necessary, the main contractor will be required to provide a secure material staging compound on the site.

The primary item of plant will be 2 No. tower cranes which are to be located within the curtilage of the site for the duration of the works.

7. Hours of Operation

7.1 County Development Plan

7.1.1 Construction Management Plans

Section 8.2.9.14: *Construction Management Plans* of the DLRCC County Development Plan, 2016 – 2022 refers to Construction Management Plans as follows:

The CMP will address issues such as traffic management, hours of working, delivery times, prevention of noise and dust, reinstatement of roadway lining and signing, repair of damage to footways and grass verges and the accommodation of worker parking within the development curtilage. Hours of construction and deliveries should normally be in accordance with the guidance set out in Section 8.2.9.5.

It is noted that the above is also requirements holds true also within Section 12.9.4 of the Draft DLRCC County Development Plan, 2022-2028. Guidance set out in Section 12.9.5 and detailed in Section 12.9.6.

7.1.2 Hours of Construction

In the absence of a Construction Management Plan approved by the Planning Authority, Section 12.9.5 of the Draft DLRCC County Development Plan, 2022 – 2028 sets out policy in relation to Hours of Construction as follows:

- Site development and building works shall be restricted to 7.00am to 7.00pm Monday to Friday and 8.00am to 2.00pm Saturdays. Deviations from these times will only be allowed in exceptional circumstances.
- No works shall take place on site on Sundays or Bank Holidays.
- There shall be no access onto the site before 7am or after 7pm in the absence of an approved deviation.
- In certain instances, in order to address site specific issues of impact on residential or other sensitive amenity a later start time and/or different hours may be conditioned.

It will be noted that these times are guidelines only and in certain circumstances, it may be necessary for construction works to take place outside these hours.

7.2 Previous Planning Decisions

ABP-300520-17 Blake's / Esmonde Motors

Condition 45 of the planning permission for a mixed use development including 151 student accommodation units and 103 apartments on a 3.3 acre site at Blake's / Esmonde Motors to the south of the Leisureplex was granted to Cairn Homes in February 2018 requires that

45. Hours of construction on site shall be between 08.00 to 19.00 Monday to Friday and 08.00 to 14.00 on Saturday. No work shall take place on Sundays or Bank Holidays. Deviations from these times will only be allowed in exceptional circumstances with the prior written consent of the Planning Authority.

7.3 Proposed Working Hours

The proposed working hours for the redevelopment of the Blakes and Esmonde site are set out below:-

- Monday - Friday : 08h00 – 19h00
- Saturday : 08h00 – 14h00

7.4 Mitigation Measures

In order to mitigate the impact of construction activities both during and after trading hours, the following measures are proposed:

- Scheduling of deliveries to avoid interference with the operation of the Stillorgan Village Centre;
- Co-ordination of deliveries to site with adjoining developments;
- Scheduling of noisier activities as early as possible;
- Noise mitigation measures as Section 9 of this Plan; and
- Vibration mitigation measures as per Section 9 of this Plan.

In addition, the management at the Stillorgan Blakes and Esmonde site will implement a program of consultation for businesses and the community including advance notification of works.

8. Demolition & Construction and Demolition Waste Management

8.1 Demolition

The subject site is a vacant brownfield site.

8.2 Construction Waste Management

The current legal and industry standards in respect of construction and demolition waste are:

- a) Waste Management Acts 1996-011 and associated regulations
- b) Protection of the Environment Act 2003 as amended
- c) Litter Pollution Act 1997 as amended
- d) Eastern-midlands Regional Waste Management Plan 2015-2021

Dun Laoghaire Rathdown County Council Draft Development Plan 2022-2028 (12.9.6) sets out a number of objectives in respect of waste management which are in line with the objectives of the regional waste management plan. With regard to construction waste management specifically, Section 12.9.6 of the draft development plan requires that the management of all construction and demolition waste arising on site to make provision for the re-use of said material and/or the recovery or disposal of this waste to authorised facilities by authorised collectors. It also requires that where appropriate, excavated material from development sites should be re-used on the subject site.

In order to ensure that construction and demolition waste is properly managed on site a detailed Construction Management Plan will be prepared by the appointed Contractors in advanced of any works commencing on site. The Construction Management Plan will comply with all relevant legislation and Standards. The Construction management plan is to incorporate the below DLRCC requirements:

- A Construction Management Plan that includes the following elements,
 - A Construction Waste Management Plan, A Construction Environmental Management Plan and a Construction Traffic Management Plan (these can be stand alone documents).

The formulation of the above plans shall take account of the following:

- DLR Guidance Notes for Environmental Management of Construction Projects.
- DLR Guidance Notes for Waste Management in Residential and Commercial Developments (Appendix 6 of the Draft DRCC Development Plan).

The Construction Waste Management Plan will provide details of testing to be undertaken on site in order to identify potentially hazardous wastes. In this regard only legally compliant waste contractors will be engaged on this development in respect of waste transportation, waste recycling, recovery and disposal. This includes the requirement that a waste contractor handle transport and recycle/recover/dispose of waste in a manner that ensures that no adverse environmental impacts occur as a result of any of these activities.

9. Control of Noise & Vibration

9.1 Draft County Development Plan 2022-2028

Section 12.9.3: *Noise, Odour and Vibration Generating Uses* of the County Draft Development Plan 2022-2028 notes that:

In considering applications for development where the proposed use may cause noise, vibrations and air emissions (for example, gyms, public houses, leisure facilities, restaurants and retail) applicants will be required to demonstrate that consideration has been given to the ventilation strategy for buildings at the design stage, to prevent noise, vibration and air emissions that may cause nuisance from equipment and ducting. The design of buildings and services should consider and incorporate acoustic attenuation and mitigation as required, to ensure that the operational phase of the development does not generate unacceptable noise levels or odour nuisance within the receiving environment.

Evidence of same by way of a noise assessment and/or any mitigation measures should be provided in any planning application. Assessments and mitigation measures should meet the requirements of the Environmental Health Officer and will be designed to prevent a Noise Nuisance.

9.2 Existing Noise Sources

During daytime periods, the dominant source of noise in the area of Stillorgan Village Centre is traffic on the N11, Lower Kilmacud Road and Dublin Road.

The night time noise levels are dominated by traffic on the N11, Kilmacud Road and Dublin Road.

9.3 Construction Noise Management

In the absence of any statutory Irish guidance relating to the maximum permissible noise level that may be generated during the construction phase of a project, it is proposed that the construction works will incorporate:

- Best practice measures relating to the control and minimisation of as set out in BS 5228 (2009) Parts 1 and 2 noise during all phases of the work.;
- Selection of quiet plant including proprietary acoustic enclosures to compressors and generators;
- Control of noise sources including reduction of resonance effects by stiffening and / or the application of damping compounds to panels and / or cover plates;
- Control of rattling and grinding noises by fixing resilient materials between the contact surfaces.
- Screening by demountable enclosures;
- The siting of mechanical plant as far away from residential areas as possible; and
- Regular maintenance of all plant;

Ref: British Standard BS 5228 (2009): Code of Practice for Control of Noise and Vibration on Construction and Open Sites Part 1: Noise.

9.4 Construction Vibration Management

In the absence of any statutory Irish guidance relating to the maximum permissible vibration level that may be generated during the construction phase of a project, it is proposed that the construction works will incorporate:

- Selection of quiet plant with low vibration emissions;
- Provision of anti-vibration mounts on reciprocating plant;
- Limitation of vibration from construction activities to the levels recommended in BS 5228;
- Strip and pad foundations in lieu of piling;
- Materials to be lowered rather than dropped; and
- Resilient materials to be provided on surfaces onto which materials are being lowered.

Ref: British Standard BS 5228 (2009): Code of Practice for Control of Noise and Vibration on Construction and Open Sites Part 2: Vibration.

9.5 Complaints Handling

If a complaint was to arise the following information will be collected.

- Name and address of complainant
- Time and date complaint was made
- Date, time and duration of noise
- Characteristics, such as noise rumble, clatters, intermittent, etc.
- Likely cause or source of nuisance
- Weather conditions, such as wind speed and direction
- Investigative and follow -up actions

To prevent complaints Liaison with Local Community and Businesses will occur prior to construction. Appointment of a Liaison Officer as a single point of contact to engage with the local community and respond to concerns Keeping local residents and businesses informed of progress and timing of particular.

9.6 Proper Use of Hearing Protection

1. Earmuffs: Workers must make sure that they totally cover their ears, fit tightly and that there are no gaps around the seals. Hair, glasses, jewellery, hats, etc. shall not interfere with the seal. Seals and insides of earmuffs shall be kept clean. Workers shall make sure that any headband keeps its tension.
2. Earplugs: Workers shall make sure that they are wearing them properly. They shall practice fitting them and get help if they are having trouble. Hands shall be clean before fitting earplugs. Earplugs must not be shared with other workers.
3. Semi-inserts/caps: The same applies as for earplugs. The worker shall make sure that any headband keeps its tension.

All workers are expected to:

1. Co-operate: Help the Main Contractor to do what is needed to protect their hearing. Make sure that they use properly any noise control device and follow any working methods that are put in place.
2. Wear any hearing protection they are given: Make sure that they are wearing it properly. They shall wear it all the time when they are exposed to noisy environments (over UAV). Taking it off even for a short while means that the hearing could still be damaged.
3. Maintain their hearing protection so as to preserve it's working condition:
4. Report any problems: Report any problems with the hearing protection or effectiveness of the measures to the work supervisor.

10. Environmental Effects

10.1 Draft County Development Plan 2022-2028

Section 12.9.6: *New Developments – Environmental Impacts* of the Dun Laoghaire Rathdown County Draft Development Plan 2022-2028 requires that:

Applications for developments of greater than 500 sqm commercial shall:

- Include a Stormwater Impact Assessment that incorporates Stormwater Audits in accordance with the Council's Stormwater Management Plan Guidance Document; and
- Submit, prior to the commencement of development, details of a Sediment and Water Pollution Control Plan in relation to the construction phase of such developments.

Applications for developments of greater than 1,000 sqm commercial shall:

- Make provision for composting and recycling;
- Incorporate, where appropriate, local 'Bring Centres' into development layouts for recyclable materials into development layouts;
- Include an assessment of the impacts of climate change on their development and make provision for these impacts in particular relating to drainage design;
- Be generally designed and constructed in accordance with the provisions of the Greater Dublin Strategic Drainage study policy document entitled 'New Development'; and
- Applications for developments with a roof area greater than 300 sqm shall make use of 'Green Roofs' (and/or living walls) in accordance with Dun Laoghaire Rathdown County Council Green Roofs Guidance document (2014).

A stormwater audit has been conducted by Punch Engineers and completed on February 2022.

10.2 Measures to Minimise Nuisance

The measures to be operational at this site will include:

- Use of properly designed access and egress points to minimise impact on both external traffic and amenity of residents;
- Check on each departing vehicle at exit from site to public road;
- Use of banksman and/or traffic lights to control exit of construction vehicles onto public road;
- Controlled off-site HGV holding area where deliveries are called up as required. No HGV's waiting outside site;
- Issue of instructions and maps on getting to site to each sub-contractor to avoid 'lost' HGV's disrupting traffic;
- Establishment and maintenance of HGV holding areas within the site;
- Ongoing assessment of the most appropriate routes for construction traffic to and from the site;

- Interface with operation of HGV traffic from adjacent railway and port terminals; and
- Restriction of work hours to industry standard working hour.

10.3 Site Control Measures

The designated and operational on-site control measures, which will be established and maintained at this site, will include:

- Designated hard routes through site;
- Each departing vehicle to be checked by banksman;
- Wheel wash facility at egress point;
- Provision and facilities to cover lorry contents as necessary;
- Controlled loading of excavated material to minimise risk of spillage of contents;
- Spraying/damping down of excavated material on site by dedicated crews;
- Use of known routes for lorries to monitor impact on local area; and
- Facility to clean local roads if mud or spillage occurs.

10.4 Control of Dirt and Dust

The main consideration will be to combat dirt and dust at source so as not to let it adversely affect the surrounding areas. The objective will be to contain any dirt or dust within the site, which is large enough for comprehensive control measures.

The main problems, which may arise during the early part of construction, will be controlled by the measures described above and by the following measures:

- The use of hardcore access route to work front;
- A regime of 'wet' road sweeping can be set up to ensure the roads around the immediate site are as clean and free from dirt / dust arising from the site, as is reasonably practicable. This cleaning will be carried out by approved mechanical sweepers.
- Footpaths immediately around the site can be cleaned by hand regularly, with damping as necessary.
- High level walkways and surfaces such as scaffolding can be cleaned regularly using safe 'wet' methods, as opposed to dry methods.
- Vehicle waiting areas or hard standings can be regularly inspected and kept clean by brushing or vacuum sweeping and will be regularly sprayed to keep moist, if necessary.
- Vehicle and wheel washing facilities can be provided at site exit(s) where practicable. If necessary vehicles can be washed down before exiting the site.
- Netting can be provided to enclose scaffolding in order to mitigate escape of air borne dust from the demolition.
- Vehicles and equipment shall not emit black smoke from exhaust system, except during ignition at start up.

- Engines and exhaust systems should be maintained so that exhaust emissions do not breach stationary emission limits set for the vehicle / equipment type and mode of operation.
- Servicing of vehicles and plant should be carried out regularly, rather than just following breakdowns.
- Internal combustion plant should not be left running unnecessarily.
- Exhaust direction and heights should be such as not to disturb dust on the ground and to ensure adequate local dispersal of emissions.
- Where possible fixed plant such as generators should be located away from residential areas.
- The number of handling operations for materials will be kept to a minimum in order to ensure that dusty material is not moved or handled unnecessarily.
- The transport of dusty materials and aggregates should be carried out using covered / sheeted lorries.
- Material handling areas should be clean, tidy and free from dust.
- Vehicle loading should be dampened down and drop heights for material to be kept to a minimum.
- Drop heights for chutes / skips should be kept to a minimum.
- Dust dispersal over the site boundary should be minimised using static sprinklers or other watering methods as necessary.
- Stockpiles of materials should be kept to a minimum and if necessary, they should be kept away from sensitive receptors such as residential areas etc.
- Stockpiles where necessary, should be sheeted or watered down.
- Methods and equipment should be in place for immediate clean-up of spillages of dusty material.
- No burning of materials will be permitted on site.
- Earthworks excavations should be kept damp where necessary and where reasonably practicable.
- Cutting on site should be avoided where possible by using pre-fabrication methods to facilitate any temporary works that may be required to enable the demolition.
- Equipment and techniques for cutting / grinding / drilling / sawing etc, which minimise dust emissions and which have the best available dust suppression measures, should be employed.
- Prior to commencement, the main contractor should identify the demolition operations which are likely to generate dust and to draw up action plans to minimise emissions, utilising the methods highlighted above. Furthermore, the main contractor should prepare environmental risk assessments for all dust generating processes, which are envisaged.
- The main contractor should allocate suitably qualified personnel to be responsible for ensuring the generation of dust is minimised and effectively controlled.
- Demolition works to incorporate water spray to reduce dust.

10.5 Water

The excavations for the basement, drainage pipes, water supply, utilities and foundations are anticipated to impact the ground water in the site.

The contractor shall develop an appropriate dewatering scheme to keep the basement/excavations free from water and ensure the quality of water leaving site is high.

During any discharge of surface water from the basement/excavations, the quality of the water will be improved through the provision of settlement tanks and will be regularly monitored visually for hydrocarbon sheen and suspended solids. Periodic laboratory testing of discharge water samples will be carried out in accordance with the requirements of Dun Laoghaire-Rathdown County Council before discharge to the surrounding drainage network.

Appropriate discharge licenses will be acquired from Dun Laoghaire-Rathdown County Council in respect of discharges from dewatering operations.

11. Duties and Responsibilities

11.1 Standards

Insofar as the construction of this development may impact on the surrounding road network, the development and associated roadworks shall be undertaken in compliance with the requirements of Dun Laoghaire Rathdown County Council.

11.2 Project Team

It shall be the duty of the Project Team to provide the main Contractor in good time with all necessary designs, details, drawings and specifications so that the Contractors can, in conjunction with the Project Team prepare detailed proposals and programmes for the execution of the works for submission to Dun Laoghaire Rathdown County Council as required by the *"Directions for Roadworks Control"*.

It shall also be the duty of the Project Team to ensure that the Contractors proposals are reasonable and that they are implemented in a safe and competent manner.

11.3 Main Contractor

This document gives guidance, and it shall be the duty of the Main Contractor in conjunction with the Project Team to prepare detailed construction and traffic management proposals for the implementation of the works.

The Contractor shall give adequate and timely notice to Dun Laoghaire Rathdown County Council as specified in of *"Directions for Roadworks Control"*.

The Contractor(s) shall also be responsible for implementing the traffic management proposals in a safe and competent manner on an ongoing basis.

11.4 Construction Program

At the time of preparing this edition of this Plan in December 2021, the planning application for the proposed redevelopment is being prepared for the SHD submission to An Bord Pleanala.

The development provides for a 24 month construction period commencing in 2023 with completion in 2025.

UK and Ireland Office Locations

