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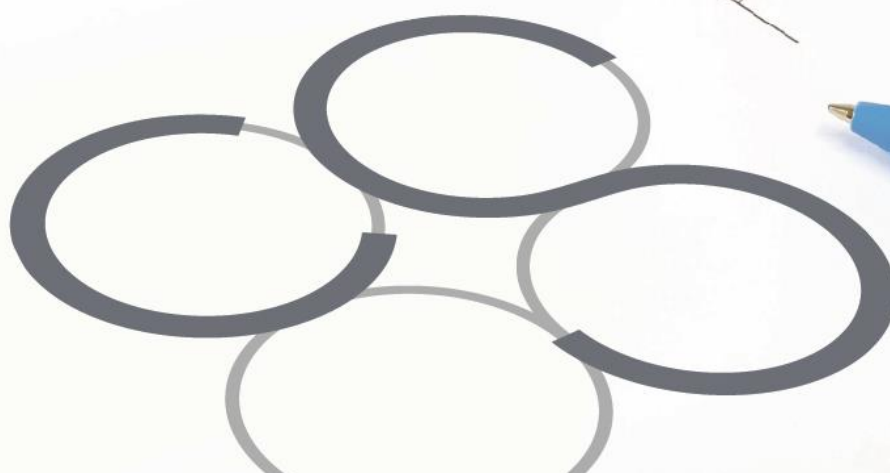
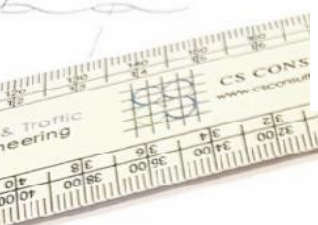
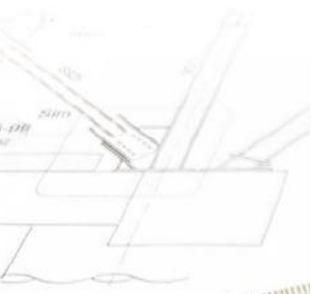
LIMERICK  
LONDON  
DUBLIN

**Outline Construction Management Plan**  
**Proposed Residential Development**  
**Flemington Lane, Balbriggan, Co.**  
**Dublin**

Client: Kinvara Properties Ltd.

Job No. C130

August 2022





## OUTLINE CONSTRUCTION MANAGEMENT PLAN

### PROPOSED RESIDENTIAL DEVELOPMENT, FLEMINGTON LANE, BALBRIGGAN, CO. DUBLIN

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<b>BS 1192 FIELD</b>	<b>C130-CSC-ZZ-XX-RP-C-0005-P0 Outline Construction Management Plan</b>
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Job Ref.	Author	Reviewed By	Authorised By	Issue Date	Rev. No.
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## 1.0 INTRODUCTION

Cronin & Sutton Consulting (CS Consulting) have been commissioned by Kinvara Properties Ltd. to prepare an Outline Construction Management Plan (OCMP) to accompany a planning application for a proposed residential development at Flemington Lane, Balbriggan, Co. Dublin.

The Outline Construction Management Plan is a preliminary plan. This provides a framework within which all final construction processes and site management arrangements employed during construction are to be specified. Construction of the proposed development will be under the control of a lead contractor, who will be appointed following a grant of planning permission. Upon appointment, once familiar with the site and having developed a final detailed methodology for construction, the lead contractor will expand upon the OCMP to produce a detailed Construction Management Plan (CMP). The content of the contractor's CMP will be agreed with Fingal County Council prior to commencement of works.

The contractor's detailed Construction Management Plan will give greater detail of construction management arrangements and processes, while adhering to the stipulations of this OCMP. It will also incorporate the following:

- an Operational Health & Safety (OH&S) Management Plan;
- an Environmental Management Plan (including a Waste Management Plan); and
- a Construction Traffic Management Plan (including a Pedestrian Management Plan).

The contractor's Construction Management Plan will be strictly adhered to throughout the development's construction stage, to ensure the following:

- That all site activities are effectively managed to minimise the generation of waste and to maximise the opportunities for on-site reuse and recycling of waste materials.



- To ensure that all waste materials generated by site activities, which cannot be reused on site, are removed from site by appropriately permitted waste haulage contractors and that all wastes are disposed of at approved licensed facilities in compliance with the Waste Management Act 1996, and the Waste Management (Amendment) Act 2001.
- To manage and control any impacts (noise, vibration, and dust) that construction activities may have on the local receiving environment, in particular on receptors and properties adjacent to the construction site.
- To comply with all planning conditions and requirements imposed in relation to waste management.

The OCMP demonstrates how the appointed contractor, and the relevant Project Supervisors (Site Manager, Health & Safety Officer, and Project Ecologist, as applicable) will comply with the following relevant legislation and best practice guidelines:

- Safety, Health and Welfare at Work (Construction) Regulations 2013 (S.I. No. 291 of 2013)
- Integrated Pollution Prevention and Control Directive (1996/61/EC)
- The Waste Framework Directive (Directive 2008/98/EC)
- Waste Management Act 1996, the Waste Management (Amendment) Act 2001 and the Protection of the Environment Act 2003
- Waste Management (Collection Permit) (Amendment)(No.2) Regulations 2016
- Waste Management (Permit) Regulations 1998 (SI No. 165 of 1998)
- Department of the Environment, Heritage and Local Government – Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects – June 2006
- Local Government Water Pollution Act 1977

## 2.0 SITE LOCATION AND PROPOSED DEVELOPMENT

### 2.1 Site Location

The proposed development site is located off Flemington Lane, to the west of Balbriggan in Co. Dublin. The site is located in the administrative jurisdiction of Fingal County Council and has a total area of approximately 4.4ha.

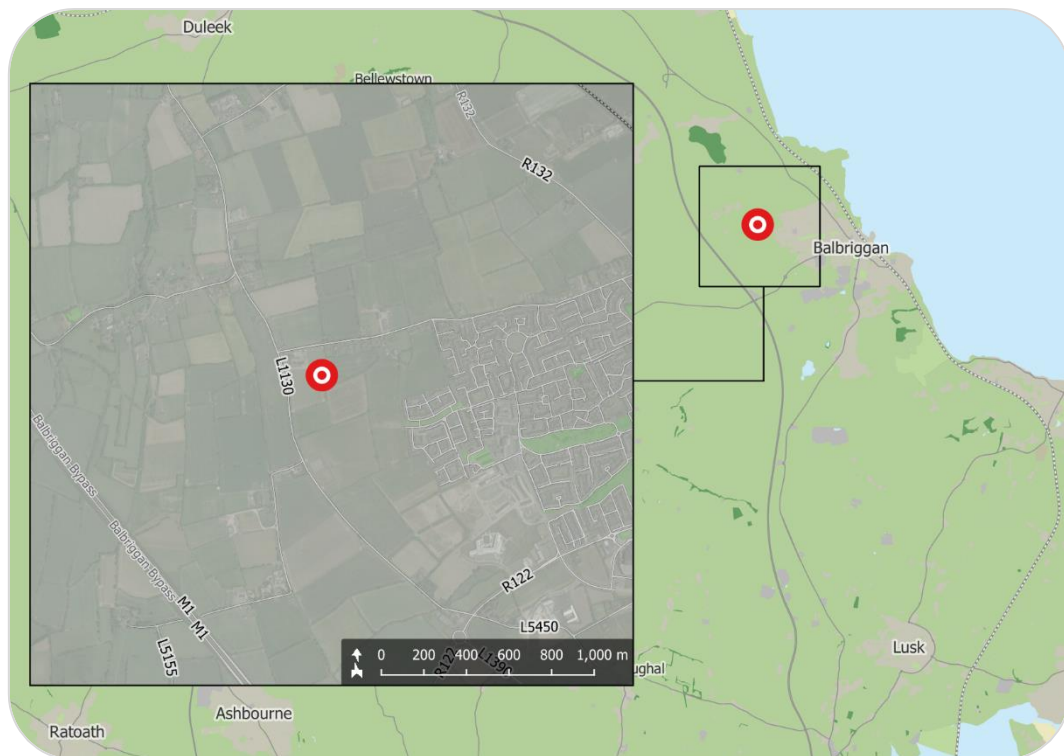


Figure 1 – Location of proposed development site  
(map data & imagery: EPA, OSi, OSM Contributors, Google)

The location of the proposed development site is shown in Figure 1 above; the indicative extents of the development site, as well as relevant elements of the surrounding road network, are shown in more detail in Figure 2.

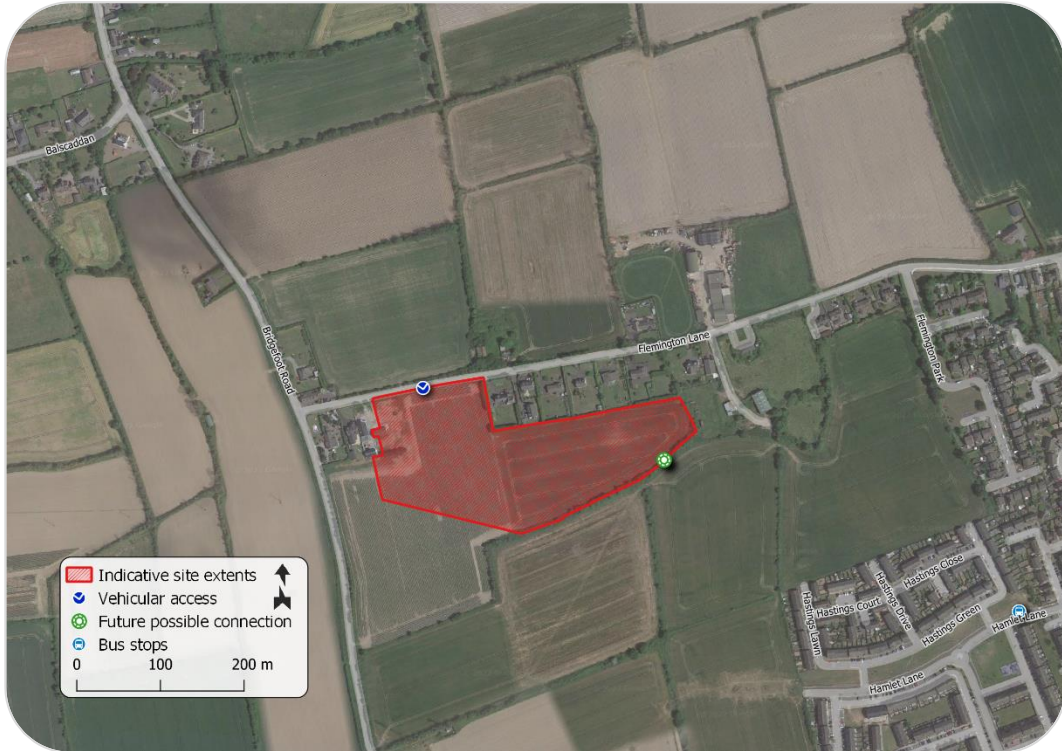


Figure 2 – Elements of surrounding road network  
(map data & imagery: OSM Contributors, Google)

The site is bounded by Flemington Lane to the north, existing residential properties to the north-east and north-west. The site is bounded to the east and south by greenfield.

## 2.2 Existing Land Use

The subject site is generally greenfield and currently undeveloped and used for agricultural purposes. There are no water courses or physical features of interest on the site.

## 2.3 Description of Proposed Development

Kinvara Properties Limited intend to apply for permission for a strategic housing development with a total planning application site area of c. 44,365m<sup>2</sup> (4.4Ha) with a developable Area of 34,135m<sup>2</sup> (3.4Ha) with a substantive residential site



development area of c.7.2 ha. The subject property is located off Flemington Lane, approximately 150m East of the junction with Flemington Road and approximately 4km North-west of Balbriggan Town Centre. The proposed development consists of the removal of an existing derelict structure of 134sqm and the construction of 127 no. residential units (14 no. 2-bed dwelling units of 93sqm, 47 no. 3-bed dwelling units of 109sqm, 4 no. 4-bed dwelling units of 145sqm and 31 no. 2-bed ground floor duplex units with 31 no. 3-bed duplex units over, of 204sqm), surface car parking (211 no. spaces in total, including accessible spaces); electric vehicle charging points; bicycle parking (long and short stay spaces for duplex) including visitor spaces; internal roads, pathways and cycle paths, including connections to adjoining lands; hard and soft landscaping and boundary treatments; temporary pumping station; plant; revised entrances and tie-in arrangements to Flemington Lane including new cycle lane and footpath; solar panels; attenuation tank and related SUDS measures; signage; public lighting; and all site development and excavation works above and below ground. The development also includes a two storey creche of 528sqm with 9no. dedicated car parking (including 2no. disabled persons spaces) and secure open play space; public open space of 4130m<sup>2</sup> and communal open space of 681sqm, provision of public open space in Zoned OS "Open Space" of 10,230sqm including children's play area and public artwork, provision of a new access roadway from Flemington Lane and future road connection to adjoining lands to the south-eastern boundary) and all associated site works, landscaping and boundary treatments to facilitate the development. The total gross area of the development is 13,869sqm with a unit density of 37.4 units per hectare.



### **3.0 SITE MANAGEMENT**

#### **3.1 Construction Programme and Phasing**

Subject to a successful grant of planning, it is intended for the works to commence in Q3 2023. The proposed development is anticipated to be constructed over an 18-month period.

The development is proposed to be constructed in accordance with the following sequence of works:

- Set up site perimeter hoarding, maintaining existing pedestrian and traffic routes around the site
- Site clearance
- Reduced level excavations
- Site services installations (drainage, power, water)
- Construct building frame and envelope
- Finish interior and exterior landscaping

#### **3.2 Vehicular Access to Site**

The vehicular access to the proposed development shall be via new priority junction to the north-western boundary. Construction traffic shall also access the site via the proposed access. Access to the construction site will be restricted to this location in order to define exit and entry areas for site vehicles.

Security personnel will be present at the entrance/exit of the site to ensure all egressing traffic will do so safely. A wheel wash will be installed at the exit from the site to prevent any dirt being carried out into the public road. A road sweeper will be employed as required to keep all public roads around the site clean.

### **3.3 Site Security and Protection of Public Areas from Construction Activity**

Perimeter hoarding will be provided around the site to provide a barrier against unauthorised access from public areas. This will be well-maintained and will be painted. Some marketing images or information boards may also be placed on the hoarding. Access to site will be controlled and monitored outside of site working hours. 24-hour site monitoring by on-site personnel and CCTV will be implemented (subject to the final provisions to be put in place by the lead Contractor).

### **3.4 Material Hoisting and Movement Throughout the Site**

Hoists and teleporters may be utilised as required during the project to facilitate material movement into the structures and waste movements out. Hoists and teleporters will be used to the greatest extent possible in order to minimise the use of cranes, which would be more affected by inclement weather conditions. With the commencement of the fit-out activities, strategically positioned hoists will play a key role.

### **3.5 Deliveries and Storage Facilities**

It is proposed that unloading bays be provided for deliveries to the site within the hoarding perimeter. These should be accessible by forklifts. Appropriately demarcated storage zones will be used to separate and segregate materials.

The definitive locations of site accommodation, materials storage, and delivery areas will be determined by the appointed lead Contractor and agreed with Fingal County Council.

All deliveries to site will be scheduled to ensure their timely arrival and avoid need for storing large quantities of materials on site. Deliveries will be scheduled outside of background peak traffic hours (within the permitted site



working hours) to avoid disturbance to pedestrian and vehicular traffic in the vicinity of the site.

### **3.6 Site Accommodation**

On-site facilities will consist of:

- Materials storage area
- Site office and meeting room
- Staff welfare facilities (including but not limited to toilets, drying room, canteen)

Electricity will be provided to the site via the national grid, subject to the restrictions and requirements of ESB Networks.

Water supply to the site will be provided by means of a temporary connection to the public watermain. Similarly, a temporary connection for foul water drainage will be made to the public network. The locations and sizes of these temporary connections will be determined through consultation with Irish Water and Fingal County Council and shall be subject to any restrictions and requirements they may impose.

### **3.7 Site Parking**

Vehicle parking for construction personnel shall be accommodated within the development site. To the extent possible, personnel will also be encouraged to use public transport, and information on local transportation will be published on site.

### **3.8 Site Working Hours**

Construction operations on site will generally be subject to a planning permission and conditions. However, it may be necessary for some

construction operations to be undertaken outside these times, for example, service diversions and connections, concrete finishing and fit-out works.

Deliveries of materials to site will generally be between the hours of 08:00 and 19:00, Monday to Friday, and 09:00 to 13:00 on Saturdays. No activities shall take place on the site on Sundays and Bank holidays. There may be occasions where it is necessary to make certain deliveries outside these times, for example, where large loads are limited to road usage outside peak times. Any such deliveries will be made with the advance agreement of Fingal County Council.

### **3.9 Staff Training and Certification**

The lead Contractor appointed to the project will be responsible for ensuring that all personnel working on site have a valid Safe Pass card, as well as the requisite certification(s) pertaining to the specific tasks that they will perform on site. The Contractor will also be responsible for monitoring staff compliance with all site protocols and taking corrective action in response to any breaches.

The Contractor, in consultation with the Project Supervisor Construction Stage (PSCS), will provide initial site-specific induction training to all construction operatives (including sub-contractors) and will organise regular 'tool-box talks', refresher training, and task-specific training as necessary throughout demolition and construction works.

### **3.10 Record Keeping**

Records shall be kept by the Contractor and/or by the PSCS (as appropriate) to satisfy the applicable legislation and best practice guidelines in relation to all activity on site. These records will be made available for review and audit as required by Fingal County Council, the Health & Safety Authority (HSA), the Environmental Protection Agency (EPA), and any other entities with a legitimate interest.



These records must include (but may not be limited to):

- Records of all personnel working on site (including dates present).
- Records of all visitors attending site.
- Records of all training sessions conducted.
- Records of all plant and machinery used on site (including dates of arrival, dates of operation, and dates of removal).
- Records of all deliveries made to site.
- Records of all potentially hazardous materials stored on site.
- Records of all potentially hazardous materials encountered on site.
- Records of all waste material leaving the site (whether for reuse, recycling, recovery, or disposal).
- Records of any accidents or spills occurring on site.
- Records of engagement with the Project Ecologist, Project Archaeologist, and Site Engineer.
- Records of any site protocol breaches by construction personnel.
- Records of all noise level, vibration level, and air quality monitoring.

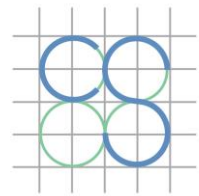
### **3.11 Complaints Procedure**

A Complaints Procedure System shall be drawn up by the Contractor. Records of all complaints shall be logged (date and time, items raised, etc.), to include:

- nature of the complaint;
- actions to be carried out in response; and
- details of complaint resolution.

### **3.12 Designated Community Liaison Officer**

The lead Contractor will employ a Designated Community Liaison Officer (DCLO) prior to commencement of the works. The DCLO's role shall be to liaise and coordinate with neighbours and businesses. The DCLO shall also co-



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ordinate with Fingal County Council to action and close out any complaints made in relation to demolition and construction works.



## 4.0 ENVIRONMENTAL CONSIDERATION

### 4.1 Noise

The Contractor shall implement measures to eliminate and reduce noise levels where possible. Potential sources of noise due to works on site include:

- Operation of plant and machinery
- Vehicle movements
- Demolition of existing structures
- Construction of new structures
- Loading, unloading, and distribution of materials

All construction activities shall be carried out in compliance with the recommendations of BS 5228 (Noise Control on Construction and Open Sites – Part 1) and comply with BS 6187 (Code of Practice for Demolition).

The following is an outline of the noise control measures to be implemented by the Contractor. These are to be expanded upon in the Contractor's detailed Construction Management Plan (CMP) and agreed with Fingal County Council prior to commencement of works.

#### 4.1.1 General considerations

All site staff shall be briefed on noise control measures and best practice methodologies to control noise.

- Site hoarding will be erected to minimise noise transmission beyond the site boundary.
- The Contractor will employ a Dedicated Community Liaison Officer (DCLO) to engage with neighbours on a weekly basis, keep them apprised of the pending works on site and address any concerns raised.



- Internal haul routes shall be maintained, and steep gradients shall be avoided where possible.
- Material and plant loading and unloading shall only take place during normal working hours unless the requirement for extended hours for traffic management (i.e. road closure) or health and safety reasons has been granted (application must be made to the Council a minimum of 4 days prior to proposed works).
- The opening and shutting of gates will be minimised through good coordination of deliveries and vehicle movements.

#### 4.1.2 Plant

- The Contractor will ensure that each item of plant and equipment complies with the noise limits quoted in the relevant EC Directive 2000/14/EC.
- All plant and equipment shall be fitted with appropriate mufflers or silencers of the type recommended by the manufacturer.
- All plant and equipment shall be used only for the tasks for which it has been designed.
- All plant and equipment in intermittent use shall be shut down in the intervening periods between work, or throttled down to a minimum.
- Plant shall be powered by mains electricity wherever possible, rather than by generators.
- Partial or full enclosures shall be provided around fixed plant where possible.
- Movable plant shall be located away from noise sensitive receptors where possible.
- All plant operators are to be qualified in their specific piece of plant.
- Compressors and generators shall be sited in areas least likely to give rise to nuisance.

- Regular and effective maintenance by trained personnel shall be carried out to reduce noise and/or vibration from plant and machinery.

#### 4.1.3 Vehicle activity

- All vehicle movement on site will occur within permitted working hours, unless permission to the contrary has been granted.
- Loading and unloading shall occur within designated loading areas, as far from noise receptors as possible.
- Deliveries and vehicle movements shall be planned so that vehicles are not waiting or queuing on the adjacent road network.
- The site layout shall be planned to ensure that reversing of vehicles is kept to a minimum.

## 4.2 **Air Quality and Dust Monitoring**

Dust prevention measures shall be included for control of any site airborne particulate pollution. The Contractor shall continuously monitor levels of dust and airborne particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>) in the vicinity of the site throughout demolition and construction works, in accordance with planning conditions, and records shall be kept of such monitoring for review by the Planning Authority.

There are currently no national or European Union standards of air quality with which levels of dust deposition can be compared. The minimum criteria to be maintained shall be in accordance with the German Standard Method for determination of dust deposition rate, VDI 2129, which is a maximum deposition of 350mg/m<sup>2</sup>/day, as measured using Bergerhoff-type dust deposit gauges.

The most significant potential sources of dust and airborne particulate matter due to works on site are:

- Excavation

- Vehicle movements
- Loading, unloading, and distribution of materials

Appropriate water-based dust suppression methods (e.g., a 'Dust Boss' spray cannon machine) will be employed by the Contractor to contain dust on site and ensure that the maximum permissible dust deposition threshold is not exceeded. These systems will be closely monitored by site management personnel, particularly during extended dry periods when dust dispersal risk is higher.

The following additional measures are to be taken to reduce the generation of dust during works on site:

- Demolition and construction techniques with reduced dust generation potential shall be preferred.
- Tools and machinery generating dust (e.g. drills) shall be fitted with dust-collection systems where possible.
- Any internal site road that has the potential to give rise to fugitive dust will be regularly watered during dry and/or windy conditions.
- Unbound internal site roads will be restricted to essential site traffic.
- Vehicles using unbound internal site roads will have their speed limited to a maximum of 20km/h, and this speed restriction will be rigidly enforced.
- Vehicles delivering or removing material with dust potential (soil, aggregates, etc.) will be enclosed or covered with tarpaulin at all times, to restrict the escape of dust.
- Material handling systems and site stockpiling of materials will be designed and laid out to minimise exposure to wind. Water misting or sprays will be used as required if particularly dusty activities are necessary during dry or windy periods.



### **4.3 Migrating Dust and Dirt Pollution**

The Contractor will ensure that all construction vehicles that exit the site onto the public roads will not transport dust and dirt to pollute the external roadways. This will be achieved through a combination of the following measures:

- Ensuring construction vehicles have a clean surface to travel on within the site (i.e. haul road).
- Providing a full body self-contained wheel wash system, constructed and located within the site confines.
- Ensuring an appropriate secondary wheel or road washing facility is provided as and when required throughout the various stages of construction on site. If conditions require it then a manned power washer shall be put in place to assist the wheel wash system.

### **4.4 Harmful Materials**

Harmful material will be stored on site for use in connection with the construction works only. These materials will be stored in a controlled manner. Where on-site storage facilities are used, there will be a bunded filling area using double bunded steel tank at a minimum

#### **4.4.1 Contaminated soil**

If any contaminated material is encountered, it will need to be segregated from clean/inert material, tested and classified as either non-hazardous or hazardous in accordance with the EPA publication entitled 'Waste Classification: List of Waste & Determining if Waste is Hazardous or Non-Hazardous' using the HazWasteOnline application (or similar approved classification method). The material will then need to be classified as clean, inert, nonhazardous or hazardous in accordance with

the EC Council Decision 2003/33/EC, which establishes the criteria for the acceptance of waste at landfills.

#### 4.4.2 Fuels/oils

As fuels and oils are classed as hazardous materials, any on-site storage of fuel/oil, all storage tanks and all draw-off points will be bunded and located in a dedicated, secure area of the site. Provided that these requirements are adhered to, and site crew are trained in the appropriate refuelling techniques, it is not expected that there will be any fuel/oil wastage at the site.

#### 4.4.3 Other known hazardous substances

Paints, glues, adhesives and other known hazardous substances will be stored in designated areas. They will generally be present in small volumes only and associated waste volumes generated will be kept to a minimum. Wastes will be stored in appropriate receptacles pending collection by an authorised waste contractor. In addition, WEEE (containing Construction and Demolition Waste Management Plan 11 hazardous components), printer toner/cartridges, batteries (Lead, Ni-Cd or Mercury) and/or fluorescent tubes and other mercury containing waste may be generated during construction activities. These wastes (if encountered) will be stored in appropriate receptacles in designated areas of the site pending collection by an authorised waste contractor.

In the event that hazardous soil, or historically deposited hazardous waste is encountered during the work, the Contractor must notify the Fingal County Council and provide a Hazardous/Contaminated Soil Management Plan, to include estimated tonnages, description of location, any relevant control measures, destination for authorised disposal/treatment, in addition to information on the authorised waste collectors.



## 4.5 Vibration

The Contractor will be required to carry out their works such that the effect of vibration on the adjacent buildings and surroundings is minimised, and that no damage to these results from construction activity on site. Potential sources of significant vibration include:

- Demolition of existing structures on site.
- Reduced level excavation and/or rock breaking.
- Other construction activities on site involving the use of heavy machinery.

The Contractor will be required to comply with the requirements of the planning permission for any vibration limits for the works. In the absence of any Local Authority requirements, the following table shall set the limitations.

Table 1 - Trigger values for vibration

Trigger Level	Peak Particle Velocity (PPV)	
	50Hz and below	Above 50Hz
1	10 mm/s	10 mm/s
2	10 mm/s	12 mm/s
3	10 mm/s	15mm/s

The Local Authority, Engineer, Client, and/or Contractor are to establish background vibration levels prior to the commencement of works.

A vibration monitoring system is to be put in place prior to any works taking place and will be maintained in continuous operation throughout demolition and construction works on site. This system is to raise an alarm if an agreed limit is exceeded, at which time the working methods are to be adjusted so as to reduce the vibration generated. Monitoring locations will be selected within the site, close to its boundaries, such that the recorded vibration levels shall always be higher than those experienced outside the site.

## **5.0 TRAFFIC MANAGEMENT**

### **5.1 Site Traffic, Traffic and Pedestrian Management**

The anticipated truck movements from and to the site in relation to the preliminary programme for the works will be specified in the construction methodology by the main contractor.

The construction site will be delineated by means of hoardings and lockable gates with screened fencing at the entry and exit points. The Contractor will pay particular attention to pedestrian traffic and safety at the entrances. All vehicles will enter and exit the site in a forward direction.

Pedestrians will have right of way. If required, alternate pedestrian routes around the site will be created and clearly signed. Depending on the progress of the works and temporary constraints imposed by the construction methodology, the location of access and exit points to the site may vary.

### **5.2 Vehicular Access to Site**

Construction phase vehicular access shall be via new priority access along Flemington Lane to the north-west of the development. It is anticipated that for the duration of the works all access and egress for deliveries shall be via M1 via Flemington Road / Clonard Road. This route will keep construction traffic away from any potential conflict with surrounding local road users.

Security personnel will be present at the entrance/exit of the site to ensure all exiting traffic will do so safely. A self-contained wheel wash system will be installed at the exit from the site, to minimise dirt being carried out into the public road, and a road sweeper will be employed as required to keep public roads around the site clean.

The vehicular access to the construction site shall include the following design elements:



- Sufficient entrance width to permit two rigid body vehicles to pass one another (i.e. one can enter while another waits to leave).
- An entrance gate set back a minimum of 18m from the public road edge, to ensure that vehicles may leave the road completely before having to stop.
- Appropriate sight lines for vehicles exiting onto the public road, to be ensured by removing existing visual obstructions and by appropriate design of perimeter hoarding.
- Directional signage for site traffic and advance warning signage for all other road users.

### **5.3 Minimisation of Construction Vehicle Movements**

Construction-related vehicle movements will be minimized through:

- consolidation of delivery loads to/from the site and scheduling of large deliveries to occur outside of peak periods;
- use of precast/prefabricated materials where possible;
- reuse of 'cut' material generated by the construction works on site where possible, through various accommodation works;
- provision of adequate storage space on site;
- development of a strategy to minimise construction material quantities as much as possible;
- promotion of public transport use by construction personnel, in order to minimise staff vehicle movements.

The following headings identify some of the measures to be encouraged.



### 5.3.1 Cycling

Cycle parking spaces will be provided on the site for construction personnel. In addition, lockers will be provided to allow cyclists to store their cycling clothes.

### 5.3.2 Car Sharing

Car sharing among construction personnel will be encouraged, especially from areas where construction personnel may be clustered. The contractor shall aim to organize shifts in accordance with personnel origins, hence enabling higher levels of car sharing. Such a measure offers a significant opportunity to reduce the proportion of construction personnel driving to the site and will minimise the potential traffic impact on the surrounding road network.

### 5.3.3 Public Transport

Construction personnel will be encouraged to use public transport as means to travel to and from the site. An information leaflet shall be provided to all personnel as part of their induction on site, highlighting the location of the various public transport services in the vicinity of the construction site.

## **5.4 Onsite Car Parking**

Vehicle parking for construction personnel shall be accommodated within the development site. To the extent possible, personnel will also be encouraged to use public transport, and information on local transportation will be published on site.



## 5.5 Monitoring and Maintenance of Public Roads

A Visual Condition Survey (VCS) will be carried out of all surrounding streets prior to any site works commencing. The lead Contractor will liaise with Fingal County Council to agree any changes to load restrictions and construction access routes for the site. Measures will be put in place as required to facilitate construction traffic whilst simultaneously protecting the built environment.

All site entrances and temporary roads will be continuously maintained for emergency vehicle access. The following measures will be taken to ensure that the site, public roads, and surroundings are kept clean and tidy:

- A regular program of site tidying will be established to ensure a safe and orderly site.
- Scaffolding will have debris netting attached to prevent materials and equipment being scattered by the wind.
- Food waste will be strictly controlled on all parts of the site.
- Mud spillages on roads and footpaths outside the site will be cleaned regularly and will not be allowed to accumulate.
- Wheel wash facilities will be provided for vehicles exiting the site.

## **6.0 PROVISIONS FOR CONSTRUCTION**

### **6.1 Hoardings, Set-Up of Site, and Access/Egress Points**

The site area will be enclosed with hoarding, details of which are to be agreed with Fingal County Council. Hoarding panels will be maintained and kept clean for the duration of the project.

### **6.2 Removal of Services**

Prior to any works a utility survey will be carried out to identify existing services. All services on site will be disconnected, diverted or removed as agreed with service providers.

### **6.3 Excavation**

This development will involve excavation and removal of material from site for foundations, and regrading of the site profile. It is expected that some rock will require breaking and removal as part of these excavation works.

The appointed Contractor will engage with the project archaeologist prior to the commencement of excavation on site. Excavation will be carried out under the supervision of the project archaeologist.

The Contractor must prepare a Construction Waste Management Plan in accordance with the Best Practice Guidelines for the Preparation of Resource Management Plans for Construction & Demolition Projects (EPA, 2021), and must ensure that all material is conveyed to an appropriately licensed recovery or disposal site.

### **6.4 Site Service Installations**

Drainage, power, and water service connections will be installed to serve the proposed development.