

Construction Management Plan

Proposed Residential Development at Brewery Road, Stillorgan.

August 2019

Waterman Moylan Consulting Engineers Limited

Block S, Eastpoint Business Park, Alfie Byrne Road, Dublin
www.watermangroup.com

Client Name: KW PRS ICAV acting for an on behalf of its sub-fund KW PRS Fund 10
Document Reference: 18-093r.008
Project Number: 18-093

Quality Assurance – Approval Status

This document has been prepared and checked in accordance with
Waterman Group's IMS (BS EN ISO 9001: 2015, BS EN ISO 14001: 2015)

Issue	Date	Prepared by	Checked by	Approved by
No. 1	Aug 2019	E. Caulwell	J Gibbons	J. Gibbons

Comments

Disclaimer

This report has been prepared by Waterman Moylan, with all reasonable skill, care and diligence within the terms of the Contract with the Client, incorporation of our General Terms and Condition of Business and taking account of the resources devoted to us by agreement with the Client.

We disclaim any responsibility to the Client and others in respect of any matters outside the scope of the above.

This report is confidential to the Client and we accept no responsibility of whatsoever nature to third parties to whom this report, or any part thereof, is made known. Any such party relies on the report at its own risk.

Content

- 1. Introduction.....1**
- 2. The Site.....2**
- 3. The Proposed Development.....3**
- 4. General Site Set Up and Pre-Commencement Measures.....4**
- 5. Site Security and Hoarding Lines.....4**
- 6. Construction Traffic Routes.....5**
- 7. Deliveries.....7**
- 8. Parking and Storage.....8**
- 9. Hours of Operation.....9**
 - 9.1 County Development Plan9
 - 9.1.1 Construction Management Plans.....9
 - 9.1.2 Hours of Construction9
 - 9.2 Proposed Working Hours.....9
 - 9.3 Mitigation Measures.....9
- 10. Control of Noise & Vibration10**
 - 10.1 County Development Plan 2016 – 202210
 - 10.2 Existing Noise Sources10
 - 10.3 Construction Noise Management.....10
 - 10.4 Construction Vibration Management.....11
- 11. Environmental Effects.....12**
 - 11.1 County Development Plan 2016 – 202212
 - 11.2 Measures to Minimise Nuisance12
 - 11.3 Site Control Measures12
 - 11.4 Control of Dirt and Dust13
 - 11.5 Water.....15
- 12. Duties and Responsibilities.....16**
 - 12.1 Standards.....16
 - 12.2 Project Team.....16
 - 12.3 Main Contractor.....16
 - 12.4 Construction Program.....16

1. Introduction

Waterman Moylan in conjunction with the applicant have prepared the following preliminary Construction Management Plan for the implementation of the construction phase of the proposed development at Brewery Road, Stillorgan, located at The Grange Development on Stillorgan Road (N11) Co. Dublin.

It is proposed to construct 287 no. residential units in 4 no. buildings with the associated tenant amenities, with a double level basement car park underneath the apartments/podium slab. It is also proposed to construct a 3-storey Crèche to accommodate 23 staff and 115 children on site. The developer will construct all associated infrastructure to service the development including a network of foul water and surface water drains, watermains and a realigned access road and footpaths.

A preliminary traffic management and site set up plan have been prepared for the construction stage of the project by specialist advisors on behalf of the applicant. A copy of this plan, prepared by Lafferty, is included in Appendix A.

The plan sets 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 and to guide the Contractor who will be required to develop and implement the Construction Management Plan on site.

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.

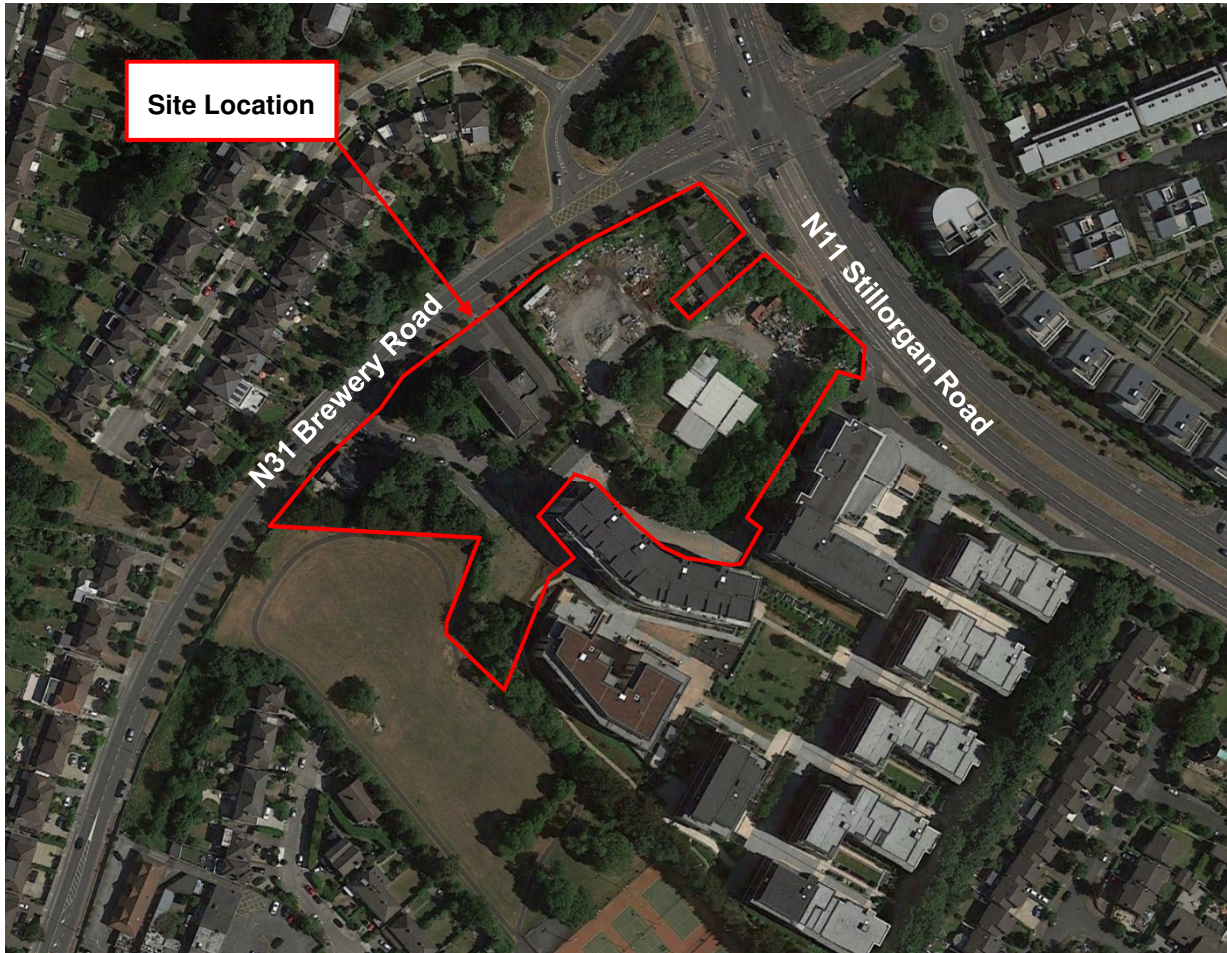
As is normal practice, the Main Contractor for the project is responsible for the method in which the demolition and construction works are carried out and to ensure that best practices and all legal obligations including Local Authority requirements and Health and Safety legislation are complied with. The main contractor is also responsible for the design and installation of all temporary works required to complete the permanent works. This plan can be used by the Main Contractor to develop their final Construction Management Plan. The Applicant reserves the right to deviate from the contents of this report, while still complying with all relevant Local Authority requirements and legislation.

2. The Site

The site is in Stillorgan, Co. Dublin. It is bounded to the north by Brewery Road, to the east by Stillorgan Road, to the southwest by the Leopardstown Tennis Club and to the southeast by existing residential developments. The proposed development is approximately 2.5km from the coastline at Blackrock.

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

Figure 1: Site Location (Google Maps)



The site has a slope of approximately 1:30 falling generally from south east to north west. The Grange Marketing Suite, The Lodge (an existing 2-storey house), Oaktree Business Centre and the now redundant site set up for the neighbouring development currently occupy the site.

The existing uses adjoining / adjacent the site include commercial and residential buildings, a tennis club and a public park

The total site area is approximately 1.8 hectares and is currently 50% hardstanding. There are several well-established trees and foliage on site occupying an area of approximately 257m².

3. The Proposed Development

It is proposed to construct 1 no. 10-level residential block and 2 no. 9-level residential blocks, with the associated tenant amenities over a basement for bike and carparking. A standalone 7-storey apartment block and a 3-storey Crèche is also proposed.

The proposed development includes landscaping (hard and soft), and all associated and ancillary works including a re-configuration of the alignment of the existing access onto Brewery Road to improve the junction layout and forward visibility.

4. 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. Indicative locations are shown in Appendix A.

Prior to any site works commencing, the main contractor will investigate / identify 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.

5. Site Security and Hoarding Lines

Hoarding lines and site security will be set up within the development site as required.

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. A draft construction traffic management plan has been prepared for discussion with Dun Laoghaire-Rathdown County Council as the Road Authority. Prior to construction commencing on site, a detailed plan will be prepared and submitted by the appointed contractor to DLRCC.

The traffic management plan 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.

6. Construction Traffic Routes

The Grange 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 national route running east to west is the N32 Brewery Road which links the N11 to Sandyford and the M50 to the south west.

A major traffic junction controlled by traffic signals is located at the junction of Brewery Road and the N11 Stillorgan Road. The major traffic movements are north-south on the N11 Stillorgan Road and east-west on Brewery Road.

The proposed construction access route No. 1 to the proposed development is from the M50 via N31, turning right into the site off Brewery Road. Proposed Construction Access No. 2 is via the N11 and Brewery Road, turning left into the site off Brewery Road. All construction traffic will exit the site turning left or right onto Brewery Road and then onto the N11 or the M50.

Figure 2: Traffic Management Plan



Figure 3: Traffic Management Plan

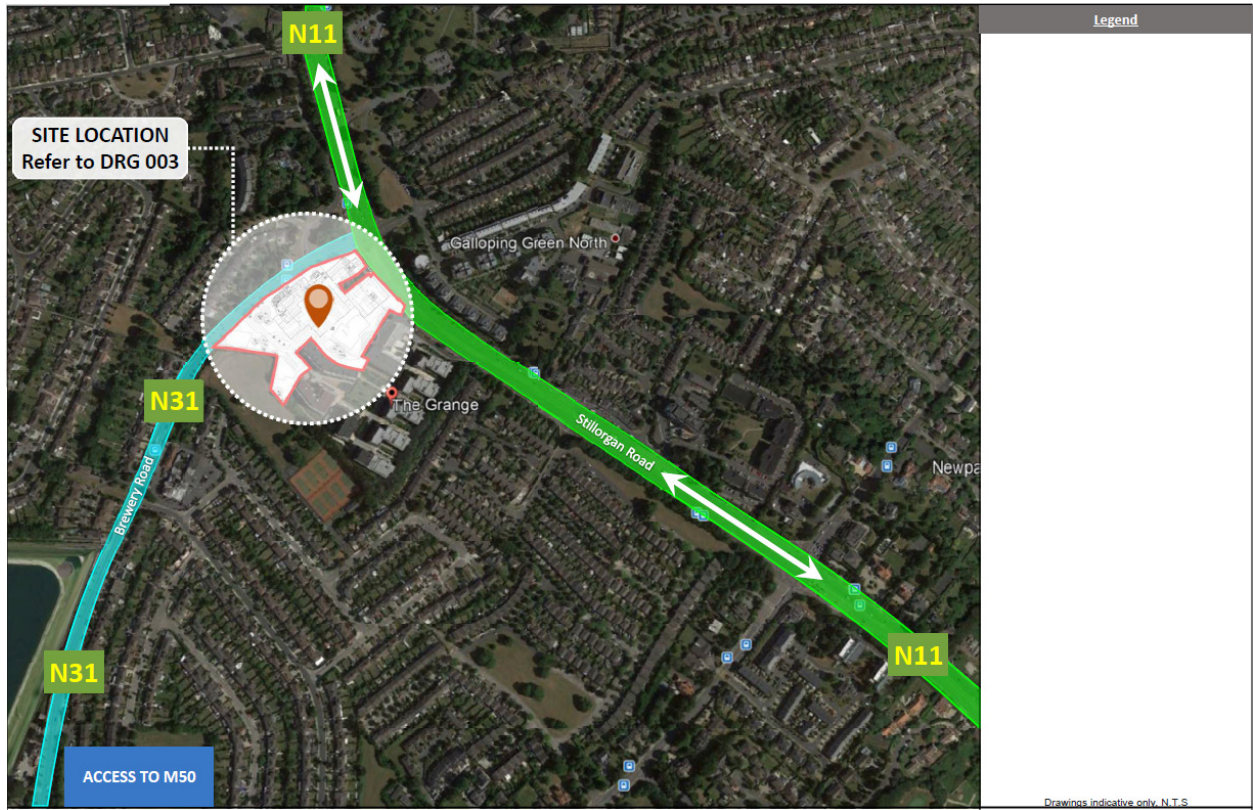
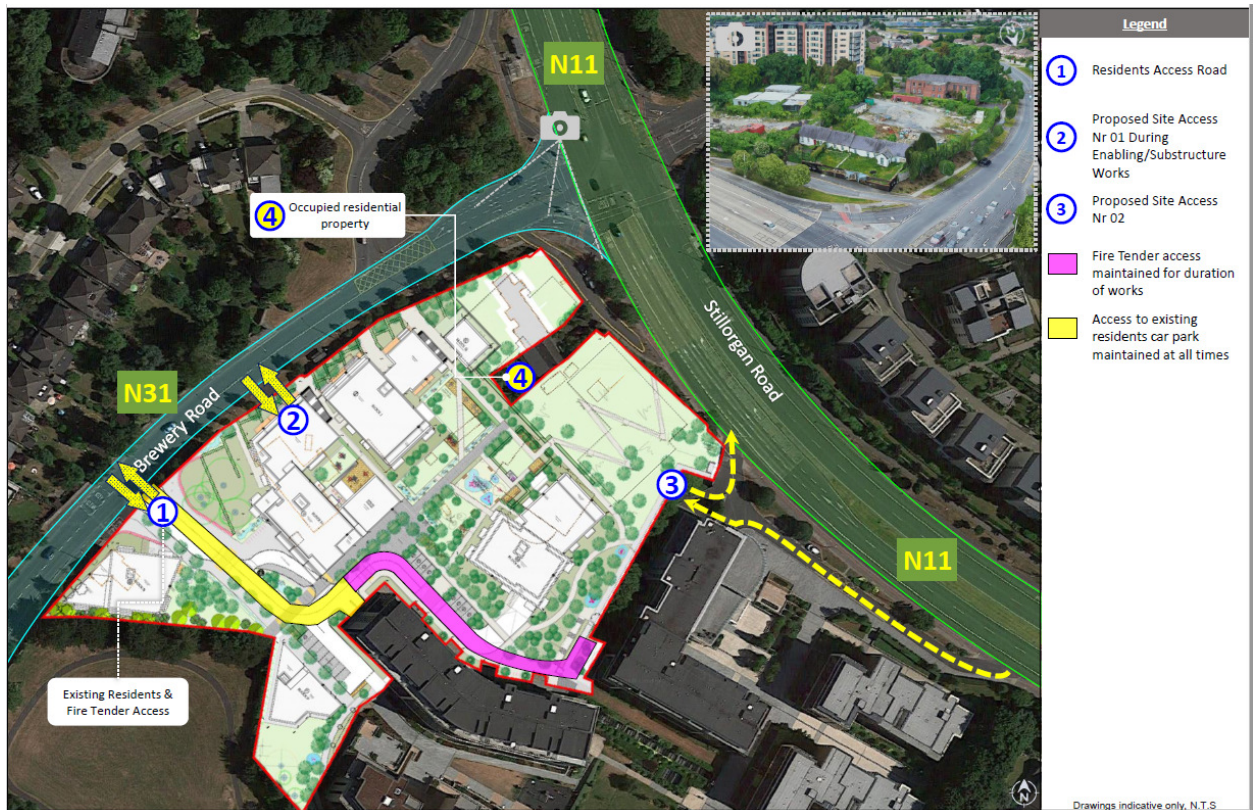


Figure 4: Traffic Management Plan



A restriction on using any of the surrounding residential roads including but not limited to St Brigid's Church Road, Lawnswood Park, Leopardstown Avenue etc. for Construction traffic will be put in place.

Construction access to the site will be through a temporary access off Brewery Road. Due regard will be paid to minimising any impacts by construction vehicles on the existing developments in the 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.

A detailed Construction Management Plan has been prepared by Lafferty Project Managers which outlines site logistics and indicates the following:

- Site Access Locations;
- Site Boundary Lines;
- Tower Crane Locations;
- Vehicle Entry and exit routes from site;
- Unloading areas;
- Site Offices and welfare facilities;
- Material Storage areas; and
- Banksmen Locations.

7. Deliveries

Deliveries and access to the construction site as described in section 6 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.

8. Parking and Storage

A small amount of parking will be available on site. These will be managed by the contractor to ensure the fire tender access to the main “The Grange” development remains clear at all times. The site is well served by public transport including Dublin Bus and Aircoach bus, as well as the LUAS Sandyford stop approximately 1.1km from the site. Site management will organise additional off-site parking and shared car arrangements if required.

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 Mobility 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 on a daily basis. 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 3 No. tower cranes which are to be located within the curtilage of the site for the duration of the works. This is detailed in the Site Logistics Section of the Construction Management Plan in Appendix A

9. Hours of Operation

9.1 County Development Plan

9.1.1 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.

9.1.2 Hours of Construction

In the absence of a Construction Management Plan approved by the Planning Authority, Section 8.2.9.5 of the DLRCC County Development Plan, 2016 – 2022 sets out policy in relation to Hours of Construction as follows:

- Site development and building works shall be restricted to 8.00am to 7.00pm Monday to Friday and 8.00am to 2.00pm Saturday. Deviations from these times will only be allowed in exceptional circumstances and should be sought at the time of making a planning application.
- No works shall take place on site on Sundays or Bank Holidays.
- No activity, which would reasonably be expected to cause annoyance to residents in the vicinity, taking place on site between the hours of 7.00pm to 8.00am.
- No deliveries of materials, plant or machinery taking place before 8.00am in the morning or after 7.00pm in the evening.

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.

9.2 Proposed Working Hours

The proposed working hours for the redevelopment of the Grange site are set out below:-

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

9.3 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 peak hour of traffic movement from The Grange;
- Co-ordination of deliveries to site with adjoining developments;
- Scheduling of noisier activities as early as possible;
- Noise mitigation measures as Section 10.3 of this Plan; and
- Vibration mitigation measures as per Section 10.4 of this Plan.

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

10. Control of Noise & Vibration

10.1 County Development Plan 2016 – 2022

Section 8.2.9.2: *Noise Pollution* of the County Development Plan 2016 – 2022 notes that

The Planning Authority will use the Development Management process for larger developments;

To require developers to produce a Sound Impact Assessment and Mitigation Plan where deemed necessary, for any new development that the Planning Authority considers will impact negatively on pre-existing environmental sound levels.

10.2 Existing Noise Sources

During daytime periods, the dominant source of noise in the area of The Grange is traffic on the N11 and Brewery Road.

The night time noise levels are dominated by traffic on the N11 and Brewery Road.

10.3 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.

10.4 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.

11. Environmental Effects

11.1 County Development Plan 2016 – 2022

Section 8.2.9.7: *New Developments – Environmental Impacts* of the Dun Laoghaire Rathdown County Development Plan 2016 – 2022 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).

11.2 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.

11.3 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.
- Hazardous materials to be stored in a designated area on site with appropriate drip trays/bunding and fire extinguishers to contain any spillages.

11.4 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.

11.5 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.

12. Duties and Responsibilities

12.1 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 issued by the Transportation Department in November 2008 and any other requirements that the County Council may impose during the course of the works.

12.2 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.

12.3 Main Contractor

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.

12.4 Construction Program

At the time of preparing this edition of this Plan in August 2019, the planning application for the proposed redevelopment is being prepared for the formal SHD submission to An Bord Pleanala.

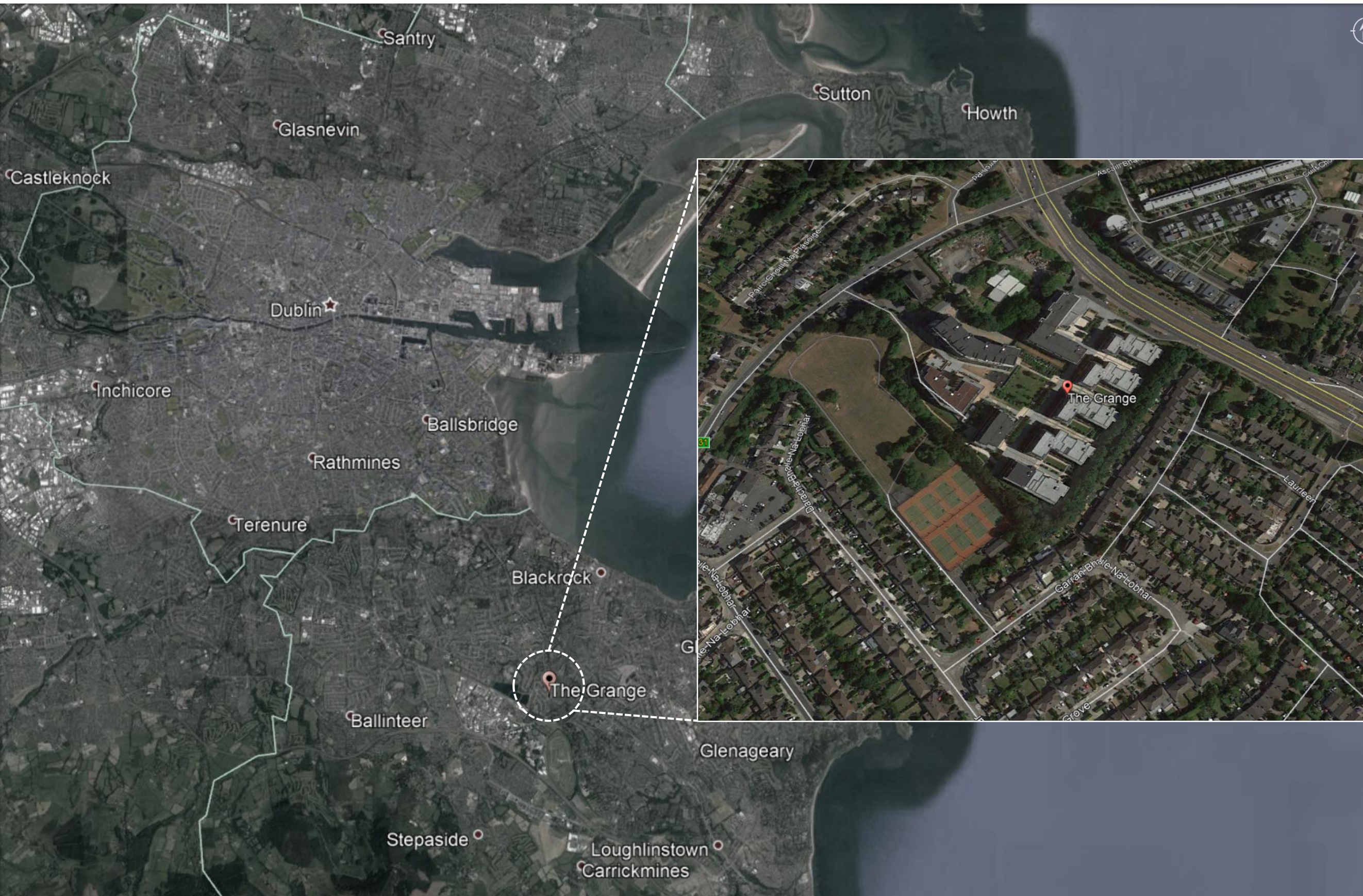
The development provides for a 24-month construction period commencing in 2020 with completion in 2022.

APPENDICES

Appendix A - Traffic Management and Site Set Up Plan

THE GRANGE | CONSTRUCTION MANAGEMENT PLAN

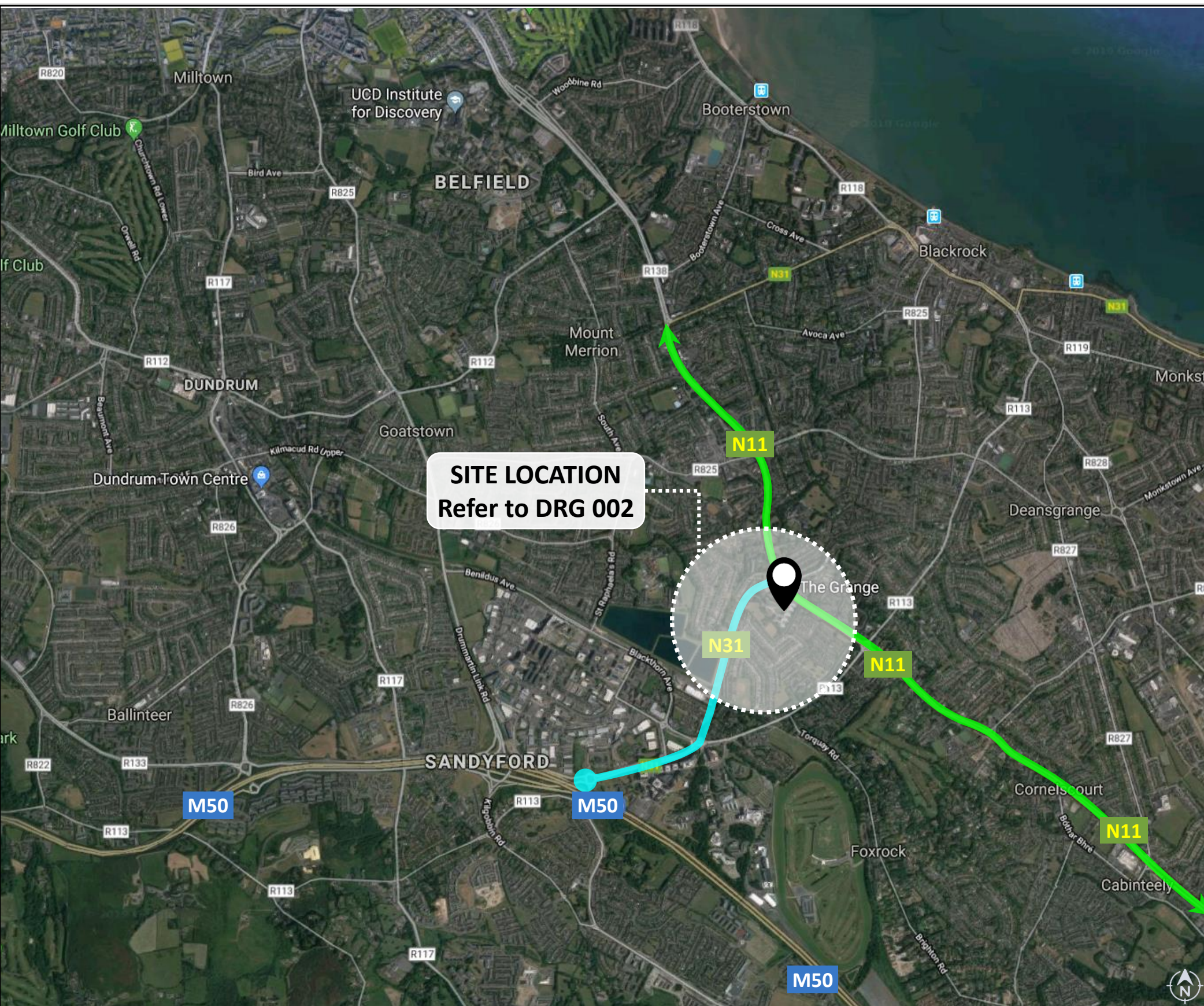






Notes: Drawings indicative only, N.T.S

Project:
THE GRANGE

Issue date:
29-Aug-19



Legend

-  Construction Traffic Access/Egress to Site via N11
-  Construction Traffic Access/Egress to Site via M50 and N31

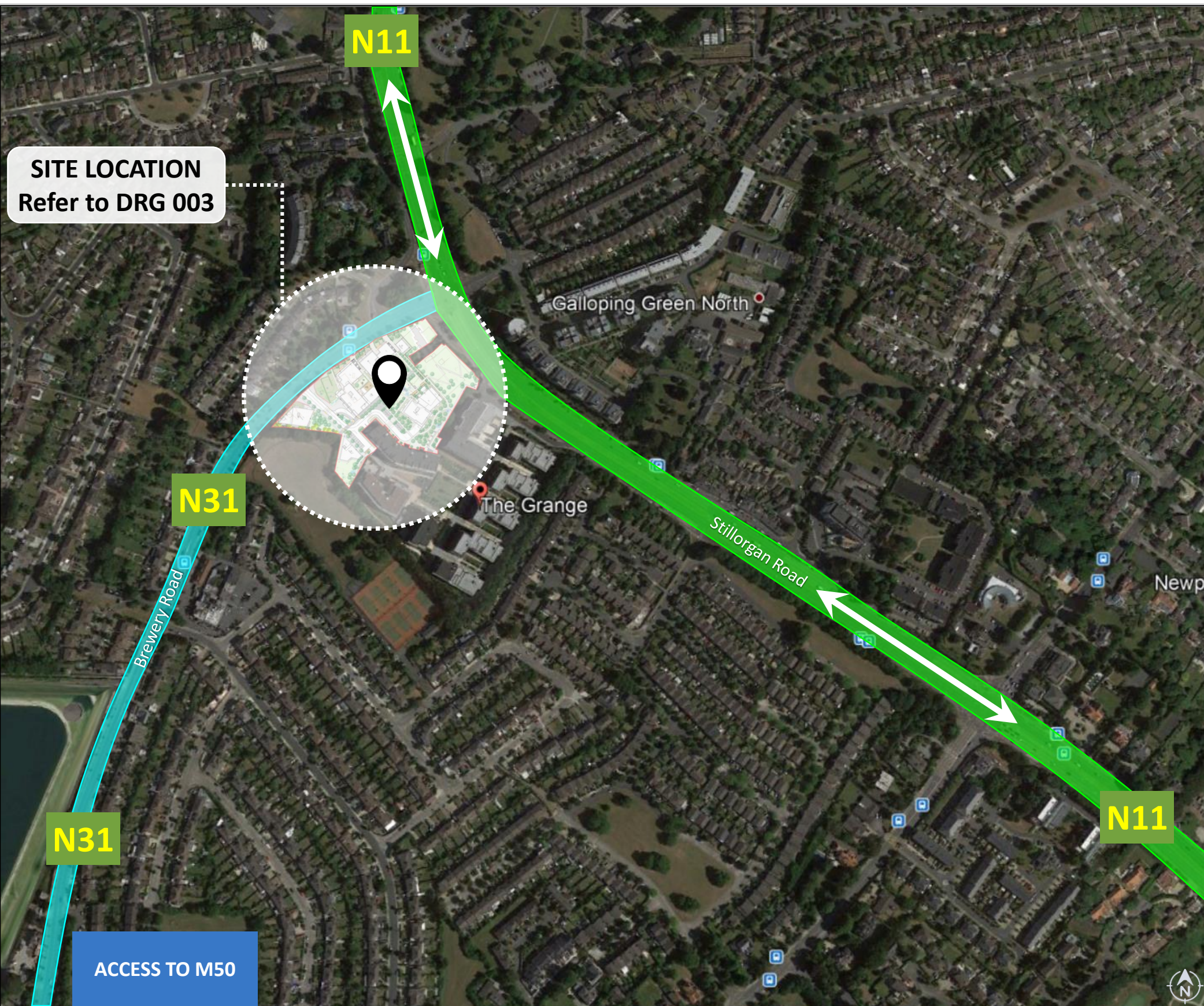
SITE LOCATION
Refer to DRG 002

Drawings indicative only, N.T.S

Notes:

Project: THE GRANGE 3

Issue date: 29-Aug-19



Legend

- Construction Traffic Access/Egress to Site via N11
- Construction Traffic Access/Egress to Site via M50 and N31

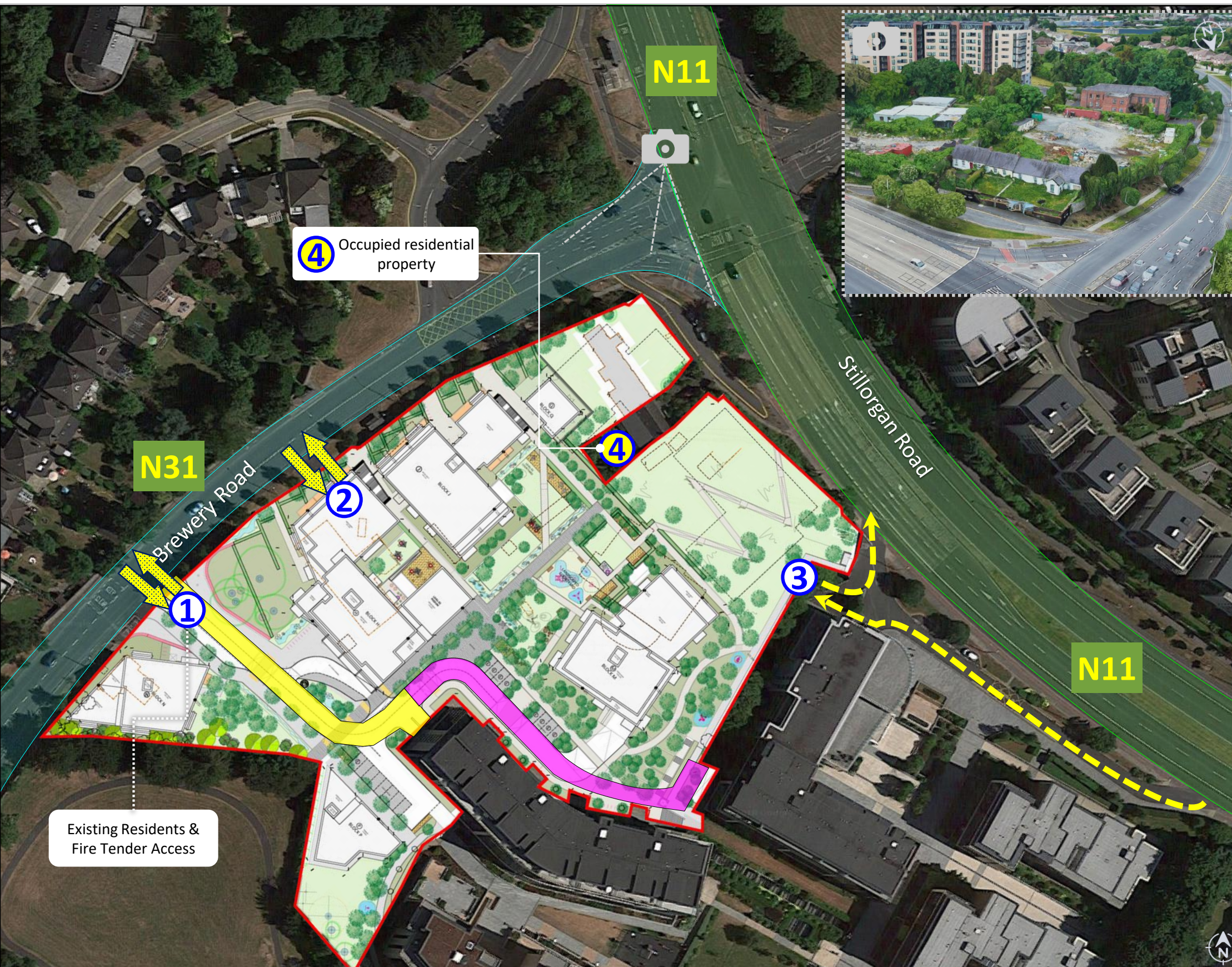
Drawings indicative only, N.T.S

Notes:

Developed by Strata Project Solutions | www.strata.ie | Unit 9 Argus House, Greenmount Business Park, Dublin 6W, Ireland D6w KC89 | 154 Putney High Street, London, United Kingdom, SW15 1RS

Project: THE GRANGE 4

Issue date: 29-Aug-19



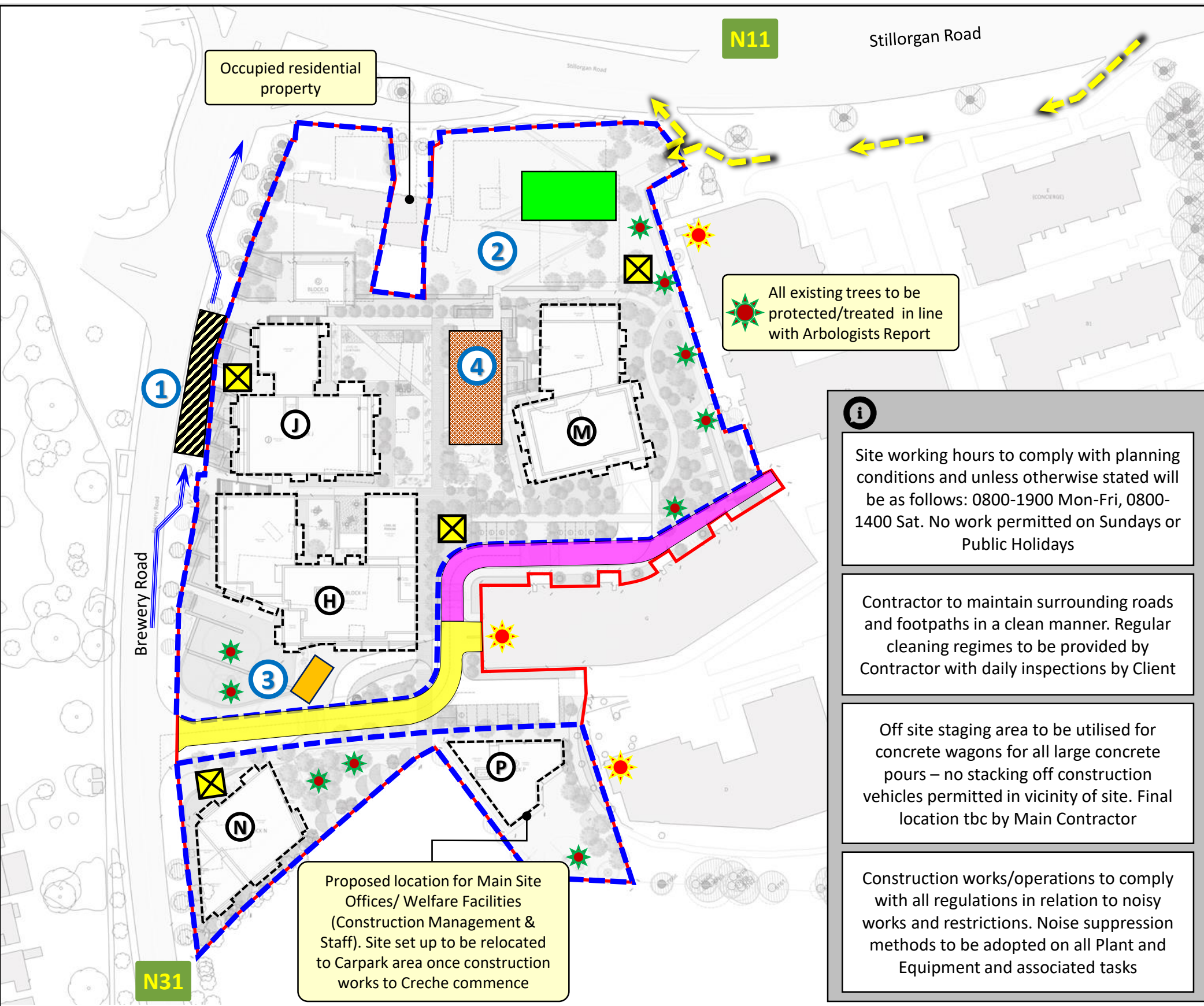
Legend

- ① Residents Access Road
- ② Proposed Site Access Nr 01 During Enabling/Substructure Works
- ③ Proposed Site Access Nr 02
- Fire Tender access maintained for duration of works
- Access to existing residents car park maintained at all times

Existing Residents & Fire Tender Access

Drawings indicative only, N.T.S

Notes:



LEGEND:

- Site Hoarding
- Phase 1
- Unloading Area
- Proposed Tower Crane Location
- 1 Hoarding set back in this area, Footpath closed to pedestrians & temporary laydown area created to allow unloading of vehicles
- During Phase 1 works:**
- 2 Existing site area utilised for materials, storage, unloading & set down area
- 3 Access point to site for unloading only. Banksman present all times.
- 4 Proposed Podium Slab used for storage of materials (once constructed)
- Fire Tender access maintained for duration of works
- Access to existing residents car park maintained at all times

i Site working hours to comply with planning conditions and unless otherwise stated will be as follows: 0800-1900 Mon-Fri, 0800-1400 Sat. No work permitted on Sundays or Public Holidays

Contractor to maintain surrounding roads and footpaths in a clean manner. Regular cleaning regimes to be provided by Contractor with daily inspections by Client

Off site staging area to be utilised for concrete wagons for all large concrete pours – no stacking off construction vehicles permitted in vicinity of site. Final location tbc by Main Contractor

Construction works/operations to comply with all regulations in relation to noisy works and restrictions. Noise suppression methods to be adopted on all Plant and Equipment and associated tasks

Drawings indicative only, N.T.S

Notes: ☀ Indicates buildings where dilapidation survey required, prior to commencing works on site (By Main Contractor). Noise and vibration monitoring also required in these buildings during the works.

UK and Ireland Office Locations

