

Project

Residential Development, Scholarstown, Dublin 16

Report Title

Preliminary Construction Management Plan

Client

Ardstone Homes Limited

INFRASTRUCTURE



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1. WORKS PROPOSAL

This Construction Management Plan (CMP) considers the proposed works associated with the construction of 590 No. residential dwellings (480 No. Build-to-Rent Apartments and 110 No. Build-to-Sell Duplexes) on a 5.35Ha site. The site is located on Scholarstown Road, approximately 500m east of the M50 motorway (refer to Fig 1.1). The development will also consist of an ancillary amenity block, a two-storey retail/café/restaurant building and a creche.

This project is currently at planning stage and as such input from the contractor has not been incorporated into this document.

On appointment of a contractor a detailed CMP shall be prepared. The detailed CMP shall incorporate the requirements of the Best Practice Guidelines on the Preparation of Waste Management Plans for Construction & Demolition Projects (DoEHLG, 2006).

The development will also include the following associated engineering infrastructure:

- Demolition of two dwellings located within the site.
- Works along Scholarstown Road (formation of site access including upgrade of existing traffic signals and improvement to pedestrian and cycle facilities).
- Formation of alternative access and egress point for emergency services in the site's south-west corner
- Provision of internal site road network including associated footpaths and linkages for pedestrians and cyclists to Scholarstown Road and the park adjacent to Dargle Wood.
- Provision of surface water drainage, foul drainage and water supply connections (including installation of a 450 diameter trunk foul sewer in conjunction with Irish Water).

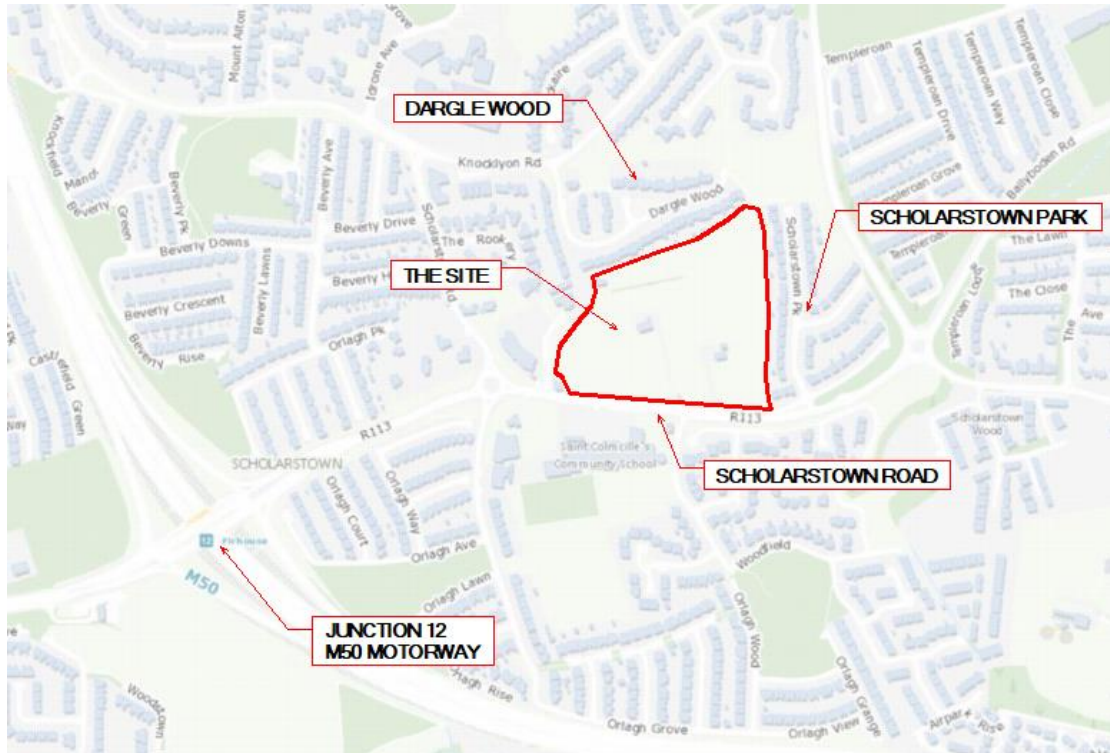


Figure 1.1, Site Location

The construction management issues addressed within this plan include the following:

- Health and Safety
- Working Hours
- Traffic Management
- Stripping of Topsoil
- Excavation of Subsoil
- Importation of fill
- Erosion and Sediment Control
- Accidental Spills and Leaks
- Ecology
- Demolition
- Waste Management
- Noise and Vibration
- Air Quality and Dust Control
- Landscape and Visual Impact
- Archaeology

- Material Assets – Site Services
- Site Compound Facilities and Parking

This Preliminary Construction Management Plan shall be referenced in all tender and contract documentation for the proposed works and is to be read in conjunction with all relevant Engineering and Architectural documentation.

All works must be carried out in accordance with the mitigation measures as outlined in the individual chapters of the Environmental Impact Assessment Report.

2. COMPLIANCE WITH GENERAL SAFETY REQUIREMENTS

The Contractor shall be responsible for overall management of the site for the duration of the proposed works and must progress their works with reasonable skill, care, diligence and to proactively manage the works in a manner most likely to ensure the safety and welfare of those carrying out construction works.

The Contractor shall comply with all relevant Statutory requirements such as the 2005 Safety Health and Welfare at Work Act, The Construction Regulations (SI 291 of 2013), the General Application Regulations (SI 299 of 2007), etc. (and any amendments thereof).

In addition, the Contractor shall comply with all the reasonable safety requirements of the Client, the Project Supervisor for the Design Process and the Project Supervisor for the Construction Stage.

3. WORKING HOURS

For the duration of the proposed infrastructure works, the maximum working hours shall be 07:00 to 19:00 Monday to Friday (excluding bank holidays) and 09:00 to 13:00 Saturdays, subject to the restrictions imposed by the local authority.

No working will be allowed on Sundays and Public Holidays.

Subject to the agreement of the local authority, out of hours working may be required for water main connections, foul drainage connections etc.

4. TRAFFIC AND TRANSPORTATION

A Traffic Management Plan (TMP) will be prepared for the site works in accordance with the principles outlined below and shall comply at all times with the requirements of:

- Department of Transport Traffic Signs Manual 2010 – Chapter 8 Temporary Traffic Measures and Signs for Roadworks
- Department of Transport Guidance for the Control and Management of Traffic at Road Works (2010)
- Any additional requirements detailed in the Design Manual for Roads and Bridges (DMRB) & Design Manual for Urban Roads & Streets (DMURS)

Works are proposed along Scholarstown Road (formation of site access including upgrade of existing traffic signals and improvement to pedestrian and cycle facilities). The contractor shall prepare a detailed traffic management plan for works at these interfaces with the existing road network and obtain all required road opening licenses from South Dublin County Council.

Construction Traffic will consist of the following categories:

- Private vehicles owned and driven by site staff and management.
- Construction vehicles e.g. excavation plant, dump trucks (including trucks for delivery of imported fill to site).
- Materials delivery vehicles involved in site development works.

On-site employees will generally arrive before 08:00, thus avoiding morning peak hour traffic. These employees will generally depart after 16:00. It should be noted that a large proportion of construction workers would arrive in shared transport.

In general, the impact of the construction period will be temporary in nature.

HGV vehicle movements not expected to exceed 5 vehicles per hour during the busiest period of construction works.

Excavated material will be reused as part of the site development works where possible to minimise truck movements to and from the site (e.g. use as non-structural fill under green areas).

There are two proposed entrances to the site off Scholarstown Road (as noted below):

- A primary access for vehicles at the proposed junction upgrade on Scholarstown Road
- A secondary access in the south-west corner of the site for pedestrians / cyclists also serving as an alternative access for Emergency Services

All construction traffic will also use the proposed entrances noted above. The use of both / either entrances will be coordinated with the phasing of the development.

All construction traffic will enter the site via Scholarstown Road and will be routed to the site via the primary road network in the area (i.e. M50 Motorway).

Queuing of material delivery vehicles to the site will not be permitted on Scholarstown Road.

Wheel wash facilities will also be provided and adjacent public roads swept as required.

5. SOILS AND GEOLOGY

Site development works will include stripping of topsoil, excavation of subsoil layers and the importation of fill. These activities have potential to expose the soils and geological environment to pollution.

The contractor shall obtain approval of their proposed erosion and sediment control measures from South Dublin County Council's Environment Section prior to commencing works on site.

The following measures are to be implemented in order to mitigate against such risks.

Stripping of Topsoil

- Stripping of topsoil will be carried out in a controlled and carefully managed way and coordinated with the proposed staging for the development
- At any given time, the extent of topsoil strip (and consequent exposure of subsoil) will be limited to the immediate vicinity of active work areas
- Topsoil stockpiles will be protected for the duration of the works and not located in areas where sediment laden runoff may enter existing surface water drains
- Topsoil stockpiles will also be located so as not to necessitate double handling

Preliminary Estimated Topsoil Volumes (+/-10%)

	Volume (m ³)
Topsoil strip (100mm to 300mm)	16,000
Topsoil reuse (landscape of open space etc.)	10,000
Removal of topsoil from site	6,000

Excavation of Subsoil Layers

- The duration that subsoil layers are exposed to the effects of weather will be minimised
- Disturbed subsoil layers will be stabilised as soon as practicable (e.g. backfill of drainage trench, construction of road capping layers, construction of building foundations and completion of landscaping)
- Stockpiles of excavated subsoil material will be protected for the duration of the works, stockpiles of subsoil material will be located separately from topsoil stockpiles

Preliminary Estimated Excavation of Subsoil / Reuse of Excavated Material (+/-10%)

	Volume (m ³)
Cut (excavation of subsoil as described above)	35,000
Reuse of Excavated Material as Non Structural Fill	11,000
Removal of excavated material from site	24,000

Weather Conditions

- Typical seasonal weather variations will also be taken account of when planning stripping of topsoil and excavations with an objective of minimising soil erosion

Dust Control

- Dust suppression practices are to be implemented during stripping of topsoil layers and excavation of subsoil layers and importation of fill as outlined in Section 9 of this Preliminary Construction Management Plan

Importation of Fill

- Materials imported to site will be natural stones sourced from locally available quarries, greenfield / inert soil imported under a Waste Permit issued by the local authority; or materials that have been approved as by-products by the EPA in accordance with the EPA's criteria for determining a material is a by-product, per the provisions of article 27(1) of the European Communities (Waste Directive) Regulations, 2011.
- The majority of imported fill materials will be granular in nature and used in the construction of road pavement foundations, drainage and utility bedding and surrounds.
- Materials will be brought to site and placed in their final position in the shortest possible time. Any imported material will be kept separate from material excavated from the site. All excavation to accommodate imported material will be precisely coordinated to ensure no surplus material is brought to site beyond the engineering requirement.
- No large or long-term stockpiles of imported fill material will be held on the site. At any time, the extent of fill material held on site will be limited to that needed in the immediate vicinity of the active work area.
- Smaller stockpiles of fill where required, will be suitably protected to ensure no sediment laden runoff enters existing surface water drains. Such stockpiles are to be located in order to avoid double handling.

6. WATER AND HYDROGEOLOGY

The following measures are to be implemented during the construction phase in order to mitigate risks to the water and hydrogeological environment.

Erosion and Sediment Control

- Measures will be implemented to capture and treat sediment laden surface water runoff (e.g. sediment retention ponds, surface water inlet protection, fencing and signage around specific exclusion zones and earth bunding adjacent to open drainage ditches)
- Surface water runoff from areas stripped of topsoil and surface water collected in excavations will be directed to on-site settlement ponds where measures will be implemented to capture and treat sediment laden runoff prior to discharge of surface water at a controlled rate
- On-site settlement ponds are to include geotextile liners and ripped inlets and outlets to prevent scour and erosion

- Surface water discharge points during the construction phase are to be agreed with South Dublin County Council's Environment Section prior to commencing works on site

Accidental Spills and Leaks

- All oils, fuels and other chemicals will be stored in a secure bunded hardstand area
- Refueling and servicing of construction machinery will take place in a designated hardstand area which is also remote from any surface water inlets (when not possible carry out such activities off site)
- A response procedure will be put in place to deal with any accidental pollution events and spillage kits will be available and construction staff will be familiar with the emergency procedures and use of the equipment

Concrete

- Concrete batching will take place off site, wash down and wash out of concrete trucks will take place off site and any excess concrete is not to be disposed of on site
- Pumped concrete will be monitored to ensure there is no accidental discharge
- Mixer washings are not to be discharged into surface water drains

Wheel Wash Areas

- Discharge from any vehicle wheel wash areas is to be directed to on-site settlement ponds, debris and sediment captured by vehicle wheel washes are to be disposed off-site at a licensed facility

7. ECOLOGY

The following measures are to be implemented during the construction phase in order to mitigate risks to flora and fauna.

- Vegetation subject to removal (hedgerows or scrub) must first be inspected for signs of breeding birds. It is an offence to destroy or interfere with a bird's nest or eggs. If no nesting is occurring, then vegetation can be removed within 48 hours. If nesting is found, then vegetation can only be destroyed under licence from the NPWS.
- Guidance from the National Roads Authority in establishing root protection areas (RPA) along hedgerows to be retained will be taken into consideration.
- Although significant effects to freshwater courses are not predicted it is nevertheless appropriate that best site management practices should be

in place to minimise pollution to the greatest degree feasible. As such, guidelines from Inland Fisheries Ireland (IFI, 2016) should be followed. This includes designating storage areas for substances such as oils, fuels etc. and ensuring that only silt-free run-off enters water courses.

- Invasive Alien Plant Species have been identified on the site. The contractor is to implement a treatment programme in accordance with Invasive Plant Solutions' Planning Stage Management Plan and Site Assessment Report (including but not limited to appointment of specialist sub-contractors and avoiding spreading of these species during the works).

8. DEMOLITION

The demolition phase of the proposed development will involve removal of all existing structures within the site (i.e. two dwellings located and associated outbuildings within the site boundary).

Any demolitions required will be carried out by a competent demolition contractor in accordance with the current best practice for demolition.

Buildings and mature trees shall be checked for bats immediately prior to demolition or felling by a bat specialist (in accordance with the proposed mitigation measures outlined in Brian Keely's "Bat Assessment of Scholarstown Road and an Evaluation for Potential Impacts of the Proposed Housing on the Bat Fauna". If bats are found at this stage, a derogation must be sought from NPWS with any additional mitigation requirements. If bats are not found at this point but are found at any stage of the building work, NPWS must be contacted and any work that may affect bats (demolition, scaffolding etc.) must be halted until an agreed strategy with NPWS is in place. Work that would not affect bats must be agreed with a bat specialist as many operations that would not be considered harmful may have unexpected consequences.

The contractor shall prepare a detailed Construction Stage Demolition Waste Management Plan in accordance with the requirements of "Construction and Demolition Waste Management – A Handbook for Contractors and Site Managers (FAS / CIF)" and Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects. The Construction Stage Demolition Waste Management Plan shall include details of;

- Contact details of the nominated Construction Waste Manager
- Sequence of demolition operations to be followed
- Expected waste types arising including estimates of waste generation (i.e. types and quantities of demolition waste generated)
- Proposals for segregation of demolition wastes at source

- Details of proposals for recycling, recovery or reuse of demolition waste (it is anticipated that the vast majority of the waste generated from demolitions will be segregated where possible for reuse or recycling in accordance with the relevant legislation and guidelines and the project's Construction Waste Management Plan)
- Details of proposed demolition waste haulers (and destination of waste), the contractor will record the quantity in tonnes and types of waste and materials leaving the site during the demolition works. The name, address and authorisation details of all facilities and locations to which waste and materials are delivered will be recorded along with the quantity of waste in tonnes delivered to each facility. Records will show materials which are recovered and disposed of.

9. WASTE MANAGEMENT

The principle of 'Duty of Care' in Waste Management Act 1996-2008 states that the waste producer is responsible for waste from the time it is generated through to its legal disposal (including its method of disposal). Waste materials generated by earthworks, demolition and construction activities will be managed according to the Department of the Environment, Heritage and Local Government's 2006 Publication – Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects.

The following measures are to be implemented during the construction phase in order to reduce the amount of waste produced, manage the wastes generated responsibly and handle waste in such a manner as to minimise the effect on the environment:

This project is currently at planning stage and as such input from the contractor has not been incorporated into this document. On appointment of a contractor a detailed CMP shall be prepared. The detailed CMP shall incorporate the requirements of the Best Practice Guidelines on the Preparation of Waste Management Plans for Construction & Demolition Projects (DoEHLG, 2006).

- Copies of the final Construction Waste Management Plan will be made available to all relevant personnel on site. All site personnel and sub-contractors will be instructed on the objectives of the Construction Waste Management Plan and informed of their responsibilities.
- The nominated Construction Waste Manager responsible for implementation of this Construction Waste Management Plan will be identified prior to construction commencement and will arrange for a waste audit of the project once construction has fully commenced on site (and of any facilities to which waste from the project is delivered as required).

- Building materials should be chosen with an aim to 'design out waste'
- All wastes segregated at source where possible
- On-site segregation of non-hazardous waste materials into appropriate categories. All waste material will be stored in skips or other suitable receptacles in a designated area of the site
- On-site segregation of hazardous waste materials into appropriate categories. Hazardous waste will be separately stored in appropriate lockable containers prior to removal from site by an appropriate waste collection licence holder.
- Waste bins, containers, skip containers and storage areas will be clearly labelled with waste types which they should contain including photographs as appropriate.
- The site will be maintained to prevent litter and regular litter picking will take place throughout the site.
- Materials will be ordered on a 'just in time' basis to prevent over supply and site congestion (i.e. to minimise materials stored on site)
- Materials will be correctly stored and handled to minimise the generation of damaged materials
- Left over materials (e.g. timber off-cuts) shall be re-used on site where possible
- All waste leaving the site will be recycled, recovered or reused where possible
- All waste leaving the site will be transported by suitable permitted contractors and taken to suitably registered, permitted or licensed facilities

All site works shall also comply with the requirements of the Construction and Demolition Waste Management Plan prepared by AWN Consulting.

10. NOISE AND VIBRATION

During the works the contractor shall comply with the requirements of BS 5228-1:2009+A1:2014 and BS 5228-2:2009+A1:2014 (Code of Practice for Noise and Vibration Control on Construction and Open Sites), Safety, Health and Welfare at Work (General Application) Regulations 2007, Part 5 Noise and Vibration and implement all construction phase mitigation measures identified in EIAR Chapter 12, Noise and Vibration.

In particular, the following practices are to be implemented during the construction phase:

- Limiting the hours during which site activities that are likely to create high levels of noise and vibration are permitted
- Erection of a barrier (e.g. Standard 2.4m high construction hoarding) to remove direct line of sight between noise source and receiver when construction works are being carried out in proximity to noise sensitive receivers
- Establishing channels of communication between the contractor, local authority and residents
- Appointing a site representative responsible for matters relating to noise
- A noise and vibration monitoring specialist will be appointed to periodically carry out independent monitoring of noise and vibration during random intervals and at sensitive locations for comparison with limits and background levels
- Selection of plant with low inherent potential for generation of noise
- Siting of noisy plant as far away from sensitive properties as permitted by site constraints and implementation of noise reduction measures such as acoustic enclosures
- Avoid unnecessary revving of engines and switch off plant when idle
- All vehicles and mechanical plant used for the purpose of the works shall be fitted with effective exhaust silencers and shall be maintained in good and efficient working order. In addition, all diesel engine powered plant shall be fitted with effective air intake silencers.
- All ancillary pneumatic percussive tools shall be fitted with mufflers or silences of the type recommended by the manufacturers, and where commercially available, dampened tools and accessories shall be used.

Noise Limits

Noise Limits to be applied for the duration of construction works are as set out in the National Roads Authority (NRA) Guidelines for Treatment of Noise and Vibration in National Roads Schemes (summarised below in Figure 9.1) and BS 5228-1:2009+A1:2014 (Code of Practice for Noise Control on Construction and Open Sites).

Date ^a	Noise Level (dB re 2x10 ⁻⁵ Pa) ^a	
	L _{Aeq} (1hr) ^a	L _{Afmax} ^a
Monday to Friday 07:00 to 19:00hrs ^a	70 ^a	80 ^a
Monday to Friday 19:00 to 22:00hrs ^a	60* ^a	65* ^a
Saturdays 08:00 to 16:30hrs ^a	65 ^a	75 ^a
Sundays & Bank Holidays 08:00 to 16:30hrs ^a	60* ^a	65* ^a

Figure 9.1, NRA Guidelines for Maximum Permissible Noise Levels at the Façade of Dwellings During Construction.

BS 5228 applies a noise limit of 70 dBA between 07:00 am and 19:00 pm outside the nearest window of the occupied room closest to the site boundary in suburban areas away from main road traffic and industrial noise.

For the duration of construction works, a daytime noise limit (07:00 am to 19:00 pm) of 70 dBA shall apply (in accordance with the requirements of BS 5228 and generally in agreement with the NRA guidelines).

Vibration Limits

Vibration Limits to be applied for the duration of construction works are as set out in BS 5228-2:2009+A1:2014 (Code of Practice for Vibration Control on Construction and Open Sites) and BS 7385: 1993 (Evaluation and measurement for vibration in buildings Part 2: Guide to damage levels from ground borne vibration). Allowable vibration during the construction phase is summarised below in Figure 9.2.

Allowable vibration (in terms of peak particle velocity) at the closest part of sensitive property to the source of vibration, at a frequency of ^a		
Less than 4Hz ^a	15 to 40Hz ^a	40Hz (and above) ^a
12 mm/s ^a	12.5 mm/s ^a	50 mm/s ^a

Figure 9.2, Allowable Vibration (in terms of peak particle velocity) at the closest part of sensitive property to the source of vibration

11. AIR QUALITY AND CLIMATE

The primary air quality impact during the construction phase relates to nuisance dust emissions.

The following dust suppression practices are to be implemented during the construction phase (as well as implementing all construction phase mitigation measures identified in EIAR Chapter 11, Air Quality and Climate):

- The Contractor shall prepare a dust minimisation plan which shall be communicated to all site staff
- Hard surface roads will be swept to remove mud and aggregate materials from their surface while any un-surfaced roads will be restricted to essential site traffic
- Any road that has the potential to give rise to fugitive dust must be regularly watered, as appropriate, during dry and/or windy conditions
- Vehicles using site roads will have their speed restricted, and this speed restriction must be enforced rigidly (on any un-surfaced site road, this will be 20 kph and on hard surfaced roads as site management dictates)
- Vehicles delivering material with dust potential (soil, aggregates etc.) will be enclosed or covered with tarpaulin at all times to restrict the escape of dust
- Public roads outside the site will be inspected on a daily basis for cleanliness and cleaned as necessary
- Debris, sediment, grit etc. captured by road sweeping vehicles is to be disposed off-site at a licensed facility
- Vehicles exiting the site shall make use of a wheel wash facility where appropriate prior to entering onto public roads
- 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
- During movement of materials both on and off-site, trucks will be stringently covered with tarpaulin at all times. Before entrance onto public roads, trucks will be adequately inspected to ensure no potential for dust emissions

Monitoring of dust deposition levels (via the Bergerhoff method) shall take place at a number of locations at the site boundary of the proposed development to ensure that dust nuisance is not occurring at nearby sensitive receptors. This monitoring aims to ensure that the dust mitigation measures outlined above remain effective.

12. LANDSCAPE AND VISUAL IMPACT ASSESSMENT

Proposed construction phase mitigation measures are identified in Arborist Associates' Arboricultural Assessment. Mitigation measures include (but are not limited to) those noted below:

- Establishment of tree protection measures as required (no-dig construction zones, tree protection fencing and existing hedgerow retention). Any trees which are not to be taken down shall remain undisturbed and undamaged
- Tree protection fences if required are to be constructed in accordance with BS 5837:2012 "Trees in Relation to Design, Demolition and Construction - Recommendations"
- A 'Construction Exclusion Zone' notice shall be placed on tree protection fencing at regular intervals
- Tree Protection Zones are not to be used for car parking, storage of plant, equipment or materials
- A post construction re-assessment of any retained trees shall be carried out

Regarding visual impact, mitigation measures identified in EIAR Chapter 8, Landscape and Visual Impact are to be implemented including but not limited to erection of site hoarding to restrict views of the construction activity.

13. ARCHAEOLOGICAL, ARCHITECTURAL AND CULTURAL HERITAGE

It is recommended that monitoring of ground disturbances associated with the proposed development be carried out in accordance with EIAR Chapter 5, Archaeology.

Full provision should be made for the resolution of any archaeological features / deposits that may be discovered, should that be deemed the most appropriate manner in which to proceed.

The site shares a boundary with "Ros Mor" (a protected structure), as such, the contractor is to implement mitigation measures identified in Molloy & Associates' Architectural Heritage Assessment (including but not limited to avoidance of damage to the entrance, avenue and all lands pertaining to "Ros Mor") as well as preparing a conservation protection plan which shall form part of the detailed construction management plan.

14. MATERIAL ASSETS: SITE SERVICES

Existing Underground Services

- The location of all existing underground services are to be confirmed by the contractor prior to commencing any works on site.

Existing Overhead Services

- Existing overhead ESB lines are located in the vicinity of the site entrance / along the site's southern boundary. For works in the vicinity of existing overhead electrical lines refer to ESB's Code of Practice for Avoiding Danger from Overhead Electrical Lines.

15. SITE COMPOUND FACILITIES AND PARKING

The exact location of the construction compound is to be confirmed in advance of commencement of the works (and agreed with South Dublin County Council).

The location of the construction compound may be relocated during the course of the works.

- The construction compound will include adequate welfare facilities such as wash rooms, drying rooms, canteen and first aid room as well as foul drainage and potable water supply
- Foul drainage discharge from the construction compound will be tankered off site to a licensed facility until a connection to the public foul drainage network has been established
- The construction compound's potable water supply shall be protected from contamination by any construction activities or materials
- The construction compound will be enclosed by a security fence
- Access to the compound will be security controlled and all site visitors will be required to sign in on arrival and sign out on departure
- A permeable hardstand area will be provided for staff carparking
- A separate permeable hardstand area will be provided for construction machinery and plant
- The construction compound will include a designated Construction material recycling area
- A series of way finding signage will be provided to direct staff, visitors and deliveries as required
- All construction materials, debris, temporary hardstands etc. in the vicinity of the site compound will be removed off-site on completion of the works