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Outline Construction Management Plan

Park West SHD

Park West Avenue and Park West Road, Park West, Dublin 12

Client: Greenseed Limited

Job No. H085

December 2021

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OUTLINE CONSTRUCTION MANAGEMENT PLAN

PARK WEST SHD

PARK WEST AVENUE AND PARK WEST ROAD, PARK WEST, DUBLIN 12

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1.0 INTRODUCTION

Cronin & Sutton Consulting Engineers (CS Consulting) have been commissioned by Greenseed Limited to prepare an Outline Construction Management Plan (OCMP) for a proposed Strategic Housing Development (SHD) on a site at Park West Avenue and Park West Road, Park West, Dublin 12.

This OCMP should be read in conjunction with all other planning documents and drawings included with this planning submission. The OCMP includes a description of the proposed works and how these works will be managed for the duration of the development's construction stage. This plan will be updated by the lead Contractor appointed to the project and agreed with Dublin City Council (DCC) in advance of construction commencing.

2.0 SITE LOCATION AND PROPOSED DEVELOPMENT

2.1 Site Location

The site of the proposed development is located in Dublin 12, immediately to the north-east of the existing Park West development, approximately 400m to the east of the M50 motorway (between junctions 7 and 9), and immediately to the east of Park West & Cherry Orchard railway station. The development site has a gross area of approx. 9.4ha and is located in the operational area of Dublin City Council (DCC).

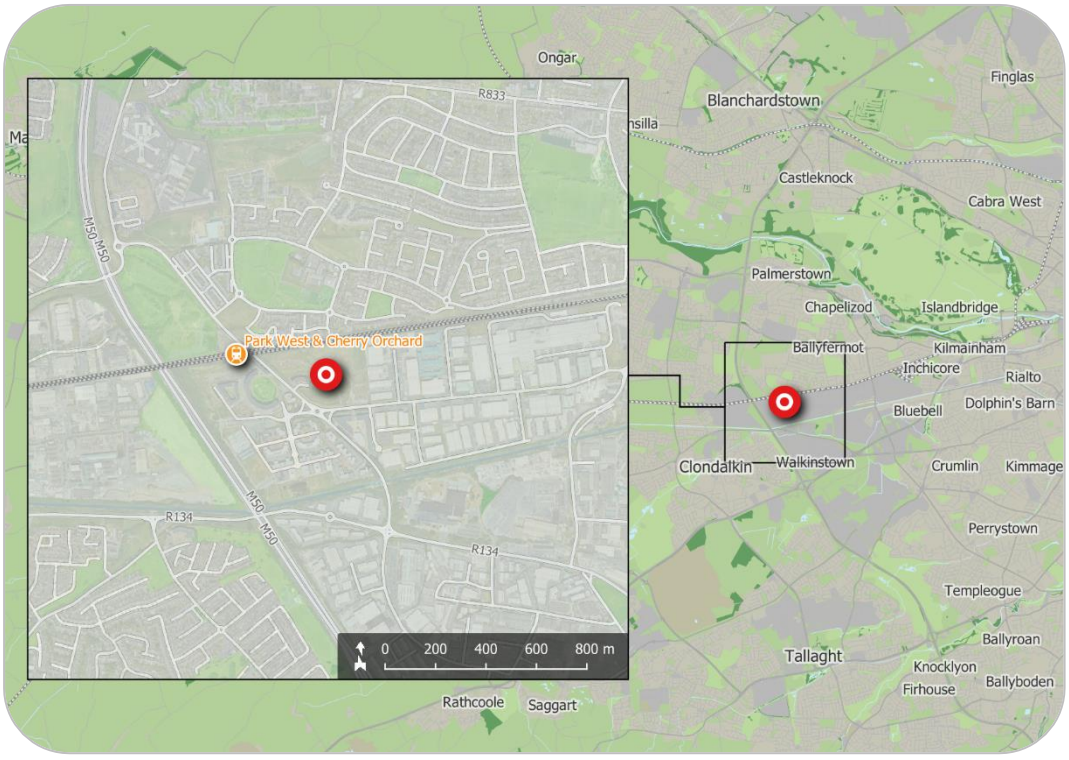

Figure 1 – Location of proposed development site
(map data and imagery: EPA, OSi, OSM Contributors, Google)

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**.

The site is bounded to the north by the Dublin-Kildare railway line, to the east by an existing industrial estate, to the south by Park West Road (along a road frontage of approx. 180m), and to the west by Park West Avenue (along a road frontage of approx. 300m).

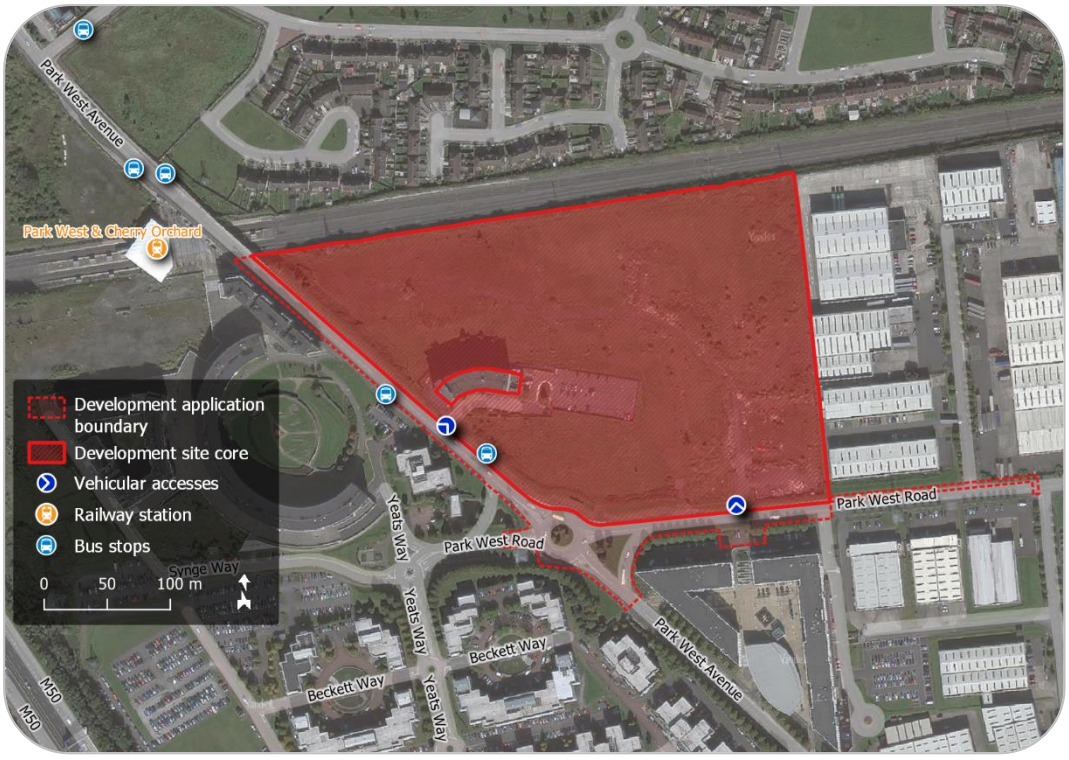

Figure 2 – Site extents and transport context
(map data and imagery: NTA, OSi, OSM Contributors, Yandex)

2.2 Existing Land Use

The site of the proposed development is predominantly greenfield and has never been fully developed. The car park and access road of the existing Aspect Hotel form part of the development site, though the hotel building itself is excluded from the development application boundary. Limited vehicular traffic is currently generated by the Aspect Hotel, the existing access to which shall also serve as one of the proposed development's 2no. vehicular access junctions.

2.3 Description of Proposed Development

The proposed development (70,649 sqm gross floor area - GFA) will consist of:

- 750no. residential units (Blocks A to G) comprising a mix of one, two and three bed apartments and all associated ancillary accommodation (69,989sqm GFA)
- Non-residential uses 705sqm GFA) including a retail unit, a creche community space, café/ bar.

The proposed development is described below on a block-by-block basis.

- Block A (11,563sq.m GFA): - A 2 to 15 storey with 109no. residential units and 1no. retail/ commercial unit of 156sq.m.
- Block B (4,180sq.m GFA): - A 2 to 8 storey block with 44no. residential units and resident services and amenities of 84sq.m.
- Block C (8,865sq.m GFA): - A 2 to 8 storey block with 100no. residential units.
- Block D (16,403sq.m GFA): - A 2 to 8 storey block with 179no. residential units in. Residential services and amenities of 403sq.m are proposed at ground, first and second floor levels.
- Block E (15,995sq.m GFA): - A 2 to 8 storey block with 179no. residential units.
- Block F (9,629sq.m): - A 2 to 8 storey block with 99no. residential units.
- Block G (4,059sq.m): - A 1 to 8 storey block with 40no. apartments, a creche of 410sq.m with associated external play area, a café/ bar unit of 91sq.m and a community space of 48sq.m.
- Public Open Space: - c.1.3ha (16%) of public open space is provided and comprises a linear park orientated west to east and functioning as a link to the established residential areas to the west of Park West Avenue and a public plaza/ square including Multi-Use Games Area (MUGA) located centrally within the site.

- Communal Amenity Space: - Communal amenity spaces totalling 6,175sq.m are provided at podium level within each of the proposed Blocks A to F and at roof levels within Block G and include passive open spaces that are visually and functionally accessible to the future residents of the development.
- Private Open Spaces: - Will be in the form of balconies for the apartments and duplexes and terraces for ground floor units.

Vehicular access to serve the proposed development will be provided via access roads off Park West Road and Park West Avenue. Tie-in works are required to Park West Avenue and Park West Road to provide for suitable junctions and pedestrian crossings at the proposed access points.

In addition to pedestrian and cycle access at the above two locations there will be a pedestrian and cycle access at the north western corner of the site adjoining Park West Avenue and providing access to the proposed west to east street along the northern boundary of the site. This access to Park West Avenue will facilitate safe and efficient access for pedestrians and cyclists to Park West and Park West - Cherry Orchard Train Station located directly to the north west across Park West Avenue.

Car parking is provided at ground floor/ under croft level beneath Blocks A, B, C, D, E and F and at street level. A total of 487no. car parking spaces are proposed including 482no. residential car parking spaces at ratio of 0.64 per residential unit. The remaining 5no. car parking spaces will serve the proposed non-residential uses.

An additional 70no. car parking relating to the existing Aspect Hotel are included within the current application site. The Aspect Hotel is a pre-existing building located centrally within the site. Permission was granted for an extension to this hotel in February 2019 (Reg. Reg. 3436/18). Condition 3 attached to Reg. Ref. 3436/18 addresses a legacy issue relating to the Aspect

Hotel car park which is located on the site of the proposed Block G. The current application provides for the relocation of the hotel car park to facilitate the development of Block G. It is proposed that the car parking (totalling 70no. spaces) to serve the hotel will be located beneath Blocks A-B-C (36no. spaces) and at street level to the south of the existing Aspect Hotel (34no. spaces).

A total of 1,276 cycle parking spaces are proposed. The cycle parking is provided at ground floor/ under croft level beneath Blocks A to F to serve the proposed residential units and integrated into the public realm at street level for visitors.

The residual lands within Site 6, identified as development Stages 2 and 3, are sites for future development and will be seeded/ grassed and fenced until such time as development proposals for those sites are advanced. The Stage 2 lands include a site for a proposed school as identified within the LAP and to be brought forward by the Department of Education and Skills.

Permission is also sought for associated hard and soft landscaping, boundary treatments and all associated site and development works.

3.0 OUTLINE OF PROPOSED WORKS

The proposed works will include the construction of 7no. residential apartment blocks (Blocks A to G). The key elements of the proposed development are as follows:

- Earthworks: excavation and filling of soil
- Earthworks: construction of foundations
- Excavations for drainage, watermains and utility services

The development also includes all associated site development works, hard landscaping (access roads, car park), soft landscaping, and all other ancillary works.

4.0 CONSTRUCTION MANAGEMENT PLAN

4.1 Construction Programme and Phasing

Subject to a successful grant of planning, it is intended for the works to commence in Q2 2022. The proposed development is anticipated to be constructed in four phases, which are illustrated in **Figure 3**. The proposed development is expected to take 66 months in total.

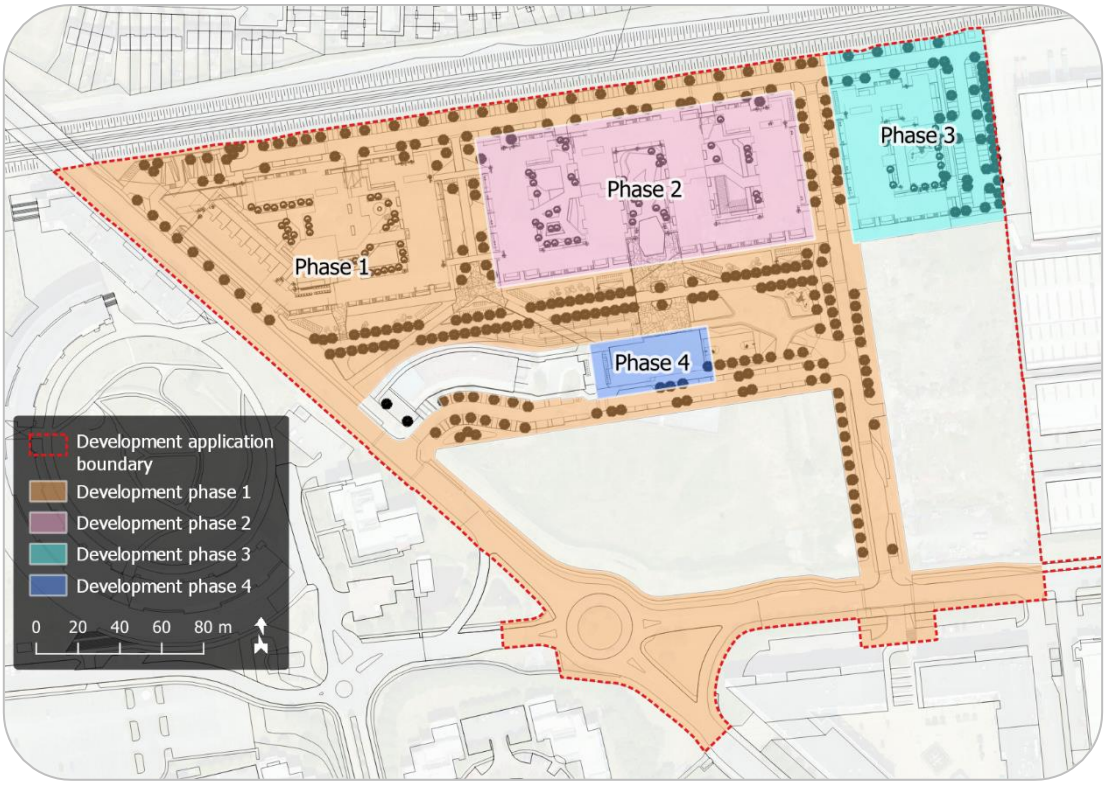

Figure 3 – Development construction phasing

The development is proposed to be constructed on the following basis:

1) Set up site perimeter hoarding, maintaining existing pedestrian and traffic routes around the site.
2) Site clearance and building demolition.
3) Reduced level excavations and foundations.
4) Construction of ground floor slab and drainage.

5) Construct building frame and envelope.
6) Finish interior and exterior landscaping.

4.1.1 Phase 1

Phase 1 comprises Blocks A, B and C (253no. residential units, 156m^2 of retail space and 84m^2 of amenity space), its below podium carpark and ancillary accommodation, all site infrastructure (excluding the road to the rear of Block F), and external areas including the linear park. This provides for a serviced, safe and accessible development before the occupancy of the first residential unit.

The parking areas for Blocks A, B and C are located below podium level of these buildings and therefore the first phase caters for its parking demands. The roads and footpaths to access these three blocks will be completed before occupancy, to cater for road, cyclist and pedestrian users.

The whole of the linear park will be delivered in this phase thereby providing large outdoor amenities for the first phase of occupants with unobstructed access to and from all modes of public transport.

Block A includes for 156m^2 for retail use, positioned across from the existing Park West and Cherry Orchard Railway Station, which allows for good road frontage and convenience for pedestrians travelling to and from the proposed development. A further retail unit is located offsite beside the train station on the west side of Park West Avenue. Furthermore, there are retail units already in operation at Park West Plaza, which will be easily accessible following the completion of Phase 1.

Building B includes 84m^2 of indoor amenity space. This can also be used for community uses.

The creche at Park West Plaza will also be accessible for childcare demands and needs. Also, leisure facilities are also in place at Park West Plaza.

Phase 1 will commence in Month 1 and will be delivered in Month 30 of the development programme. The working areas for Phase 2, 3 and 4 will be hoarded off until the relevant phases are completed and handed over.

4.1.2 Phase 2

Phase 2 comprises Blocks D and E (located at the centre of the site, providing for 358no. residential units and 395m^2 of amenity space), including its below podium carpark and ancillary accommodation, and immediate external works. The external areas, including the linear park, will have already been completed during Phase 1.

395m^2 of amenity space will be provided within Block D. This can also be used for community uses. The retail and childcare facilities will be the same as Phase 1 with existing offsite facilities being easily accessible.

The parking areas for Blocks D and E are located below podium level of these buildings and therefore the phase caters for all of its parking demands. The roads and footpaths to access these three blocks will be completed before occupancy, to cater for road, cyclist, and pedestrian users.

Phase 2 will commence in Month 6 and will be delivered in Month 48 of the development programme. As Phase 2 works will be carried out during the occupancy of Phase 1 buildings and external areas, the work area will be safely cordoned off to the occupants and public.

4.1.3 Phase 3

Phase 3 comprises Block F (located at the northeast of the site (99no. residential units, 75no. of which are intended to form the Part V

agreement with DCC), including its below podium carpark and ancillary accommodation, the extension of Railway Avenue, and immediate external works. The external areas including the linear park will already have been completed during Phase 1.

The retail and childcare facilities will be the same as Phase 1 and 2, with existing offsite facilities being easily accessible, in addition to the retail unit provided in Block A (Phase 1)

The parking area for Block F is located below podium level of its building and therefore the phase caters for all of its parking demands. The roads and footpaths serving this block will be completed before occupancy, to cater for vehicular, cyclist, and pedestrian access.

Phase 3 will commence in Month 31 and be delivered in Month 60 of the development programme. As Phase 3 works will be carried out during the occupancy of Phase 1 and 2 building and external areas, the work area will be safely cordoned off to the occupants and public. Construction traffic will be restricted to the area behind the hoarded fence.

4.1.4 Phase 4

Phase 4 is the final phase and includes 48no. residential units, 91m^2 of retail space, 48m^2 of community space, and a 410m^2 creche. The scope includes external works in the immediate vicinity of the block and interface works with the existing hotel area.

The existing offsite retail and childcare facilities (see Appendix B) will be added to with the provision of a further 91m^2 of café/bar and 410m^2 of childcare space. The onsite community space will also be provided in this phase. The parking for this block is located in the immediate surrounding surface parking areas and certain spaces are allocated below podium level of Blocks A and B. The roads and footpaths to access this will be completed before occupancy, to cater for road, cyclist and pedestrian users.

Phase 4 will commence in Month 43 and be delivered in Month 66 of the development programme. As Phase 4 works will be carried out during the occupancy of Phase 1, 2 and 3 buildings and external areas, the work area will be safely cordoned off to the hotel occupants, residential occupants and public. Construction traffic will be restricted to one road crossing.

Table 1 summarises the projected construction timeline.

Table 1 – Construction Phasing Timeline

Construction Phase	Description	Commencement	Completion
1	Blocks A, B, and C, priority infrastructure, linear park, etc.	Month 1	Month 30
2	Blocks D and E, associated infrastructure, etc.	Month 6	Month 48
3	Block F, associated infrastructure, etc.	Month 31	Month 60
4	Block G, associated infrastructure, etc.	Month 43	Month 66
Overall Development		Month 1	Month 66

4.2 Site Establishment

The contractor shall provide all necessary accommodation, material handling and secure storage for their operations.

The facilities to be provided and maintained by the contractor shall include:

- construction plant;
- hoisting equipment and cranes;
- scaffolding, platforms, access ladders, barriers, handrails;
- barricades and hoardings;
- temporary driveways, road crossovers and construction zone;

- 24/7 emergency vehicle access to site during working hours;
- on-site hardstand areas for vehicle loading and unloading;
- storage sheds and compounds;
- rubbish sorting areas;
- site amenities with all required equipment and facilities;
- construction worker accommodation;
- first aid facilities;
- site administration accommodation.

Construction plant and site amenities shall comply with the requirements of all relevant authorities and be wholly contained within the hoarded site. All construction plant and equipment will be progressively removed when no longer required.

First Aid facilities for the use of all construction staff in the form of a fully provisioned first aid area within the site office with lifesaving and safety equipment as required by relevant statues, authorities and awards will be maintained at all times by the contractor.

The contractor shall obtain all required permits, pay the applicable fees and comply with all conditions.

4.3 Protection of Public Areas from Construction Activity

Perimeter hoarding will be provided around the site to provide a barrier against unauthorized access from the public areas. Controlled access points to the site, in the form of gates or doors/turnstiles, will be kept locked at any time that these areas are not monitored (e.g. outside working hours).

The hoarding will be well-maintained, painted and may contain graphics portraying project information. The hoarding is of particular importance along the boundaries with public road infrastructure to prevent access by the public.

As well as this, appropriate fall arrest and protection measures will be fitted to the elevation facing the public footpaths and roads during the construction of the superstructure frame to prevent any falling objects onto the public areas. Simple measures such as a flared top section to the site hoarding will be erected as well as more extensive measures such as netting and full crash barriers where required.

All materials being lifted by crane will be controlled by guide ropes and will only be completed under the strict supervision of appropriately qualified and experienced banksmen. Tower cranes will be fitted with restrictors to prevent them lifting materials over existing buildings to the east and west of the site.

Nets and screens will be used to close in work at perimeter of buildings to prevent any debris exiting the building. Method statements will be prepared by the contractor where any plant is operating adjacent to existing buildings.

4.4 Site Security

The site will be secured with a solid timber hoarding 3.2m or 2.4m high. To ensure pedestrian safety, hoarding will be provided along Park West Avenue, Park West Road, and the railway line to the north. Fully enclosed scaffolding and additional netting will be installed over the public roads to catch any debris that could fall from height.

The site hoarding will be branded using the appointed Contractors logos etc. Some marketing images or information boards may also be placed on the hoarding.

Access to site will be controlled by means of a swipe card system or turnstiles and camera remote monitoring system for out of hours. During working hours, a gateman will control traffic movements and deliveries to ensure safe access and egress to site.

All personnel working on site must have a valid Safe Pass card and be inducted by the Main Contractor with regard to site specific information.

4.5 Material Hoisting and Movement Throughout the Site

It is envisaged that a number of Tower Cranes will be erected on the project to assist with superstructure and façade works. In addition to the tower cranes, separate mobile crane visits may be required from time to time. These visits will be coordinated with the other site activities and crane operations to ensure all risks are correctly assessed and mitigated against. Material hoists and teleporters may also be utilised around the perimeter of the building within the site as required during the projects to facilitate material movement and waste movements out of the building. With the commencement of the fit-out activities, strategically positioned material hoists will play a key role for successful project delivery. They are also less susceptible to being affected by inclement weather conditions.

4.6 Deliveries and Storage Facilities

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

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

4.7 Site Accommodation

On site accommodation will consist of:

- Adequate materials drop-off and storage area

- Staff welfare facilities i.e. toilets, site offices etc.

A temporary electricity supply will be provided to the site via national grid.

Water supply to the site will be provided by means of a temporary connection to the public water main. Similarly, a temporary connection for foul water drainage will be made to the public network on agreement with the Local Authority/Irish Water. It may be possible to utilise branch connections already in place on the existing site to minimise/prevent disruption to the public space outside of the site boundary when making these temporary connections.

4.8 Site Working Hours

Construction operations on site will generally be between the hours of 07:00 and 19:00, Monday to Friday, and 08:00 to 14:00 on Saturdays (subject to planning 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, etc. These will be agreed with the necessary parties prior to commencement. Similarly, deliveries of materials to site will generally be between the same hours. However, 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.

5.0 ENVIRONMENTAL ISSUES

5.1 Noise

Noise monitoring will be established on site throughout the project. Noise monitoring will be carried out for a period of at least 2 weeks prior to any works commencing, in order to establish a baseline, and the results will be issued to DCC in the form of baseline reports.

All construction activities will 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 measures employed to ensure compliance will include:

- Noise monitoring stations, which will be monitored daily, located on site and at recommended locations in the vicinity of the site to record background and construction noise activity.
- The best practical means will be used to minimize the noise produced by all on site operations.
- Proper maintenance of all operating plant to ensure noise emission compliance.
- All operating plant will be selected on the basis of incorporating noise reducing systems, and at a minimum be fitted with effective exhaust silencers.
- Compressors will be fitted with acoustically lined covers, which will remain closed while the machines are in operation.
- Plant such as pumps and generators which are required to work outside of normal working hours will be enclosed with acoustic enclosures.
- There will be strict adherence to the site working hours stipulated in the Planning Conditions.

5.2 Air Quality Monitoring

Appropriate Air Quality and Dust monitoring will be carried out on a regular basis in accordance with DCC planning conditions and records will be kept of all such monitoring for review by the Planning Authority.

5.3 Migrating Dust and Dirt Pollution

The lead 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)
- Ensuring all construction vehicles are inspected by the gateman for cleanliness prior to exiting the site
- Ensuring an appropriate wheel or road washing facility is provided as and when required throughout the various stages of construction on site

The use of appropriate water based dust suppression systems will greatly reduce the amount of dust and windborne particulates as a result of the construction process. This system will be closely monitored by site management personnel particularly during extended dry periods and in accordance with site management methods.

5.4 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 facilities are used there will be a bunded filling area using a double bunded steel tank at a minimum.

6.0 TRAFFIC MANAGEMENT

6.1 Vehicular Access to Site

It is proposed to employ the development's new access junction on Park West Road as the sole vehicular access to the site during construction.

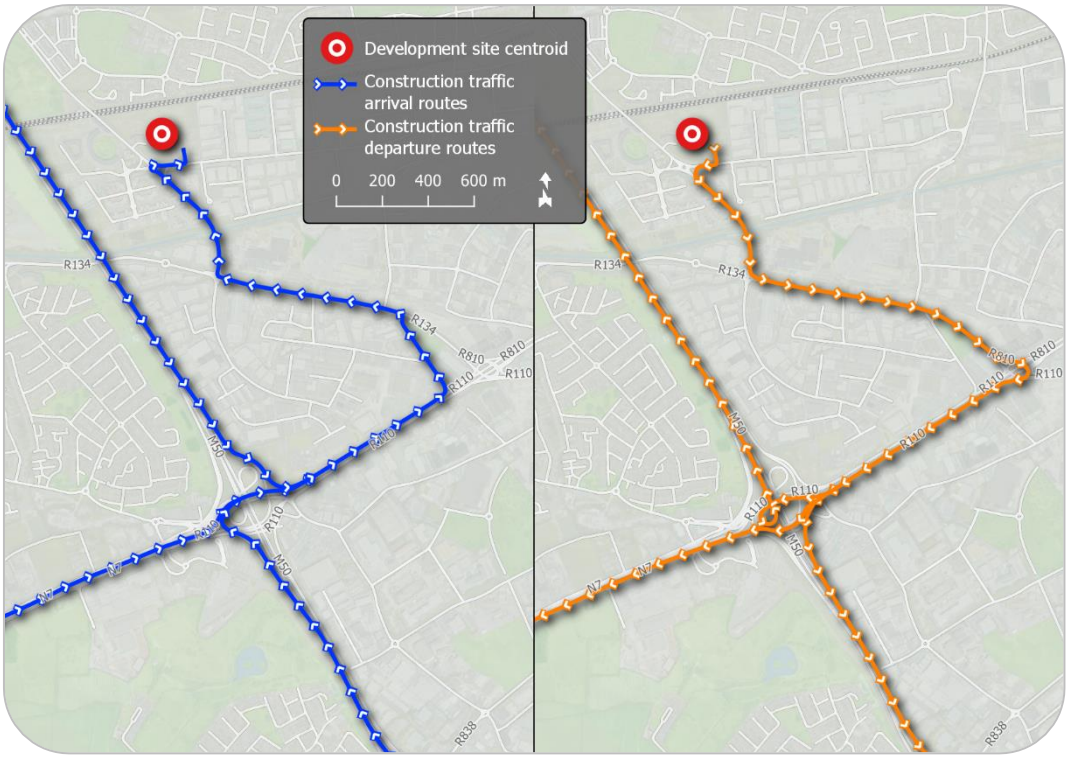

Figure 4 – Development construction traffic routing
(map data sources: EPA, OSM Contributors, Google)

As shown in **Figure 4**, construction traffic shall be routed as follows:

- to/from the west along Park West Road,
- to/from the south along Park West Avenue and the R134 Nangor Road,
- to/from the west along the R110 Naas Road, and
- via the M50 motorway (north/south) or the N7 national road (west).

6.2 On Site Parking

Due to the location and nature of access to the site, site parking or construction parking shall be located on the site and within site hoarding. Construction staff will however be encouraged to use public transport, and information on local transportation will be published on site.

6.3 Vehicle Movements During Construction

Heavy Goods Vehicle (HGV) construction traffic to and from the site shall reach a peak during the preliminary earthworks, which are required to achieve desired levels across the development site. These works shall require the transport from site of approximately 31,000m^3 of excavated spoil material. This material is expected to be transported by HGVs with a typical load capacity of 12m^3, equating to a total of approximately 2,600 HGV journeys to and from the site. Other construction activities requiring HGV trips to and from the site include material delivery and heavy plant transfer; these will be sporadic in nature and also will not occur at the same time as more HGV-intensive activities.

The final programming and scheduling of all construction activities shall be determined by the lead Contractor appointed to the project. As a 'worst-case' scenario, however, it is assumed that at most 6no. HGV trips may be made to the site each hour (one HGV arrival and one HGV departure every 10 minutes). This would equate to total traffic movements of 28 Passenger Car Units (PCU) in each of the background peak hours.

In addition to HGV traffic, periodic deliveries of materials to site shall be made by Light Goods Vehicles. To the extent possible, these shall be scheduled to take place outside of the background peak traffic hours. Such trips are also unlikely to occur frequently during the stages of construction that require frequent GHV trips; LGV trips are therefore unlikely to occur in significant numbers at the same time as HGV trips take place. For the purposes of

estimating a worst-case construction traffic generation scenario, however, 6no. LGV arrivals and 6no. LGV departures (total traffic movements of 12 PCU) are assumed in each of the background peak hours.

Limited car parking for construction personnel is likely to be provided on site during construction works. Some additional vehicular trips shall therefore be made to and from the site each day by construction personnel commuting to and from work. The majority of these trips are expected to fall outside the background traffic peak hours. In the worst-case scenario, it is assumed that 25no. such light vehicle trips may be made to the site during the AM peak hour, and 25no. such trips may be made from the site during the PM peak hour.

The anticipated worst-case scenario vehicular trip generation of the subject site during construction is summarised in **Table 2**.

Table 2 – Maximum Peak Hour Construction Traffic Generation

Time Period	Heavy Goods Vehicles	Light Vehicles	Total Vehicles
Arrivals			
AM Peak	6	31	37
PM Peak	6	6	12
Departures			
AM Peak	6	6	12
PM Peak	6	31	37
Total Trips			
AM Peak	12	37	49
PM Peak	12	37	49

6.4 Minimisation of Construction Vehicle Movements

Construction vehicle movements will be minimized through:

- Consolidation of delivery loads to/from the site and managing large deliveries on site to occur outside of peak periods.
- Use of precast/prefabricated materials where possible.
- 'Cut' material generated by the construction works will be re-used on site where possible, through various accommodation works.
- Adequate storage space on site will be provided.
- A strategy will be developed to minimise construction material quantities as much as possible.
- Construction staff vehicle movements will also be minimised by promoting the use of public transport.

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

6.4.1 Cycling

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

6.4.2 Car Sharing

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

6.4.3 Public Transport

We will issue an information leaflet to all staff as part of their induction on site highlighting the location of the various public transport services in the vicinity of the construction site.

6.5 Public Roads

A Visual Condition Survey (VCS) will be carried out of all surrounding streets prior to any site works commencing. The contractor will liaise with DCC Roads & Traffic Department 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 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.
- In the event of any waste escaping the site, it will be collected immediately and removed by the contractor.

6.6 Project Specific Traffic Management Plan

A detailed project specific traffic management plan will be developed by the contractor and agreed with DCC and an Garda Síochána prior to works commencing on site. This plan will be updated as requires throughout the project.

Issues addressed in Traffic Management Plan will include:

- Public safety
- Construction traffic routes
- Deliveries schedule
- Special deliveries (wide and long loads)
- Traffic flows
- Signage and lighting
- Road opening requirements
- Road closures
- Lighting

A liaison officer will be appointed for contact with local residents, DCC and the Gardaí.