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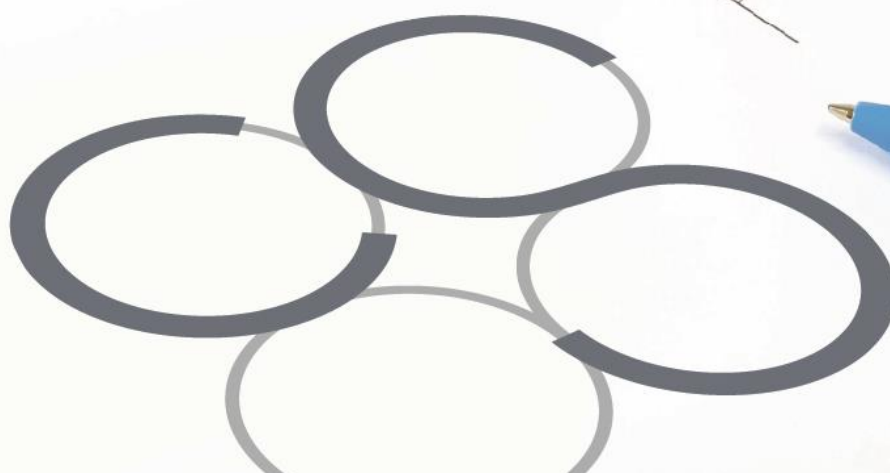
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Outline Construction Management Plan
Proposed Residential Development
Bridgeway, Mulladrillen and Rathgory,
Drogheda Road, Ardee, Co. Louth

Client: The Ardee Partnership

Job No. R086

March 2022



OUTLINE CONSTRUCTION MANAGEMENT PLAN

PROPOSED RESIDENTIAL DEVELOPMENT, BRIDGEGATE, MULLADRILLEN AND RATHGORY, DROGHEDA ROAD, ARDEE, CO. LOUTH

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1.0 INTRODUCTION

Cronin & Sutton Consulting Engineers (CS Consulting) have been commissioned by The Ardee Partnership to prepare an Outline Construction Management Plan for a proposed 272-unit residential development at Bridgegate, Mulladrillen and Rathgory, Drogheda Road, Ardee, County Louth.

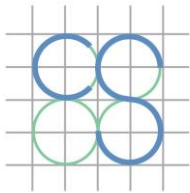
The Outline Construction Management Plan includes a description of the proposed works and how these will be managed for the duration of the works on site. This plan will be updated by the appointed contractor and agreed with Louth County Council (LCC) in advance of the construction phase.

This Outline Construction Management Plan (OCMP) is a preliminary plan which has been prepared to give an overview of the processes to be employed during construction of this project. Prior to the on-site activities commencing, this plan will be revised by the appointed lead contractor and expanded to produce a Detailed Construction Management Plan, which shall incorporate:

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

The Construction Management Plan will be integrated into and implemented throughout the construction phase of the project to ensure the following:

- compliance with planning conditions and Louth County Council's requirements relating to waste management;
- that all site activities are effectively managed to minimise the generation of waste and to maximise the opportunities for on-site reuse and recycling of waste materials;



- that all waste materials generated by site activities, that cannot be reused on site, are removed from site by appropriately permitted waste haulage contractors and that all wastes are disposed of at approved waste licensed/permitted facilities in compliance with the Waste Management Acts 1996 to 2005;
- that any environmental impacts (noise, vibration, dust, water) of project construction work activities on receptors and properties located adjacent to the project work areas, and on the local receiving environment, are managed and controlled.

2.0 SITE LOCATION AND PROPOSED DEVELOPMENT

2.1 Site Location

The site of the proposed development lies on the outskirts of Ardee in County Louth, approx. 800m to the south-east of the town centre, in the townland of Rathgory and Mulladrillen. The site has a total area of 13.03ha and is located in the operational area of Louth County Council.

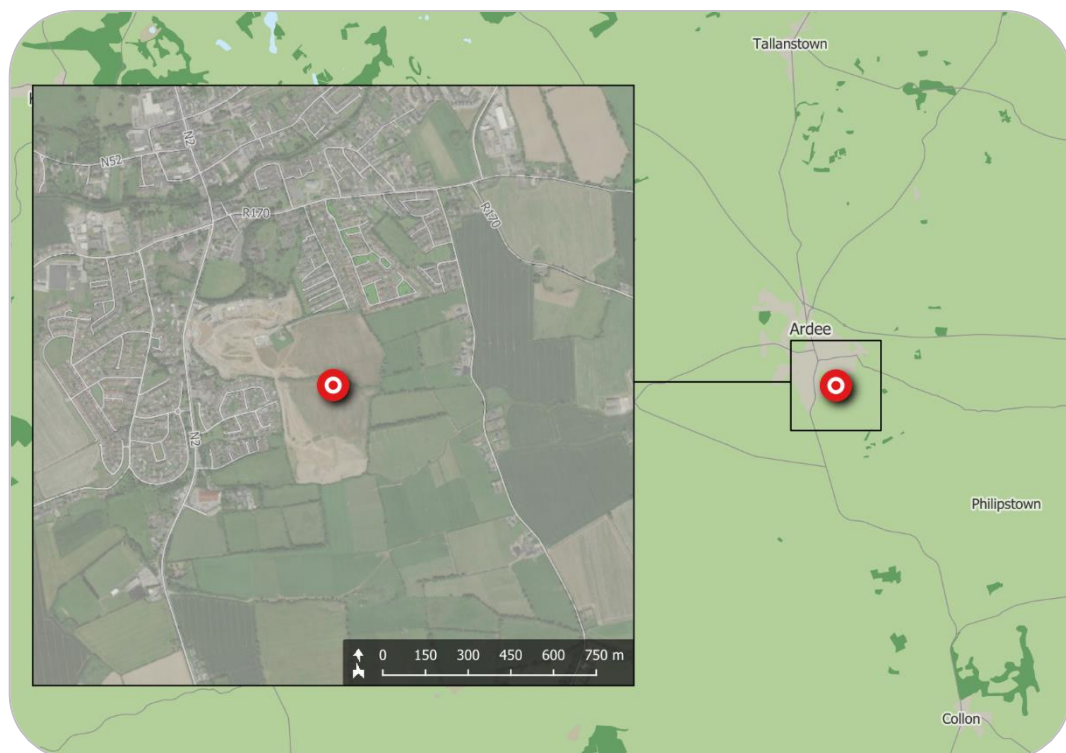


Figure 1 – Location of proposed development site
(map data & imagery: EPA, OSM Contributors, ESRI)

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 and north-east by the existing De la Salle Crescent and Moorehall residential developments, to the west by the existing Cherrybrook residential estate and by lands currently under

development (planning ref. 10/174), and on all other sides by agricultural lands.



Figure 2 – Site extents, access, and transport infrastructure
(map data & imagery: NTA, OSM Contributors, Microsoft)

2.2 Existing Land Use

The development lands are currently in agricultural use. No extant structures are present on the site.

2.3 Description of Proposed Development

The proposed development site extends to c. 13.03 ha at Bridgegate, Rathgory & Mulladrillen, Drogheda Road, Ardee, County Louth and adjoins Phases 1-3 at Bridgegate (under construction) on lands to the west, accessed from the N2 Drogheda Road. The proposals overlap the boundary of permitted development Reg. Ref.: 10174; ABP Ref: PL15.238053 (as amended) at the western boundary and will supersede granted

development in this area which consists of 31 no. dwellings, crèche and community building and public open space.

The development will consist of:

- A) The construction of 272 no. residential units comprising a mix of 206 no. 2, 3 and 4 bedroom houses (all 2 storeys) including 50 no. 2-bedroom houses (Type 1), 145 no. 3-bedroom houses (Types 2, 3, 6) and 11 no. 4-bedroom houses (Types 4, 5) all with private open space and car parking, alongside 66 no. duplex units (all 3 storeys) including 17 no. 1-bedroom units (Types D5, D8), 24 no. 2-bedroom units (Types D1, D3, D6) and 25 no. 3-bedroom units (Types D2, D4, D7), all with private open space in the form of terrace at upper floor level and external garden space, with 499 sqm of communal open space serving Duplex Blocks A-B (48 no. units) (served by 2 no. bin and bike stores [each c. 51 sqm] adjacent) at Bridgegate Avenue, providing a total residential gross floor area of c. 28,168.9 sqm;
- B) A part 1, part 2 no. storey crèche (c. 484.1 sqm) and playground and a single storey community building (c. 165 sqm) located adjacent at a central community hub (with bin and bike store [c. 23 sqm]) accessed from Bridgegate Avenue served by car parking located on Bridgegate Green and Bridgegate Avenue;
- C) A landscaped Public Park located in the northern part of the site extending to c. 3.6 ha accessed from the community hub and between duplex Blocks B & C at Bridgegate Avenue, with 2 no. pedestrian links to permitted public park adjoining to the west and 1 no. pedestrian footpath extending to the northern perimeter at Hale Street, with a reservation for a future link road to lands to the east facilitated in the northern section of the park;
- D) Works to the Rathgory Tributary located to the south of Bridgegate Avenue comprising the realignment of the channel and regrading and

reprofiling of land (as required), implementation of 2 no. vehicular crossings (including culverts and mammal passes) and the provision of a riparian corridor based around the open watercourse comprising landscaping and planting with safe access to the watercourse provided for maintenance purposes and 1 no. pedestrian and cyclist crossing;

- E) A series of landscaped public open spaces provided throughout the site with Public Open Space 01 (c. 1.05 ha) and Public Open Space 2 (c. 0.43 ha) located within the linear park (including riparian corridor) adjacent to the Rathgory Tributary with Public Open Space 03 (c. 0.29 ha) centrally located in the southern part of the site; open spaces will provide a mix of hard and soft landscaping, pedestrian and cycle access (cycle lanes provided at POS 1 and POS 2) and a range of activities including fitness spaces, kickabout area, amphitheatre and nature based play areas;
- F) Provision of shared surfaces, landscaped streetscapes including planting and landscaping at two neighbourhood streets in the southern part of the site, with roads provided to site boundaries to the east, south and west to facilitate possible future connections;
- G) All landscaping including planting to consolidate treelines and hedgerows forming existing site boundaries with agricultural lands to the east and Cherrybrook residential development to the west and all boundary treatments;
- H) Roads and access infrastructure taken from Bridgegate Avenue (permitted under Reg. Ref.: 10/174; ABP Ref: PL15.238053 [as amended]), the provision of a bus stop on the south side of Bridgegate Avenue adjacent to community hub and provision of cycle lanes at this location (continued through Public Open Space 01); a total of 480 no. car parking spaces (362 no. serving houses, 84 no. serving duplexes, 23 no. serving crèche and community building and 11 no. visitor and

public open spaces), a total of 296 no. bicycle parking spaces (204 no. spaces serving duplexes [60 visitor spaces], 32 no. spaces at the community hub and 60 no. visitor spaces);

- I) Provision of 2 no. ESB substations, all associated drainage and services infrastructure (surface water, foul and water supply), public lighting, SUDS drainage and works to facilitate the development.

3.0 SITE MANAGEMENT

3.1 Site Establishment

The contractor will provide all necessary accommodation, material handling and secure storage for its operations.

The facilities to be provided and maintained by the contractor will 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 will 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 will be maintained at all times by the contractor. This will take the form of a fully provisioned first aid area within the site office, with life-saving and safety equipment as required by relevant statutes, authorities and awards.

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

3.2 Construction Access and Phasing

Access to the development site for construction traffic shall be from Bridgegate Avenue; this is the primary link street running through the southern section of the adjacent permitted development to the northwest (planning ref. 10/174), which is currently under construction. The adjacent development in turn has vehicular access onto the N2 (Drogheda Road) to the west via a recently constructed simple priority junction (see Figure 2, page 4).

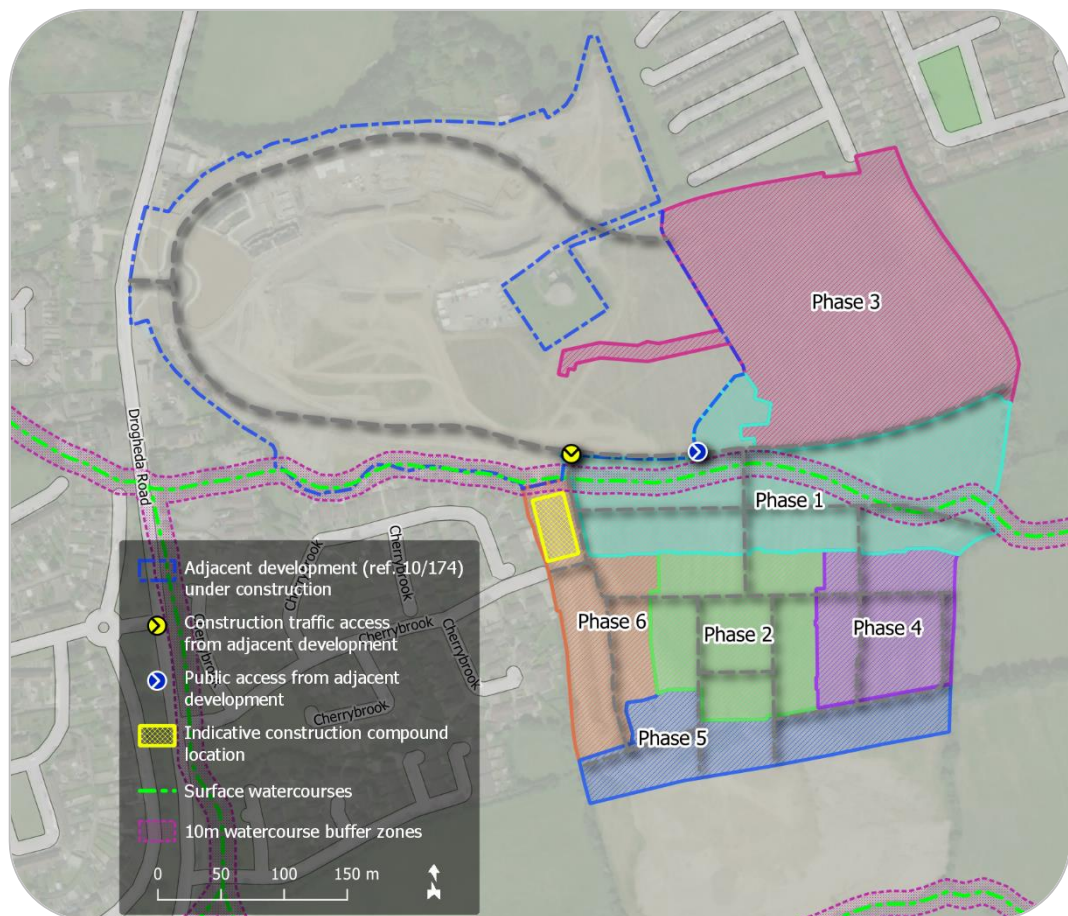


Figure 3 – Construction access and phasing
(map data & imagery: OSM Contributors, Microsoft)

A temporary priority-controlled junction shall be created on Bridgegate Avenue, at the north-west corner of the subject development site; this shall be used by all construction traffic entering and exiting the site. Bridgegate Avenue is also to be continued eastward as part of the subject development, and this shall form the public access to all completed phases of the subject development while construction works are ongoing in other phases.

All vehicular access routes during the construction phase will be laid out in accordance with the requirements of Chapter 8 of the *Traffic Signs Manual*. Security personnel will be present at the site entrance/exit to ensure that all traffic exiting the construction site does so safely. A wheel wash will be installed at the exit from the site, to prevent excess dirt being carried out into the public road. If necessary, a road sweeper will be used to keep the public road around the site clean.

The subject development shall be constructed in a total of six phases:

- Phase 1 shall comprise the construction of 40no. dwellings, public open space, the proposed community centre, and part of the proposed crèche.
- Phase 2 shall comprise the construction of 45no. dwellings and public open space.
- Phase 3 shall comprise the construction of 48no. dwellings, the park in the north of the site, and part of the proposed crèche.
- Phase 4 shall comprise the construction of 49no. dwellings.
- Phase 5 shall comprise the construction of 46no. dwellings.
- Phase 6 shall comprise the construction of 44no. dwellings.

Refer to Figure 3 for details of site phasing and indicative construction compound location.

A Section 42 application (Reg. Ref.: 21535) to extend the parent permission at the initial phases of Bridgegate under Reg. Ref.: 10174 was granted by Louth County Council in June 2021. This extension was granted until the 4th of March 2027.

3.3 Hoarding and Fences

Prevention of unauthorised access to the site is a very high priority and will be vigorously managed throughout the construction period. When the contractor is appointed, the site will be secured with site barriers and hoardings in accordance with the final Detailed Construction Management Plan. Any hoardings and signboards to the perimeter of the site will comply with the requirements of the relevant authorities and the relevant Health and Safety Acts.

The contractor will be required to erect a single project signboard to the hoarding at the main entrance points to identify the site.

3.4 Services Relocations and Temporary Protection of Public Domain

Prior to any works commencing on site, dilapidation reports will be carried out for footpaths, kerbs, road pavements and utility infrastructure features of the main access routes in the immediate vicinity of the site.

Dial-before-you-dig enquiries and detailed services location investigations shall be carried out to identify any need for temporary protection of elements of existing utility infrastructure that are not to be diverted as part of the works.

All temporary protection is to be installed and maintained during the duration of the works until it is no longer required.

3.5 Major Plant and Equipment

Plant and equipment expected to be used during the entire works include:

- articulated and rigid trucks;
- rigs, bulldozers, excavators, backhoes, with ancillary equipment (rock hammers or saws);
- mobile cranes;
- concrete delivery trucks;
- concrete pumps;
- man and material hoists;
- scissor, boom and fork lifts.

All plant and equipment will be operated by experienced and qualified personnel with the appropriate registrations.

3.6 Site Security

Access to site will be controlled by means of an electronic access control system and camera remote monitoring system for out of hours use. During working hours, a gateman will control traffic movements and deliveries.

All personnel working on site will be required to have a valid Safe Pass card.

3.7 Material Hoisting & Movement Throughout the Site

It is envisaged that the periodic use of mobile cranes will be sufficient for all construction works on site. Mobile crane visits will be coordinated with other site activities to ensure that all risks are correctly assessed and guarded against. A detailed crane analysis will be prepared for verification of the safe load parameters. No loads will be lifted over the public domain or adjacent properties.

Hoists and teleporters may also be used within the site and around its perimeter as required during the project, to facilitate material and waste movements into and out of the site.

3.8 Deliveries & Storage Facilities

All deliveries to site will be scheduled to ensure their timely arrival and avoid the need for storing large quantities of materials on site. Deliveries will be scheduled outside of rush hour traffic to avoid disturbance to pedestrian and vehicular traffic in the vicinity of the site.

3.9 Site Accommodation

On-site facilities shall include:

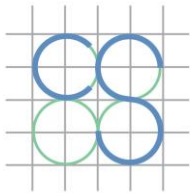
- a materials and equipment storage area;
- a site office;
- staff welfare facilities (e.g. toilets, drying room, canteen, etc.).

Electricity will be provided to the site via national grid.

Water supply to the site during construction works will be provided by means of a temporary connection to a public watermain. Similarly, a temporary connection for foul water drainage will be made to the public network.

3.10 Site Parking

Vehicle parking for construction personnel shall be accommodated within the development site in accordance with the latest version of the CIF Construction Sector Covid-19 Pandemic Standard Operating Procedures. To the extent possible, personnel will also be encouraged to use public transport, and information on local transportation will be published on site.



3.11 Site Working Hours

Subject to the agreement of the Planning Authority, the following site operation hours are proposed:

- Monday to Friday: 08:00 to 20:00
- Saturdays: 08:00 to 16:00
- Sundays & Bank Holidays: Works not permitted

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. There may also 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.

4.0 ENVIRONMENTAL MANAGEMENT

The contractor will establish guidelines and controls for all activities that may impact on the surrounding environment for the duration of the works, including; air, water, land, natural resources, flora, fauna, humans, and their interrelation.

The project is to be developed to provide all personnel with the means to understand their responsibilities, and to meet the contractor's statutory, contractual, and procedural obligations relating to environmental management.

For each activity, the environmental aspects and associated actual and potential impacts are to be identified as they relate to the following environmental elements:

- emissions to air;
- releases to water;
- releases to land;
- use of raw materials & natural resources;
- use of energy;
- waste and by-products;
- community & neighbours;
- flora & fauna;
- heritage & cultural.

4.1 Harmful Materials and Decontamination

Excavation works will be informed by the results of Site Investigation reports. Any hazardous or contaminated materials encountered during the works shall be treated onsite to the extent possible, and safely removed and

disposed of by a licenced contractor in accordance with the applicable legislation and regulations.

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

4.1.1 Contaminated soil

If any contaminated material is encountered, it will need to be segregated from clean/inert material, tested and classified as either non-hazardous or hazardous in accordance with the EPA publication entitled 'Waste Classification: List of Waste & Determining if Waste is Hazardous or Non-Hazardous' using the HazWasteOnline application (or similar approved classification method). The material will then need to be classified as clean, inert, nonhazardous or hazardous in accordance with the EC Council Decision 2003/33/EC, which establishes the criteria for the acceptance of waste at landfills.

4.1.2 Fuels/oils

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

4.1.3 Other known hazardous substances

Paints, glues, adhesives and other known hazardous substances will be stored in designated areas. They will generally be present in small volumes only and associated waste volumes generated will be kept

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

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

4.2 Storm Water and Waste Management

Storm water and waste water management will be constructed as per the conditions of the approved planning permission. The purpose of these procedures is to ensure that storm water and waste water runoff is managed and that there is no off-site environment impact caused by overland storm water flows. A standalone Flood Risk Assessment study has been conducted by JBA Consulting in respect of the subject development, and is submitted under separate cover as part of this planning application.

The Contractor's final Environmental Management Plan will be developed in detail to include all measures for the protection of watercourses that are stipulated in the Outline Construction Environmental Management Plan

(CEMP) prepared by Altemar Ltd. and submitted separately with this planning application. These measures include:

- silt control on the roads;
- discharge water from dewatering systems;
- diversion of clean water;
- treatment and disposal of waste water from general clean-up of tools and equipment;
- spills control;
- a buffer zone of at least 10m separating working machinery, materials storage, and refuelling operations from watercourses (see Figure 3, page 9);
- a prohibition on machinery entering watercourses;
- refuelling of machinery off-site or at a designated bunded refuelling area;
- silt trapping or oil interception (to be considered where surface water runoff may enter watercourses).

4.3 Noise

Noise monitoring will be established on site throughout the project. Noise monitoring shall 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 communicated to Louth County Council in the form of baseline reports.

All construction activities will be carried out in compliance with the recommendations of BS 5228 "*Code of practice for noise and vibration control on construction and open sites – Part 1: Noise*" and comply with BS 6187 *Code of Practice for Demolition*. The measures employed to ensure compliance will include:

- Noise monitoring stations, monitored daily, located on site and at recommended locations in the vicinity of the site, to record background and construction noise activity.
- The best means practical used to minimise the noise produced by all on site operations.
- Proper maintenance of all operating plant to ensure noise emission compliance.
- Selection of all operating plant on the basis of incorporating noise reducing systems, with a minimum requirement that effective exhaust silencers be fitted.
- Fitting of compressors with acoustically lined covers, which will remain closed while the machines are in operation.
- Location of plant such as pumps and generators, which are required to work outside of normal working hours, within acoustic enclosures.
- Localised screening of noise sources and/or receptors.
- Strict adherence to the site working hours stipulated in the planning conditions.

Further detail of construction-stage noise mitigation measures is provided in Chapter 8 of the Environmental Impact Assessment Report submitted with this planning application.

4.4 Air Quality Monitoring

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

Monitoring of construction dust deposition at nearby sensitive receptors will be carried out using the Bergerhoff method, in accordance with the requirements of the German Standard VDI 2119. The Bergerhoff Gauge

consists of a collecting vessel atop a stand, surrounded by a protective cage. The collecting vessel is secured to the stand, with the opening of the collecting vessel located approximately 2m above ground level. The TA Luft limit value for ambient dust deposition is 350mg/m²/day over a monitoring period of 28 to 32 days.

Further detail of air quality monitoring is provided in Chapter 7 of the Environmental Impact Assessment Report submitted with this planning application.

4.5 Migrating Dust and Dirt Pollution

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

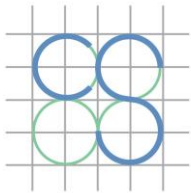
- ensuring that construction vehicles have a clean surface to travel on within the site (i.e. haul road);
- ensuring that all construction vehicles are inspected by the gateman for cleanliness prior to exiting the site;
- ensuring that an appropriate wheel or road washing facility is provided as and when required throughout the various stages of construction on site.

The generation of airborne particulate matter during construction activity shall be mitigated by:

- restricting vehicle speeds on all roads within the site;
- designing and arranging material handling systems and material storage areas to minimise exposure to wind; and
- covering trucks with tarpaulin at all times during the movement of materials both on and off-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.

Further detail of airborne particulate matter control measures is provided in Chapter 7 of the Environmental Impact Assessment Report submitted with this planning application.



5.0 WASTE MANAGEMENT

For details of waste management during the construction and operational phases of the project, including record keeping relating to construction waste, please refer to the separate Construction and Demolition Waste Management Plan prepared by AWN Consulting, which is appended to Chapter 11 of the Environmental Impact Assessment Report.

6.0 TRAFFIC MANAGEMENT

6.1 Access to the Site

Access to the development site for construction traffic shall be from Bridgegate Avenue; this is the primary link street running through the southern section of the adjacent permitted development to the northwest (planning ref. 10/174), which is currently under construction. The adjacent development in turn has vehicular access onto the N2 (Drogheda Road) to the west via a recently constructed simple priority junction (see Figure 2, page 4, and Figure 3, page 9). From the N2, construction traffic may access the M1 motorway, via the R170 and the N33, bypassing Ardee town centre.

A temporary priority-controlled junction shall be created on Bridgegate Avenue, at the north-west corner of the subject development site; this shall be used by all construction traffic entering and exiting the site. Bridgegate Avenue is also to be continued eastward as part of the subject development, and this shall form the public access to all completed phases of the subject development while construction works are ongoing in other phases.

All vehicular access routes during the construction phase will be laid out in accordance with the requirements of Chapter 8 of the *Traffic Signs Manual*. Security personnel will be present at the site entrance/exit to ensure that all traffic exiting the construction site does so safely. A wheel wash will be installed at the exit from the site, to prevent excess dirt being carried out into the public road. If necessary, a road sweeper will be used to keep the public road around the site clean.

6.2 Site Traffic, External Traffic, and Pedestrian Management

The major construction items include excavation and fill, substructure and superstructure construction, and fit-out. It is expected that 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 35,000m³ of excavated spoil material. This material is expected to be transported by HGVs with a typical load capacity of 12m³, equating to a total of approximately 2,900 HGV journeys to the site.

The final programming and scheduling of this material transfer shall be determined by the appointed contractor. Under a 'worst-case' scenario, however, it is possible that up to 10no. delivery trips may be made to the site each hour during this phase (one HGV arrival and one HGV departure every 6 minutes). In addition to HGV traffic, periodic deliveries of materials to site shall be made by Light Goods Vehicles (LGVs). Under a worst-case construction traffic generation scenario, 10no. such LGV arrivals and 10no. LGV departures 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 vehicular trips shall therefore be made to and from the site each day by construction personnel commuting to and from work. However, as the site working hours are expected to be from 08:00 to 20:00 (subject to planning conditions), the majority of these trips are expected to fall outside the background traffic peak hours. In the worst case scenario, it is assumed that the equivalent of 50no. light vehicle trips may be made to the site during the AM peak hour, and the equivalent of 50no. such trips may be made from the site during the PM peak hour.

It is therefore expected that – under a worst-case scenario – vehicular traffic to and from the development site during the construction phase shall comprise the following:

- 10no. HGV arrivals and 10no. HGV departures in each of the peak hours;
- 10no. LGV arrivals and 10no. LGV departures in each of the peak hours;
- 50no. car arrivals (construction personnel) in the AM peak hour; and

- 50no. car departures (construction personnel) in the PM peak hour.

The construction site will be delineated by means of hoardings and lockable gates with screened fencing at the entry and exit points. The Contractor will pay particular attention to pedestrian traffic and safety at the entrances. Guidance for the Prevention of Cross Contamination will be implemented in accordance with the CIF Construction Sector Covid-19 Pandemic Standard Operating Procedures. All vehicles will enter and exit the site in a forward direction.

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

6.3 Minimisation of Construction Vehicle Movements

Construction-related vehicle movements will be minimized through:

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

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

6.3.1 Cycling

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

6.3.2 Car Sharing

Car sharing among construction personnel will be encouraged, especially from areas where construction personnel may be clustered. Due to the impact of Covid-19 car sharing may be limited and should be carried out in accordance with the CIF Construction Sector Covid-19 Pandemic Standard Operating Procedures. If circumstances allow, the contractor shall aim to organize shifts in accordance with personnel origins, hence enabling higher levels of car sharing. Family members or workers who lodge together should be encouraged to travel together as a 'family unit'. Such a measure offers a significant opportunity to reduce the proportion of construction personnel driving to the site and will minimise the potential traffic impact on the surrounding road network.

6.3.3 Public Transport

Construction personnel will be encouraged to use public transport as means to travel to and from the site. An information leaflet shall be provided to all personnel as part of their induction on site, highlighting the location of the various public transport services in the vicinity of the construction site. If availing of public transport, it is advised that personnel sit down to minimise contact with frequently touched surfaces, handles etc. in accordance with the CIF Construction Sector Covid-19 Pandemic Standard Operating Procedures. Personnel should also carry hand sanitiser and use it regularly throughout the journey

6.4 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 the Infrastructure Section of Louth County Council to agree any changes to load restrictions and construction access routes for the site. Measures will be put in place as required to facilitate construction traffic whilst simultaneously protecting the built environment.

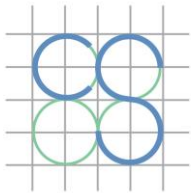
All entrances and temporary roads will be continuously maintained for emergency vehicle access.

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 fugitive solid waste escaping the site, it will be collected immediately and removed.

6.5 Project Specific Traffic Management Plan

A detailed project specific traffic management plan will be developed by the contractor and agreed with Louth County Council and An Garda Síochána prior to works commencing on site. This plan will be updated as required throughout the project.



Issues addressed in the 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 as a point of contact with local residents, Louth County Council and An Garda Síochána.