



Carmanhall Road SHD 2022

Preliminary Construction Management Plan

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Comments

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1. Introduction

1.1 Introduction

This Preliminary Construction Management Plan (PCMP) has been prepared by Waterman Moylan on behalf of Atlas GP Limited to accompany an SHD application for a residential development on a brownfield site at the junction of Carmanhall Road and Blackthorn Road, Sandyford, Dublin 18. See Figure 1.

1.2 Threshold for Construction Management Plan

This Preliminary Construction Management Plan has been prepared in compliance with Section 12.9.4 of the Dun Laoghaire Rathdown County Development 2022 -2028 which requires that:

Construction Management Plans (CMP) for developments generating construction activity - containing measures to mitigate against the effects of the construction - shall accompany planning applications for development of 3 residential units or more and for all other developments measuring more than 500 sq.m. gross floor area. The requirement to submit a CMP is very much dependent on the location, scale, nature, and characteristics of the proposed development. Consequently, the stated thresholds above may be increased or relaxed at the discretion of the Planning Authority during pre-planning stage discussions

The CMP will address issues such as traffic management, hours of working, delivery times, prevention of noise and dust, reinstatement of roadway lining and signing, repair of damage to footways and grass verges and the accommodation of worker parking within the development curtilage. Hours of construction and deliveries should normally be in accordance with the guidance set out in Section 12.9.5 below. Refer to Section 12.9.6 below for more detailed requirements of the CMP.

Applications Section 12.9.6 requires that developments of 10+ residential units or <500sqm commercial shall include:

A Construction Management Plan that includes the following elements (which can be standalone documents):

- I. A Construction Waste Management Plan.*
- ii. A Construction Environmental Management Plan.*
- iii. A Construction Traffic Management Plan.*

This Construction Management Plan is also accompanied by a Traffic and Transport Assessment (TTA) prepared in accordance with Section 12.4.2 and a Travel Plan (TP) prepared in compliance with Section 12.4.3.

1.3 Contents of Plan

This Plan describes the proposed development and specifies the measures to be adopted to mitigate the impacts of construction including traffic management, hours of working, delivery times, the reduction of noise and dust, the reinstatement of roadways, the repair of damage to footways and the accommodation of worker parking.

1.4 Site Location

The subject site is located at Sandyford in south County Dublin. The site is located at the junction of Carmanhall Road and Blackthorn Road, Sandyford, Dublin 18. It was formerly occupied by Avid Technology.

The site has an area of 0.73ha (1.82 acre) but for the purpose of encompassing the proposed access junctions, services connections and landscaping, the area within the red line for the planning application has been extended to 0.99 ha (2.48 acre).

At the time of writing in August 2022, the site was unoccupied.

The adjoining site to the east at the junction of Carmanhall Road and Ravens Rock Road was formerly occupied by Tack Packaging. It extends to 0.57 ha (1.4 acre). See Figure 2.

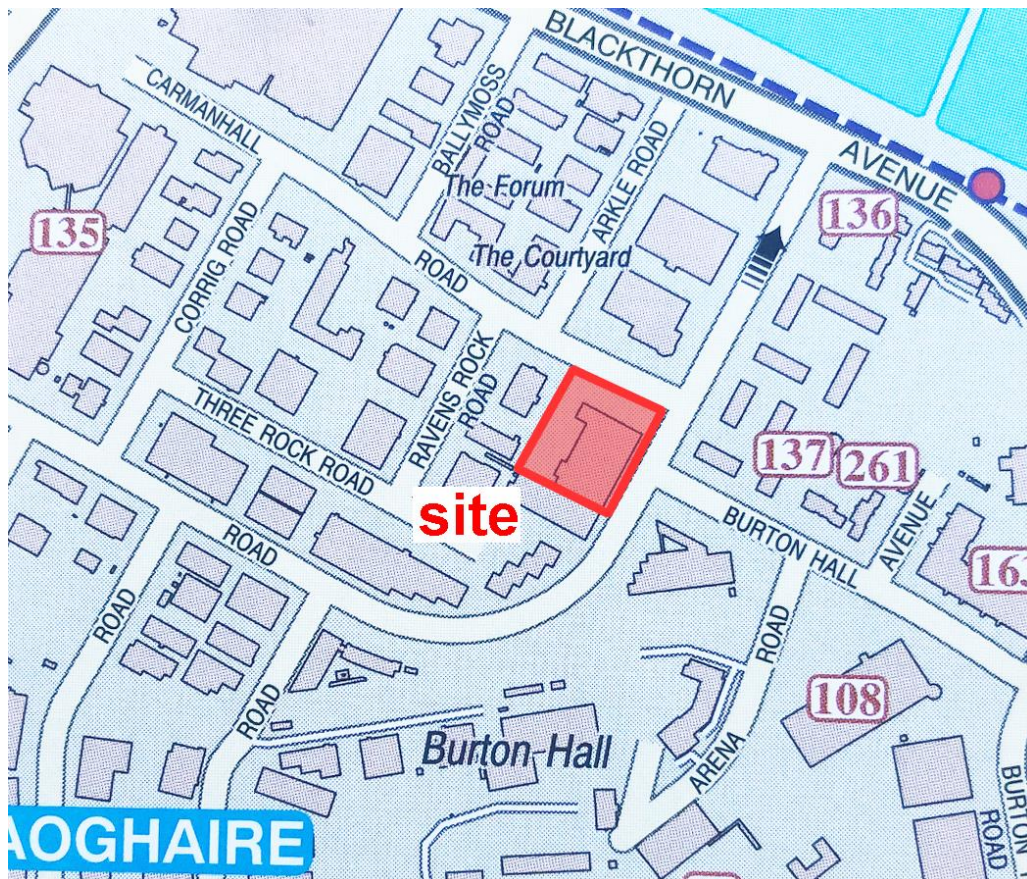


Figure 1: Location Map

2. Description of Development

2.1 Site Description

The site comprises the former Avid Technology site the junction of Carmanhall Road and Blackthorn Road in Sandyford, Co Dublin. The net site area is approximately 0.73 ha (1.8 acres) and is currently largely hardstanding. The site falls from southwest to northeast ranging in level from 86.0mOD in the southwest to 84.0 mOD in the northeast. The existing access to the site is from Carmanhall Road.

At the time of writing in 2022, the site was unoccupied.

The adjoining site to the east at the junction of Carmanhall Road and Blackthorn Road was formerly occupied by Tack Packaging. See Figure 2.

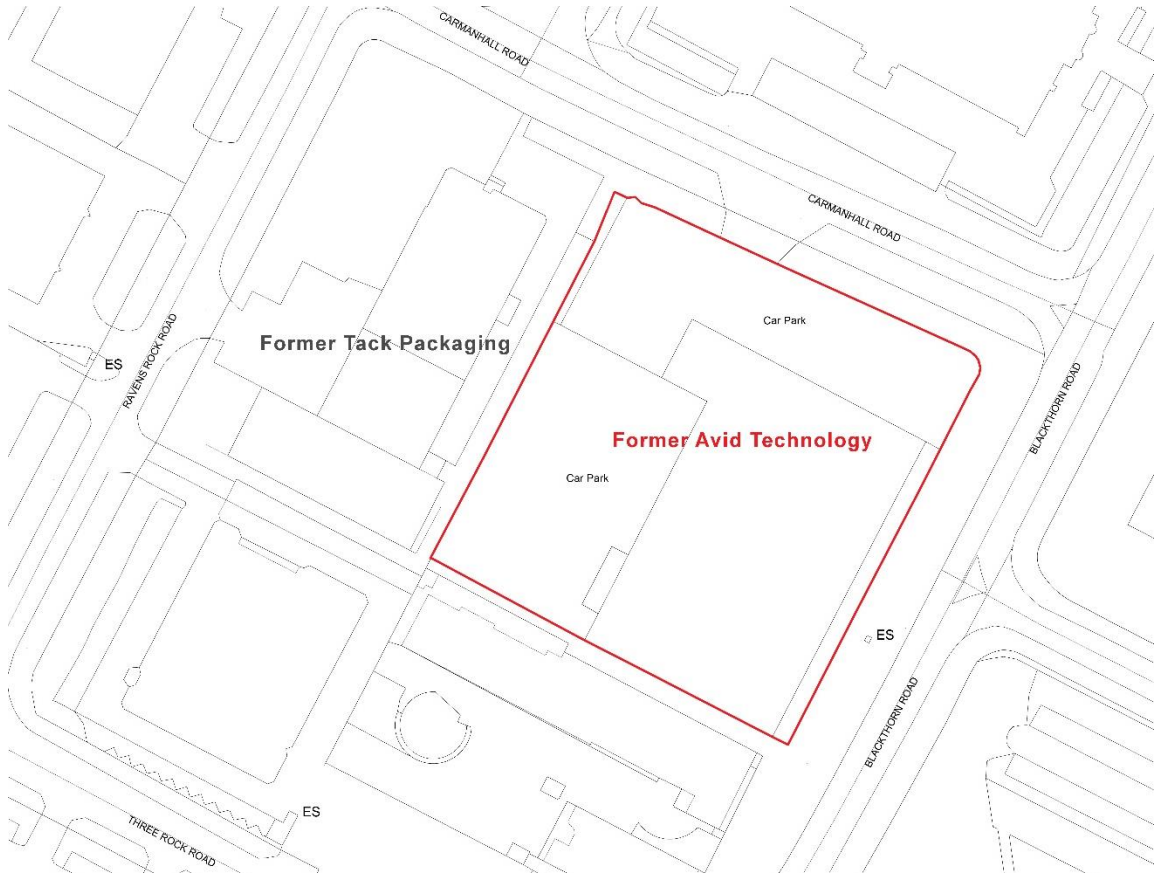


Figure 2 Existing Site Layout

2.2 Proposed Development

The proposed development will comprise some 334 Build-to-Rent residential units on the former Avid Technology site. See Figure 3.

Car parking with a total of 124 car spaces will be provided at Lower Ground and Basement. Cycle parking with 447 spaces will be provided at Lower Ground Level. Access is proposed from Carmanhall Road and egress to Blackthorn Road. The public realm around the site will incorporate an upgrade of the pedestrian and cycle environment.

The development includes all associated infrastructure to service the development including access junctions, footpaths and cycle paths together with a network of watermains, foul water drains and surface water drains.

A concurrent development with its own Construction Management Plan is also expected to be developed on the former Tack Packaging site to the west. It will comprise 207 Build-to-Rent residential units and 79 car parking spaces at Lower Ground Level and Basement. Access will be from Ravens Rock Road and egress onto Carmanhall Road. See Figure 3.

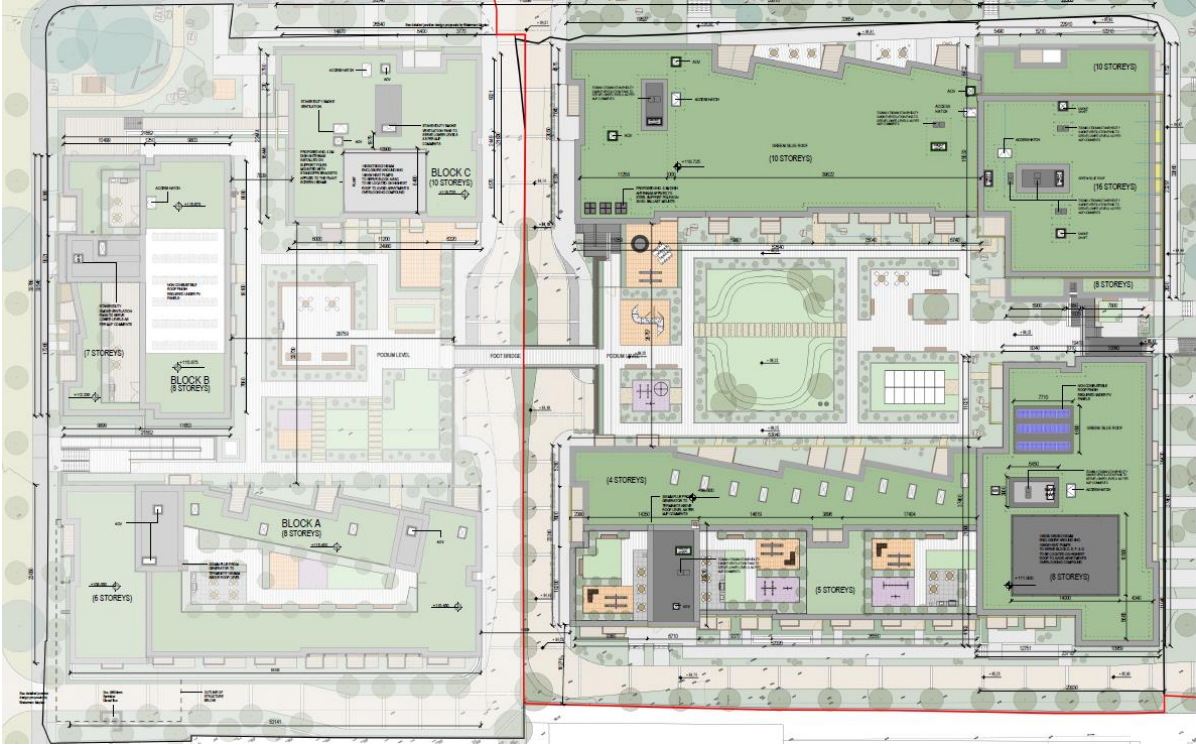


Figure 3 Proposed Site Layout

2.3 Construction Program

At the time of writing in August 2022, it is likely that construction of the proposed development could commence in 2023 for completion in 2026.

3. Construction Traffic Routes

3.1 National Road Network

The subject site is located within the Sandyford Business District in an area served by the M50 Motorway less than 1 km to the southwest and the N11 Stillorgan less than 2 km to the northeast. Both roads provide high-capacity connections to the wider national road network.



Figure 4 Connections to National Road Network

3.3 Construction Traffic Routes

Two inbound and two outbound construction traffic routes are proposed for the subject site.

The inbound routes are

- M50 Motorway (Junction 14) – R113 Leopardstown Road – Burton Hall Road – Blackthorn Road – Carmanhall Road
- N11 Stillorgan Road – R113 Leopardstown Road - – Burton Hall Road – Blackthorn Road – Carmanhall Road

The outbound routes are:

- Carmanhall Road – Blackthorn Road – Blackthorn Avenue– Burton Hall Road – Leopardstown Road – M50 Motorway (Junction 14).
- Carmanhall Road – Blackthorn Road – Blackthorn Avenue – Burton Hall Road – Leopardstown Road – N11 Stillorgan Road

Alternative routes are also available via Drummartin Link Road, Blackthorn Drive and Blackthorn Avenue.

3.4 Construction Traffic Management

During the course of construction works on the subject site, due regard will be paid to minimising any impacts by construction vehicles on the surrounding area. Should a particular route or routes become an issue, then the position will be reviewed by the Project Team and changes made.

Particular emphasis will be placed on: -

- The issue of instructions and maps on getting to site to each supplier sub-contractor to avoid 'lost' construction traffic travelling on unapproved routes.
- Ongoing assessment of the most appropriate routes for construction traffic to and from the site.
- Interface with operation of local traffic.
- Use of banksman and / or traffic lights to control exit of construction vehicles.
- Controlled holding area for construction traffic from where deliveries will be called up as required.
- No construction traffic waiting on the public roads.

4. Access, Plant and Methodology

4.1 Site Access

As outlined in Section 3.1 above, access for construction traffic to the subject site proposed from the M50 Motorway or the N11 Stillorgan Road.

4.2 Site Establishment

The site compound proposed for the construction of the residential units on the subject site will be located on the northern / eastern boundary of the site.

The compound will provide office accommodation and welfare facilities. Material stores will be located in the same area.

4.3 Plant

The primary items of plant for the construction of the apartment units on the subject site will be medium sized excavators and material handling units.

4.4 Construction Staff Parking

Due to the limited size of the subject site, restricted off-street parking for some construction staff will be provided within the boundaries of the site.

Parking will not be provided for construction staff on public roads.

With the objective of reducing parking demand, construction staff will be encouraged to car share and / or travel by public transport.

5.4 Construction Management Measures

In order to reduce the impact of construction activities both during and after working hours, the following measures are proposed:

- Scheduling of deliveries during working hours for after working activities.
- Co-ordination of deliveries to site with working hours to avoid any restrictions on adjoining operations.
- Scheduling of noisier activities early in the working day.
- Noise management measures as Section 7.3 of this Plan.
- Vibration management measures as per Section 7.4 of this Plan.

In addition, the construction site management at the subject site will consult with adjoining site management including providing advance notification of works.

6. Control of Noise

6.1 County Development Plan 2022 - 2028

Section 12.9.2 Noise Pollution and Noise Nuisance of the County Development Plan 2022 – 2028 notes that the Planning Authority will use the Development Management process for larger developments or developments close to residential developments

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

6.2 Existing Noise Sources

During daytime periods, the dominant source of noise in the area of the subject site is likely to be road traffic on the adjoining roads.

The night-time noise levels will also be dominated by road traffic.

6.3 Construction Noise Management

In the absence of any statutory Irish guidance relating to the maximum permissible noise level that may be generated during the construction phase of a project, it is proposed that the construction works will incorporate: -

- Best practice measures relating to the control and minimisation of as set out in BS 5228 (2009) Parts 1 and 2 noise during all phases of the work.
- Selection of quiet plant including proprietary acoustic enclosures to compressors and generators.
- Control of noise sources including reduction of resonance effects by stiffening and / or the application of damping compounds to panels and / or cover plates.
- Control of rattling and grinding noises by fixing resilient materials between the contact surfaces.
- Screening by demountable enclosures.
- The siting of mechanical plant as far away from neighbouring buildings as possible.
- Regular maintenance of all plant.

Ref: British Standard BS 5228 (2014): Code of Practice for Control of Noise and Vibration on Construction and Open Sites Part 1: Noise.

In preparing the detailed Construction Management Plan for this development, the Contractor shall comply with the procedures and threshold criteria set out in Chapter 9 *Noise and Vibration* of the EIAR prepared by WSP Ireland Consulting Ltd in July 2022 for the Carmanhall Road SHD 2022

6.4 Construction Vibration Management

In the absence of any statutory Irish guidance relating to the maximum permissible vibration level that may be generated during the construction phase of a project, it is proposed that the construction works will incorporate.

- Selection of quiet plant with low vibration emissions.
- Provision of anti-vibration mounts on reciprocating plant.
- Limitation of vibration from construction activities to the levels recommended in BS 5228.
- Strip and pad foundations in lieu of piling.
- Materials to be lowered rather than dropped.
- Resilient materials to be provided on surfaces onto which materials are being lowered.

Ref: British Standard BS 5228 (2014): Code of Practice for Control of Noise and Vibration on Construction and Open Sites Part 2: Vibration.

In preparing the detailed Construction Management Plan for this development, the Contractor shall comply with the procedures and threshold criteria set out in Chapter 9 *Noise and Vibration* of the EIAR prepared by WSP Ireland Consulting Ltd in July 2022 for the Carmanhall Road SHD 2022

7. Environmental Effects

7.1 County Development Plan 2022 – 2028

In relation to the construction stage, Section 8.2.9.7: *New Developments / Change of Use – Environmental Impacts* of the Dun Laoghaire Rathdown County Development Plan 2022 – 2028 requires that developers

- Submit, prior to commencement of development, details of a Sediment and Water Pollution Control Plan in relation to the construction phase of such developments.
- Design and construct developments in accordance with the provisions of the Greater Dublin Strategic Drainage Study policy document titled 'New Development'.

7.2 Measures to Minimise Nuisance

The measures to be operational at this site will include: -

- Use of properly designed access and egress points to minimise impact on both external traffic and amenity of residents.
- Check on each arriving and departing vehicle at the site entrance from the public road.
- Use of banksman and/or traffic lights to control exit of construction vehicles onto public road.
- Controlled off-site HGV holding area where deliveries are called up as required.
- No HGV's waiting outside site.
- Issue of instructions and maps on getting to site to each sub-contractor to avoid 'lost' HGV's disrupting traffic.
- Establishment and maintenance of HGV holding areas within the site.
- Ongoing assessment of the most appropriate routes for construction traffic to and from the site.
- Interface with operation of HGV traffic from primary transport facilities such as railway yards and port terminals.
- Restriction of work hours to industry standard working hours.

7.3 Site Control Measures

The designated and operational on-site control measures, which will be established and maintained at this site, will include:

- Designated hard routes through site.
- Each departing vehicle to be checked by banksman.
- Wheel wash facility at egress point.
- Provision and facilities to cover lorry contents as necessary.
- Controlled loading of excavated material to minimise risk of spillage of contents.
- Spraying/damping down of excavated material on site by dedicated crews.

- Use of known routes for lorries to monitor impact on local area.
- Facility to clean local roads if mud or spillage occurs.

7.4 Control of Mud and Dust

The main consideration will be to combat mud and dust at source so as not to let it adversely affect the surrounding areas. The objective will be to contain any mud or dust within the site, which is large enough for comprehensive control measures.

The main problems, which may arise during the early part of construction, will be controlled by the measures described above and by the following measures:

- The use of hardcore access route to work front
- Channelling of departing vehicles through the wheel wash.
- Sweeping of public road adjacent to egress from site.
- Ongoing monitoring during working hours.

7.5 Waste

Construction and demolition waste arising from the construction stage of the development will be managed in accordance with the Waste Management Plan prepared by the applicants in compliance with Section 12.9.7 of the Dun Laoghaire Rathdown County Development Plan 2022 – 2028.

8. Duties and Responsibilities

8.1 Standards

Insofar as the construction of this development may impact on the surrounding road network, the development and associated roadworks shall be undertaken in compliance with the requirements of Dun Laoghaire Rathdown County Council issued by the Transportation Department in November 2008 and any other requirements that the County Council may impose during the course of the works.

8.2 Project Team

It shall be the duty of the Project Team to provide the main Contractor, in good time, with all necessary designs, details, drawings and specifications so that the Contractors can, in conjunction with the Project Team, prepare detailed proposals and programmes for the execution of the works for submission to Dun Laoghaire Rathdown County Council as required by the *"Directions for Roadworks Control"*.

It shall also be the duty of the Project Team to ensure that the Contractors proposals are reasonable and that they are implemented in a safe and competent manner.

8.3 Main Contractor

It shall be the duty of the Main Contractor in conjunction with the Project Team to prepare detailed construction and traffic management proposals for the implementation of the works.

The Contractor shall give adequate and timely notice to Dun Laoghaire Rathdown County Council as specified in of *"Directions for Roadworks Control"*.

The Contractor(s) shall also be responsible for implementing the traffic management proposals in a safe and competent manner on an ongoing basis.

UK and Ireland Office Locations

