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# Stage 1 Construction Management Plan

## Proposed Shared Living Development at Brady's Public House, Old Navan Road, Dublin 15

Client: Bartra Property (Castleknock) Limited

Job No. B094

August 2020

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## STAGE 1 CONSTRUCTION MANAGEMENT PLAN

### PROPOSED SHARED LIVING DEVELOPMENT AT BRADY'S PUBLIC HOUSE, OLD NAVAN ROAD, DUBLIN 15

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## 1.0 INTRODUCTION

Cronin & Sutton Consulting (CS Consulting) have been commissioned by Bartra Property (Castleknock) Limited to prepare a Stage 1 Construction Management Plan to accompany a strategic housing development planning application for a shared living residential development at Brady's Inn, Old Navan Road, Dublin 15. The Stage 1 Construction Management Plan includes a description of the proposed works and how these works will be managed for the duration of the works on site. This plan will be updated by the contractor and agreed with Fingal County Council (FCC) (by the appointed Contractor) in advance of the construction phase.

The project will be under the control of a main contractor who will be appointed after the approval is granted for the Project Application. Upon appointment and once familiar with the site and having developed a final detailed methodology for the construction of the Development Project, the contractor will prepare a Detailed Construction Management Plan. It is anticipated the detailed plan will be based upon this plan. This outline construction management plan (CMP) is a preliminary plan which has been prepared to give an outline 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 contractor and expanded to provide a project specific site management plan, incorporating:

- Operational Health & Safety (OH&S) Management Plan;
- Environmental Management Plan including a 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:

- 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.
- To ensure 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, the Waste Management (Amendment) Act 2001 and the Protection of the Environment Act 2003.
- To manage and control any environmental impacts (noise, vibration, dust, water) that project construction work activities may have on receptors and properties that are located adjacent to project work areas and on the local receiving environment.
- To comply with planning conditions and requirements relating to waste management as required by Fingal County Council.

The proposed Stage 1 Construction Management Plan has been prepared to demonstrate how the appointed contractor and the appointed Project Supervisors will comply with the following relevant legislation, and relevant Best Practice Guidelines:

- Integrated Pollution Prevention and Control Directive (1996/61/EC)
- The Waste Framework Directive (Directive 2008/98/EC)
- Environmental Protection Agency Act 1992,
- Waste Management Act 1996, the Waste Management (Amendment) Act 2001 and the Protection of the Environment Act 2003.
- Waste Management (Collection Permit) (Amendment)(No.2) Regulations 2016.
- Waste Management (Permit) Regulations 1998 (SI No. 165 of 1998)

- Department of the Environment, Heritage and Local Government – Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects – June 2006
- Local Government Water Pollution Act 1977

This Stage 1 Construction Management Plan presents the potential environmental impacts and proposed management and monitoring methodologies based on the concept of Best Practice and the proposed mitigation measures to be implemented at the site.

## 2.0 SITE LOCATION

The site is located in a residential area with the N3 and M50 roads nearby to the north and east and the Royal Canal located to the south. The site is bounded by the Old Navan Road to the south, public amenity space to the north, Talbot Downs road to the west and residential private properties to the east. On the site there is an existing two-storey over basement public house with a restaurant on the first floor, note the public house and restaurant closed in March 2020. The remaining site consists mostly of paved parking that served the public house and restaurant. The site is located in the administrative jurisdiction of Fingal County Council and has a total area of circa 0.317 ha.



Figure 1 – Site location  
(image: Google)

### **3.0 EXISTING LAND USE**

On the site there is an existing two-storey over basement public house with a restaurant on the first floor, which closed in March 2020 . The remaining site consists mostly of paved parking that served the public house and restaurant. The existing building is located to the north-west of the site and has a gross floor area of c. 1,243 m<sup>2</sup>. The structure is approximately 10.5m in height with a curved arching roof broken up by a central glazed atrium.

### **4.0 PROJECT DESCRIPTION**

Bartra Property (Castleknock) Limited intend to apply to An Bord Pleanála for permission for a strategic housing development at this 0.3,170 ha site at Brady's Public House, Old Navan Road, Dublin 15, D15 W3FW.

The development will principally consist of: the demolition of the existing part 1 to part 2 No. storey over partial basement public house and restaurant building (1,243 m<sup>2</sup>) and the construction of a part 1 to part 5 No. storey over basement Build-to-Rent Shared Living Residential Development (6,549 m<sup>2</sup>) comprising 210 No. bedspaces (182 No. single occupancy rooms, 4 No. accessible rooms and 12 No. double occupancy rooms).

The development also consists of the provision of communal living/kitchen/dining rooms at each floor level to serve the residents of each floor; communal resident amenity spaces for all residents including tv/cinema room at basement level, gymnasium and lounge/reception area at ground floor level, a library/study at third floor level and a private dining room at fourth floor level; external roof terrace at third floor level (78m<sup>2</sup>) facing north-east, north-west and south-west; external communal amenity courtyards at basement (170 m<sup>2</sup>) and ground floor level (336 m<sup>2</sup>); external amenity space at basement level accessed from the communal living/kitchen/dining room (30 m<sup>2</sup>); balconies at third floor level facing north-

east (13.8 m<sup>2</sup>); resident facilities including launderette, linen store, accessible WC and bin store; 2 No. accesses to the public park along the north-eastern boundary; 2 No. car-share parking spaces; a lay-by and delivery bay; emergency gate access to the courtyard (north-west boundary); bicycle parking; boundary treatments; hard and soft landscaping; plant; PV panels; substation; switch room; generator; lighting; and all other associated site works above and below ground.

The proposed development shall be constructed in one phase.

## 5.0 LOGISTICS

### 5.1 Construction Program & Phasing

Subject to a successful grant of planning, it is intended for the works to commence in Q2 2021. The proposed development is anticipated to be constructed over an 18-month period.

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

- Set up site perimeter hoarding, maintaining existing pedestrian and traffic routes around the site;
- Demolition and Site Clearance;
- Reduced Level excavations;
- Foundations and ground beams;
- Site services installations (drainage, power, water and the like);
- Construct Building Frame and Envelope;
- Mechanical and Electrical Fit-out;
- Finish Interior and Exterior Landscaping;

## 5.2 Vehicular Access to Site

The site is currently accessed from the Old Navan Road. It is anticipated that for the duration of the works access and egress for deliveries will be via the Old Navan Road. It would also be beneficial to install a pedestrian only entrance to the site to segregate vehicular and pedestrian movements to and from site. 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 entrance/exit of the site to ensure all exiting traffic will do so safely. A wheel wash will be installed at the exit from the site to prevent any dirt being carried out into the public road. If necessary, a road sweeper will be used to keep public road around the site clean.

## 5.3 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, will be kept locked for any time that these areas are not monitored (e.g. outside working hours).

The hoarding will be well-maintained and will be painted. Any hoardings may contain graphics portraying project information.

## 5.4 Site Security

The site will be secured with a solid hoarding 2.4m high.

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 an electronic access control system and camera remote monitoring system for out of hours.

During working hours, a gateman will control traffic movements and deliveries.

All personnel working on site must have a valid Safe Pass card.

The Contractor will ensure the presence of site security staff at all times on the site.

#### 5.5 Material Hoisting & Movement Throughout the Site

It is envisaged that a tower crane will be erected on site to assist with superstructure and exterior works. In addition to the tower crane, 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.

Hoists and teleporters may also be utilised around the perimeter as required during the project to facilitate material movement into the structures and waste movements out of the buildings. With the commencement of the fit-out activities, hoists strategically positioned will play a key role for successful project delivery. They are also less susceptible to being affected by inclement weather conditions.

A permanent odometer will be installed on the site tower cranes which will pass wind speed data to the site office and to the Contractor's management team in their head office to monitor compliance with safe lifting practices.

#### 5.6 Deliveries & 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 fork

lifts. 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.

### 5.7 Site Accommodation

On-site facilities will consist of;

- Materials storage area;
- Site office & Meeting Room;
- Staff welfare facilities i.e. toilets, drying room, canteen, etc.

Electricity 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. 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 connections.

### 5.8 Site Parking

Limited number of onsite parking may be provided during early stages of development. Nearby off-site car parking will also be identified to avoid congestion in the surrounding areas.

Construction staff will also be encouraged to use public transport and information on local transportation will be published on site

## 5.9 Site Working Hours

Construction operations on site will generally be subject to a planning permission and 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.

Deliveries of materials to site will generally be between the hours of 07:00 and 19:00, Monday to Friday, and 08:00 to 14:00 on Saturdays. 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. Such deliveries outside of the conditioned working hours will only be carried out subject to the agreement of Fingal County Council.

## 6.0 ENVIRONMENTAL ISSUES

### 6.1 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 communicating the results to FCC in the form of baseline reports.

Variation of noise levels from those experienced as part of everyday life in an area can result in extreme disruption. The Contractor shall implement measures to eliminate where possible and reduce noise levels where not.

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. These measures are employed to ensure compliance will include: -

- Noise monitoring stations, which will be monitored daily, will be located on site and at recommended locations in the vicinity of the site to record background and construction noise activity.
- The best means practical 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.

## 6.2 Air Quality & Dust Monitoring

Dust prevention measures shall be included for control of any site airborne particulate pollution. The Contractor shall monitor dust levels in the vicinity of the site using a Bergerhoff gauge instrument or in accordance with FCC Planning conditions. Records shall be kept of such monitoring for review by the Planning Authority. The minimum criteria to be maintained shall be the limit for Environmental Protection Agency (EPA) specification for licensed facilities in Ireland, which is 350mg/m<sup>2</sup>/day.

The Contractor shall continuously monitor dust over the variation of weather and material disposal to ensure the limits are not breached throughout the project. It is proposed to use a "Dust Boss" spray cannon machine in order to contain dust on site. The cannon is capable of spraying a water mist up to 45m and has been used in Dublin during the demolition of buildings up to 8 storey's in height. This dust suppression method is very successful in containing dust on-site. The machine has a range of controls and adjustability to accurately target sources of dust generated from works.

## 6.3 Migrating Dust & 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 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
- Providing a "Full-Body Self Contained" wheel wash shall be constructed and located within the site confines
- Ensuring an appropriate wheel or road washing facility is provided as and when required throughout the various stages of construction on site. If conditions require it then a manned power washer shall be put in place to assist the wheel wash system
- A dedicated road sweeper shall be retained for the duration of the haulage works; and Water supplies shall be recycled for use in the wheel wash. All waters shall be drained through appropriate filter material prior to discharge from the 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.

#### 6.4 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 double bunded steel tank at a minimum.

#### 6.5 Vibration

The Contractor will be required to carry out their works such that the effect of vibration on the adjacent buildings and surroundings is minimised, and that no damage to these results from construction activity on site.

The Contractor will be required to comply with the requirements of the planning permission for any vibration limits for the works. In the absence of any Local Authority requirements, the following table shall set the limitations.

Table 1 – Trigger values for vibration

Trigger Level	Peak Particle Velocity (PPV)	
	50Hz and below	Above 50Hz
1	10 mm/s	10 mm/s
2	10 mm/s	12 mm/s
3	10 mm/s	15mm/s

The Administrator, Engineer, Client, and/or Contractor are to establish background vibration levels prior to the commencement of works.

A vibration monitoring system is to be put in place prior to any works taking place. This system is to raise an alarm if an agreed limit is exceeded, at which time the working methods are to be adjusted so as to reduce the vibration generated.

## 7.0 WASTE MANAGEMENT

An Outline Demolition, Construction and Operational Waste Management Plan has been prepared by Cronin & Sutton Consulting and AWN Consulting as part of this application.

Please refer to these reports for details on waste management during the construction and operational phases of the project.

## 8.0 TRAFFIC MANAGEMENT

### 8.1 Access to the Site

Construction traffic will access the site from the Old Navan Road. The adjoining street network provides easy access to the N3 and M50 for deliveries and extraction to and from the site.

### 8.2 Vehicle Movements During Construction

The major construction items include demolition, excavation, basement and superstructure construction and fit out. It is anticipated that the peak of HGV movements to and from the site will be during the demolition of existing structure and excavations works. The peak LGV movements to and from the site will be during the foundations construction and superstructure construction. It is anticipated that the construction traffic impact on the surrounding local road network to the proposed development site will be minimal.

The Contractor will submit a Construction Traffic Management plan to the Local Authority for approval. Haulage vehicle movements should be fully coordinated to comply with the requirements of the Layout and requirements herein.

- At no time should construction associated vehicles be stopped or parked along the routes;
- Haulage vehicles should not travel in convoys of greater than two vehicles at any time;
- Haulage vehicles should be spaced by a minimum of 250m at all times;
- Strictly at no time should haulage vehicles be parked or stopped at the entrance to the site;

- All loading of excess material will occur within the site boundary;
- All off-loading of deliveries will take place within the site, away from the public road and will access via the construction site access.

The routes to and from the site shall depend on where the demolition material and excavated material will be taken to and from where construction material will be brought into the site. The above locations will be identified by the Contractor at a later stage and appropriate routes will be agreed with Fingal County Council as part of the Contractors more detailed construction management plan.

The increase in traffic as a result of construction will be minor and can be readily accommodated within the existing road network. However, the flow of construction traffic will need to be marshalled and regulated to ensure that potential conflicts with vulnerable users are avoided as much as possible.

### 8.3 Minimise Construction Vehicle Movements

Construction vehicle movements will be minimized through:

- Consolidation of delivery loads to/from the site and manage 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:

#### *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 clothes.

#### *Public Transport*

Construction staff will be encouraged to use public transport as means to travel to and from the site. An information leaflet will be provided 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.

#### *Car Sharing*

Car sharing among construction personnel will be encouraged, however at the time of construction this shall be reviewed in light of current Covid 19 restrictions. 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.

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

#### 8.4 Project Specific Traffic Management Plan

A detailed project specific traffic management plan will be developed by the Contractor and agreed with FCC 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, FCC and the Gardaí.

## 9.0 PROVISIONS FOR CONSTRUCTION

### 9.1 Hoarding, Set-up of Site & Access/Egress Points

The site area will be enclosed with hoarding details of which are to be agreed with Fingal County Council. Hoarding panels will be maintained and kept clean for the duration of the project.

This will involve erecting the hoarding around the proposed site perimeter in line with the finished development description.

### 9.2 Removal of Services

Prior to demolition works a utility survey will be carried out to identify existing services. All services on site will be disconnected, diverted or removed as agreed with service providers. Please see **Appendix A** for Utility Infrastructure Report.

### 9.3 Site Clearance & Demolition

On the site there is an existing two-storey over basement public house with a restaurant on the first floor, which is now closed since March 2020. The remaining site consists mostly of paved parking that served the public house and restaurant. The existing building is located to the north-west of the site and has a gross floor area of c. 1,243 m<sup>2</sup>. The structure is approximately 10.5m in height with a curved arching roof broken up by a central glazed atrium.

The following is a high-level method statement for the demolition of existing buildings:

- Establish a site set-up and welfare facilities;
- Carry out an invasive species survey using a qualified and approved surveyor;

- Carry out a detailed services survey of the site to identify all buried services, determine what services are live, redundant and potentially serve neighbouring properties. This survey is to be performed before any demolition is performed on site.
- Carry out any necessary services diversions and decommissioning works.
- Demolition will only take place following a full asbestos survey. Any materials identified as being hazardous will be removed and disposed of in strict accordance with the applicable legislation. All services will be disconnected and removed from the building along with a 'soft strip' of any fixtures, fittings and demountable non-load bearing structure. Demolition will be completed by appropriately experienced and skilled Contractors who will commence by removing the roof. Where possible material will be removed by hand or by low impact equipment. Walls will be demolished by pulling them from the top down back into the site so as not to impact on adjoining lands. The existing slab and concrete foundations will be broken by excavators. All reinforced concrete will be partially processed on site to separate the steel from the concrete. All materials will either be fully separated on site and disposed of to the applicable landfills / processing facility or failing that material will be sent to a processing facility for separation. Relevant certification and documentation confirming the final separation and most environmentally friendly disposal will be available.

#### 9.4 Piling Works

The temporary secant pile wall around the footprint of the basement near the site boundaries will be constructed. It will involve the installation of interlocking male and female augured piles. The auguring of the piles will generate spoil that must be disposed at an appropriate licensed land fill site. The concrete operations associated with the pile wall will require concrete deliveries to site.

## 9.5 Excavation

The basement area will involve the excavation and removal from site of approximately 4,865m<sup>3</sup> of material.

The basement formation level will be at c -4.35mbgl and as mostly weathered LIMESTONE has been noted at depths of -1.7mbgl and -3.5mbgl in the site investigation borehole logs, it is envisaged that rock will be encountered during construction excavations. As such, some rock breaking will be required during the excavations. The Contractor shall take account of noise and vibration during such works and every effort will be made to minimise and mitigate them.

Dewatering may be required during the excavation works. Any dewatering required shall be done under licence from Fingal County Council by specialist dewatering subcontractors.

The Contractor must prepare a Construction and Demolition Waste Management Plan in accordance with the *"Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects"* (Department of Environment, Heritage and Local Government, 2006) and ensure that all material is disposed of at an appropriately licensed land fill site. The Contractor must also outline detailed proposals within the Construction Management Plan to accommodate construction traffic.

## 9.6 Construction Stage

Following on from site clearance and excavations, foundations will be laid, and the external building envelope and roof constructed. The building frame will most likely consist of load bearing precast concrete with reinforced concrete cores. Floors will likely be constructed using hollowcore precast slabs overlaid with structural screed but with some localised elements of reinforced concrete slabs are also likely for transfer slabs and larger cantilevers.

Works to the façade will commence following partial completion of the external envelope. Once the building is weather sealed, the internal fit out and completion works will take place.

## 9.7 Superstructure

The construction of the superstructure will involve complex sequencing of activities and various construction methodologies could be adopted to deliver the Contract. It is envisaged that the building could be constructed as combination precast concrete and reinforced concrete frame subject to change in detailed design stages. The façade may consist of a steel stud inner leaf frame from which a fibre cement board finish, with associated waterproofing and insulation, could be hung.

As noted the construction methodology and therefore the programme of the construction activities will be dictated by the Contractor.

The following outlines a general construction sequence for the superstructure:

### Building Structure:

- Construction of the foundation basement slab and permanent retaining wall structures
- Construction of rising elements to ground floor and construction of ground floor slab
- Similar sequence of construction of rising elements and floor slabs

### Envelope / Cladding:

- Commencement of envelope works to ground floor when structure has progressed to approximately Level 2/3, with suitable temporary openings in the façade left for ease of transport of construction material.
- Advancing of Cladding two or three levels behind the structure

Mechanical & Electrical fit-out:

- First fix will commence at each level behind structure
- This will be followed by the second fix and the final connections

Fit-out:

- Initial installation of stud work when cladding is complete and floor is weather tight
- Installation of equipment and associated connection to services;
- Completion of finishes

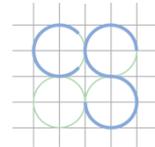
Commissioning:

- The final commissioning period will commence during fit-out

The above is an indicative construction sequence. The final sequence will be dictated by the Contractor. The Contractor must issue a detailed construction programme outlining the various stages prior to commencement of works.

## 9.8 Erection and operation of cranes

It is envisaged that one tower crane will be temporarily erected to accommodate the construction works for the distribution of reinforcing steel, concrete skips, concrete formwork element and general building materials. The Contractor will need to obtain all necessary licences from the Local Authority. A "mast climber" maybe installed at some local areas to facilitate particular façade features. The mast climber is essentially a climbing platform that allows the user safely access any level without the requirement for a full scaffold tower.



## **Appendix A**

### Utility Infrastructure Report

# UTILITY INFRASTRUCTURE REPORT

PLANNING STAGE

BRADY'S PUBLIC HOUSE, OLD NAVAN ROAD, DUBLIN 15

The Tannery  
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**BRADY'S PUBLIC HOUSE, OLD NAVAN ROAD, DUBLIN 15  
PLANNING REPORT**

**UTILITY INFRASTRUCTURE REPORT**

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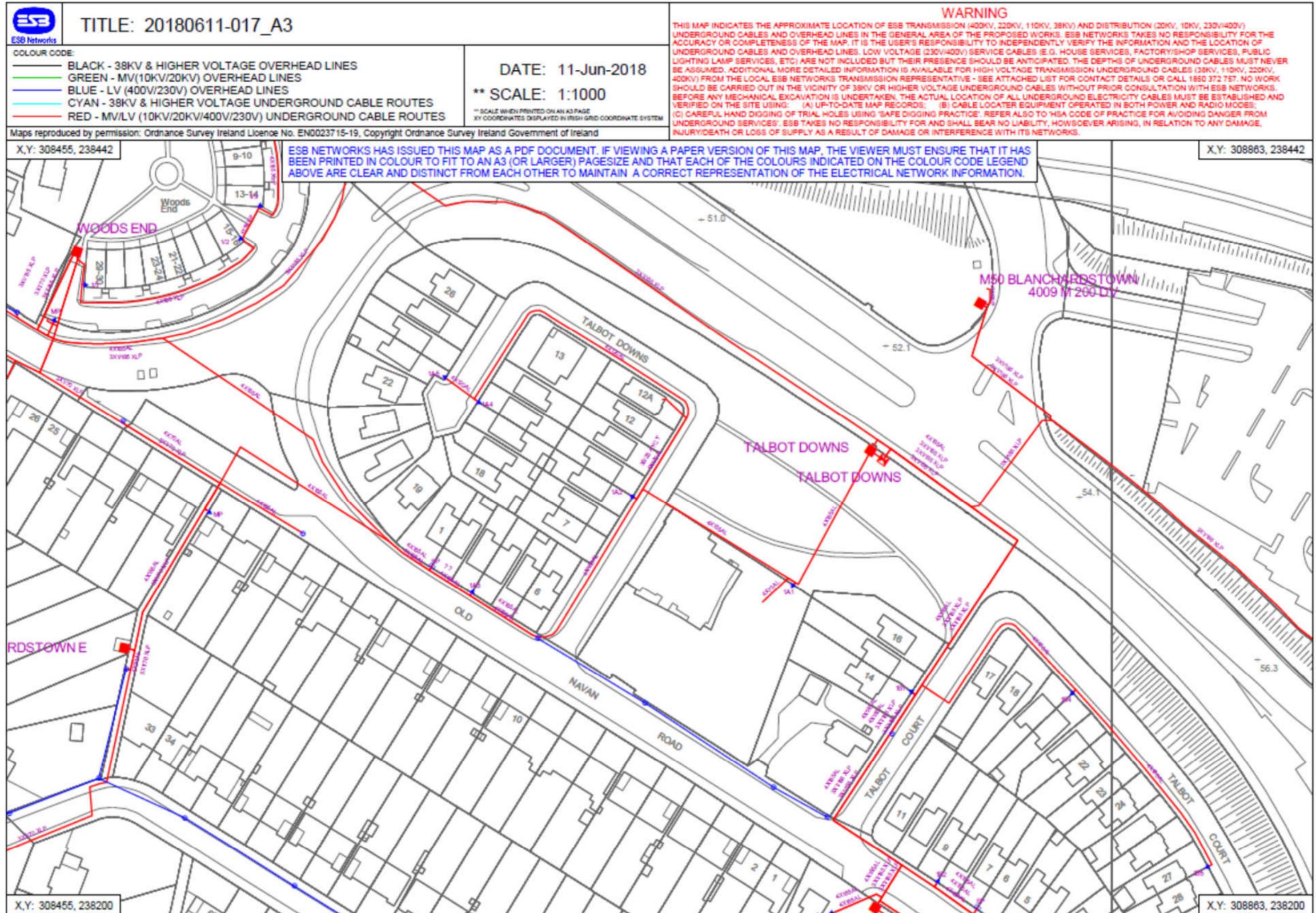


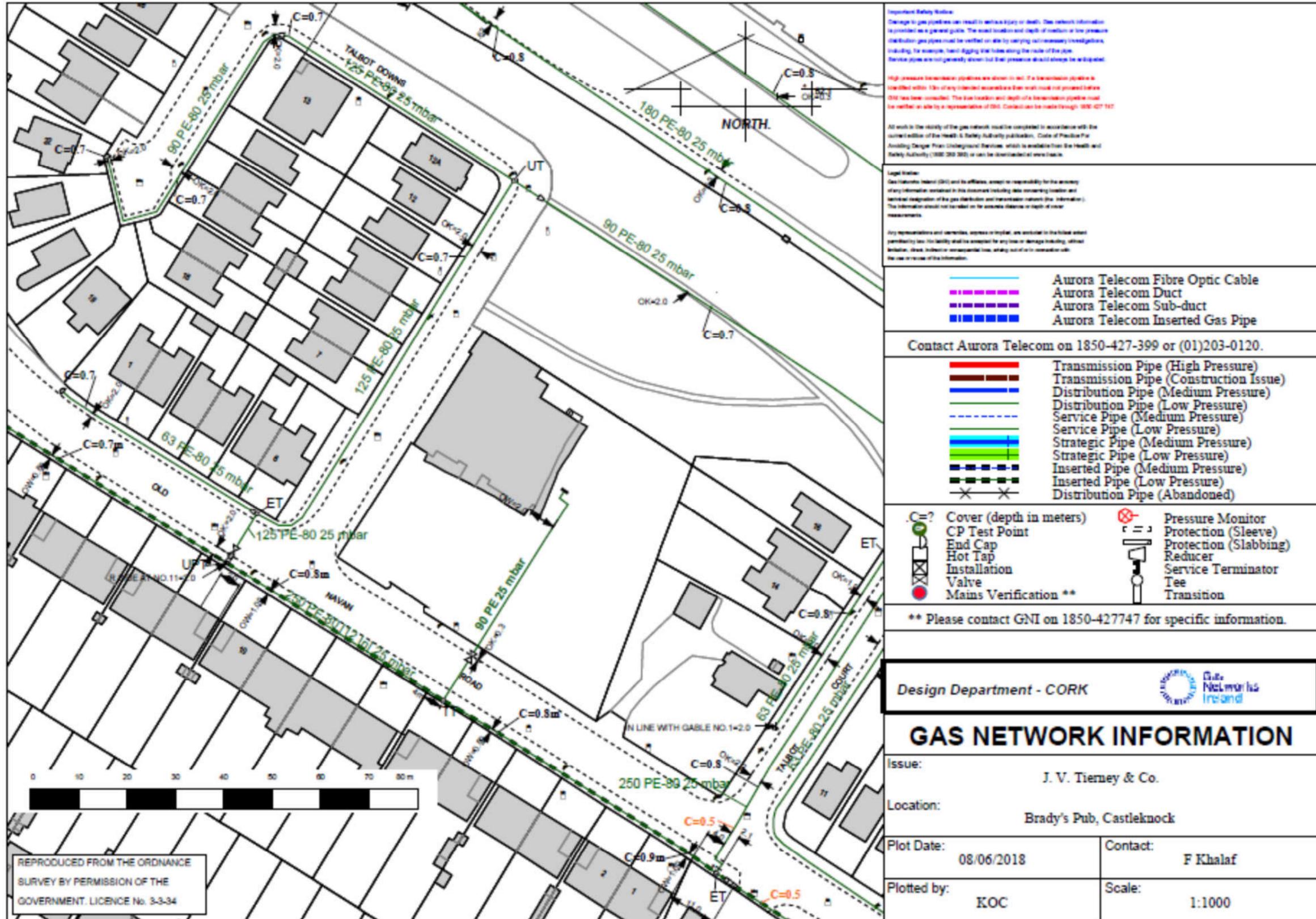
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# 1.0 Existing Utility Infrastructure

## 1.1 Electricity

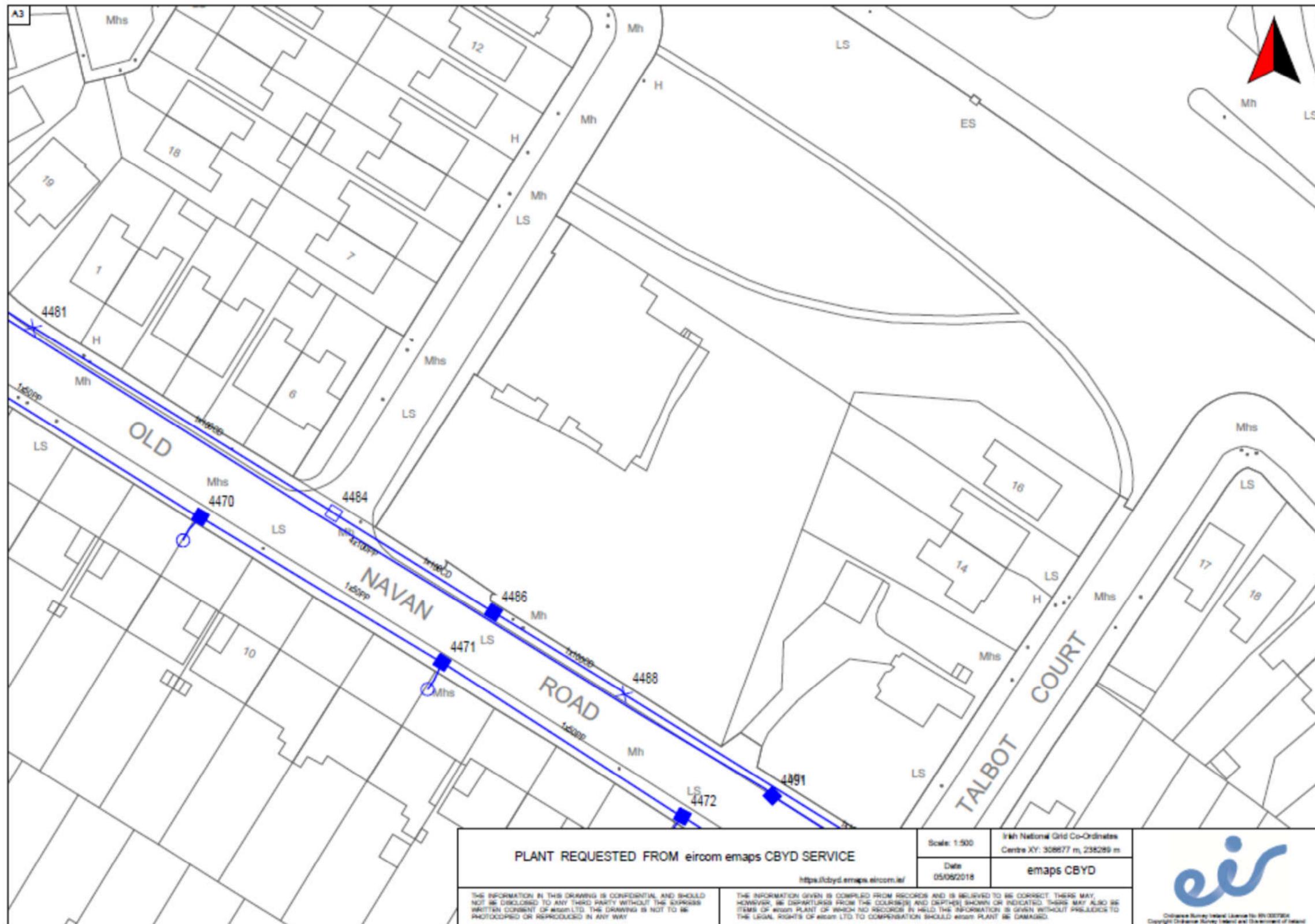




Not Archived - Alternative : jNetwork Maintenance Dublin(2018)\_Plots Kevin

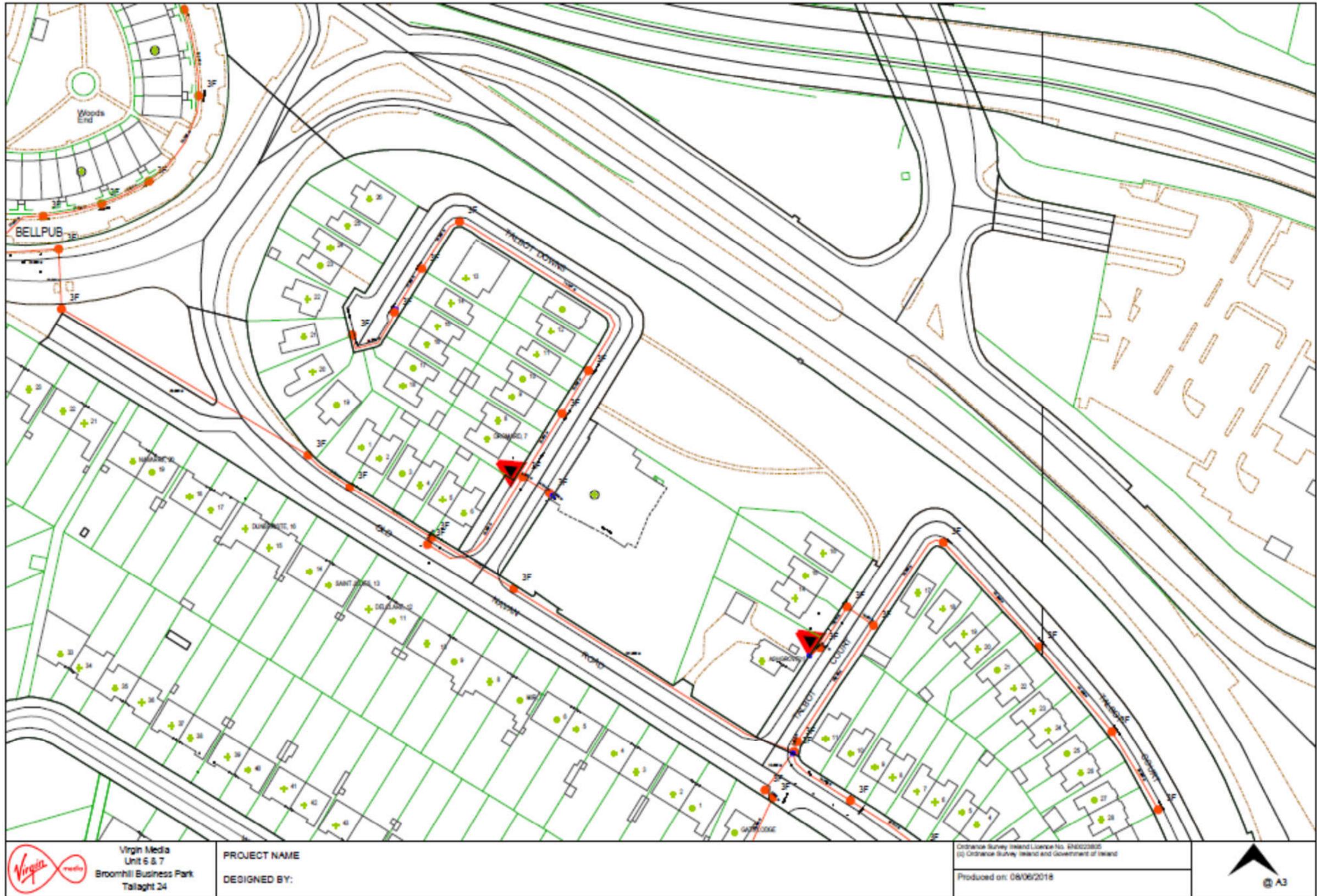
1.3 Telecoms

1.3.1 Eir



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1.3.2 Virgin



## **2.0 Proposed Utility Infrastructure**

It is proposed that new ducting will be installed for all services utilities such as electricity, telecom, water, gas etc. These will be indicated on the M&E site services infrastructure drawings, post liaison with the utility companies and their existing infrastructure maps as part of detailed design. The scheme will be delivered in a single construction phase.

This Report was prepared by:

Michael Downey

Signed:

A handwritten signature in black ink that reads "Michael Downey". The signature is written in a cursive style with a prominent flourish at the end of the word "Downey".

---

Michael Downey, Chartered Engineer

J.V. Tierney & Co.

Date: 30/07/2020