

Construction & Environmental Management Plan.



Project : Glenageary Gate.

Junction of Sallynoggin Rd. Lower & Glenageary Avenue, Glenageary, Co Dublin.

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Document Title	Glenageary Gate - Construction Environmental Management Plan
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SITE DOCUMENT CONTROL SHEET

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Introduction

Vision Contracting Ltd. (VCL) have been requested by Red Rock Glenageary Ltd., to prepare an Outline Construction, Environmental Management Plan (the **Plan**), to accompany a planning application for a proposed residential development on a site at the junction of Sallynoggin Road Lower and Glenageary Avenue, Glenageary, Co Dublin, (the **Proposed Development**). This Plan will outline the proposed works and how these will be managed for the duration of the development. This Plan will be further updated and submitted to Dun Laoghaire/Rathdown County Council (DLRCC) prior to construction commencing onsite.

The proposed development will consist of a new residential and mixed use scheme to include apartments, restaurant and retail units, public plaza, childcare facility and associated residential amenities.

The Proposed Development will be managed on-site by VCL. Once planning is granted, VCL will submit a final detailed methodology for the Project, which will form part of the detailed Construction Management Plan. This is an Outline Plan, which has been prepared to give an outline of the procedures to be employed during the construction process. The main construction management plan will be developed from this once the design of the building has been fully developed. This will go into more detail on the processes involved in constructing the building. Detailed method statements will also be produced for each element of the works.

This Plan will be revised by VCL and expanded to provide a Project Specific Management Plan including the following;

- Health & Safety Plan
- Environmental Plan
- Traffic Management Plan
- Waste Management Plan

1.0 Site

1.1 Location

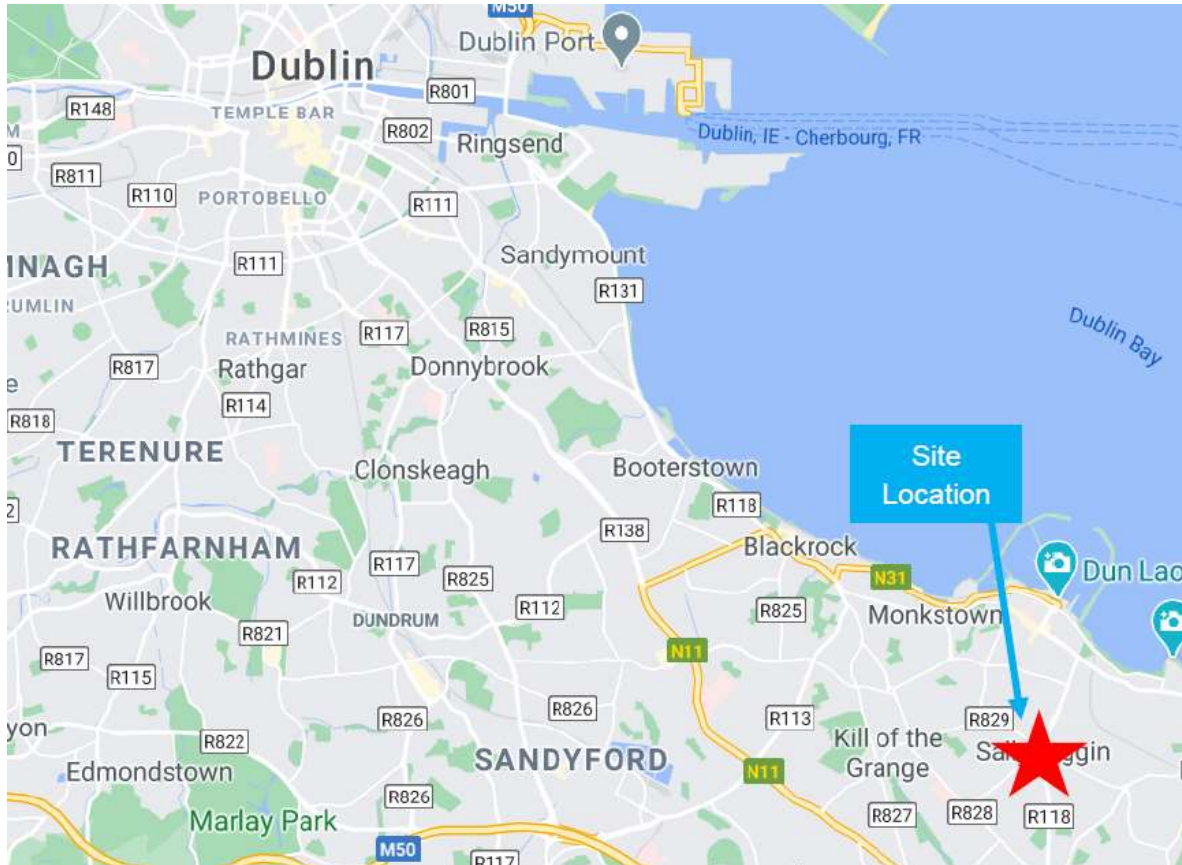


Figure 1, Location of Site in relation to Dublin City.

The Proposed Development Site is located at the junction of Glenageary Avenue (R118) and Sallynoggin Road Lower in Glenageary, Co Dublin.

The Site is bounded by Glenageary Avenue to the east, Sallynoggin Roundabout to the north-east, Sallynoggin Road Lower to the north-west, Lidl supermarket car park to the west and Sallynoggin Post Office to the south.



Figure 2, Site Location.

1.2 Existing.



Figure 3, current view of site, from Lidl looking North.

The site is currently an open grassed area with a section of tarmaced carpark to the south, which was previously used as a car park by Lidl.

The overall site area is approximately 720m². (c.0.072ha). The site is rectangular in plan.

2.0 Project Description

The proposed development will consist of a new neighbourhood centre to include apartments, commercial and retail units, public plaza, childcare facility and associated residential amenities.

The proposed development includes:

- a) Construction of 138 no. residential apartment units (37 no. 1-bedroom units, 68 no. 2-bedroom (4 person units), 6 no. 2-bedroom (3 person units) and 27 no. 3-bedroom units) in 2 no. interlinked blocks at third to fifth floor level (ranging in height from four to seven storeys over basement level) consisting of:
 - i. Block A (5-6 storeys) comprising 41 no. apartments (8 no. 1-bedroom units, 17 no. 2-bedroom (4 person) units, 2 no. 2-bedroom (3 person) units and 14 no. 3-bedroom units).
 - ii. Block B (4-7 storeys) containing 97 no. apartments (29 no. 1-bedroom units, 51 no. 2-bedroom (4 person) units, 4 no. 2-bedroom (3 person) units and 13 no. 3-bedroom units).

Each residential unit has associated private open space in the form of a balcony/terrace.

- b) Residential amenity areas of approx. 342 sqm are proposed in the form of resident support services, concierge services, co-working space, social/activity spaces and gym at the ground floor level of Blocks A and B.
- c) Open Space (approx. 2,806.6 sqm) is proposed in the form of (a) public open space (c. 1,848.4 sqm) in the form of a public plaza accommodating outdoor seating, planting, pedestrian footpaths and cyclist links and (b) residential/communal open space (approx. 958.2 sqm) including c. 750.6 sqm at surface level (incl. playground), roof terrace at fifth floor level of link between Blocks A and Block B (c. 151 sqm) and roof terrace (c. 56.6 sqm) at fifth floor level of Block B. 1.8 m opaque screens are proposed around both roof gardens.
- d) Commercial and retail uses at ground floor level of Blocks A and B (c. 996 sqm) to include (a) 2 no. restaurants (c. 267 sqm and 295 sqm) in Block A, (b) a retail – clothing unit (c. 142 sqm), (c) retail - florist unit (c. 66 sqm), (d) retail - pharmacy unit (c. 126 sqm) and (e) hairdresser unit (c. 100 sqm) all in Block B.

- e) Childcare facility (c. 263 sqm) with dedicated open space and children's play area (c. 39.5 sqm) at ground floor level of Block B.
- f) Basement areas (total approx. 3,411 sqm) are proposed on one level and include car and bicycle parking areas, waste management and plant areas. An ESB substation (approx. 31.7 sqm) is proposed at surface level at the top of the basement ramp accessed off Glenageary Avenue. Commercial bin stores (c. 47.9 sqm) are proposed to be located at ground floor level of both Blocks A and B.
- g) A total of 80 no. car parking spaces at basement level are proposed to include 3 no. accessible parking spaces, 2 no. GoCar spaces and 17 no. EV charging spaces. 5 no. motorcycle parking spaces are also proposed at basement level.
- h) A set down area/loading bay is proposed at surface level at Sallynoggin Road and 2 no. set down areas/loading bays including 1 no. accessible car parking space are proposed at surface level at Glenageary Avenue.
- i) A total of 310 no. bicycle parking spaces to include 254 no. bicycle parking spaces at basement level including 10 no. cargo bicycle spaces and 56 no. bicycle parking spaces including 16 no. cargo bicycle spaces at surface level.
- j) The development shall be served via a new vehicular access point to the basement level from Glenageary Avenue. New pedestrian and cyclist access points will be provided onto Sallynoggin Road and Glenageary Avenue from the site.
- k) Removal of existing cycle path and footpath and dropped kerb pedestrian crossing at Glenageary Avenue to be reinstated by soft landscaping and replaced by a new shared cyclist and pedestrian raised table crossing point located on Glenageary Avenue linking to the existing signalised crossing on the R118. Existing 1.2 m pedestrian crossing on Glenageary Avenue to be widened to 2 m.
- l) Emergency services/servicing access is proposed from Sallynoggin Road and Glenageary Avenue.
- m) All associated site and infrastructural works include provision for water services; foul and surface water drainage and connections; attenuation proposal; permeable paving; all landscaping works; green roofs; roof plant room and general plant areas; photovoltaic panels; landscaped boundary treatment; footpaths; public lighting; and electrical services.

3.0 Logistics

Subject to a successful grant of planning, it is intended for the works to commence in early 2024. The Proposed Development is anticipated to be constructed over a 30-month period.

- Temporary site set up, including temporary site accommodation, site hoarding and access gates.
- Clear existing site, divert any existing services and carry out reduced level dig.

- Install piling mat, guide wall and install secant pile wall to basement.
- Excavate basement and construct basement slab & retaining walls, then lift/ stair cores and rising elements up to ground floor level.
- Construct ground floor slab.
- Erect pre-cast concrete frame & floor slabs to roof level.
- Install roof coverings.
- Fit windows and external cladding.
- Internal fit out, including mechanical & electrical, stud partitions & ceilings and finishes.
- External landscaping.
- Demobilise.

3.2 Phasing of the Works.

It is proposed that the development will be completed in three phases.

- Phase 1 works will include the entire basement, Block A and the ESB substation.
- Phase 2 is Block B.
- Phase 3 is the link bridge between block A & B.

As per the phasing drawings on the following page.



Figure 5. Phasing drawing at ground floor, Phase 1 is Block A & ESB substation (highlighted in blue), Phase 2 is Block B (highlighted in yellow).



Figure 6. Phasing drawing at 1st & 2nd floor, Phase 1 is Block A (highlighted in blue), Phase 2 is Block B (orange), Phase 3 is the Link Bridge (purple).

3.3 Access & Egress

To minimise construction impacts on the surrounding road network all construction traffic will access and exit the site from the M50 junction 16, travelling along the R118 to the Graduate roundabout, taking the second exit continuing along the R118 to the Sallynoggin Roundabout and then turn left onto Glenageary Avenue and then into the site. This route is 5.2 km in length and is illustrated in Figure 4 below.

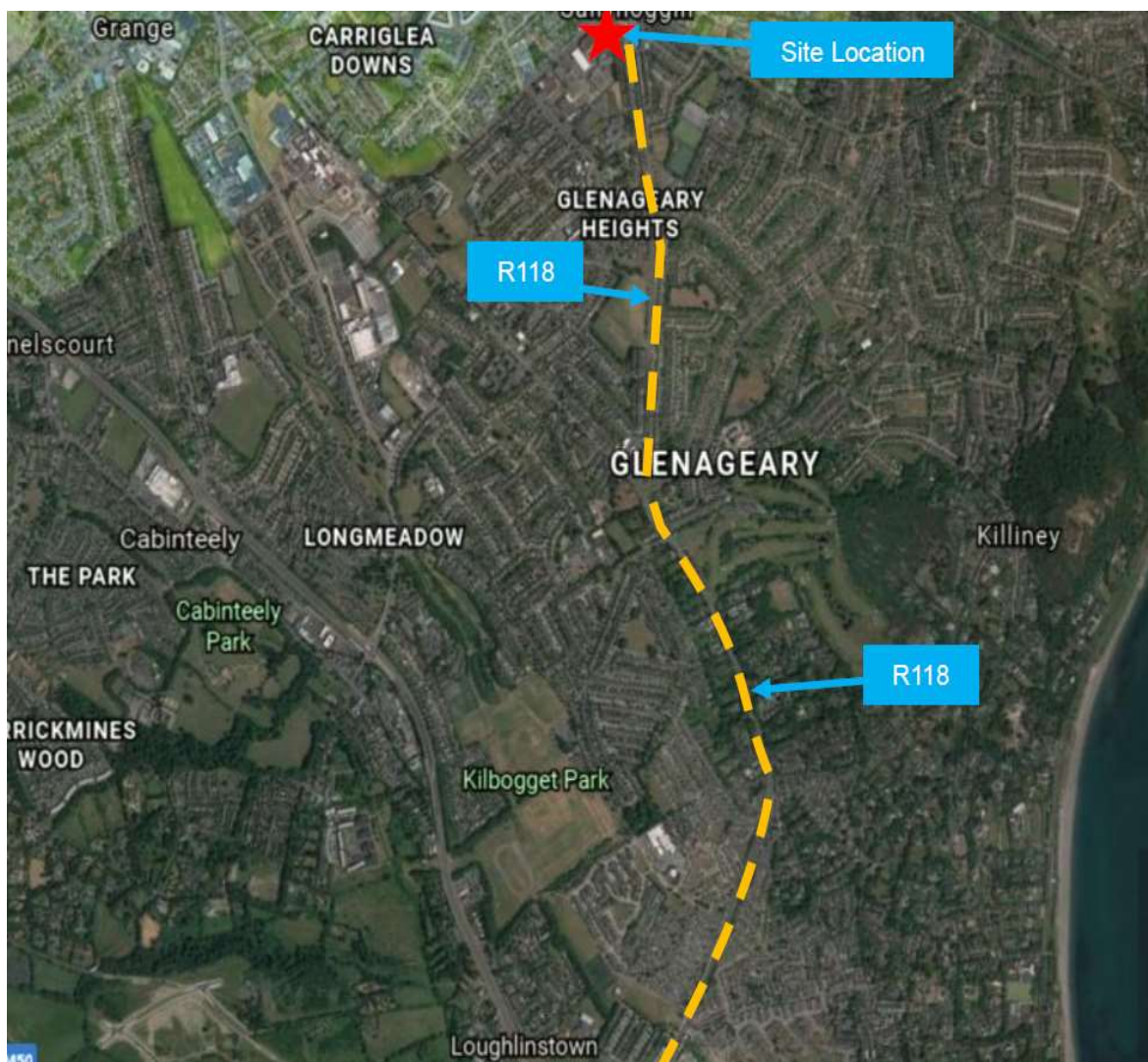


Figure 5. Site traffic route from the M50.

The Site is at the junction of the Glenageary Avenue and Sallynoggin Road Lower in Glenageary. All construction traffic will access the Site from Glenageary Avenue.

- All vehicular access routes will be laid out in accordance with the requirements of Chapter 8 of the Traffic Signs Manual.
- A gateman with TMS and slinger qualifications will man the access/egress location to the site to ensure all procedures outlined in the 'Traffic Management Plan' are followed.
- No parking will be allowed on the site during construction.

New temporary access entrance for construction traffic only.

Cleanliness of the site and the surrounding road networks is one of our key objectives. These routes will be kept free from dirt at all times. We will install a temporary wheel power wash area on site during these works, to ensure that dirt is not carried out from the site on truck wheels. The gateman will also be equipped with a brush and shovel, to clean any debris that might collect around the site entrance. The VCL Site Manager and drivers will ensure that all vehicles leaving site are clear of dirt and debris. Vehicles carrying soil from site will be covered with sheeting, to prevent dirt and dust contamination.

A road sweeping truck will be provided as necessary to clean the neighbouring roads on a regular basis.

On site, driver responsibilities and obligations will be outlined to them at their induction by the Site Manager.

We will have a spill kit available on site to deal with any minor fuel spillages that may occur. For any larger fuel spillages, the Emergency Plan; as will be outlined in our Environmental, Health & Safety Plan (EHS) for the project; will be activated.

All heavy vehicles shall enter and leave the site through the entrance gate. This route will be designed to take construction traffic only and will not be accessible to the public. See attached Site Layout Drawings.



Figure 6, New site entrance will be in the same location as the existing gate into the site.

Traffic volumes before & during construction

Traffic volume levels during site set up will be quite low. Once the reduced level dig and piling commences truck volumes will increase. Truck numbers will be at their peak during the excavation of the basement and the construction of the basement retaining wall. Truck movements will be controlled by Vision Site Management, in order to minimise the impact on the local residents.

Particular attention will be paid to the following points in the control of vehicular movements:

- We will avoid peak times for deliveries (07.30-09.00 and 16.30-18.30 Monday to Friday).
- Vehicles will travel within the stated speed limits.
- Vehicles will adhere strictly to the designated route.
- For oversized deliveries or during a period of increased site traffic a Flagman will be positioned at the site entrance to help control the flow of traffic and minimise disruption.

The following additional rules apply to all items of plant on site and will be implemented by the Management Team;

- Use of mobile phones whilst driving/operating vehicles or plant is strictly prohibited.
- Plant to be fitted with auxiliary devices and visual aids as appropriate.
- All moving plant must be fitted with a flashing beacon and reversing siren.
- Articulated dumpers must be fitted with reversing cameras.
- Passengers must not be carried on any site vehicle.
- Moving plant must be fitted with seat belts and they must be worn by the driver at all times.
- If the plant is to be used on the public road, then the driver requires an appropriate DoE licence in addition to the valid CSCS card.
- All loads being carried by vehicles, teleporters or forklifts should be secured.
- A clear field of vision must be maintained at all times.

3.4 Protection of the Public

In order to prevent unauthorised access to the site a 2.4 metre high timber hoarding will be erected to the full perimeter of the site.

Controlled access points i.e., main vehicular access gate and a pedestrian door will be installed and kept locked at all times during non-working hours. The gates will be kept closed during working hours, except for deliveries or site staff access and will be manned by a designated gate-man at all times. Pedestrian access will be controlled by the gateman, all workers and visitors will have to sign in and out of the site. The hoarding will be painted and maintained during the construction period. The external elevation of the hoarding along the footpath on the Sallynoggin Road will be lit during the hours of darkness. This will be done using bulkhead lights.

3.5 Security

The Site will be secured with a 2.4m high hoarding to the full perimeter of the site. The hoarding will be maintained in a clean and tidy condition for the duration of the works. There will be one double gate for access and egress of all vehicles to the site. A pedestrian gate will be located next to the main gate with either a sign in system to monitor all workers and visitors to the site. During working hours there will be a permanent gateman located at the main gate, he will control all vehicle and pedestrian movements through the gates.

Appropriate signage and external bulkhead lighting will be provided on the hoarding where required. During non-working hours (see section 3.9 'Site Working Hours') the site will have remote Security Camera Monitoring in place.

3.6 Deliveries

All deliveries will enter the site through the front gate. There will be a dedicated offloading area inside the main gate. Here vehicles will be off loaded by either teleporter or by the tower crane.

During the peak of construction activity, there will be two tower cranes on site, as shown in the site layout drawing below. The cranes will be erected as part of the substructure works and will be up and running to facilitate construction of the basement, all of the superstructure and external façade works. Offloading of materials with the crane will only be done from the dedicated loading bay and by the appointed banksmen.

There will be a mobile crane required during basement works, prior to the erection of the tower cranes.

A whiteboard meeting, to co-ordinate deliveries, will be held on-site daily before work commences. There will be no storage of large materials on-site. The works will be co-ordinated so that all large deliveries will be placed in final position as the works progress. Large deliveries will be scheduled so as to avoid rush hour traffic (07.30-09.00 and 16.30-18.30 Monday to Friday).

Periods of higher vehicle movements will be for relatively limited durations while particular construction activities are underway, such as:

- Excavations and spoil removal.
- Tower crane erection and dismantling.
- Large concrete pours, basement slab, ground floor slab etc.
- Precast concrete structure.

Where multiple deliveries are planned for specific activities such as concrete pours, trucks will be held off-site at a designated area and then called forward as required to avoid congestion at the site entrance.

3.7 Site Set Up

All Temporary Site Accommodation will be located within the boundaries of the site, as shown on the drawing below. Once the basement has been completed some of the site accommodation will be moved into the basement.

During construction, the following arrangements are proposed for site connections to public utilities:

- A temporary water connection will be made to an existing supply in the area, with the permission of Irish Water.
- Power will be taken from generators at the initial stages of construction. An application will be made to the ESB for a temporary power supply for the construction works.
- Broadband will be taken from an existing supply in the area.
- Foul sewer will be connected to an existing manhole but it may be necessary to set up a holding tank if toilets are located in the basement.

3.8 Traffic Management

A detailed Traffic Management Plan will be produced prior to work commencing on site. This will detail all measures to be taken so as to minimise the impact the construction works will have on the surrounding area.

The following is a list of the proposed Traffic Management measures that will be adopted during the constructions works.

- Warning signs / Advanced waring signs will be installed at appropriate locations in advance of the construction access locations.
- Construction and delivery vehicles will be instructed to use only the approved and agreed means of access, movement of construction vehicles will be restricted to these designated routes.
- Appropriate vehicles will be used to minimise environmental impacts from transporting construction materials, for example the use of dust covers on trucks carrying dust producing materials.
- Speed limits of construction vehicles to be managed by appropriate signage, to promote low vehicular speeds within the site.
- Parking of site vehicles will be managed and will not be permitted on public roads.
- A road sweeper will be deployed, when necessary, to clean the public roads adjacent to the site of any residual debris that may be deposited on the public roads leading away from the construction works.
- On site wheel washing will be undertaken for construction trucks and vehicles to remove any debris prior to leaving the site.
- All vehicles will be suitably serviced and maintained to avoid any leaks or spillage of oil, petrol or diesel. Spill kits will be available on site. All scheduled maintenance carried out off-site will not be carried out on the public highway.

The mitigation measures will ensure that the presence of construction traffic will not lead to any environmental degradation or safety concerns in the vicinity of the proposed works. Furthermore, it is in the interests of the construction programme that deliveries, particularly concrete deliveries, are not unduly hampered by traffic congestion, and as a result continuous review of haulage routes, delivery timings and access arrangements will be undertaken as construction progresses to ensure smooth operation.

3.9 Parking

Initially there will be limited on-site parking for the construction workers as most of the site will be within the footprint of the basement excavation. Once the basement has been constructed it can be used for parking for the workers. During peak construction works this will not be sufficient to accommodate all workers. All employees on the site will be encouraged to take public transport, cycle, walk or carpool, where possible. It is recognised that some workers or sub-contractors may have to travel to/from the site with tools or equipment in vans and will not have the option of non-motorised travel. Priority will be given to these workers when allocating parking on site. The main contractor will advise all operatives including subcontractors of the limited availability of nearby off-street car parking, or on street pay and display public parking. They will also be advised of the tariffs and parking duration limits for parking in these locations.

3.10 Site Working Hours

Site working hours will be strictly in accordance with the conditions of the Planning Permission.

The hours of operation will be:

07.30 - 18.00 Monday to Friday.

07.30 - 14.00 on Saturday.

Work on site will not be carried out on Sundays or Bank Holidays.

4.0 Environmental

This section of the Construction Management Plan has been produced with reference to the DLRCC 'Good Practice Guide for Construction and Demolition Environmental Management'.

The site has been assessed using the parameters recommended in this document. See results of assessment below.

1. Locality.

	Low	Medium	High
Expected duration of work			
Less than 6 months			
6 months to 12 months			
Over 12 months			✓
Proximity of nearest sensitive receptors			
Greater than 50 metres from site			
Between 25m and 50m			
Less than 25 metres			✓
Hospital or school within 100 metres			
Day time ambient noise levels			
High ambient noise levels (>65dB(A))			
Medium ambient noise levels (55-65dB(A))		✓	
Low ambient noise levels (<55dB(A))			
Working Hours			
7am – 6pm Mon-Fri; 8am-1pm Sat	✓		
Some extended evening or weekend work			
Some night time working, including likelihood of concrete power floating at night			
SUBTOTAL A	1	1	2

2. Work Information.

	Low	Medium	High
Location of works			
Majority within existing building			
Majority External			✓
External Demolition			
Limited to two weeks	✓		
Between 2 weeks and 3 months			
Over three months			
Ground Works			
Basement level planned			✓
Non-percussive methods only	✓		
Percussive methods for less than 3 months			
Percussive methods for more than 3 months			
Piling			
Limited to one week			
Bored Piling Only		✓	
Impact or vibratory piling			
Vibration generating activities			
Limited to less than 1 week			
Between 1 week and 1 month			
Greater than 1 month			✓
SUBTOTAL B	2	1	3

	Low	Medium	High
Risk Assessment A	1	1	2
Risk Assessment B	2	1	3
Total	3	2	5

4.1 Noise

In order to minimise the impact that this project will have, the following controls will be put in place throughout the duration of the works.

- No noise generating work will be allowed to take place before 8am each morning or after 6pm.
- All operatives will be fully briefed on our noise mitigation strategy during the site orientation process.
- Good quality site hoarding will be erected around the full perimeter of the site.
- The site entrance will be positioned as far away from sensitive receptors as possible.
- The site is quite restricted, with no long internal haul routes.
- All material and plant deliveries will be during normal working hours.
- Impact noise during the loading of lorries with excavated material will be reduced by carefully placing material in the lorry, rather than dropping from a height.
- A gateman will be positioned at the main access gates to control traffic entering and existing. This will reduce the opening and closing of the site gates.
- No material will be burned on site.
- The building will be fully scaffolded as it progresses. Debris netting or monarflex sheeting will be securely fixed to the scaffold. This will help to reduce airborne noise and control windborne dust.
- All items of plant & equipment will comply with the noise limits quoted in the relevant European Commission Directive 2000/14/EC.
- All equipment will be fitted with the appropriate silencer, these will be checked regularly.
- Plant & equipment will be used only for the tasks for which it has been designed.
- All plant and equipment will be shut down when not in use and throttled back to a minimum, when possible.
- Movable plant will be located as far away as possible from neighbouring buildings.
- Vehicles will not be allowed to queue outside the site. Deliveries will be on a 'just in time' basis.
- Reversing of delivery lorries will be kept to a minimum. A full-time gateman will be used to direct all vehicles entering and existing the site.
- Potentially noisy activities, such as concrete pours, will be scheduled and sized so that they do not overrun.

- Regular updates on the progress of the construction works will be provided to neighbouring residents. This will be done in the form of a newsletter. This will advise on any potentially noisy, upcoming works. This newsletter will include contact details for our Community Liaison Officer.
- Contact details for the Project Manager and Community Liaison Officer will also be displayed on the site hoarding.
- Noise monitoring equipment will be positioned along the perimeter of the site. These will then alert any stake holders of any agreed noise level exceedance, allowing us to control the noise levels within the area. Any activity found to be causing excessive noise will be terminated and mitigation strategies reviewed.

4.2 Dust

Dust is generated in nearly all construction activities from excavation to applying some finishes, however there are many ways to mitigate this. Some of the solutions which have been proven to be effective are:

- A dust monitoring system will be put in place to identify any areas of large dust generation. This will allow the targeting of specific dust mitigation strategies as required.
- A robust timber hoarding will be erected surrounding the site. This is a proven method of mitigating dust migration.
- Should we experience prolonged periods of dry weather, the site will be periodically dampened to reduce the amount of airborne dust.
- Strategies such as dampening concrete cutting will be adopted.
- Dust suppression equipment will be used when point source emissions are likely.
- The entry point to the site will be constructed of a hard standing which will be regularly cleaned and damped down,
- The site will be always kept clean and tidy.
- As the building progresses, we will ensure that the envelope closes up swiftly behind the structure creating a noise and dust barrier.
- Any scaffold constructed to the outside of the structure will be coated in a mono flex to reduce the levels of dust escaping the site.
- Adjacent paths will be swept regularly with road sweeping taking place as required.

- A 'walk behind' roadsweeper will be kept on site at all times, During excavation works and large concrete pours, a commercial roadsweeper will be on standby to ensure that neighbouring roads are kept clean.

4.3 Vibration

Like noise vibration can be a nuisance. Whilst we do not foresee structure borne vibration as an issue to this project, the following strategies will be put in place to mitigate the potential effects of vibration:

- No vibration generating work will be allowed to take place before 8am each morning.
- All operatives will be fully briefed on our vibration mitigation strategy during the site orientation process.
- If required, vibration monitoring equipment will be deployed throughout the site and some adjoining properties. These will then alert any stake holders of any agreed vibration level exceedance, allowing us to control the vibration levels on site. Any activity deemed to be causing excessive vibration can then be terminated and mitigation strategies reviewed.
- Methodologies will be reviewed for each subcontractor prior to their starting on site, to ensure that the equipment and methods used cause the least amount of vibration.
- Activities that are assessed as vibration creating will have separate vibration mitigation strategies detailed in the method statement.

5.0 Waste Management

A Waste Management Plan (WMP) will be produced for the Project, this will be issued for review/approval prior to works commencing on site.

The purpose of this WMP is to provide information necessary to ensure that the management of construction and demolition (C&D) waste at the site is undertaken in accordance with current legal and industry standards including the Waste Management Acts 1996-2011 and associated regulations, Protection of the Environment Act 2003 as amended, Litter Pollution Act 1997 as amended and the Eastern-Midlands Region Waste Management Plan 2015-2021. In particular, this plan will aim to ensure maximum recycling, reuse and recovery of waste with diversion from landfill, wherever possible. It will also seek to provide guidance on the appropriate collection and transport of waste from the site to prevent issues associated with litter or more serious environmental pollution (eg. Contamination of soil and/or water).

The WMP will take full account of the Dun Laoghaire-Rathdown County Council guidance document 'Guidance for the Environmental Management of Construction Projects'.

The WMP will detail how waste will be controlled on site and how all waste leaving the site will be tracked.

VCL will use a waste management tracker to record all waste leaving the site.

VCL will work closely with the DLRCC waste management enforcement team.

All waste management documentation will be maintained by VCL and available for review by the client on site at all times.

Procedures for segregation, offsite transport and disposal are outlined in the following paragraphs.

5.1 Waste Classification

The segregation of material for offsite disposal /recycling and onsite reuse/backfilling will be directed by VCL. All soils will be loaded directly to the trucks for offsite disposal at an appropriate permitted/licensed facility. Each load will be captured from 'cradle to grave' using the waste management template in Figure 7.

5.2 Hazardous Waste

Prior to works commencing on site a full Ground Investigation will be carried out. The ground investigation will include a Waste Acceptance Criteria (WAC) analysis of the material to be removed from site. If any hazardous waste is encountered during the ground investigation or during the excavation of the basement, DLRCC Waste Management Department will be notified immediately. A hazardous/contaminated soil management plan will be prepared, this will include description of the material, estimated tonnage, location and proposals for disposal of the material.

5.3 Segregation on site

If there is sufficient room on site to accommodate skips for different types of waste, materials will be segregated onsite for the appropriate waste stream and disposal destination.

Materials will be segregated into the following principle streams, Timber, Steel, Recyclable, and General Mixed Waste for removal offsite to an approved licensed waste facility. If there is insufficient room on site to facilitate segregation of waste, this will be done by our waste management contractor in their facility.

No cans or other containers that previously contained hazardous or suspect hazardous wastes will be placed in the skips.

5.4 Off-site disposal of material

The transport of waste materials, off site, for disposal will be undertaken in compliance with all waste management regulations by VCL and/or an appointed waste management contractor.

Transportation of waste will be by appropriately licensed and approved hauliers. All waste leaving site will be organised through licensed contractors for EPA compliance and reporting purposes.

All waste materials will be disposed of at appropriately permitted and licensed waste facilities. VCL shall ensure that all necessary documentation requirements are fulfilled prior to transfer of material off-site.

Waste management documentation will be completed to record the movement of material from site to the designated facility.

A record of all waste removed from the site including its ultimate disposal destination will be available for inspection on-site if required.

		WASTE MANAGEMENT PLAN TEMPLATE				E-07- 14
Ref	WASTE TYPE	EWG CODE	RECYCLE, RE-USE OR DISPOSE	WASTE COLLECTOR AND PERMIT NUMBER	FINAL DESINATION OF MATERIAL / WASTE & FACILITY LICENSE NUMBER	REMARKS
1						
2						
3						
4						
5						
6						
7						
8						
9						
10						

Figure 7. Waste Management Load Template

6.0 Fuelling and Hydrocarbon Management

A fuel management plan will be implemented for the duration of the works which will incorporate the following best practice guidelines for construction works:

- Refuelling will be by means of a bunded bowser and will take place within the site at a suitable location with suitable spill control in place.
- Small items of plant (small generators) will be filled from secondary containers in the field, all small plant will have a dedicated spill tray in position.
- Mobile diesel plant will have a dedicated spill tray placed under the diesel tank and fillpoint.
- Fuel and oil stores including tanks and drums should be regularly inspected for leaks and signs of damage, smaller fuel containers must be stored within a secondary containment system e.g., bund for static tanks or a drip tray for mobile stores.

- MSDS sheets for all fuel and chemicals brought to site will be stored in the site office.
- Only designated competent operators will be authorised to refuel plant on site and emergency spill kits will be present at equipment for all refuelling events.
- Appropriate PPE must be worn at all times when handling hydrocarbons.
- Emergency spill kits are kept on-site in the event of an accidental spill.
- In the event of an adverse incident with respect to a fuel spill into a tray/bund the collected liquid will be gathered and removed from site by a specialist hydrocarbon/waste management contractor.

7.0 Concrete Washout

Any surplus concrete will be returned to the batching plant with only minimal washing down of chutes allowed on site. This will be done into a sealed container/tank prior to the trucks leaving site. The tank will be emptied, and material disposed of by a waste management contractor, on a regular basis.

8.0 Site Hoardings.

Timber hoarding will be erected around the perimeter of the site in order to prevent unauthorised access. Generally, this will be 2400mm high painted plywood hoarding. All hoarding will be designed and erected in accordance with 'Hoardings, A Guide to Good Practice' issued by the Temporary Works Forum. A Temporary Works Design will be carried out for all hoarding and a Temporary Works Design Certificate; TWDC; will be issued and approved prior to erection of the hoarding.

The hoarding will be supported by vertical posts in either the 'post in hole' or 'kentledge block' system as shown below.



Fig 8, Post in hole hoarding



Fig 9, Kentledge Block hoarding.

The public facing side of the hoarding will be finished with skirting and pelmet and will be painted in Vision Contracting blue. This will be maintained throughout the duration of the project and will be repainted as required. Appropriate safety signage for the attention of both workers and the general public will be fixed to the face of the hoarding.



Fig 10, Typical Vision Contracting hoarding.



Fig 11, Typical Vision Contracting site entrance gates.

9.0 Safety and Environmental Policy.

Vision Contracting operate the following management systems:

- ISO 45001 Occupational Health and Safety Management System.
- ISO 14001 Environmental Management System.

We will ensure that the highest standards of Environment, health and safety are adhered to, we will do this through (but not limited to) the following:

- We will ensure that a safe place of work is provided, and safe systems of work are implemented for our personnel.
- Ensure all works that take place on site are coordinated and carried out in a safe manner.
- Ensure that all personnel carrying out works on site have the appropriate training (and certification), possess suitable knowledge and relevant experience, i.e., are competent.
- Generate, review, amend and approve method statements, risk assessments and Safe Plans of Action (SPA's).
- Generate, issue, and manage permits to work in accordance with the Vision safe systems of work.
- Record, report and investigate all incidents.
- Encourage all personnel on site to raise all safety and environmental concerns with management without fear of punishment.
- Keep such records as are necessary to maintain and demonstrate a safe place of work is provided.
- Carry out regular safety inspections and audits, give toolbox talks and town-hall talks and provide feedback to the employees on EHS matters.

10.0 Conclusion.

This Outline Construction Management Plan gives a description of the processes that will be involved in the construction of the proposed development at Glenageary Gate. We have outlined the procedures that will be put in place to control the following:

- Access & egress to the site.
- Traffic volumes during construction.
- Protection of the public.
- Security of the site.
- Traffic management during construction works.
- Environmental issues; noise, dust & vibration.
- Waste management during construction.

Prior to construction works commencing and as the design of the building is developed, the CMP will be revised and expanded to go into more detail on the construction of the building. The following management plans will also be developed to give more detail on the control of health & safety, traffic and waste management:

- Health & Safety Plan
- Environmental & Waste Management Plan
- Traffic Management Plan

