



## **Preliminary Construction Management Plan**

Strategic Housing Development for Lands at Glenamuck Road  
North, Carrickmines, Dublin 18

April 2022

**Waterman Moylan Consulting Engineers Limited**

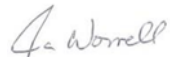
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## Quality Assurance – Approval Status

This document has been prepared and checked in accordance with  
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## Comments

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## Disclaimer

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We disclaim any responsibility to the Client and others in respect of any matters outside the scope of the above.

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## 1. Introduction

Waterman Moylan in conjunction with the applicant have prepared the following preliminary Construction Management Plan for the implementation of the construction phase of the proposed development at Lands at Glenamuck Road North, Carrickmines, Dublin 18.

The plan sets out typical arrangements and measures which may be undertaken during the construction phase of the project in order to mitigate and minimise disruption / disturbance to the area around the site. The purpose of this report is to summarise the possible impacts and measures to be implemented and to guide the Contractor who will be required to develop and implement the Final Construction Management Plan on site.

This preliminary Construction Management Plan is indicative only and should not be construed as representing the exact method or sequence in which the construction works shall be carried out.

As is normal practice, the Main Contractor for the project is responsible for the method in which the demolition and construction works are carried out and to ensure that best practices and all legal obligations including Local Authority requirements and Health and Safety legislation are complied with. The main contractor is also responsible for the design and installation of all temporary works required to complete the permanent works. This preliminary plan can be used by the Main Contractor to develop their final Construction Management Plan. The Applicant reserves the right to deviate from the contents of this report, while still complying with all relevant Local Authority requirements and legislation.

## 2. The Site

The site is located in the administrative area of Dun Laoghaire Rathdown County Council.

Moran Park Homebuilders Limited intend to apply to An Bord Pleanála for planning permission for a strategic housing development on an overall site of c. 0.92 ha (c. 0.74ha relates to the main development site and c. 0.18ha relates to additional lands for drainage and access proposals) at Glenamuck Road North, Carrickmines, Dublin 18 (bounded by 'Tullybeg' to the north, 'Chigwell' to the northeast, 'Stafford Lodge' to the south and 'Carricáil' to the southeast). Refer to Figure 1 and Figure 2 for the location of the proposed development.

Figure 1: Site Location (Google Maps)

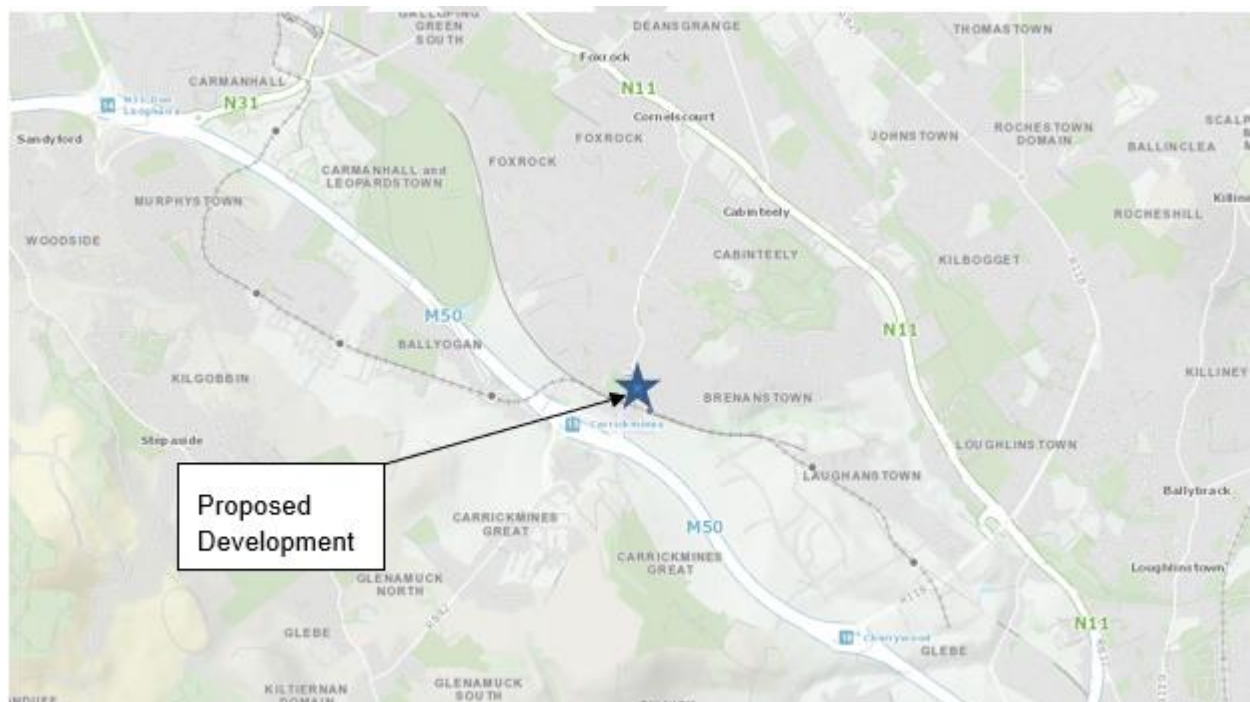
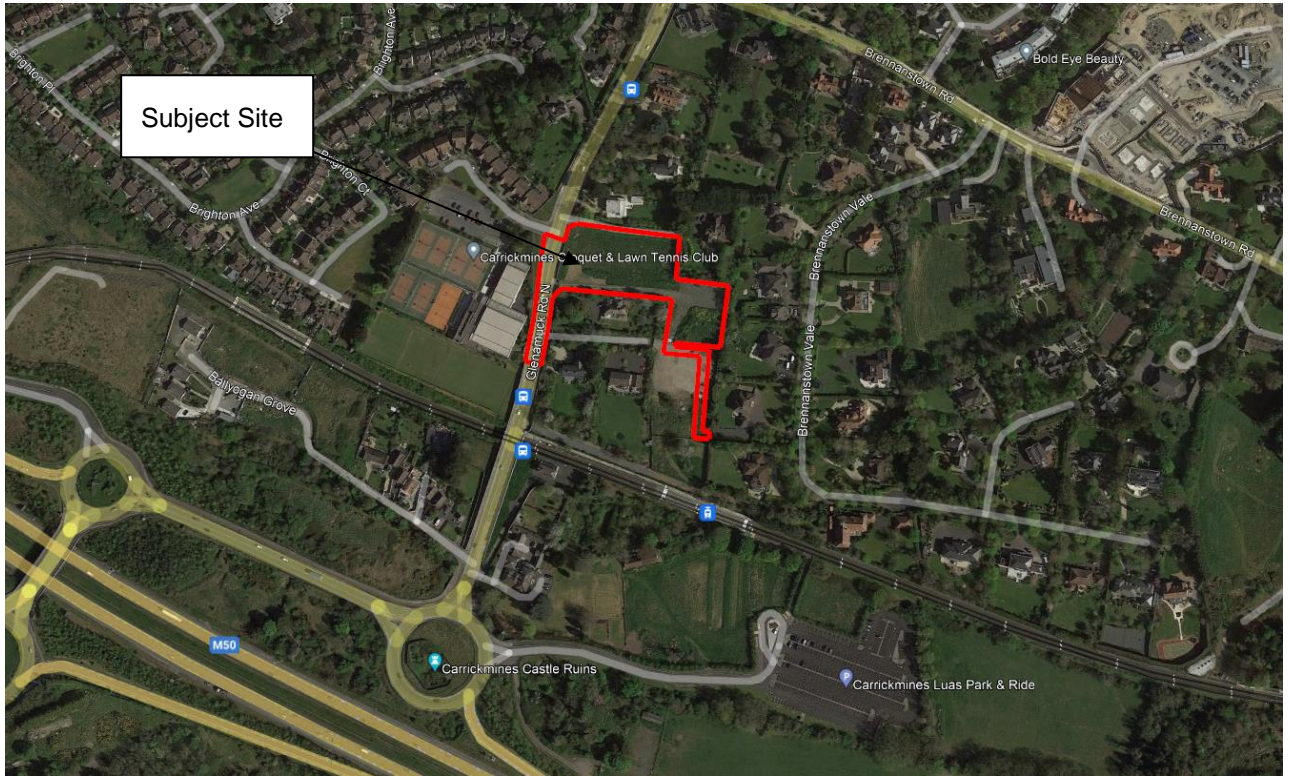




Figure 2: Site Location (Google Maps)



The lands naturally slopes significantly from the north (the highest point is c.79.60m) towards the south (the low point is c.74.0m).

### 3. The Proposed Development

The proposed development shall provide for the construction of 118 no. residential apartment units in the form of 3 no. residential blocks of apartments ranging in height from 4 storey's and transitioning to 6-7 storeys overall

The overall development proposal shall provide for the following:

- Block A (7 storeys) comprising 44 no. units (13 no. 1 bed units, 28 no. 2 bed. units and 3 no. 3 bed units);
- Block B (6-7 storeys overall) comprising 38 no. units (11 no. 1 bed units, 26 no. 2 bed units and 1 no. 3 bed units); and
- Block C (6 storeys overall) comprising 36 units (10 no. 1 bed units; 22 no. 2 bed units and 4 no. 3 bed units);

Each new residential unit has an associated area of private open space in the form of balcony / terrace area and set back upper floor levels.

Open space is provided by one major centrally located public open space between blocks A and B which include a play area; two further communal open space areas are provided adjoining Block B & Block C.

Communal Area located at the ground floor of Block B comprising of a shared working space, meeting rooms, a gym and changing/tea stations is also proposed.

2 no. basement level areas (approx. 2,340.9 sqm) are also proposed at lower ground / ground floor level of Blocks A, B (1,470.0 sqm) and C (834.9 sqm) and include car parking, bicycle parking, refuse storage areas, plant areas and an ESB Substation which is located between Blocks B and C.

A total of 103 no. car parking spaces (67 no. at basement level and 36 no. at surface level to include 17 no. electric power points and 5 no. accessible parking spaces) are proposed. In addition, 5 no. motorcycle parking spaces (3 no. at basement level A and B, and 2 no. at basement level C). A total of 280 no. bicycle parking spaces (254 no. at basement level and 26 no. at surface level) are also proposed.

Proposals for vehicular and pedestrian access comprise via Glenamuck Road North and all associated upgrade works; The access point to the south (via Carricáil) is for pedestrians and cyclists only.

Associated site and infrastructural works including the provision for water services, foul and surface water drainage and connections; attenuation proposals; permeable paving; all landscaping works to include new tree and hedge planting; green roofs; boundary treatments; internal roads and footpaths; and electrical services.

The land naturally slopes significantly from the north (the highest point is c.79.60m) towards the south (the low point is c.74.0m). The proposed development will be accessed via a single vehicle access point off Glenamuck Road North. This access point will provide access for the proposed development and for an adjacent committed development (Ref. D18A/1187). There will be two undercroft parking areas, one serving Block A and Block B and one serving Block C. There is also a proposed pedestrian/cycle access point further south along Glenamuck Road North. This road, which currently serves as a private road for two existing houses is proposed to facilitate pedestrian and cyclist movements to the site. This gives access to the southern portion of the proposed development and to the adjacent committed development.

## **4. General Site Set Up and Pre-Commencement Measures**

Detailed condition surveys (including photographs) may be carried out on certain adjacent / adjoining third party buildings prior to any work being carried out on the site. The purpose of the survey would be to record the condition of the properties before the works commence. Copies of these survey reports would be provided to the third-party owners.

A detailed condition survey (including photographs) may be carried out on the roads and footpaths surrounding the site. The purpose of the survey would be to record the condition of the streets and footpaths around the site prior to the works commencing.

Prior to any site works commencing, the main contractor will investigate / identify the exact location of and tag all existing services and utilities around and through the site with the assistance of the relevant Dun Laoghaire Rathdown County Council technical divisions and utility companies.

Typical working hours for the site would be 07.00 to 19.00 Monday to Friday and 08.00 to 14.00 Saturday. No Sunday work will generally be permitted. The above working hours are typical; however, special construction operations may need to be carried out outside these hours in order to minimise disruption to the surrounding area.

## **5. Site Security and Hoarding Lines**

Hoarding lines and site security will be set up within the development site as required.

Hoarding and security fencing will be required on the public roads during the construction. Prior to construction commencing on site, a detailed Traffic Management Plan will be prepared and submitted by the appointed contractor to Dun Laoghaire Rathdown County Council Transportation/Roads Maintenance department for agreement in advance of the commencement of works.

The traffic management plan will identify staging areas, delivery of materials, strategy for large concrete pours, removal of demolition waste, traffic routes etc. The finalised traffic management plan shall ensure that the Construction traffic utilises the proposed right hand turn lane to Glenamuck Road North that forms part of the priority T vehicular access junction agreed with Dun Laoghaire Rathdown County Council Transportation/ Roads Maintenance departments. Final details agreed on 22 February 2022 as noted in section 7.2 of the EAR.

As noted within the Dun Laoghaire Rathdown County Council SHD Stage 2 opinion dated 4<sup>th</sup> August 2021, the proposed priority T junction is to be delivered prior to the commencement of substantial construction works associated with the development, so that construction traffic can avail of the proposed right turn lane into the site.

Access gates will be operated by a flagman who will divert incoming / outgoing vehicles / pedestrians and general traffic as necessary.



## 6. Construction Traffic Routes

It is expected that the primary construction access route to the proposed development is from the M50 via Glenamuck Road North, turning right into the site off Glenamuck Road North, via the proposed right hand turn lane to be constructed as part of the priority T junction to be constructed at the site entrance on Gelnmuck Rd North. Another possible construction access is via the N11 via Brennanstown Road and Glenamuck Road North, turning left into the site off Glenamuck Road North. All construction traffic will exit the site turning left or right onto Glenamuck Road North and then onto the N11 or the M50.

A restriction on using any of the surrounding residential roads for construction traffic will be put in place.

Construction access to the site will be via Glenamuck Road. Due regard will be paid to minimising any impacts by construction vehicles on the existing developments in the area. Should routes become an issue, then the position will be reviewed by the Project team and changes made.

As noted in section 5, the proposed priority T junction is to be delivered prior to the commencement of substantial construction works associated with the development, so that construction traffic can avail of the proposed right turn lane into the site.

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; and
- No construction traffic waiting on the public roads.

## 7. Deliveries

Deliveries and access to the construction site as described in Section 6 above.

In the event that large concrete pours are required which may result in congestion at the entrance to the site, the deliveries will be organised such that concrete trucks will queue at a pre-determined staging point and will then be called in by radio as appropriate to the site, via a pre-determined route and to the required access gate.

Set procedures and designated wash-out areas will be provided, or alternatively vehicle wash-out will be prohibited if a suitable wash-out area is not identified.

All delivery vehicles will be co-ordinated as required by a flagman on duty at the relevant access point.

All large pours will be carefully co-ordinated with the roads department at Dun Laoghaire-Rathdown County Council.

## **8. Parking and Storage**

It is intended to limit construction staff parking and to encourage the use of public transport.

A small amount of parking will be available on site. These will be managed by the contractor to ensure surrounding road network remains clear at all times.

The site is well served by public transport including Dublin Bus, as well as the Carrickmines LUAS stop approximately 160m from the site.

For those who wish to cycle to and from the development, dedicated cycle parking will be provided for the duration of the works within the site. Shower facilities and lockers will also be provided, and cycle links will be maintained at all times.

A Construction Stage Mobility Plan will be prepared by the contractor alongside the Construction Management Plan before starting on site.

The main contractor will be required to schedule delivery of materials on a daily basis. If necessary, the main contractor will be required to provide a secure material staging compound on the site.

## 9. Hours of Operation

### 9.1 County Development Plan

#### 9.1.1 Construction Management Plans

Section 8.2.9.14: *Construction Management Plans* of the Active (at time of writing) Dun Laoghaire Rathdown County Council County Development Plan, 2016 – 2022 refers to Construction Management Plans as follows:

*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 8.2.9.5.*

*\*Section 12.9.5 in 2022-2028 CDP*

The draft Dun Laoghaire Rathdown County Council County Development Plan, 2022-2028, due to come into force 21 April 2022, similarly outlines the above same requirements under Section 12.9.4.

#### 9.1.2 Hours of Construction

In the absence of a Construction Management Plan approved by the Planning Authority, Section 8.2.9.5 of the current DLRCC County Development Plan, 2016 – 2022, and soon to be superseded by Section 12.9.5 of the 2022-2028 County Development Plan, sets out the following policy in relation to Hours of Construction as follows (Note: \* The *below text* has been updated to reflect 2022-2028 pending policy):

- *Site development and building works shall be restricted to 7.00am to 7.00pm Monday to Friday and 8.00am to 2.00pm Saturday. Deviations from these times will only be allowed in exceptional circumstances and should be sought at the time of making a planning application.*
- *No works shall take place on site on Sundays or Bank Holidays.*
- *There shall be no access onto the site before 7am or after 7pm in the absence of an approved deviation.*
- *In certain instances, in order to address site specific issues of impact on residential or other sensitive amenity a later start and/or different hours may be conditioned*

### 9.2 Proposed Working Hours

The proposed working hours for the proposed residential development at Chigwell site are set out below:-

- Monday - Friday : 07h00 – 19h00
- Saturday : 08h00 – 14h00

### 9.3 Mitigation Measures

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

- Scheduling of deliveries to avoid interference with the peak hour of traffic;
- Co-ordination of deliveries to site with adjoining developments;
- Scheduling of noisier activities as early as possible;
- Noise mitigation measures as Section 10.3 of this Plan; and
- Vibration mitigation measures as per Section 10.4 of this Plan.

In addition, the management at Chigwell site will implement a program of consultation for businesses and the community including advance notification of works.

## 10. Control of Noise & Vibration

### 10.1 County Development Plan

Section 8.2.9.2: *Noise Pollution* of the active (at time of writing) County Development Plan 2016 – 2022, soon to be superseded by Section 12.9.2 of the 2022-2028 County Development Plan, sets out the following policy (Note: \* The below text has been updated to reflect 2022-2028 pending policy):

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.*

### 10.2 Existing Noise Sources

During daytime periods, the dominant source of noise in the area is traffic on the M50 and Glenamuck Road.

The night time noise levels are dominated by traffic on the M50 and Glenamuck Road.

### 10.3 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 residential areas as possible; and
- Regular maintenance of all plant;

Ref: British Standard BS 5228 (2009): Code of Practice for Control of Noise and Vibration on Construction and Open Sites Part 1: Noise.



## 10.4 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; and
- Resilient materials to be provided on surfaces onto which materials are being lowered.

Ref: British Standard BS 5228 (2009): Code of Practice for Control of Noise and Vibration on Construction and Open Sites Part 2: Vibration.

## 11. Environmental Effects

### 11.1 County Development Plan

Section 8.2.9.7: *New Developments – Environmental Impacts* of the active (at time of writing) Dun Laoghaire Rathdown County Development Plan 2016 – 2022, soon to be superseded by Section 12.9.6 of the 2022-2028 County Development Plan, sets out the following policy

(Note: \* The below text has been updated to reflect 2022-2028 pending policy):

Applications for developments with a site area measuring 0.5ha, or greater and above 50+residential units shall include a Stormwater Audit in accordance with the Council's Stormwater Management Policy. (See Appendix 7.1 Stormwater Management Policy) Applications for developments of 10+ residential units or

Applications for developments of 10+ residential units or

- 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
- An Operational Waste Management Plan. The formulation of the above plans shall take account of the following: i. DLR Guidance Notes for Environmental Management of Construction Projects. ii. DLR Guidance Notes for Waste Management in Residential and Commercial Developments (see relevant excerpt in Appendix 6).

Applications for developments of 20+ residential units or ≥500sq.m. commercial shall (in addition to the above):

- Submit, prior to commencement of development, details of a Sediment and Water Pollution Control Plan in relation to the construction phase of such developments.
- Implement an appropriate rodent/pest control plan.

Applications for developments of 50+ residential units or ≥1000sq.m. commercial shall (in addition to the above):

- Incorporate where appropriate land for the development of local 'Bring Centres' for recyclable materials, accessible to the general public.
- Include an assessment of the impacts of climate change on their development and make provision for these impacts - particularly relating to drainage design, waste management, and energy use.
- Be designed and constructed in accordance with the provisions of the Greater Dublin Strategic Drainage Study policy document titled 'New Development'.

All developments shall incorporate:

- Designs and layouts for basements and underground car parks that do not result in any potential for them to flood from within or without with particular emphasis on venting arrangements and access ramps.
- Sustainable Drainage Systems (SuDS) that balances the impact of urban drainage through the achievement of control of run-off quantity and quality and enhances amenity and habitat. The requirements of the UK's Construction Industry Research and Information Association (CIRIA) 'SuDS Manual', shall be followed unless specifically exempted by the Planning Authority.
- Waste storage facilities that are suitably located and designed and shall meet accessibility requirements in accordance with Part M of the Building Regulations and the provisions of Appendix 6 Waste Storage Facilities.

The Planning Authority will:

- Not permit culverting of streams unless considered absolutely necessary by the Council's Water Services Section.
- Encourage the opening up of existing culverts where practicable (in accordance with the recommendations of the GDSDS).
- Require in developments adjacent to watercourses, that any structure be set back a minimum distance of 10 metres from the top of the bank to allow access for channel cleaning and maintenance, unless otherwise agreed with the Planning Authority.
- Only permit development when satisfied that new and existing developments are not exposed to increased risk of flooding and that any loss of flood storage is compensated for elsewhere in the catchment. Where required, a site-specific Flood Risk Assessment and Management Plan, shall be prepared for the site. This shall be carried out by appropriately qualified engineers with significant experience in flood modelling and mapping.
- When considering planning applications which include significant hard surfacing, attach conditions which seek to minimise and limit the extent of hard surfacing and paving as well as requiring the use of sustainable drainage techniques, including in particular permeable paving or surfaces such as gravel or slate chippings. The aim generally being to reduce run-off rates and flow volumes from parking areas as well as access roads. For all developments where existing grass or planted areas are being removed to install hard surfacing (for parking or other uses),
- compensatory soft surfacing shall be provided, or a reinforced grass area used instead of a hard surface.
- Ensure that the ongoing development of the County is undertaken in such a way in order not to compromise the quality of surface water (and associated habitats and species) and groundwater. Developments shall not give rise to the pollution of ground or surface waters both during construction and subsequent operation. This shall be achieved through the adherence to best practice in the design, installation, and management of systems for the interception, collection and appropriate disposal or treatment of all surface water and effluents.
- Where brownfield redevelopment is proposed, require adequate and appropriate investigations to be carried out into the nature and extent of any soil and groundwater contamination and the risks associated with site development work.

## **11.2 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 departing vehicle at exit from site to 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 adjacent railway and port terminals; and
- Restriction of work hours to industry standard working hour.

### 11.3 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; and
- Facility to clean local roads if mud or spillage occurs.
- Hazardous materials to be stored in a designated area on site with appropriate drip trays/bunding and fire extinguishers to contain any spillages.

### 11.4 Control of Dirt and Dust

The main consideration will be to combat dirt and dust at source so as not to let it adversely affect the surrounding areas. The objective will be to contain any dirt 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;
- A regime of 'wet' road sweeping can be set up to ensure the roads around the immediate site are as clean and free from dirt / dust arising from the site, as is reasonably practicable. This cleaning will be carried out by approved mechanical sweepers.
- Footpaths immediately around the site can be cleaned by hand regularly, with damping as necessary.
- High level walkways and surfaces such as scaffolding can be cleaned regularly using safe 'wet' methods, as opposed to dry methods.
- Vehicle waiting areas or hard standings can be regularly inspected and kept clean by brushing or vacuum sweeping and will be regularly sprayed to keep moist, if necessary.
- Vehicle and wheel washing facilities can be provided at site exit(s) where practicable. If necessary vehicles can be washed down before exiting the site.
- Netting can be provided to enclose scaffolding in order to mitigate escape of air borne dust from the demolition.
- Vehicles and equipment shall not emit black smoke from exhaust system, except during ignition at start up.

- Engines and exhaust systems should be maintained so that exhaust emissions do not breach stationary emission limits set for the vehicle / equipment type and mode of operation.
- Servicing of vehicles and plant should be carried out regularly, rather than just following breakdowns.
- Internal combustion plant should not be left running unnecessarily.
- Exhaust direction and heights should be such as not to disturb dust on the ground and to ensure adequate local dispersal of emissions.
- Where possible fixed plant such as generators should be located away from residential areas.
- The number of handling operations for materials will be kept to a minimum in order to ensure that dusty material is not moved or handled unnecessarily.
- The transport of dusty materials and aggregates should be carried out using covered / sheeted lorries.
- Material handling areas should be clean, tidy and free from dust.
- Vehicle loading should be dampened down and drop heights for material to be kept to a minimum.
- Drop heights for chutes / skips should be kept to a minimum.
- Dust dispersal over the site boundary should be minimised using static sprinklers or other watering methods as necessary.
- Stockpiles of materials should be kept to a minimum and if necessary, they should be kept away from sensitive receptors such as residential areas etc.
- Stockpiles where necessary, should be sheeted or watered down.
- Methods and equipment should be in place for immediate clean-up of spillages of dusty material.
- No burning of materials will be permitted on site.
- Earthworks excavations should be kept damp where necessary and where reasonably practicable.
- Cutting on site should be avoided where possible by using pre-fabrication methods to facilitate any temporary works that may be required to enable the demolition.
- Equipment and techniques for cutting / grinding / drilling / sawing etc, which minimise dust emissions and which have the best available dust suppression measures, should be employed.
- The main contractor should allocate suitably qualified personnel to be responsible for ensuring the generation of dust is minimised and effectively controlled.



## **11.5 Water**

The excavations for the basement, drainage pipes, water supply, utilities and foundations are not anticipated to impact the ground water in the site, however the contractor shall develop an appropriate dewatering scheme to keep the basement/excavations free from water and ensure the quality of water leaving site is high.

During any discharge of surface water from the basement/excavations, the quality of the water will be improved through the provision of settlement tanks and will be regularly monitored visually for hydrocarbon sheen and suspended solids. Periodic laboratory testing of discharge water samples will be carried out in accordance with the requirements of Dun Laoghaire-Rathdown County Council before discharge to the surrounding drainage network.

Appropriate discharge licenses will be acquired from Dun Laoghaire-Rathdown County Council in respect of discharges from dewatering operations.

## **12. Duties and Responsibilities**

### **12.1 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.

### **12.2 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.

### **12.3 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, inclusive of the traffic management proposals and measures for the proposed works to Glenamuck Road North.

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.

### **12.4 Construction Program**

At the time of preparing this edition of this Plan in March 2022, the planning application for the proposed development is being prepared for the formal SHD submission to An Bord Pleanala.

The development provides for a 24-month construction period commencing in 2022 with completion in 2024.

# UK and Ireland Office Locations

