

CONSTRUCTION MANAGEMENT PLAN

PUBLIC REALM UPGRADE, KILCULLEN, CO. KILDARE

Kildare County Council

P294

17 January 2022



OCSC

O'CONNOR | SUTTON | CRONIN

Multidisciplinary
Consulting Engineers



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DOCUMENT CONTROL & HISTORY

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1 INTRODUCTION

O'Connor Sutton Cronin & Associates (OCSC) have been commissioned to undertake this Outline Construction Management Plan for the proposed Public Realm upgrade works to Killcullen Town Centre, Co. Kildare, as detailed below.

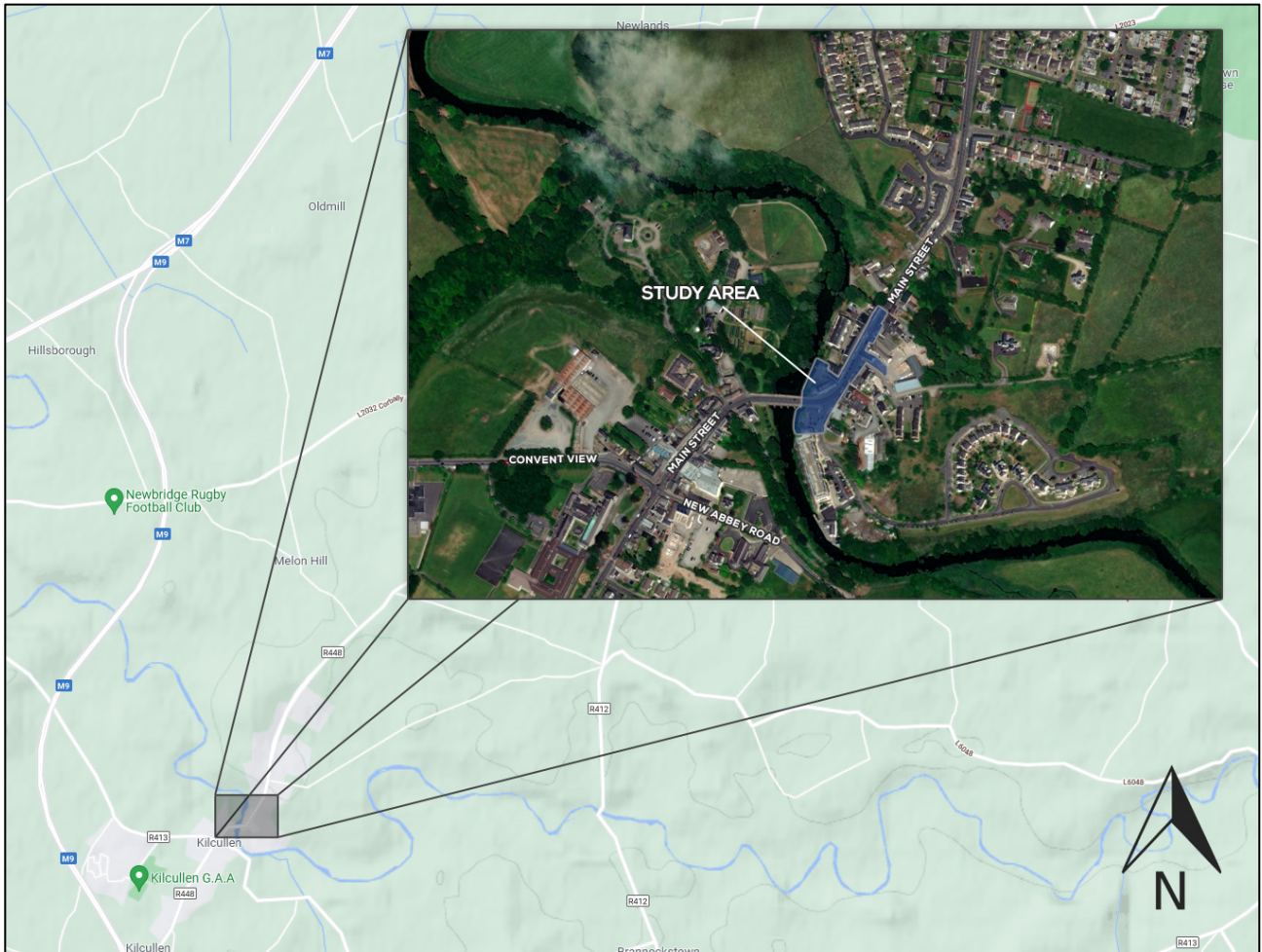


Figure 1: Site Location Map

The proposed scheme will consist of the following:

- Demolition of an existing car park, southeast of Killcullen Bridge and construction of a multipurpose pedestrian event plaza.
- The upgrade of the pedestrian pathway adjacent running adjacent to the river and under the bridge towards the rear of the Town Hall;
- Extensive re-paving throughout.
- Demolition of the existing and reconfiguration of the on-road parking spaces.

- Upgrade of Surface Water Drainage Network.
- Undergrounding of existing overhead cables and installation of new utility ducting.
- Provision of new pedestrian crossing points.
- Tree planting and landscaping.



Figure 2: Site Environs

The proposed development will consist of both demolition and construction works. The demolition will consist of existing footpath paving layout of the area within the red line boundary. The proposed works will also include provision of site boundary protection to all frontages and all ancillary site works.

It is a goal of this report to ensure existing business practices are inconvenienced as little as possible during the contract period. The Contractor shall liaise with businesses within the Part 8 site and provide regular updates on programme and phasing.

2 OUTLINE DEVELOPMENT PROGRAMME

The programme is included in the following pages of this report:

Key Activities & Timelines:

- Planning submitted
- Planning decided (3-4 months from planning submission)
- Tender (1 month following planning decision)
- Tender award (2 month following tender)
- Construction (1 month following tender award)
- End of construction (5 months following commencement of construction)
- The overall design, planning and construction programme will take approximately 12 months commencing in 2022 and ending in mid 2023;
- The planning application for development will be lodged Q1 2022.

3 INDICATIVE SITE SETUP

SITE OFFICES & COMPOUND

Site offices will be provided on site for construction and management personnel. The works compound/storage area is proposed to be located within the Part 8 site and shall be the responsibility of the Contractor. The Contractor shall manage and service the project site on a daily basis with no quantities of materials permitted to be stored on site overnight outside of the secure storage area.

Appropriate segregation will be employed on site to separate pedestrians from heavy equipment. Fenced off pedestrian walkways will be provided close to the site offices.

HOARDING LINES

The entire site will require hoarding or fencing as appropriate. Adequate pedestrian walkways will be provided adjacent to the site where existing walkways are impaired.

CONSTRUCTION PERSONNEL NUMBERS

Based on the magnitude and quantum of the development with a 36-week construction period, it is estimated that 360-man weeks of onsite labour will be required for the project.

Based on industry standard figures it is likely that an average of 10 construction personnel will be on site on a daily basis.

CONSTRUCTION VEHICLE NUMBERS

Based again on the magnitude and quantum of the development a 36-week construction period, it is estimated that maximum construction vehicle numbers will be of the order of 10 movements per day.

LOGISTICS PLANNING

In relation to logistics planning the applicant has had regard to the subject site's location within the town centre of Killcullen. This document puts forward some outline measures to deal with the site's constraints however it is expected that more detailed measures will be developed prior to commencement of the construction phase and a more detailed Material Logistics Plan (MLP) will be prepared by the competent contractor appointed to the works.

A major part of construction planning for the development will be the creation of the MLP. This plan will stipulate that major deliveries of materials, plant and equipment will be properly coordinated by the contractor so that disturbance to adjoining sensitive receptors is kept to a minimum.

The Main Contractor will be required to prepare and adhere to a *Site Environmental Policy Plan* and all subcontractors will be required to buy into this document.

SITE ACCESS

Pedestrian Access

Pedestrian access will be strictly controlled via a manned gate system or similar. We anticipate that the contractor will stipulate that only *Safepass* accredited or equal and approved personnel will be permitted on site.

Vehicle Access

We anticipate that vehicular access to the site will be via the R448 only. This will be strictly managed and controlled – see *Site Monitoring, Security & Management* section following.

The Contractor shall facilitate deliveries and servicing to businesses within the Part 8 site and shall ensure that emergency exit routes remain unobstructed and provide safe, flush-level pedestrian access to all premises at all times. The Contractor shall ensure access for emergency vehicles is achievable at all times.

On-Site Parking

Limited on-site provision will be made for car parking by site construction personnel. Adequate numbers of cycle parking will be provided for site personnel and personnel will be encouraged to car pool or use public transport where appropriate.

All vehicular access will be controlled at the gate where all access and egress will be recorded. All site personnel and delivery drivers will have to undergo site induction. A *Site Safety & Induction Room* will be provided as part of the site set up.

Site Craneage

It is estimated that no cranes will be required on site. Any deviation from this will be dictated by the programme, contractor, and the specific construction requirements.

4 SITE MONITORING, SECURITY & MANAGEMENT

NOISE MONITORING

Noise monitoring will be carried out in accordance with any Kildare County Council (KCC) planning consent and also in accordance with *Safety, Health and Welfare at Work (Construction) Regulations 2013*, *Safety, Health and Welfare at Work Act 2005*, *BS 6187:2011 - Code of Practice for Full & Partial Demolition*, *BS 5228:2009 Code of Practice for Noise & Vibration Control on Construction & Open Sites*, *Environmental Protection Agency Act 1992*.



Figure 3: Noise Monitoring

VIBRATION MONITORING

Vibration monitoring will be carried out in accordance with *BS 5228-1, 2009, Code of Practice for Noise & Vibration Control on Construction & Open Sites*.

AIR QUALITY MONITORING

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

PRE-COMMENCEMENT CONDITION SURVEYS

A Visual Condition Survey (VCS) will be carried out of all surrounding streets and recorded with the local authority prior to any site works commencing. The appointed Main Contractor will have to liaise with KCC 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.

SITE SECURITY & MANAGEMENT

The site will be closely managed on a day-to-day basis by site management. Security and control will be provided at the main site access to record all personnel entering and leaving the site and to record and control all materials entering and leaving the site.

Appropriate manned security will be maintained at the site access gates in order to secure the site, to control vehicular access and to monitor and record all deliveries and removals operations.

WHEEL WASHING FACILITIES

Properly sized and designed wheel wash will be provided and maintained on site. Appropriate water collection and filtering will take place prior to discharge to the public sewer system. Gate staff will be trained to inspect vehicles for cleanliness prior to egress to the public road network and any trucks that have been inadequately cleaned will be returned to site.

COVERED VEHICLES

Cover systems will be used on all vehicles removing spoil from site so as to minimise dust arising on surrounding streets. Trucks leaving the site will, as previously noted, pass through a wheel washing system. In addition these trucks will be watered down and covered as shown. This will be carried out in a dedicated wash down zone with dedicated site personnel.

CONCRETE BREAKING

In all cases the most efficient and environmentally sensitive methodologies will be used in the demolition process. This will take potential noise and dust pollution into account as well as ensuring the most appropriate method is chosen to ensure the safety of personnel and property in the vicinity of the works.

DUST SUPPRESSION

The use of appropriate water-based dust suppression systems will greatly reduce the amount of dust and windborne particulates as a result of the demolition process. This system will be closely monitored by site management personnel particularly during extended dry periods and in accordance with site management methods discussed earlier.

5 METHODOLOGY FOR DEMOLITION

INTRODUCTION

Health & Safety issues will be the primary concern for the appointed contractor. This will apply in respect of persons working on the site and in respect of passing pedestrians, motorists or other transport carriers. In this regard the highest possible care will be taken in providing a detailed Construction Stage Health and Safety Plan in advance of works commencing on site.

It is intended to operate a Health, Safety & Environmental Management System in line with OHSAS 18001/ISO 45001 & ISO 14001. These Management Systems translate the company policy into processes to ensure safety, health and environmental responsibilities and performance can be monitored, reported and improved.

A suitably qualified and competent *Project Supervisor Design Process (PSDP) and Project Supervisor Construction Stage (PSCS)* will be appointed in line with those requirements laid down in the Safety, Health and Welfare at Work Construction Regulations 2013.

SEQUENCING OF DEMOLITION WORKS

The following demolition sequencing is envisaged:

- Set up site Access and Compound;
- Completion of Pre-Demolition Surveys prior to works commencing;
- Stripping of hazardous materials;
- Landscaping and trees removed;
- Existing materials to be removed;
- Separation of demolition debris into different waste streams;
- Removal of all waste from site.

ARISINGS

A standalone *Construction & Demolition Waste Management Plan* will be prepared by the contractor in accordance with KCC requirements to provide sustainable measures for the removal and reuse of wastes arising from the proposed works.

The Contractor shall ensure pollutants associated with the construction phase are prevented from reaching the River Liffey through all appropriate means such as the installation of interceptor traps.

SOIL WASTE MANAGEMENT

The soil material will be categorised as outlined within the European Council Directive 1999 131/EC Article 16 Annex II. Asbestos will also be tested for as part of the soil samples sent for laboratory testing. Waste soil will be managed and classified in accordance with Irish and EU legislative requirements.

MEASURE TO PROTECT GROUNDWATER

Specific measures to protect groundwater during the construction works on site if required will be put in place under the control of the Environmental Consultant.

HEALTH & SAFETY

Health & Safety issues will be a primary concern for the Main Contractor. This will apply in respect of persons working on the site and in respect of passing pedestrians, motorists or other transport carriers. In this regard the highest possible care will be taken in providing a safe site for both work personnel and members of the public.

Given the location of the site in a live urban environment, special care will be taken to provide suitable protection for passing pedestrians including suitable hoarding/fencing, relocated pedestrian walkways or other similar measures.

Due to the proximity with a body of water, the Main Contractor will insure to carry out a risk assessment to establish effective systems of work that will ensure the safety of personnel and pedestrians. The Main Contractor will also ensure that anyone working on site will be informed, capable and experience in operating within the circumstances of this development.

SEQUENCING

The Main Contractor will engage with the professional design team, the PSDP and the PSCS to reach early agreement on an acceptable construction sequence.

6 PROPOSED CONSTRUCTION HAUL ROUTES

It is important that the most appropriate construction routes be identified in order to bring materials to and from the site in the most efficient and environmentally sensitive manner. It is noted that specific haul routes will be agreed between the Main Contractor and KCC as part of the main contractor’s construction management plan.

The site is located in Killcullen town centre in Co. Kildare and is approximately 1.5 kilometres from the M9 motorway.

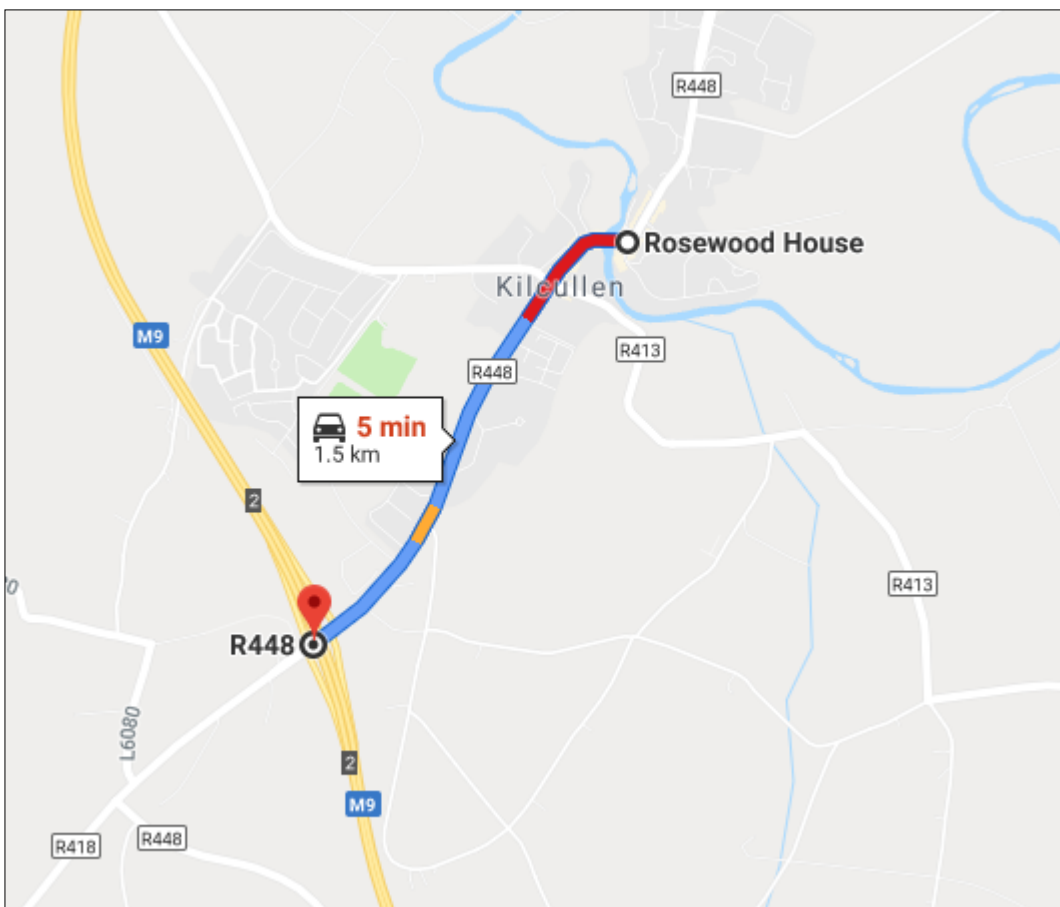


Figure 4: Google Maps Image of Site Proximity to M9 Motorway

7 CONSTRUCTION STAGE COMMUNITY LIAISON

INTRODUCTION

The appointed Main Contractor will be required to follow best practice '*Considerate Constructor*' guidelines. The Considerate Constructor experience in Ireland and the U.K. has been that early positive and proactive engagement with businesses and residents impacted by building works is the best approach.

Code of Considerate Practice

Considerate Constructors seek to improve the image of the construction industry by striving to promote and achieve best practice under the Code. The *Code of Considerate Practice* outlines the Scheme's expectations and describes those areas that are considered fundamental for registration with the Scheme. The Code is in five parts and contains a series of bullet points. Each section of the Code contains an aspirational supporting statement and four bullet points which represent the basic expectations of registration with the Scheme. The Code of Considerate Practice applies to all registered sites, companies and suppliers regardless of size, type or location.

RESPECT THE COMMUNITY

Constructors should give utmost consideration to their impact on neighbours and the public by informing, respecting and showing courtesy to those affected by the work. This shows itself in minimising the impact of deliveries, parking and work on the public highway. It also contributes to and supports the local community and economy. Finally it works to create a positive and enduring impression, and promoting the Code.

COMMUNITY LIAISON MANAGER

A Community Liaison Officer (CLO) will be appointed by the Main Contractor to lead and manage all community related issues. The CLO will initially host and attend regular community meetings. Following the initial meetings the CLO will compile a list of stakeholders in the area. These stakeholders will be kept informed of progress and planned works on the site through the publication and distribution of a Monthly Progress Newsletter.

Follow through is a vital attribute for successful community liaison so it will be a fundamental element of the CLO's job description that they continually engage with the community, follow through on promises and deliver results.

UPDATED CONSTRUCTION PROGRAMME

An important element of community liaison will be the provision of updates to the community on the construction programme.

In this regard each edition of the Community Newsletter will feature an update to the construction programme along with details of any upcoming Exceptional Activities which may impact on traffic, short term accessibility for businesses or residents or have the potential to be disruptive. It is intended that by implementing a strong community liaison relationship that the environmental impacts of the proposed development on the community can be minimised and the social impacts, by way of local employment or business opportunities may be maximised.

8 VERIFICATION

This report was compiled and verified by:

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