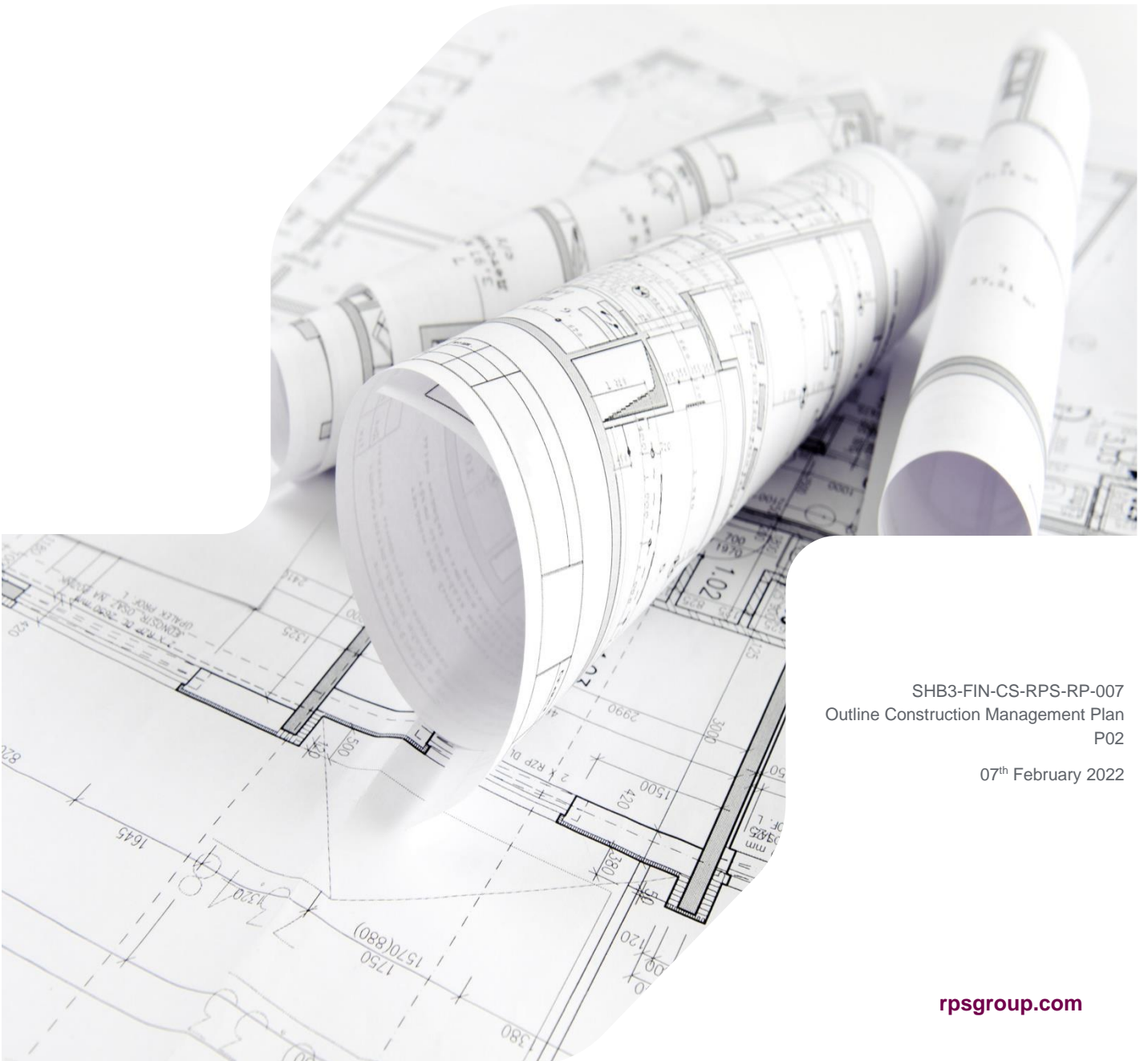


# **SOCIAL HOUSING DEVELOPMENT RATHELLEN, FINISKLIN, CO. SLIGO**

## **Outline Construction Management Plan**



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Outline Construction Management Plan  
P02

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Prepared by:

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# 1 INTRODUCTION

RPS are the appointed Civil and Structural Engineering advisors for the proposed residential development at Rathellen, Finisklin, Co. Sligo. This project will deliver 39 houses and 24 apartments to Sligo County Council Planning Authority..

This Construction Management Plan (CMP) has been prepared for the proposed development and will inform the preparation of the contractor's detailed Construction Management Plan. This document presents the construction organisation, responsibilities and specific measures for management, control and supervision of the construction phase of the project.

A Main Contractor has not yet been appointed to carry out the proposed works. Once appointed, it will be the responsibility of the Main Contractor to prepare and submit a detailed Construction Management Plan to the local authority for approval. The CMP is considered a 'live' document and as such will be reviewed, updated and developed in greater detail throughout the project lifecycle by the Main Contractor.

The plan seeks to demonstrate how works can be delivered in a logistic, sensible and safe sequence with the incorporation of specific measures to mitigate the potential impact on people and the surrounding environment.

## 1.1 Proposed Development Description

The Housing Development occupies a 2.46Ha site, located approximately 3km from the centre of Sligo Town close to Sligo Port. The site is bounded to the north by Far Finisklin Road and to the west the Sea Road. To the east of the site are greenfield lands with the boundary loosely defined by low quality trees & hedging and to the south is an industrial estate with a high palisade boundary fencing.

The current development brief for the site proposes of the construction of 63 social housing units, consisting of range of unit sizes & types – 1 & 2 bed apartments, 1 to 5 bed houses & the conversion & retention of existing Rathellen House & Outbuildings into 1 to 3 bed units.

The development will include the provision of 100 car parking spaces, all development roads & hardstanding area, cycle & pedestrian paths, landscaping, boundary walls, green, planter & play areas.

The development will incorporate sustainable drainage systems for the stormwater runoff prior to discharging to an onsite infiltration system. A new 225mm dia. foul sewer will serve the proposed development, discharging the foul water to the existing Irish Water owned sewer (located to the south of the site). The metered water supply network for the development will be via the existing watermain located on the Sea Road.

The development will require the construction of 2 No. new substations for the ESB utility connection, while existing Eir & ESB overhead cables passing through the site will need to be diverted below ground as part of construction works.

Additional works involved as part of the development include the road realignment along Sea Road, the relocating of the bus stop on Sea Road, along with the protection & repair of the existing stone walls & the relocating of the existing entrance gate piers.

## 2 CONSTRUCTION MANAGEMENT

The following sections set out and describe the proposed sequencing of the project together with discussion on site management issues and logistics requirements.

### 2.1 Sequencing of Project

The project will be constructed in one phase as shown in the site layout plan in **Appendix A** and is proposed to run over a 24 month period with a planned commencement in 2023.

### 2.2 Site Management

The Main Contractor will be responsible for the overall site management during the proposed works.

The Main Contractor will be required to submit a site layout plan that will indicate site perimeter, the proposed details of site hoarding, site security and gate system along with the proposed location of the site compound, storage areas etc.

It is envisaged that the Main Contractor may have a peak of between 50-75 construction personnel on site during the most labour-intensive phases of the construction programme.

The following are a number of areas which the Main Contractor will be required to address during the works.

#### 2.2.1 Security

The Main Contractor will be responsible for site security and will ensure that the site and site compound are adequately secured at all times.

All personnel will be required to sign-in and sign-out at the Main Contractor's site office. It will be the responsibility of the Main Contractor to ensure that a full, intact and impenetrable site cordon is maintained at all times, and that all people entering and exiting the site do so with expressed and recorded granted permission.

#### 2.2.2 Signage

The Main Contractor will be responsible for the erection of all appropriate site, safety, road & traffic signage including:

- General warnings, keep out & safety signage to be displayed externally on site boundary.
- General site warnings & safety signage to be displayed within the site boundary.
- Identification of vehicle & pedestrian access points.
- Location & direction of site parking, site offices, first aid boxes & equipment.
- Construction site & traffic warning signage on public roads approaching the site entrance.

All signage used will meet the requirements of the Safety, Health & Welfare at Work (General Applications) Regulations 2007 and Chapter 8 Traffic Signs Manual.

#### 2.2.3 Health & Safety

The Main Contractor must progress their works with reasonable skill, care, diligence and at all times, through the appointed Project Supervisor Construction Stage (PSCS), to proactively manage the works in

a manner most likely to ensure the safety and welfare of those carrying out construction works, all other persons using the site and interacting stakeholders. Contractors are further required to ensure that, as a minimum, all aspects of their works and project facilities comply with good industry practice, statutory instruments, and all necessary consents.

These will be further expanded and developed within The Construction Stage Safety & Health Plan to be developed by the PSCS prior to commencing works on site. It will be the responsibility of the PSCS to co-ordinate all health and safety risks throughout the construction phase in line with this Construction Stage Safety and Health Plan.

With reference to consideration of health and safety issues during the design stage, the design team will take account of the Principles of Prevention, as set out in the Construction Regulations 2013. In accordance with these principles, and where possible, the design team will identify and design out any risks to the safety & health of construction workers and end users of the development.

All residual risk and special requirements for the construction stage of the project will be communicated by the design team to the Project Supervisor for the Design Process (PSDP) for inclusion in the Preliminary Safety & Health Plan.

### 2.2.4 Hours of Work

The proposed hours of work for the project unless otherwise advised are as follows:

<b>Monday to Friday</b>	08h00 to 18h00
<b>Saturday</b>	08h00 to 14h00
<b>Sundays and Bank Holidays</b>	Construction activity limited to 08h00 to 14h00 and require explicit permission of the relevant authority.

Certain activities may be required, subject to prior agreement with Sligo County Council to be undertaken outside of these working hours.

### 2.2.5 Site Lighting

During the winter months, site lighting may be necessary so that construction works can be carried out in a safe manner and necessitate the use of site lighting.

Any use of site lighting should be designed to prevent any nuisance to neighbouring residents or road traffic and be used primarily for reasons of health and safety or security.

The Main Contractor will ensure that:

- Nearby resident's welfare is not adversely affected by light pollution from the site.
- An energy efficient lighting approach is adopted.
- Lighting does not pose a hazard.
- Plant which is not in use is switched off and that lighting is used only when necessary (such as through the use of timers).

Site lighting should be located and aligned so as not to intrude into neighbouring or residential properties, on sensitive areas, or constitute a road hazard.

### 2.3 Site Compound

A construction site compound will be utilised throughout the duration of the proposed works. The Main Contractor will be required to submit a site layout plan which will detail the proposed location of the site compound.

The compound will consist of:

- Site office / Cabins / Main Contractor personnel & welfare facilities
- Car parking
- Toilets
- Canteen area
- Laydown & contractor storage / stockpile / plant & fuel depot area

Further details on compound controls are provided below.

#### 2.3.1 Hoarding & Security

The location of the site is adjacent to a number residential properties on the Sea Road & an industrial estate to the south and as such necessitates the establishment of a site compound and perimeter hoarding by the Main Contractor following possession of the site.

The Contractor is to provide details of the proposed site hoarding, site security and gate system on the site layout plan.

The Main Contractor will be responsible for the security of the site for the duration of the works.

The Main Contractor will be required to:

- Install and maintain adequate site hoarding to the site boundary with adequate controlled access and egress points.
- Ensure restricted access is maintained to the works.
- Operate a Site Induction Process for all site staff.
- Ensure all staff have current 'Safe Pass' & Construction Skills Cards.
- Monitor and record all deliveries to site and all materials/waste taken off site for disposal to appropriate licensed facility.

All staff will be made fully aware of their individual responsibilities with regard to security and will undertake their work in line with guidelines.

It is noted that certain works phases or activities, such as main drainage and services tie-ins, may be required to be undertaken outside of the proposed development site with localised, appropriate protection measures such as Heras fencing and high-visibility tape or traffic cones adopted for the duration of these activities, however, the greatest majority of the construction works will occur within the development site.

Permits will be obtained through the appropriate channels in consultation with the Local Authority for the main contract works that affect public facilities or roadways, as required.



### 2.3.2 Compound Services

#### 2.3.2.1 Water Supply

The Main Contractor will require a water source for the duration of the works. Water will be required for:

- Main Contractor's welfare facilities.
- Wheel wash and vehicle wash-down (use recycled water where feasible).
- Dust suppression measures - damping down, wheel washes etc.
- Curing concrete in warm weather.
- General construction cleaning materials/equipment etc.

There is an existing public watermain located on Sea Road fronting the site to the west and the Main Contractor will be required to apply for a temporary connection from the Local Authority.

#### 2.3.2.2 Electrical supply

The Main Contractor will provide back-up generators / mobile power cells in addition to sourcing a temporary electrical connection from the statutory utilities provider, in order that Main Contractor activity on site is maintained at all times as required by the works contract.

It is essential that the Main Contractor's electrical connection be applied for during the pre-start stage such that a full connection can be made as early as possible in the site set-up phase, minimising the requirement for generators running out of hours, and to allow the Main Contractor to avail of the incoming supply as early as possible.

Should generators be utilised in the event of a disruption to the mains electrical supply, they shall be placed behind the hoardings within the site compound area.

### 2.3.3 Storage of Materials

Construction materials will be stockpiled within the contractor's compound in a safe manner, to be monitored on an on-going basis throughout the works by the Main Contractor's Health and Safety co-ordinator and the client agent PSDP.

The contractor is to consider the direction of workflow and sequencing of construction for the development which will allow to maximize the space available & ease of storage of materials throughout the project.

#### 2.3.3.1 Harmful Materials

Harmful materials shall be stored on site for use in connection with the construction works only. The following measures will be included for the works to prevent any spillages to ground of fuels and prevent any resulting soil and/or groundwater quality issues:

- Designation of bunded refuelling areas on the site.
- Provision of spill kit facilities across the site.
- Where mobile fuel bowzers are used the following measures will be taken:
  - Any flexible pipe, tap or valve will be fitted with a lock and will be secured when not in use.
  - The pump or valve will be fitted with a lock and secured when not in use.



- All bowzers are to carry a spill kit and operatives must have spill response training.
- Portable generators or similar fuel containing equipment will be placed on dip trays.

In the case of drummed fuel or other potentially polluting substances which may be used during construction, the following measures will be adopted:

- Secure storage of all containers that contain potential polluting substances in a dedicated internally banded chemical storage cabinet unit or inside a concrete banded area,
- Clear labelling of containers so that appropriate remedial measures can be taken in the event of a spillage,
- All drums to be quality approved and manufactured to a recognised standard,
- If drums are to be moved around the site, they should be done so secured and on spill pallets,
- Drums to be loaded and unloaded by competent and trained personnel using appropriate equipment.

### 2.3.4 Deliveries

The contractor will be required to appoint a coordinator responsible for managing/coordinating site deliveries so that all delivery of materials will arrive on a 'just-in-time basis'. This proposes that materials are delivered to site as they are needed which will reduce the build-up of stored material on site. Deliveries shall also be managed so that deliveries do not coincide with peak hours and no more than one delivery can occur at a time. Where a number of deliveries are required to migrate to the site simultaneously, for events such as a large concrete pour, a local holding point shall be identified in accordance with the local authority, so that construction vehicles can wait until they are instructed to proceed to site. This will eliminate the possibility of two construction vehicles trying to gain access to site simultaneously and therefore reduce the risk of traffic congestion outside the site.

## 2.4 Site Clearance & Demolition

The site is mainly a greenfield site sub-divided by low quality trees, hedging and a semi dilapidated low post and rail fencing. The vacant Rathellen House, outbuildings and gardens occupy the high centre ground of the site with standings of mature trees along the road boundaries of the Sea Road and Far Finisklin Road. There are also a number of specimen trees located within the site.

Site clearance will involve the removal of topsoil along with the removal of some low-quality trees, hedging & dilapidated fencing. There is an overhead EIR cable around the boundary of the site that will be required to be diverted underground. The overhead ESB cable that crosses through the middle of the site with a pole mounted transformer will also be required to be diverted underground with the pole mounted transformer moved to the boundary line.

Rathellen House is proposed to be retained and converted to housing units. The refurbishment and conversion of the structure will involve retaining the primary structural brick & stone walls of the building while removing & replacing all structural timber floor & roof elements of the building.

Several outbuildings pertaining to Rathellen House will be demolished as part of the works, extent of demolition works are to be confirmed.

The demolition shall be carried out in accordance with BS EN 6187:2011 Code of Practice for Full and Partial Demolition, as well as all relevant legislation, suitable Health & Safety practice.

Prior to the demolition commencing, the contractor must develop a Construction and Demolition Plan in compliance with the Best Practice Guidelines on the Preparation of Waste Management Plans for Construction & Demolition Projects (Department of Environment, Heritage and Local Government, 2006).

As a minimum, this plan should detail the demolition sequencing, working space, hoardings and emergency access. The following is a high-level Demolition Plan which shall be developed by the Demolition Contractor to include the procedures below:

1. Map and record all above and below ground services in preparation for their isolation. The Contractor will be responsible to ensure all mechanical & electrical services are disconnected from the buildings.
2. Map and record all construction details and building materials via a combination of detailed on-site surveys and by reference to all known records for the building and/or occupier/owner interviews.
3. Survey for and pay particular attention to
  - Any contaminated or hazardous materials such as leg fuel stores, Asbestos Containing Materials (ACM's), PCB's (Polychlorinated biphenyls), lead containing paints, mercury, chemical residues or stores, spent electrical goods and fittings etc.
  - Any hazardous or dilapidated structures or elevated walkways, potentially confined spaces etc.
  - Any materials to be recovered and/or recycled for re-use.
4. Consider and record any findings or observations about key structural elements, including any beam, columns, load-bearing walls, etc.
5. Plan all aspects of the planned demolition, including matters such as service isolations and diversions, structural elements to be pre-weakened, fittings and features to be removed, materials recovery, materials segregation, tanks or stores to be emptied, safety, alternative plans in the event findings on site diverge from intentions, safe entry and egress routes, temporary storage areas, site security (particularly Site Boundary security) to keep unauthorised persons at a safe distance from the work, changing site conditions during the course of the demolition work, etc.
6. Plan the demolition methods and sequences, including:
  - Source segregation of all separately identifiable materials/waste stream types prior to being sent for recycling or off-site disposal at an appropriately permitted site.
  - How and to where all materials arising will be taken off-site.
  - Clear all arisings off site as soon as practical after they are generated.
7. Dust and noise suppression shall always be maintained. Monitor noise levels and vibrations.
8. Should the Contractor decide to process any waste on site, such as crushing and screening concrete and other hard building materials, such activities would require a Waste Permit before the work starts.

## 2.5 Waste Management

In addition to the inherent design measures during the construction phase the following measures are proposed in relation to waste management:

- The Contractor will minimise waste disposal so far as is reasonably practicable.
- Waste from the proposed project will be transported by authorised waste collectors in accordance with the Waste Management (Collection Permit) Regulations, 2007 as amended.

- Waste from the proposed project will be delivered to authorised waste facilities in accordance with the Waste Management Act 1996 as amended.
- Source Segregation: Where possible metal, timber, glass and other recyclable material will be segregated during construction works and removed off site to a permitted/licensed facility for recycling, waste stream colour coding and photographs of wastes placed in each container as required, will be used to facilitate segregation. Where waste generation cannot be avoided this will maximise the quantity and quality of waste delivered for recycling and facilitate its movement up the waste hierarchy away from landfill disposal and reduce its environmental impact.
- Material Management: 'Just-in-time' delivery will be used so far as is reasonably practicable to minimise material wastage.
- Supply Chain Partners: The Contractor will engage with the supply chain to supply products and materials that use minimal packaging, and segregate packaging for reuse.
- Waste Auditing: The Main Contractor will record the quantity in tonnes and types of waste and materials leaving site during the construction phase.
- Material assets – utilities.

The Contractor will be obliged to put measures in place to ensure that there are no interruptions to existing services and all services and utilities are maintained unless this has been agreed in advance with the relevant service provider and local authority.

All works in the vicinity of utilities apparatus will be carried out in ongoing consultation with the relevant utility company and/or local authority and will be in compliance with any requirements or guidelines they may have.

Where new services are required, the Contractor will apply to the relevant utility company for a connection permit where appropriate and will adhere to their requirements.

## 2.6 Dust Management

In order to ensure that no dust nuisance occurs, the contractor will implement a series of measures. In summary, the measures which will be implemented will include:

- Vehicles delivering material with dust potential (soil, aggregates) will be enclosed or covered with tarpaulin at all times to restrict the escape of dust.
- Public roads outside the site will be regularly inspected for cleanliness and cleaned as necessary.
- Material handling systems and site stockpiling of materials will be designed and laid out to minimise exposure to wind. Water misting or sprays will be used as required if particularly dusty activities are necessary during dry or windy periods.
- During movement of materials both on and off-site, trucks will be stringently covered with tarpaulin at all times. Before entrance onto public roads, trucks will be adequately inspected to ensure no potential for dust emissions.
- Hoarding will be provided around the construction site.

At all times, these procedures will be strictly monitored and assessed. In the event of dust nuisance occurring outside the site boundary, movements of materials likely to raise dust would be curtailed and satisfactory procedures implemented to rectify the problem before the resumption of construction operations.

## 2.7 Arboricultural Impact and Tree Protection Strategy

The principal challenge for the site layouts is how to balance tree retention against the internal road arrangements while achieving the brief housing densities and numbers.

A tree survey undertaken has identified a significant number of trees to be kept, particularly the very high quality 'A' Class trees along both Sea Road and Far Finisklin Road as well as a number within the site. Due to the pressure on parking provision and density, parallel parking is provided with housing brought closer to the road which requires trees south of the proposed entrance to be felled. The loss of trees here is to be balanced by the planting of new ones in between bays of parking. It has been established that trees along the east boundary do not have significant retention value. There are a few trees on the southern dog-leg boundary that can be easily retained as houses are set back along this boundary.

A Site Arborist shall be appointed prior to the commencement of site construction works and will be responsible for the setting up and monitoring of tree protection, liaising with local authority tree / planning officers and providing feedback and advice to the design construction teams on issues relevant to trees. The Site Arborist shall be retained for the duration of construction works and should be appointed to carry out a post-construction tree survey/assessment.

## 2.8 Noise & Vibration Control

The following section describes typical measures to minimise the potential for noise and vibration emissions associated with the project.

Best practice measures will be employed by the Contractor to ensure the construction noise and vibration criteria outlined in **Table 1** and **Table 2** are not exceeded.

The Contractor will take specific noise abatement measures and comply with the recommendations of BS 5228 and the European Communities (Noise Emission by Equipment for Use Outdoors) Regulations, 2001 (or any further limits imposed by Dublin City Council's Environmental Health Department).

BS 5228 includes guidance on several aspects of construction site practices, including, but not limited to:

- Selection of quiet plant and the control of noise sources – the use of proprietary acoustic enclosures and the quietest plant, where possible;
- Selection of the method of excavation to ensure there is no likelihood of structural or cosmetic damage to neighbouring buildings;
- Screening – the effectiveness of screening is based on the location, height and length of the barrier; and
- Liaison with the public – a designated liaison officer will be appointed to deal with any complaints relating to noise.

**Table 1: BS5228 (Part 1) ABC Assessment Categories and Thresholds (BSI, 2014)**

Assessment Category and Threshold Value Period $L_{Aeq}$	Threshold Value in Decibels (dB)		
	A <sup>A)</sup>	B <sup>B)</sup>	C <sup>C)</sup>
Night 23:00-7:00hrs)	45	50	55
Evening <sup>D)</sup>	55	60	65
Day (07:00-19:00hrs)	65	70	75

A) Category A: threshold values to use when ambient noise levels (when rounded to the nearest 5dB) are less than these values

B) Category B: threshold values to use when ambient noise levels (when rounded to the nearest 5dB) are the same as category A values

C) Category C: threshold values to use when ambient noise levels (when rounded to the nearest 5dB) are higher than category A

D) 19:00 – 23:00hrs weekdays, 13:00-23:00hrs Saturdays and 07:00-23:00hrs Sundays

**Table 2: Noise Limits to be applied based on BS5228 Criteria**

Assessment Category and Threshold Value Period $L_{Aeq}$	Threshold Value in Decibels (dB)
Night (23:00-07:00hrs) ( $L_{Aeq}$ , dB)	55
Evening (19:00-23:00hrs) ( $L_{Aeq}$ , dB)	65
Day (07:00-19:00hrs) ( $L_{Aeq}$ , dB)	75

The Contractor will monitor base noise levels at the site location before commencing the works and will thereafter continue to monitor noise levels on site during all construction phases.

## 2.9 Measures to Protect Groundwater

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

## 2.10 Traffic Control

### 2.10.1 General Construction Traffic Strategy

Construction traffic will be limited to certain routes and times of day, with the aim of keeping disruption to existing traffic and public transport to a minimum. To minimise disruption to the local areas, construction traffic volumes will be managed through the following measures which include:

- During peak hours, ancillary, maintenance and other site vehicles movements will be discouraged.
- Daily construction programmes will be planned to minimise the number of disruptions to surrounding roads by staggering HGV movements to avoid site queues.
- The Contractor will be required to promote travel by sustainable modes of transport. A framework mobility management plan is presented later in this section.

### 2.10.2 Construction Traffic Management Plan

As part of the construction works the appointed Contractor shall prepare a Construction Traffic Management Plan (CTMP) which will outline their approach to the proposed project and detail potential impacts for the public road system. This will include provision of transport facilities and encouragement of car sharing for staff. It will also include measures to moderate any potential noise and air quality impacts resulting from construction activities, namely from traffic movements in and out of the site.

The CTMP will provide details of intended general best practice measures for the development, including:

- Location of the site and materials compound(s) including area(s) identified for the storage of construction refuse.
- Location of areas for construction site offices and staff facilities.
- Details of site security fencing and hoardings.
- Details of pedestrian routes.
- Details of the timing and routing of construction traffic to and from the construction site and associated directional signage, to include proposals to facilitate the delivery of abnormal loads to the site.
- Measures to obviate queuing of construction traffic on the adjoining road network.
- Measures to prevent the spillage or deposit of clay, rubble or other debris on the public road network.
- Alternative arrangements to be put in place for pedestrians and vehicles in the case of the closure of any public road or footpath during the course of site development works.

#### 2.10.2.1 Mobility Management

The Contractor will be required as part of the contract to introduce a Mobility Management Plan (MMP) for its workforce to encourage access to the site by means other than by private car. The following section identifies some of the measures the Contractor will provide as part of the MMP. The Mobility Management Plan will form part of the Construction Traffic Management Plan and will be agreed with SCC prior to works beginning on site.

**Cycling:** Cycle parking spaces will be provided on the site for construction staff, in addition lockers will be provided to allow cyclists store their cycling clothes.

**Car Sharing:** Car sharing among the construction staff should be encouraged, especially from areas where construction staff may be clustered. The Contractor will aim to organise shifts in accordance to staff origins, hence enabling higher levels of car sharing. Such a measure offers a significant opportunity to reduce the proportion of construction staff driving to the off-site car parking facility, and will minimise the potential traffic impact on the road network surrounding this facility

**Public Transport:** The Contractor will issue an information leaflet to all staff as part of their induction on site highlighting the location of the numerous bus routes that operate in the vicinity of the site. The Contractor will also offer the “Travel to Work Scheme” to employees.



## **3 CONSTRUCTION STAGE COMMUNITY LIASON**

### **3.1 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.

### **3.2 Code of Considerable 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.

### **3.3 Respect the Community**

Constructors should give the 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 traffic. 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.

### **3.4 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.

## **4 CONTRACTOR'S CONSTRUCTION MANAGEMENT PLAN**

### **4.1 Content of Construction Management Plan**

As a minimum, the Contractor's Construction Management Plan shall cover the following matters: -

- All matters set out in this Construction Plan
- Site compound areas and welfare facilities
- Detailed Construction Programme
- Detailed Construction Waste Management Plans a Construction Sequencing and Methods etc
- Comprehensive Health and Safety matters
- Other matters normally included in the Contractor's own standard approach to Construction Management Plans

### **4.2 Application of Construction Management Plan**

It is expected that after the Contractor's Construction Management Plan has been prepared, it will be made available and widely circulated to all relevant parties, including but limited to Sligo County Council (if requested), the Design Team, Construction Team, Sub-contractors, and Suppliers.

The Plan should be maintained and developed/updated in light of:

- Any routine comments that are received that are considered sufficiently relevant to merit an amendment to the Plan.
- Any design changes, alternative construction proposals or methods or any new findings that alter or render inappropriate assumptions or construction methods that the latest or current version of the Plan was based on.

The Contractor should ensure that any amended versions of the Plan should be made available and widely circulated to all relevant parties who have a site role or duties relevant to the construction project.

## Appendix A

### Site Layout Plan