

OUTLINE CONSTRUCTION MANAGEMENT PLAN

Ancillary Structures for the Development of the Quayside Buildings

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Ancillary Structures for the Development of the Quayside Buildings

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1 DESCRIPTION OF THE PROJECT

1.1 Introduction

RPS have been appointed by Dublin City Council to prepare an Outline Construction Management Plan (OCMP) for the proposed ancillary structures for the development of two new quayside buildings located at Dublin City Moorings, Custom House Quay, Dublin 1. The first phase of this development has already been granted permission and construction is underway while the second and third phase regarding the extension of the boardwalk and refurbishment of the existing pontoons and gangways is covered in this plan.

The focus of this Outline Construction Management Plan is the following ancillary structures proposed for the development:

- Extended Boardwalk and glass balustrading 4.2m in width joining to the granted 1.8m wide boardwalk and elevated above the Quay Wall protected structure level.
- Relocation of existing gangway.
- Relocation and removal of existing pontoons and proposed seven number pontoons to replace existing pontoons and additional canopy with glazed roof.
- Proposed Gangway & platform connected to the extended boardwalk and replacement of existing pontoon with two new pontoons.

1.2 Scope of Report

The purpose of the report is to set out the main construction activities and to indicate in broad terms how these will be managed to control and mitigate risk and local impacts arising from the works.

The report covers all construction activities from the planning of the removal of elements through to the final completion of the new development.

In due course, the main contractor will prepare and submit a detailed Construction Management Plan for the execution of the works.

The report has been prepared to be read in conjunction with all other planning information.

This preliminary Construction Management Plan will be subject to review if the nature of construction works for the development changes significantly from that anticipated at the time of the preparation of the Planning Application.

1.3 Site Location

The site is located along Custom House Quay a few metres East of the Séan O'Casey Bridge on the Northern side of the River Liffey. Figure 1-1 and Figure 1-2 below outline the site area on a map and a satellite image located at the approximate coordinates 53.347849N, -6.247080E.

Ancillary Structures for the Development of the Quayside Buildings

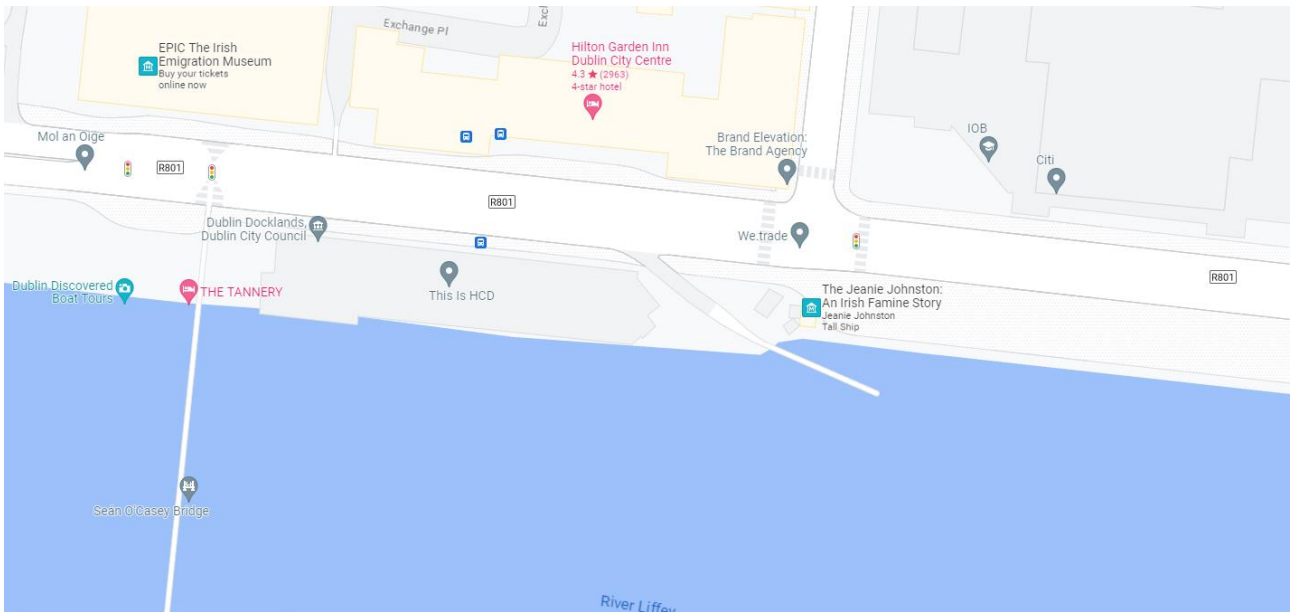


Figure 1-1: Site Location (Map View)

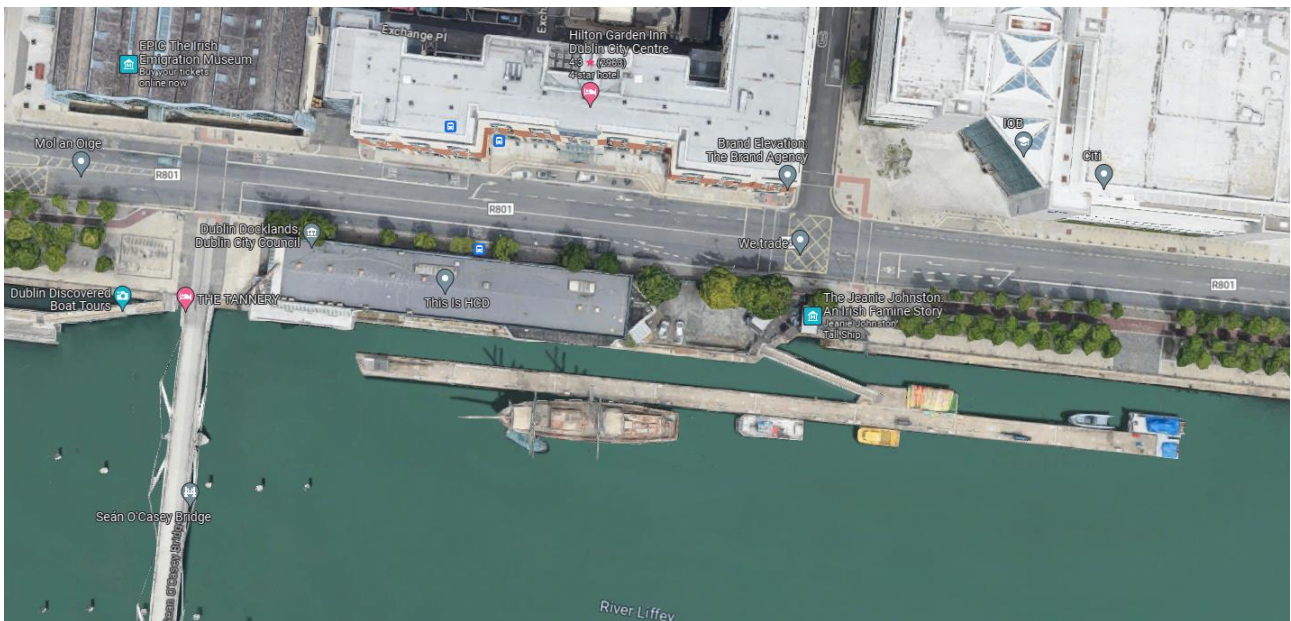


Figure 1-2: Site Location (Satellite View)

2 OUTLINE CONSTRUCTION MANAGEMENT PLAN

2.1 Construction Access

Control of site access will be important due to the fact that the site is in a very central location within the city centre. The Custom House Quay road will also still be active so construction activity will interact with the public at both entry points highlighted in the contractor's TMP (**Appendix A.3**). As shown in the TMP, there is to be a Traffic Management Operative at all times when the gate is in operation. All construction activity outside of deliveries will occur within the site boundary behind the hoarding away from public access.



Figure 2-1: Current View of Proposed Main Access Point

The road along Custom House Quay is a two-way street with two lanes of traffic with footpaths on both sides. The street directly outside the site runs East-West and so the main access gate to the compound will be oriented facing slightly East which allows ease of access from the street directly outside the site. Special precaution should be taken any time a delivery or construction vehicle needs to cross from the northerly side of the road into the western access gate as it must cross another lane of traffic.

The contractor's TMP has been set up so that any pedestrians on the footpath directly outside the site must cross to the other side of the road before they reach the site boundary and so entirely avoid the compound. This will be enforced by Traffic Management Operatives and signage.

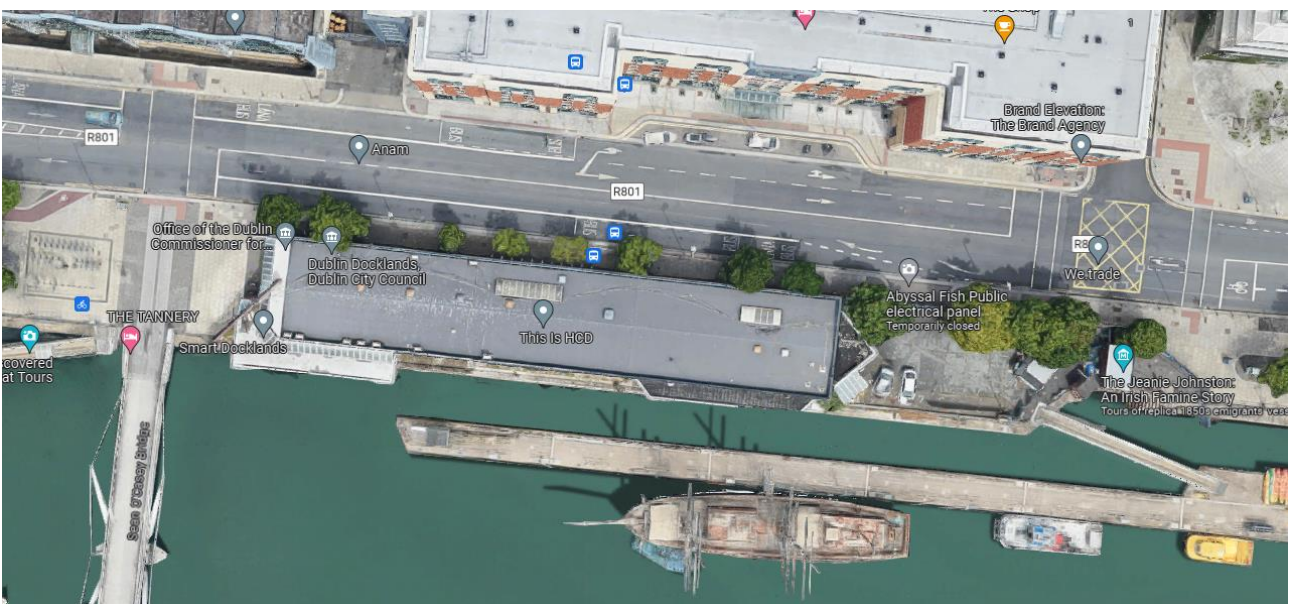


Figure 2-2: Plan View of Street Outside Site

In terms of HGV routes to and from the development we anticipate that all HGV deliveries will enter the city via the port tunnel. This is in accordance with DCC policy which bans 5 axle HGVs within the city limits (without a permit) and thereby encourages all these vehicle types to access Dublin via the M50 and Port Tunnel. Our proposed traffic routes accessing the development are therefore based on access from the Port Tunnel. Similarly, vehicles leaving the development are assumed to be heading back to the Port Tunnel to access the M50 and M1 as applicable. This route limits the duration and distance travelled by HGVs within the city centre. This assumption is quite valid as most deliveries will emanate from outside the M50 boundary. (Refer to Appendix A.1 for anticipated delivery routes).

Given the site constraints it is essential that access requirements for all construction activities are planned well in advance, and that the advance planning takes into account matters such as:

1. The fact that Custom House Quay is an active, busy street.
2. Either side of the street has busy public footpaths.
3. Businesses around the compound will be operating during works.
4. Deliveries must be dropped within the tight site boundaries.

We anticipate a strict staggered 'just-in-time delivery' procedure will be adapted by the contractor to ensure construction deliveries are staggered (without any queueing) and that material is delivered to site on a 'just in time' basis as is normal for tight city centre sites where storage space is minimal.

The main contractor will develop proposals here as part of their overall traffic management plan which will require liaison and agreement with the local authority. Given the site is in the central commercial district of Dublin City the contractor may request DCC permission for some night-time deliveries, including associated loading and off-loading activities. This will be subject to strict agreement with DCC.

2.2 Pontoon Installation

A rough outline has been provided by the pontoon unit delivery and installation. Firstly, the existing units will be disconnected and towed downstream to a temporary mooring in the port. The installation contractor will then install new anchors and mooring lines for the new pontoons, with one end of each line connected to a block and the other end buoyed off for easy retrieval.

The new units will be delivered via road to Dublin Port (likely to Terminal 3) over 2-3 days, with all units in a given day traveling in a convoy. A 350T mobile crane will be used to offload the units into the water. Some assembly will be required in the water to join any units that are connected side-to-side. This plan ensures a smooth and efficient delivery and installation process for the new units to Custom House Quay.

The pontoons are then towed up-river and connected to the existing pontoons and preplaced new moorings. The towing will likely be carried out by the subcontractors workboat.

2.3 Traffic Management Plan (TMP)

Given the developments city centre location, it will be a requirement for the main contractor to formulate and maintain a robust Traffic Management Plan (TMP) in compliance with the following regulations:

1. Directions for the Control and Management of Roadworks in Dublin City
2. Traffic Management Guidelines, published by Dublin Transportation Office
3. Traffic Signs Manual, published by Dublin Transportation Office

The contractors TMP may include diversions and temporary signage all of which will be agreed with Dublin City Council. It is likely that some elements of the plan will apply throughout the demolition phases of the development while other elements will adjust to suit the permanent works progress. The plan will include contact names and telephone numbers of the contractor's key responsible persons who will be on the ground on site.

Due to the location and surroundings of the site, the reliance on large articulated delivery trucks will be restricted to key essential deliveries only. This will primarily consist of large, prefabricated elements (e.g., M&E plant) with the contractor to seek agreement from material suppliers to utilise smaller flat-bed type delivery vehicles. To minimize disruption to adjacent business the main contractor may propose to schedule

some deliveries between 12am to 8am daily with materials being off-loaded to the site for later use. This will again be subject to agreement with DCC.

It is inevitable that certain elements of the construction work will interface with the present usage of Custom House Quay and the following measures could mitigate the risk of traffic congestion:

1. On-time delivery via a pre-arranged delivery schedule to minimize the risk of queuing.
2. A well planned 'just in-time' deliveries and logistics schedule to minimize the need for large areas of site storage of building elements.
3. The delivery schedule is planned to avoid morning and evening peak hours.
4. As much off-site prefabrication works as is practical will be carried out in order to reduce the requirement for on-site work packages.
5. Consultation with neighbours to take place in advance of the works and where appropriate certain local agreements may be entered.
6. As previously mentioned, the contractor will be required by RPS tender stipulation to draw up a detailed TMP for agreement with Dublin City Council (DCC) using this plan as a baseline.

2.4 Permitted Working Hours

Unless in the case of emergency, all on-site construction will comply with normal standard permissible hours of operation for building sites as set by DCC (and will most likely be included in the planning conditions), i.e.:

Monday to Friday: 07:00-18:00

Saturdays: 08:00-14:00

Sundays & Public Holidays: No noisy work on site

Any planned works outside the standard working hours will be strictly by agreement in advance with DCC.

2.5 Site Security & Management

The contractor will be required to ensure that the site is secured from public access from the street and from the pontoon on the River Liffey that will remain in operation while works are ongoing.

3 ENVIRONMENTAL ISSUES

3.1 General

In recognition of both the cost and nuisance caused by general environmental pollution and waste it will be the responsibility of those involved in all construction activities to minimise and mitigate as far as is practical all environmental discharges, construction nuisance and waste arisings by appropriate plant selection and planning measures. All construction equipment shall either comply with EU regulations, including "Noise Emission by Equipment for Use Outdoors: Directive 200/14/EC" or else shall be fitted with appropriate noise suppression or acoustic housings. Plant not in use shall be throttled down or switched off to save fuel and to reduce both noise and other environmental discharges. The environmental planning shall encompass all site activities from deliveries to off-site removals and from site establishment to final snagging and site tidy-up processes.

3.2 Piling Environmental Considerations

All river piling work to comply with the Jacob's EIAR report prepared as part of the planning application for the Bus-Connects project.

Subject to piling contractor's detailed construction methodology and risk assessment, it is required that vacuum-dredging and silt screens will be employed locally to the pile locations during the works. This is to minimise the disturbance of riverbed silt in an area just upstream of the nearest areas of special protection/conservation.

Piling works to be carried out between the months of May to September to avoid disturbing the Liffey salmon smolts (in accordance with the guidance contained in the eastern regional fisheries board, fisheries protection guidelines).

3.3 Advance Neighbour Notifications

Advance notifications will be made to potentially affected neighbours. The site shall display prominently contact details for the Site Manager and/or its Neighbourhood Liaison Officer.

3.4 Control of Off-Site Noise

Adequate control of noise at all construction phases will be important, and good practice in this regard will be adhered to.

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

During demolition and construction, all contractors and activities on site shall comply with **BS 5228-1:2009 "Code of Practice for Noise and Vibration Control on Construction and Open Sites - Part 1: Noise"** (or any further limits imposed by Dublin City Council's Environmental Health Department).

Where appropriate, contractors will ensure adequate noise monitoring is in place at all appropriate times and that records will be kept and made available for inspection.



Figure 3-1: Noise Monitoring

In all cases, the most efficient and environmentally sensitive methodologies will be used in the demolition process.

3.5 Control of Off-Site Dust

Regarding to off-site dust control scheme, the construction and demolition works shall comply with the requirements of the **Air Pollution Act 1987** and with **BS:6187: Code of Practice for Demolition**.

Adequate control of gaseous and fugitive dust emissions arising from all construction activities and vehicle movements will be important, and good practice in this regard will be adhered to. Adequate dust suppression measures will always be taken to suppress air borne particulate pollution, including the use of water sprays and netting in accordance with published guidance. The contractor shall install and maintain on site a gauge instrument to monitor dust levels in the vicinity of the site.

No open fires will be permitted on site and the burning of waste on-site will be forbidden.

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 as discussed before in this report.



Figure 3-2: Dust Suppression System

Vehicle and plant exhausts will be monitored to ensure that adverse effects are minimised.

Cover systems will be used on all vehicles removing spoil from site so as to minimise dust arisings on surrounding streets.



Figure 3-3: Truck Covering System

The Construction Site Manager will be given the responsibility to implement further dust monitoring and control measures on site as necessary. including the implementation of any additional dust control measures.

3.6 Control of Vibration

Adequate control of vibration at all construction phases will be important. and good practice in this regard will be adhered to. During demolition and construction, all contractors and activities on site shall comply with **BS 5228-1:2009 "Code of Practice for Noise and Vibration Control on Construction and Open Sites -Part 2: Vibration"** (or any further limits imposed by Dublin City Council's Environmental Health Department). The contractor will be required to include a detailed section in his CMP on how he monitors and controls vibration particularly during piling construction. A green, amber, red level of warning alarm system will be required with monitors directly linked to the mobile phones of key construction personnel.

3.7 Fuel Storage

Fuels for used during construction activities will be regarded as hazardous to the environment as well as potential sources of fire. Therefore, they will be appropriately stored in fully bunded storage containers accessible only to authorised machinery and construction vehicles and convenient for delivery.

Due to the compact size of the site. consideration will be given to appropriate off-site storage and day-time delivery via mobile fuel bowsers.

3.8 Pre-Commencement Condition Surveys

A Visual Condition Survey (VCS) will be carried out of all surrounding streets and buildings recorded with the Dublin City Council prior to any site works commencing. The contractor may choose to install survey points on adjacent property (subject to adjacent owner agreement) to confirm no building movement occurs during construction. The appointed Main Contractor will have to liaise with Dublin County Council 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.

3.9 Off-Site Roads

During all construction stages, the contractor will have regard to the effect of construction activities on the public traffic. All deliveries and off-site removals will be conveyed in appropriate vehicles. Where necessary, additional measures will be taken to protect the roads from dust and dirt by, for example, the deployment of a road sweeper if necessary.

3.10 Construction Waste Management

The contractor will plan for and maintain appropriate receptacles for the 'at source' segregation and temporary storage of all construction waste arisings. This is likely to extend to separate skips, wheeled-bins,

Ancillary Structures for the Development of the Quayside Buildings

Euro-Bins, wheeled cages, (or other appropriate storage receptacles) for residual (or general) waste, wet waste, mixed food waste, food packaging, polystyrene, plastic, metals, hard plastics, contaminated cardboard, paper, etc.

Detailed advice on this will be taken from and agreed with the contractor's chosen Waste Collection Contractor. Where practical, these waste storage receptacles will be temporarily stored in a Central Waste Storage Area (CWSA) where they can be monitored, inspected and from which a licensed Waste Collection Contractor can collect them for off-site recycling and/or disposal.

All waste consignments leaving the site shall be individually documented, signed, and recorded using a Waste Collection Permit issued under the Waste Management (Collection Permit) Regulations of 2007, and handled by an appropriately licensed Waste Haulier.

Since 2012, all Waste Collection Permits in Ireland are issued by the National Waste Collection Permit Office at Offaly County Council. The Site Manager will retain a copy of all Waste Collection Permits along with a record of the final destination of the waste materials.

It is expected that the Contractor will confer with his own in-house or externally appointed Waste Manager on all aspects of best practice on site to maximise recycling and waste recovery as well as to reduce the environmental and other risks arising from inappropriate waste disposal practices. It is also expected that best practice for on-site waste management will feature frequently in the Contractor's Toolbox Talks as well as being prominent within on-site Staff and Visitor Induction procedures.

4 HEALTH & SAFETY

Health & Safety issues during construction 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.

Given the location of the site in a congestive urban location, special care will be taken to provide suitable protection for passing pedestrians. Due to the nature of the development, the safety of pedestrian and neighbourhood will be a major priority. For this reason, a TMP has been developed by the contractor.

The installation of the boardwalk extension involves the moving of some large steel elements during construction. It is important that all Manual Handling practices are observed and applied where possible. Mechanical aids are to be used when excessive weights are being moved.

Due to the small scale and tight nature of the site it is of utmost importance that precaution be taken by operators and other personnel on site when large construction plant and machinery are in operation or moving around. Banksmen are to be used and exclusion zones included when necessary.

Proper PPE is to be utilised at all times by all personnel, even temporary visitors on site. This may be generic PPE such as hardhats, hi-vis vests, gloves, etc., or more task specific equipment such as harnesses, ear defenders, respirators, etc.

The location of the site is along a quay wall alongside the River Liffey. This location raises a significant risk in regards of working near or even potentially above water. Adequate protection is to be provided such as life preservers while works are occurring near the water. It is imperative that all hazards are identified prior to commencement of works.

When work at height is carried out over or near water then a site specific risk assessment must be carried out by a competent person. The risks associated with water must also be considered during the selection of work equipment for this working at height. Factors such as water depth, tide changes, water flow and flood risks must be considered.

Employers must identify whether the greater risk of injury to the worker(s) is from falling from a height off the working platform or from drowning if the worker(s) or the platform falls into the water. The decision can then be made as to whether it is more appropriate to wear a suitable harness to address the fall risk or whether the risk of drowning would render the use of a harness unsafe. If the risk assessment determines there is a greater risk of drowning then appropriate life jackets / personal flotation devices should be worn and not harnesses. In this case any risk from fall from height should be controlled by means other than the use of harnesses.

An appropriate rescue plan must be in place for all work at height and work over or near water.

Key Steps:

1. Risk assess the work including considering all specific hazards such as work near water.
2. Select the most suitable work equipment for the job.
3. Assess the risk of a fall from height and the risk of drowning and determine the appropriate controls to be put in place to best control these risks.
4. Ensure an appropriate rescue plan is in place for the work.

5 CONSTRUCTION STAGE COMMUNITY LIASON

5.1 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.

5.2 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.

5.3 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.

5.4 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.

5.5 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 updates to the construction programme along with details of any upcoming Exceptional Activities which may impact on traffic, short term accessibility for business 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.

6 CONTRACTOR'S CONSTRUCTION MANAGEMENT PLAN

6.1 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
- Traffic Management 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

6.2 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 not limited to Dublin City Council (if requested), the Design Team, Construction Team, Sub-contractors, and Suppliers.

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

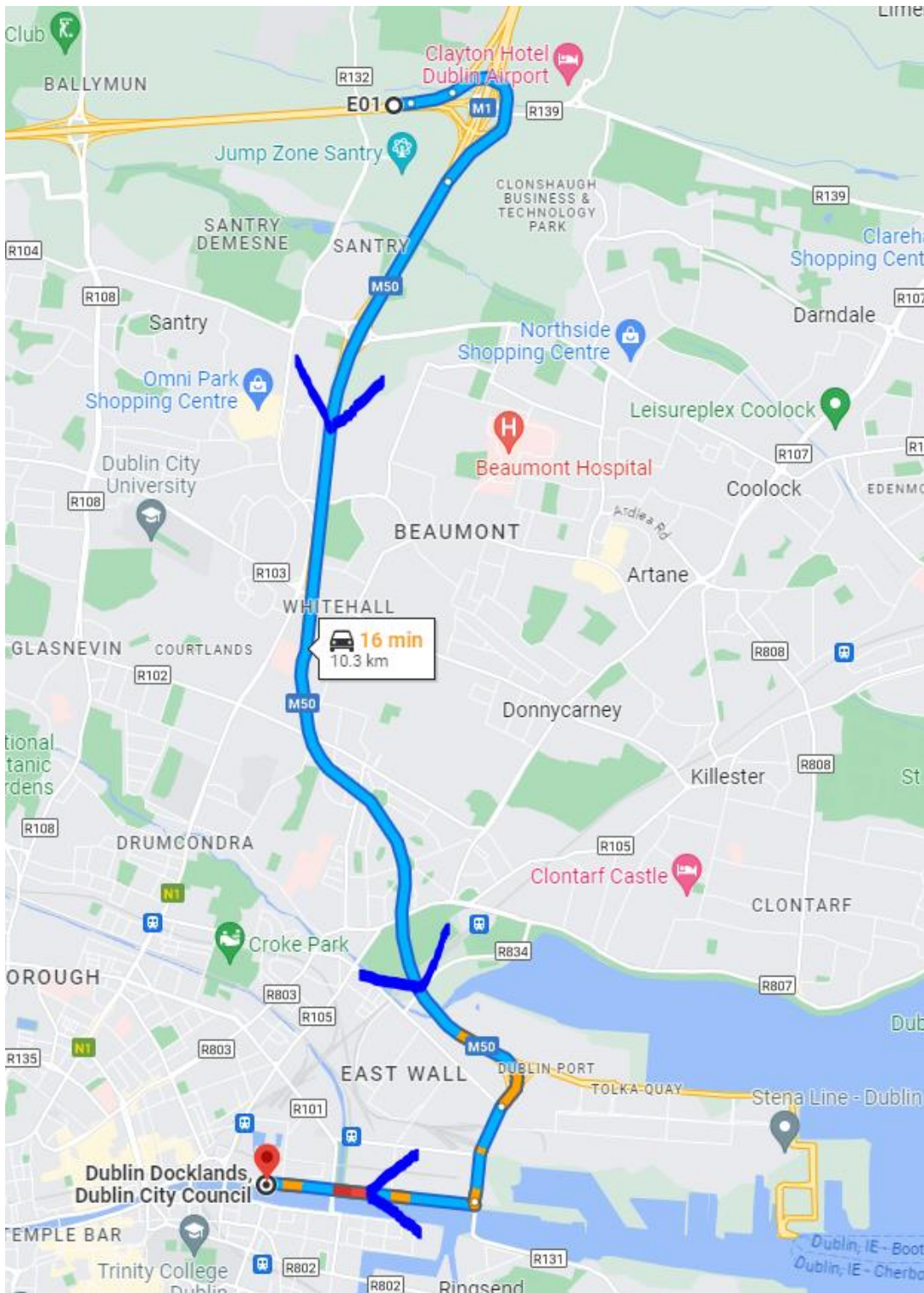
Any routine comments that are received that are considered sufficiently relevant to merit an amendment to the Plan.

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.

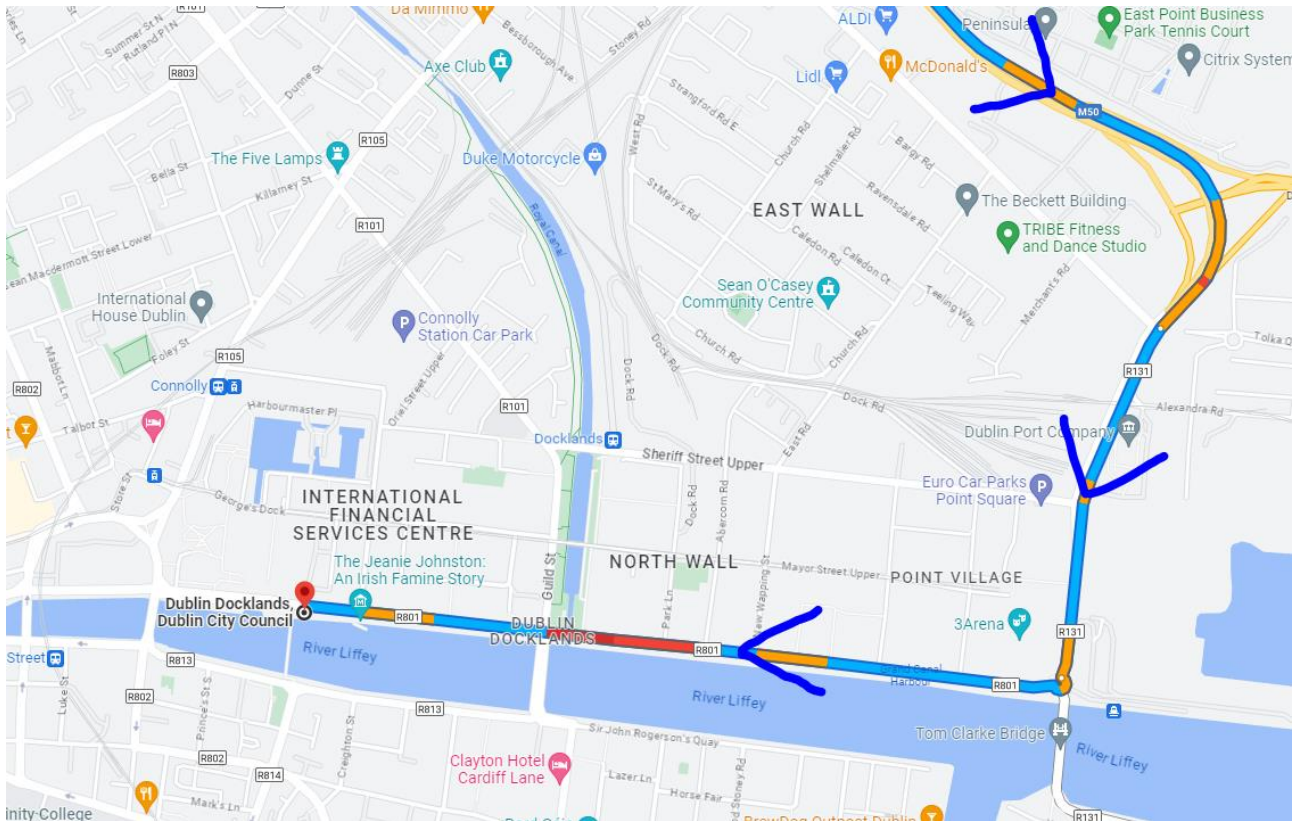
Appendices

A.1 HGV Routes Entry & Exit

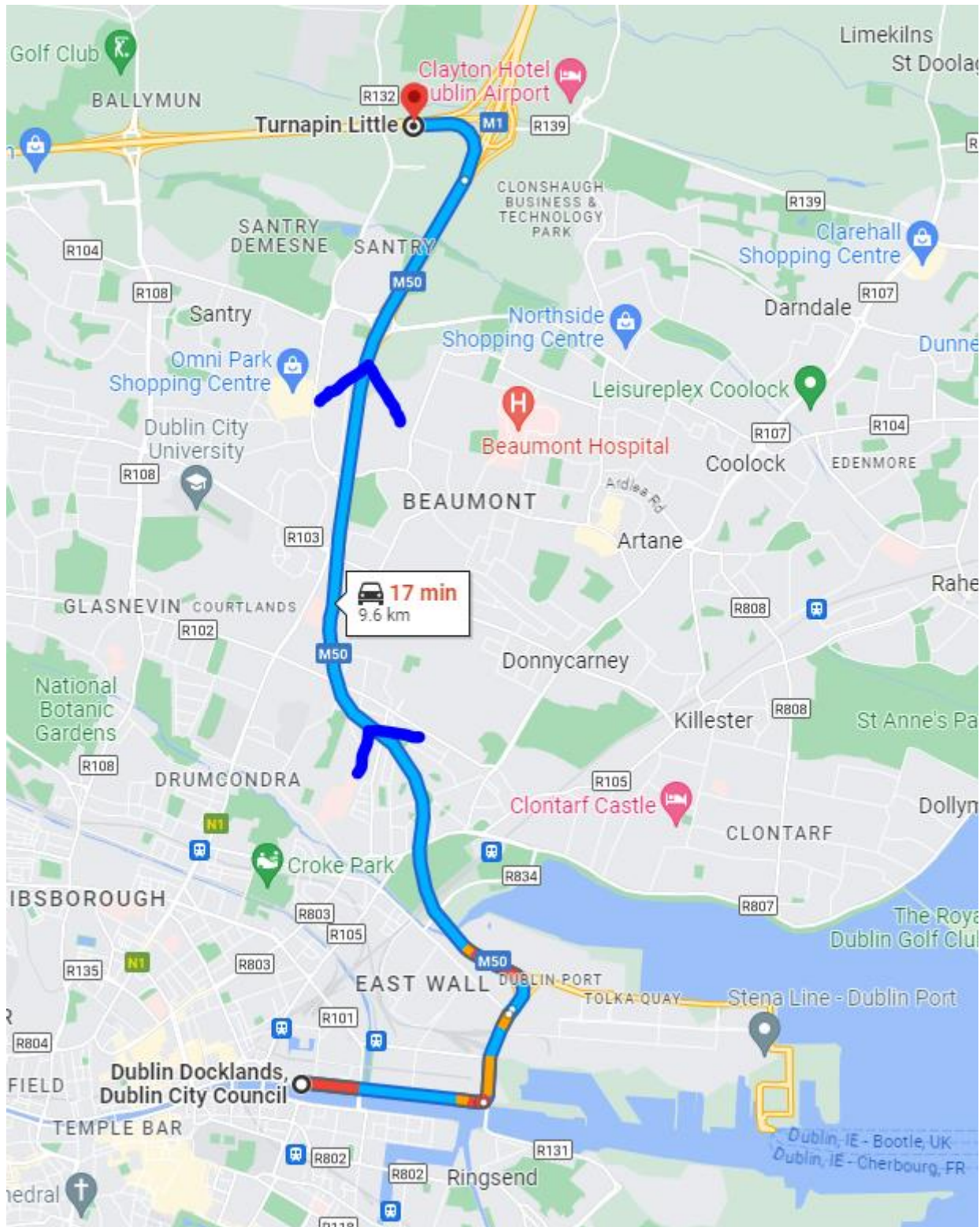


1 - Northern Entry Through Port Tunnel

Ancillary Structures for the Development of the Quayside Buildings



2 - Northern Entry Through Port Tunnel (City Centre Overview)


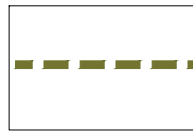
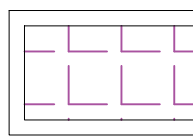


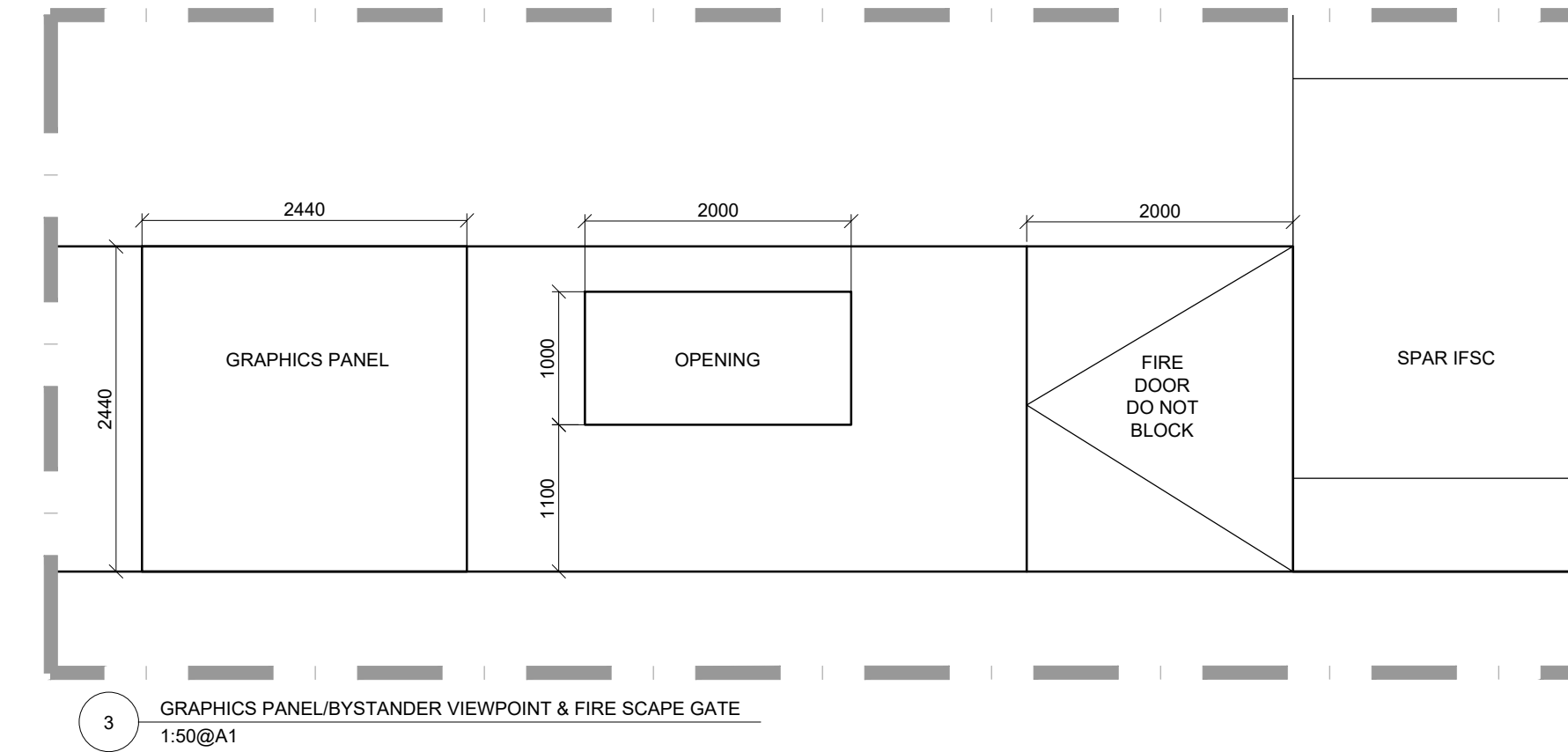
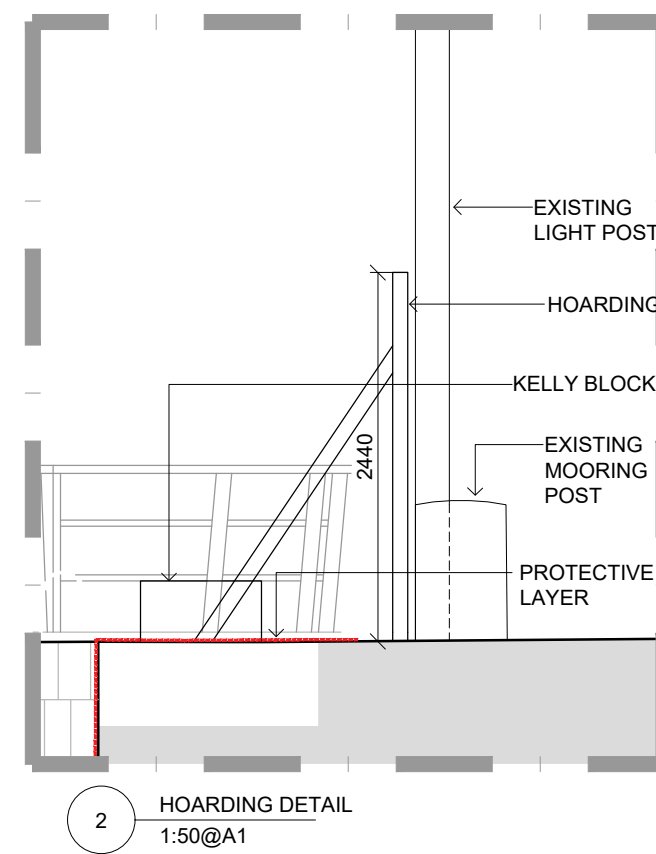
3 - Northern Exit Through Port Tunnel (Overview)

A.2 Compound Boundary

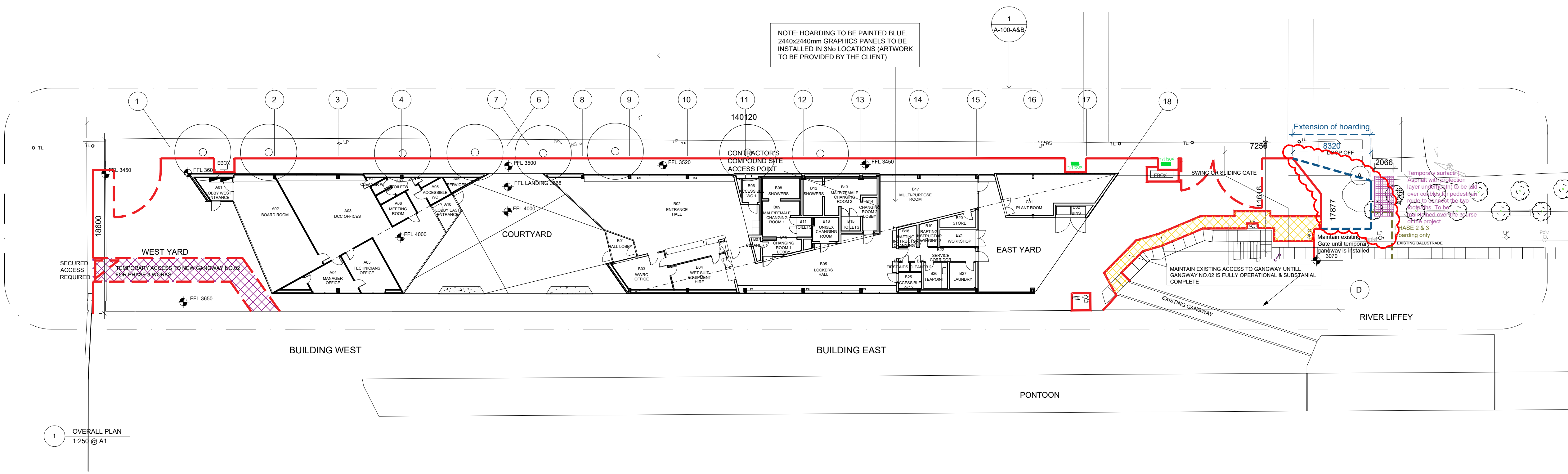
METHOD STATEMENTS
 Contractor to submit detailed method statements setting out proposed safe means of access, hoarding, protection and operations for each area of the project for agreement 2 weeks in advance of starting works in that relevant area

Refer to relevant civil, structural & M&E drawings, specifications re method statements required from other disciplines

 Site hoarding extended
 Temporary hoarding for phase 2 & 3 works
 Temporary surface (Asphalt with protection layer underneath) to be laid over cobbles for pedestrian route to connect the two footpaths. To be maintained over the course of the project



HILTON GARDEN INN HOTEL



TENDER

Notes:

ALL LEVELS (IN METERS) RELATE TO ORDNANCE DATUM.
 DIMENSIONS IN MILLIMETERS. FIGURED DIMENSIONS ONLY TO BE USED. DO NOT SCALE FROM DRAWING.
 ALL DIMENSIONS TO BE CHECKED ON SITE WITH THE ARCHITECT TO BE NOTIFIED OF ANY DISCREPANCIES. DRAWINGS FOR TENDER PURPOSES ONLY. NOT TO BE USED FOR CONSTRUCTION.
 ALL WORK TO BE CARRIED OUT IN ACCORDANCE WITH THE CURRENT BUILDING REGULATIONS.
 THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE RELEVANT STRUCTURAL ENGINEERS AND M&E ENGINEERS DRAWINGS AND SPECIFICATIONS.
 INTERNAL LAYOUT IS INDICATIVE ONLY.

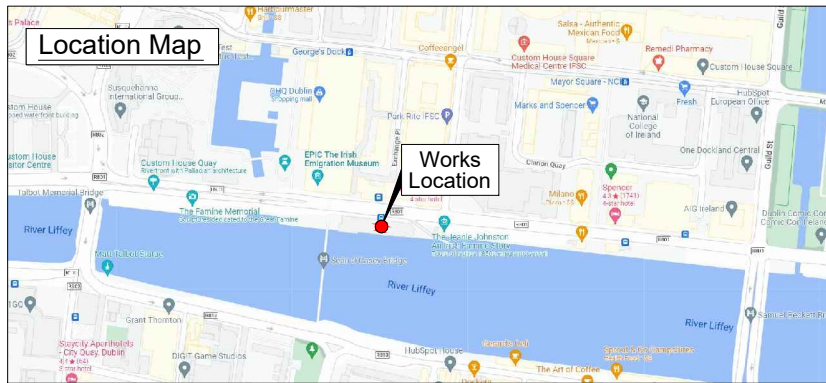
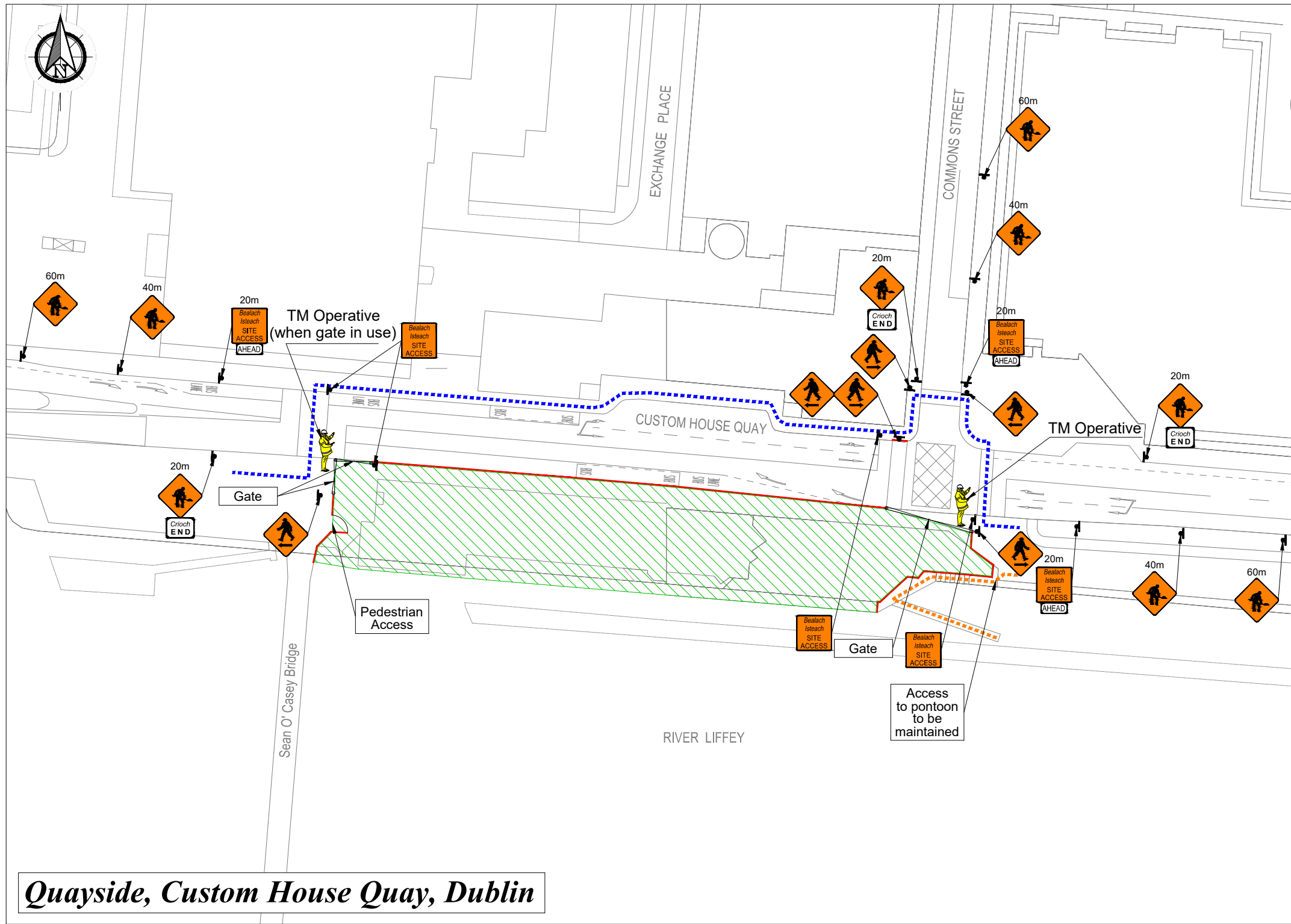
Revision:	Date:	Description:
-	14.02.21	Issued for Q/S
T1	06.01.22	Issued to contractor Tender queries

Drawing Title:	Rev.:	Drawing No.:
OVERALL PLAN - CONTRACTOR'S COMPOUND	T1	A-002
Date:	Scale:	Drawn by:
02.03.20	1:250 @ A1	OB
Project Title:	Job No.:	
QUAYSIDE BUILDINGS	1831	

URBAN AGENCY
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A.3 Contractor Traffic Management Plan



Quayside, Custom House Quay, Dublin

LEGEND

- Sign Location
- Pedestrian Route
- Hoarding/Facing
- Access to Pontoon
- Works Area Surrounded with Approved Barrier

Design Parameters Level 1(iv):

1. Statutory Speed of the Road -	50km/h
2. Distance between Advance Signs:	20m
3. Number of Advance Signs:	3/No
4. Minimum Visibility of Signs:	50m
5. Longitudinal Safety Zone:	5m
6. Lateral Safety Zone:	0.5m
7. Leading Taper:	1:10
8. Maximum at Tapers Cone Space:	3m
9. Maximum Longitudinal Cone Space:	6m

- Note:**
- All signs to comply with Chapter 8 of the "Traffic Signs Manual"-Guidance Document.
 - All Traffic Management to be carried out in accordance with Chapter 8 of the "Traffic Signs Manual".
 - Detailed Risk Assessment to be carried out prior to the installation of Traffic Management System.
 - The Contractor shall be responsible for providing all required ramp access to all changes in road surface level where traffic runs on a temporary surface and also for cycle/pedestrian ramps where footpath, cycle paths or any surface which has a level discontinuity as a result of the works.
 - Exact sign positions to be agreed on site.
 - All safety zones to be maintained at all times.
 - All affected Parties and an Garda Siochana to be notified prior to works commencing.
 - Signs to be positioned so as not to cause an obstruction to other road users.
 - Minimum lane width of 3.00 m to be maintained at all times.

- All signs to be 600 X 600mm and faced with retro-reflective material to class ref 2 of EN 12899.
- All delineation devices should be designed in accordance with IS EN 13422.
- All signage shall be as per table 8.2.1, 8.2.2, 8.2.4 of the "Traffic Signs Manual".
- Safety barrier to be in accordance with IS EN 1317.
- "End of Roadworks" sign placed 20m to 50m from end of works area.
- Entrances to existing dwellings and businesses to be maintained at all times.
- Pedestrian Crossing to be maintained at all times.



Rev:	Description:	Date:

Job Details:
Proposed Works
Quayside, Custom House Quay, Dublin

Sheet: **CAD File ref.:**

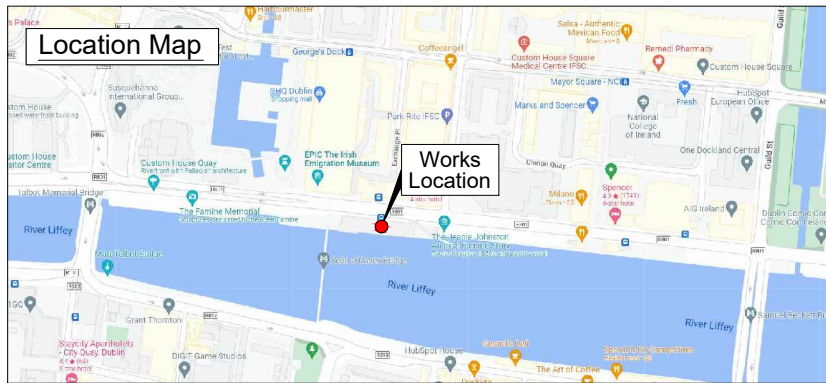
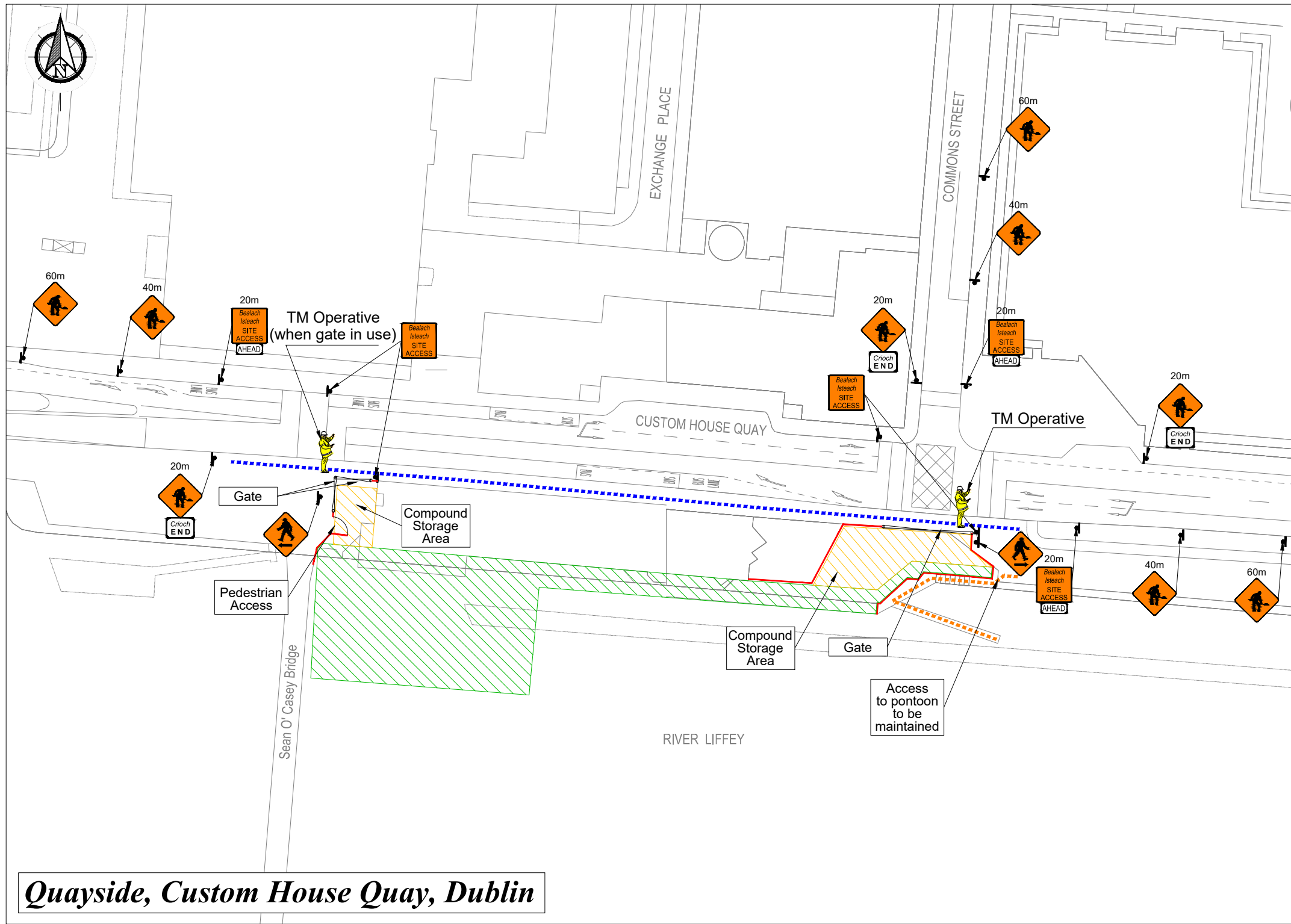
Drawing:
TMP for Site Set Up
Phase 1

Drawn By: **Date:**
12.12.2022

Dwg no:
01

Rev:
00

Scale:
not to scale



Quayside, Custom House Quay, Dublin

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Job Details:
Proposed Works
Quayside, Custom House Quay, Dublin

Sheet: **CAD File ref.:**

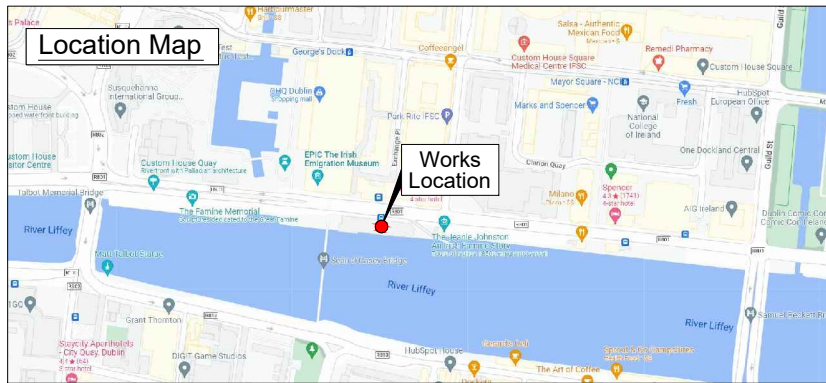
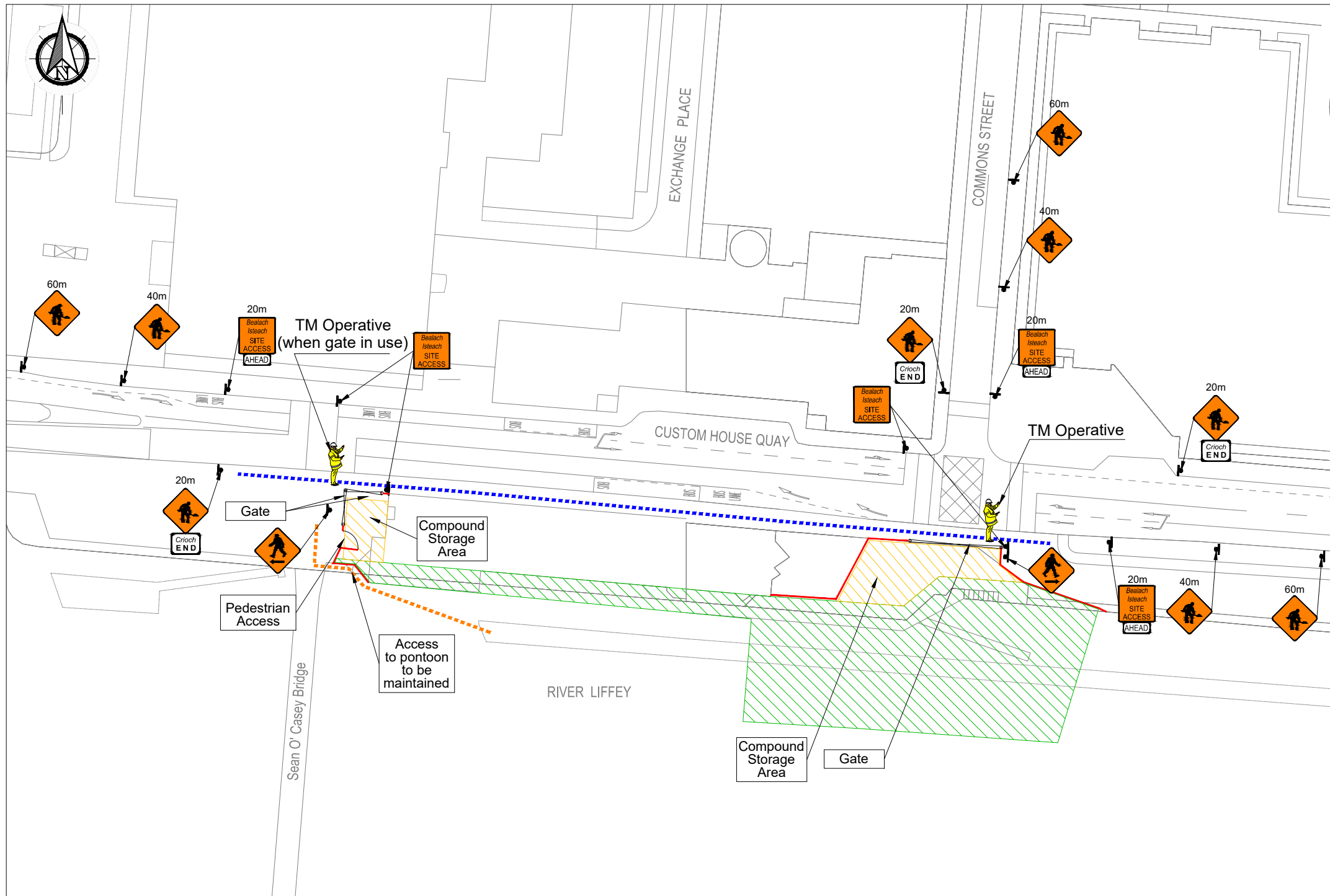
Drawing:
TMP for Site Set Up
Phase 2

Drawn By: **Date:**
12.12.2022

Dwg no:
02

Rev:
00

Scale:
not to scale



Quayside, Custom House Quay, Dublin

LEGEND

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- Pedestrian Route
- Hoarding/Facing
- Access to Pontoon
- Works Area Surrounded with Approved Barrier

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16. Pedestrian Crossing to be maintained at all times.



Rev:	Description:	Date:

Job Details:
Proposed Works
Quayside, Custom House Quay, Dublin

Sheet: **CAD File ref.:**

Drawing:
TMP for Site Set Up
Phase 3

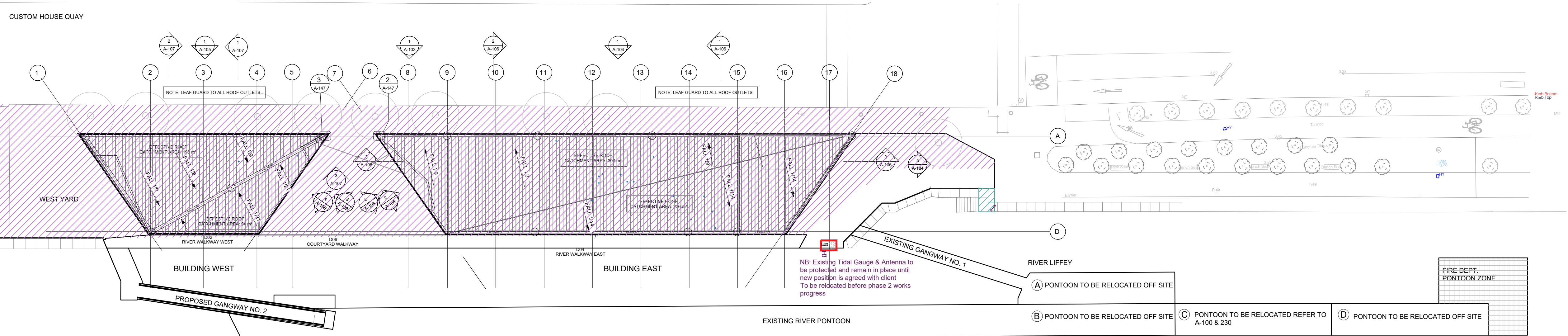
Drawn By: **Date:**
12.12.2022

Dwg no:
03

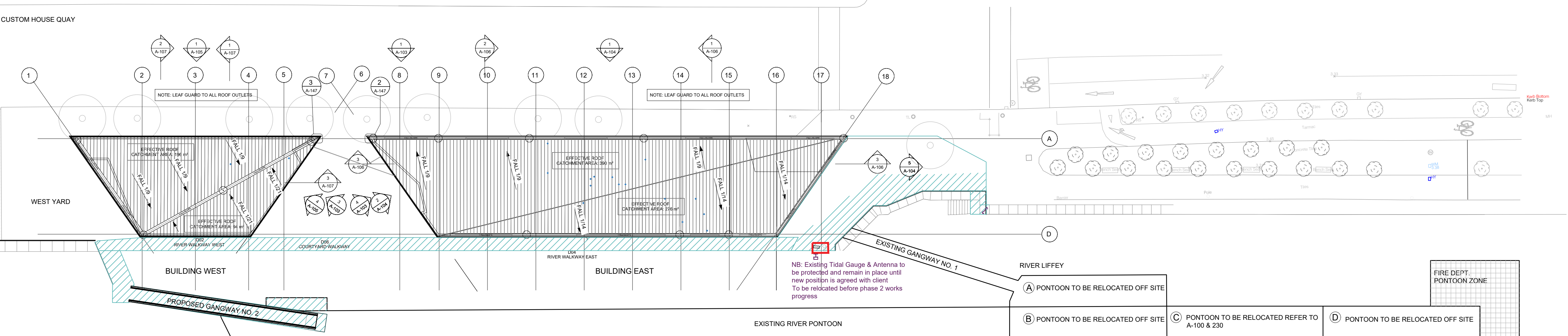
Rev:
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Scale:
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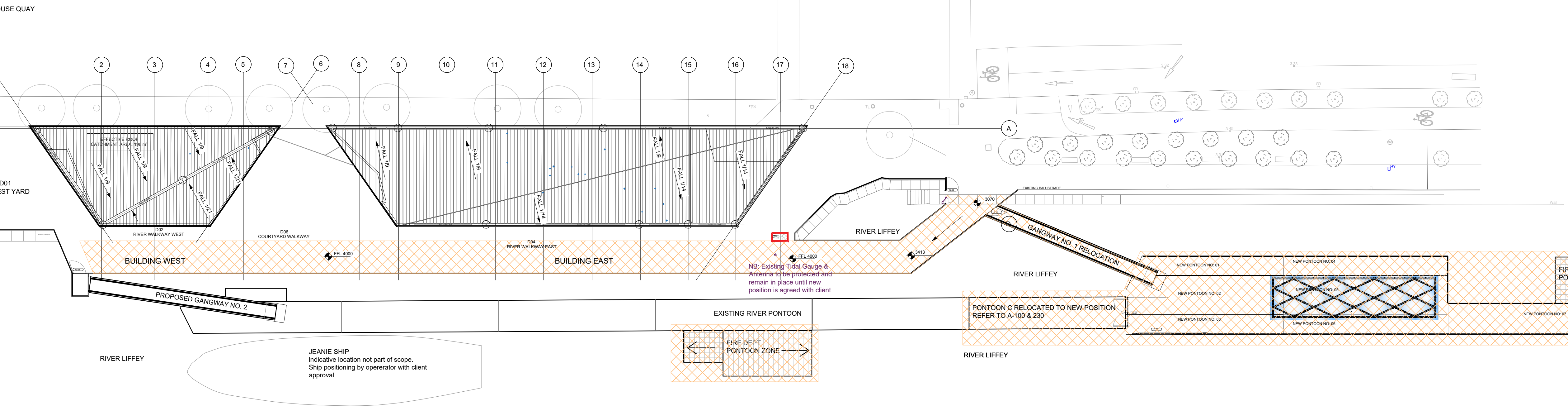
A.4 Phasing Drawing



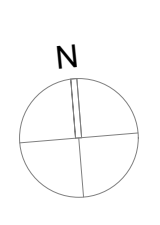
1 PHASE 1 SITE PLAN
1:300 @ A1



2 PHASE 2 SITE PLAN
1:300 @ A1



3 PHASE 3 SITE PLAN
1:300 @ A1



LEGEND:

PHASE 1: Extent shown no constraints. Maintain access to existing gangway No.01

PHASE 2: Extent shown 1.8m wide boardwalk including balustrading & gangway No.02. Maintain access to existing gangway No.01

PHASE 3: Extent shown planning constraint on these scope of works. these works are to commence 3 months before the project is substantially completed. The overall construction programme is 18 months.

NB: Gangway No.02 to be fully operational & Substantially complete before gangway no.01 is decommissioned

Note 01: Maintain existing services to existing pontoons at all times for all phases

Note 02: Site hoarding to be modified accordingly for the varies phases. Hoarding plan to be issued to the ER and Client. Sign off required before and modifications occur

SCOPE:

PHASE 1: Building and some external works

PHASE 2: 1.8m in wide boardwalk including glass balustrade & proposed gangway no.02. Maintain gangway no.01

PHASE 3:

(i) The East building - east elevation to be enclosed with fencing & gates
 (ii) 4.8m wide boardwalk including glass balustrade & associated river piles etc
 (iii) Relocated existing gangway No.01. Gangway no.02 to be fully operational before removal of existing gangway No.01 to progress
 (iv) Removal and repositioning of existing pontoons.
 (v) Installation of new pontoons and canopy

Note 01: Maintain existing services to existing pontoons at all times for all phases

Note 02: Site hoarding to be modified accordingly for the varies phases. Hoarding plan to be issued to the ER and Client. Sign off required before and modifications occur

CONSTRUCTION

Notes :

ALL LEVELS (IN METERS) RELATE TO ORDANCE DATUM.
 DIMENSIONS IN MILLIMETERS. FIGURED DIMENSIONS ONLY TO BE USED. DO NOT SCALE FROM DRAWING.
 ALL DIMENSIONS TO BE CHECKED ON SITE WITH THE ARCHITECT TO BE NOTIFIED OF ANY DISCREPANCIES.
 DRAWINGS FOR PLANNING PURPOSES ONLY. NOT TO BE USED FOR CONSTRUCTION.
 ALL WORK TO BE CARRIED OUT IN ACCORDANCE WITH THE CURRENT BUILDING REGULATIONS.
 THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE RELEVANT STRUCTURAL ENGINEERS AND M&E ENGINEERS DRAWINGS AND SPECIFICATIONS.
 INTERNAL LAYOUT IS INDICATIVE ONLY.

Revision :	Date :	Description :
C01	28.08.2023	Issued for construction

Drawing Title : SITE PHASING PLAN	Rev.: C01	Drawing No.: A-003
Date : 28.08.23	Scale : 1:300 @ A1	Checked by : OB
Project Title: QUAYSIDE BUILDINGS	Job No.: 1831	

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