

**Public Realm Improvements for a  
Pedestrianised New Street**

**Construction Management Plan  
222126-PUNCH-XX-XX-RP-C-0002  
April 2023**

## Document Control

Document Number: **222126-PUNCH-XX-XX-RP-C-0002**

Status	Rev	Description	Date	Prepared	Checked	Approved
A0	P01	Planning Issue	06/04/2023	D Moreton	MC Daly	P Casey

## Table of Contents

Document Control.....	i
Table of Contents .....	ii
1 Introduction.....	3
1.1 Site Location.....	3
2 Description of the Public Realm Improvements .....	4
3 Indicative Construction Programme .....	4
4 Site Set Up and Security .....	5
5 Site Access .....	5
6 Material Storage and Delivery.....	5
7 Traffic Management Plan .....	6
8 Works Adjacent to Railway Line .....	7
9 Potential Interface with Other Projects .....	8
10 General Construction Approach.....	8
10.1 Construction Working Space .....	8
10.2 Outline Phasing Strategy.....	8
10.3 Outline Works Description .....	9
10.3.1 Hoarding, Site Set up and Formation of Site Access/ Egress .....	9
10.3.2 Site Clearance and Demolition.....	9
10.3.3 Construction Sequence of Development.....	9
11 Waste Management Plan .....	10
12 Communications and Local Stakeholder Management .....	10
13 Construction Noise, Dust and Vibration.....	10
14 Working Hours .....	10
15 Lighting.....	11
16 Construction Employment .....	11

# 1 Introduction

The purpose of this document is to briefly outline the general activities required for the construction of the proposed public realm improvements for a pedestrianised New Street, located in Malahide, Co. Dublin.

A Main Contractor has not yet been appointed to carry out the proposed public realm improvements for a pedestrianised New Street. Once appointed, it will be the responsibility of the Main Contractor to prepare and submit a detailed construction management plan to submit to the local authority for approval. The construction management plan will be a live document that will be updated throughout the project lifecycle by the Main Contractor as required.

Regardless of the form of contract, the Contractor will be contractually bound by any conditions arising from the site constraints identified and specified, all Statutory Regulations governing the works, and any additional measures or modifications that may be imposed on the proposed development by the Local Authority or other statutory authorities.

## 1.1 Site Location

The site location is shown in Figure 1-1 below. The site is approximately 0.22 hectares in area located in Malahide Village on New Street. The site currently consists of an established town street with retail, commercial and residential development throughout. The topography of the street consists of the site falling from its highest point at the southern extents of the site (The Mall) and falling towards the lowest point at the northern extents of the site (Strand Street).

The site is bounded by retail, commercial and residential developments to the west and east, a junction on Strand Street to the north, and the Diamond junction on The Mall (R106) to the south. The junctions on either end of New Street are both signalised. New Street is approximately 100m southwest of the marina. The street is currently pedestrianised with restricted vehicular access to enable deliveries allowed between 7am and 11 am only, refuse collection and emergency vehicles. The site is accessed via the Mall to the south and via Strand Street to the north.

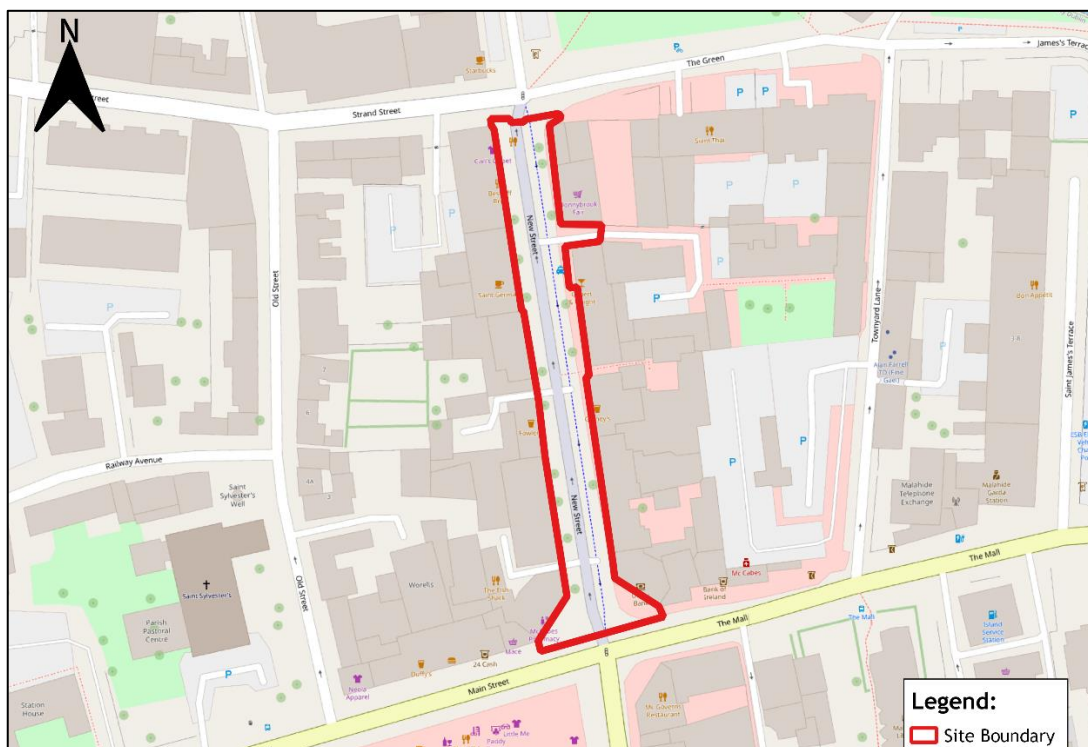


Figure 1-1: Site Location Plan.

## 2 Description of the Public Realm Improvements

The proposed public realm improvements will comprise: -

- i. Widening of footpaths and provision of new kerb edges with existing kerbstones retained, realigned and protected within the widened footpaths and public spaces.
- ii. Realignment and narrowing of the trafficable section of New Street (c.150m in length, 0.22ha) and insertion of control measures and all necessary signage to provide for a pedestrianised street with associated traffic flow routes and restrictions allowing for time limited one-way access from 7am to 11am each day for deliveries and emergency vehicles from Main Street/ The Mall to New Street and a two-way access from Strand Street to Ross's Terrace via New Street.
- iii. Upgrade of all street surfaces.
- iv. Provision of 2no. loading bays at the southern and northern ends of New Street and an accessible parking space in front of the HSE building.
- v. Installation of cycle stands at 6no. locations on New Street with capacity for 23no. cycle parking spaces.
- vi. Removal and replacement of 11no. existing trees with 37no. trees of species appropriate to the location and environment and provision of soft landscaping and green infrastructure with planting zones for seeded, planted and hedging areas and associated bioretention and tree pit areas.
- vii. Provision of outdoor dining zones including tables and chairs and other ancillary moveable structures.
- viii. Provision of street furniture including seating, benches and litter and recycling bins and a water feature.
- ix. New public lighting.
- x. Upgrade of the watermain and foul drainage networks and upgrade and relocation of the surface water drainage network including provision of sustainable urban drainage systems (SUDs) features as part of hard and soft landscaping.
- xi. Provision of ducting for existing and future utilities and piped infrastructure.
- xii. All associated site and development works.

Fingal County Council will be providing regulatory traffic signs (including regulatory signs which give effect to a pedestrianisation of New Street) in accordance with Section 95 of the Road Traffic Act 1961 (as amended).

The proposed public realm improvements for a pedestrianised New Street are outlined in a series of architectural drawings prepared by DFLA, and engineering drawings prepared by PUNCH Consulting Engineers supplied as part of the planning submission.

## 3 Indicative Construction Programme

It is estimated that the construction programme for the works associated with the proposed public realm improvements for a pedestrianised New Street will last 15 months. However, the duration may extend to 24 months to account for seasonal closures during Summer/Christmas periods or to satisfy other potential conditions arising from the planning process. This estimation is based on the typical construction programmes for other similar developments that are currently underway. It is envisaged that redevelopment of New Street will be carried out over a single phase. The Main Contractor will be required to prepare a detailed construction programme as part of their tender proposal.

## **4 Site Set Up and Security**

The Main Contractor will be required to submit a site layout plan that will detail the proposed location of the site compound. The Contractor will ensure that the site compound will be serviced as required and will be secured with appropriate fencing/hoarding. The site compound will be used as the primary location for the storage of materials, plant and equipment, site offices and worker welfare facilities. As Project Supervisor Construction Stage (PSCS), the Contractor will be responsible for site security, and they are to ensure that the site and site compound are adequately secured at all times.

As with the other construction activities that are being carried out within Fingal County Council (FCC) administration, activities associated with the construction compounds will be subject to restrictions to the nature and timing of operations so that they do not cause undue disturbance to neighbouring areas and communities.

The site layout plan will also include the site perimeter and the proposed detail with regards the hoarding and gate system.

## **5 Site Access**

It is proposed to access the proposed development via the existing Diamond junction on The Mall/Dublin Road (R106). The proposed public realm improvements will integrate the site into the surrounding footpath networks providing construction and operational vehicle access and convenient pedestrians/cyclist routes linking the site with the surrounding area.

Construction related traffic will enter the site via the junction on Dublin Road (R106). Construction traffic associated with the development can proceed along the Dublin Road, to Swords Road, to Malahide Road, to the Swords Bypass, to Lisenhall Road, to the M1 or other routes depending on destination. Refer to Section 7 and Figure 7-1 below for illustration.

Furthermore, to reduce the requirement for site parking for employees, public transport such as Dublin Bus should be utilised.

## **6 Material Storage and Delivery**

The Contractor will ensure that the delivery of materials is coordinated to minimise impacts to adjacent properties. The Contractor will ensure that all materials are adequately stored and secured in their site compound.

For more details, please refer to the 'Construction & Demolition Waste Management Plan' prepared and included in the planning submission.

The Contractor will ensure the roads adjacent to the site are kept clean and free of debris.

## 7 Traffic Management Plan

The Contractor will be required to prepare and submit a detailed traffic management plan as part of their tender submission. Once appointed, the preferred Contractor will further develop the traffic management plan as required to submit to the local authority for approval in advance of works commencing onsite. The Contractor will ensure that advanced warning signs are erected on approaches to the site as required by the PSCS. The Contractor will use a competent sign provider and all signage that meets the requirements of the Safety, Health & Welfare at Work (General Applications) Regulations 2007 and Chapter 8 Traffic Signs Manual. Any proposed temporary road markings must also confirm to the requirements of Chapter 8 of the Traffic Signs Manual.



Figure 7-1: Proposed Primary Route To/ From Site.

The Main Contractor will be responsible for all site access and works activity and must ensure the continued operation of the surrounding local road network as a result of its construction traffic.

The management of construction traffic on the public and private road networks in and around the proposed public realm improvements is a critical part of the overall project and must be actively managed by the Contractor.

The Contractor must submit a Construction Traffic Management Plan to the Local Authority for approval. Haulage vehicle movements should be fully coordinated to comply with the requirements of the agreed plan:

- Construction vehicles must not stop or park along the routes at any time;
- Haulage vehicles must not travel in convoys greater than two vehicles at any time;

- Site entrance to remain free of parked or stationary vehicles at all times;
- All loading of demolition material will occur within the site boundary;
- All off-loading of deliveries will take place within the site, remote from the public road and will access via the agreed construction access point.

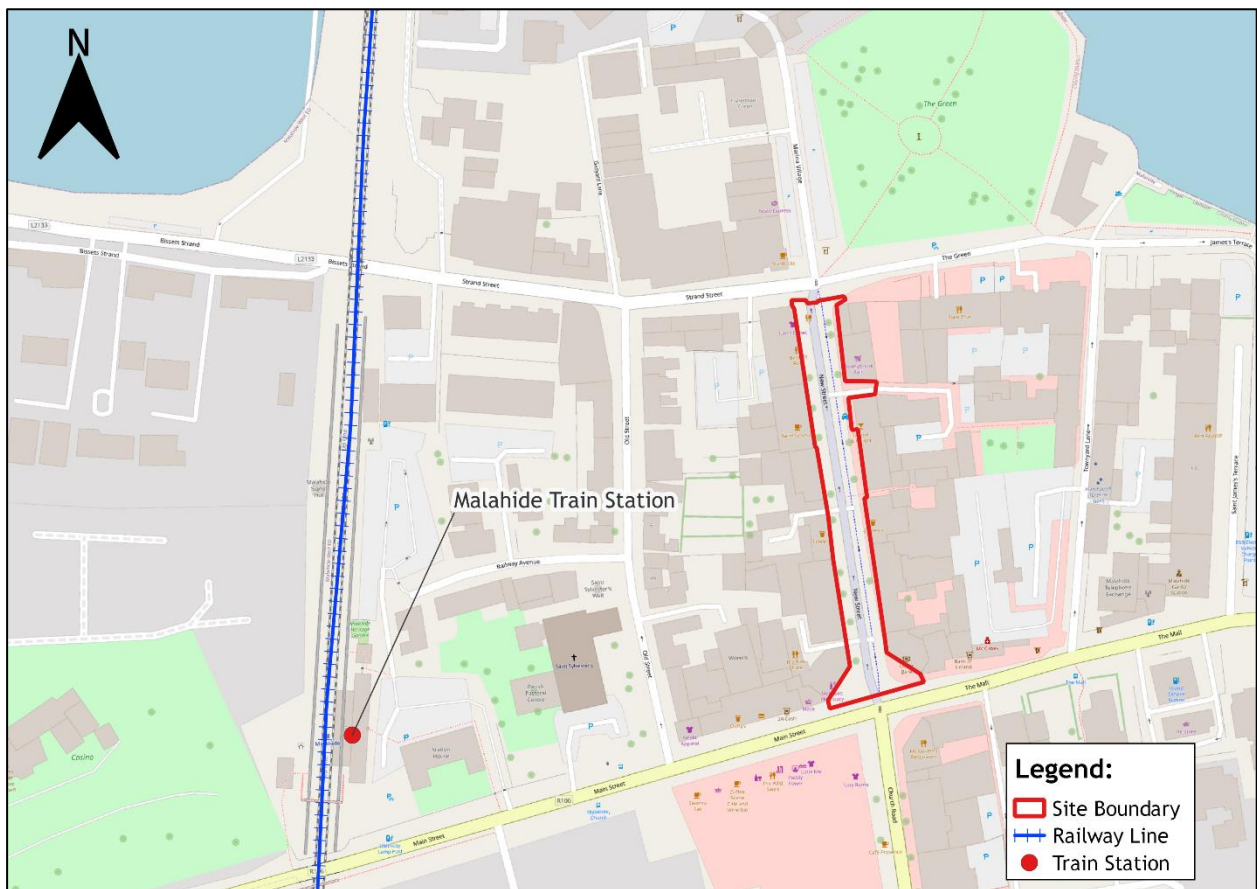
The site is located in an established urban area where the road and junction space is shared with public road users and construction traffic associated with other nearby developments. Therefore, the flow of construction traffic will need to be marshalled and controlled to ensure that potential conflicts are avoided as much as possible.

There are no proposals to introduce temporary road closures to facilitate construction of the proposed public realm improvement for a pedestrianised New Street however, temporary traffic light signals will be required on New Street at junction locations and at the access to Ross Cottages.

For more details, please refer to the ‘Construction & Demolition Waste Management Plan’ prepared and included in the planning submission.

## 8 Works Adjacent to Railway Line

The proposed public realm improvements is in close proximity to Malahide Train Station. The proposed public realm improvements will have no interference with any of the railway infrastructure. The proposed development’s location in relation to the railway infrastructure is shown in Figure 8-1 below.



**Figure 8-1: Railway Line adjacent to the Proposed Public Realm Improvements.**



## **9 Potential Interface with Other Projects**

The proposed public realm improvements will likely have an interface with other projects within the greater region. The appointed Contractor may need to coordinate with other Contractors in the locality to ensure a smooth interface between projects.

There may be a number of PSCS's operating in the urban locality at any one time on individual sites. It will be responsibility of the appointed Contractor as PSCS to ensure that delivery and haul routes, site access and egress points and potential crossing points associated with the site are fully coordinated and agreed with other Contractors in advance of the works commencing.

## **10 General Construction Approach**

### **10.1 Construction Working Space**

Construction working space will be set out in the detailed construction management plan at detail design stage.

Construction access routes, haul routes and delivery routes to the site are to be agreed with the Engineer/Employer's Representative in advance of works commencing onsite.

Any road closures required will be submitted and approved in advance with the local authority. It is the responsibility of the Main Contractor to prepare and submit the road closure application to the local authority in advance of works commencing onsite.

### **10.2 Outline Phasing Strategy**

It is currently envisaged that the proposed public realm improvements will be completed in a single phase as outlined below. For further details relating to the works, please refer to the more detailed planning drawings (drainage, road, landscape, etc.). The strategy is outlined as follows:

1. Establish site access routes to the New Street site.
2. Installation of secure perimeter fencing and hoarding along the active site boundaries as required and establish site compound. The location and extent of these systems will change as dictated by the staging of the Works.
3. Construct trench for installation of new drainage system. This includes a large area for the series of bioretention areas being proposed.
4. Installation of drainage/SuDS elements throughout the site.
5. Connections to external stormwater networks.
6. Regrading of topsoil throughout site.
7. Delivery of landscaping and recreation elements throughout the above, as per the architectural requirements.

### **10.3 Outline Works Description**

The construction works will involve an indicative sequence of works, as described in short below. The Contractor will outline works which impact public spaces within the Construction Management Plan that shall be subject to submission and agreement with FCC.

#### **10.3.1 Hoarding, Site Set up and Formation of Site Access/ Egress**

The active site area will be enclosed with hoarding details of which are to be agreed with Fingal County Council (FCC). Hoarding panels will be maintained and kept clean for the duration of the works. This will involve erecting hoarding around the proposed site perimeter in line with the proposed staging of the Works.

The available site footprint will enable the Contractor to set up the site compound within the site boundary.

The Contractor will be responsible for the security of the site. The Contractor will be required to:

- Operate a Site Induction Process for all site staff;
- Ensure all site staff shall have current 'Safe Pass' cards and appropriate PPE;
- Install adequate site hoarding to the site boundary;
- Maintain site security at all times;
- Install access security in the form of turn-styles and gates for staff;
- Separate public pedestrian access from construction vehicular traffic;

#### **10.3.2 Site Clearance and Demolition**

The site is comprised of an existing pedestrian street/ road. No demolition works are required. Site clearance will involve the removal of the hard standing footpath/ road that exists within the site boundary. These areas are in close proximity to retail, commercial, and residential, and will require consideration to occupants during the clearance and construction works.

#### **10.3.3 Construction Sequence of Development**

The construction sequence involves a number of steps including:

- Site clearance and Excavation
- Rationalisation of in-ground services
- Installation of Proposed Storm Drainage
- Installation of pavement sub-base through to top layer
- Hard landscaping
- Soft landscaping including bioretention areas

The construction methodology and programme of these activities will be dictated by the Contractor.

The Contractor must prepare a Construction and Demolition Waste Management Plan in accordance with the "Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects" (Department of Environment, Heritage and Local Government, 2006) and ensure that surplus material is disposed of at an appropriately licensed land fill site. The Contractor must also outline detailed proposals within the Construction Management Plan to accommodate construction traffic.

The above represents a high-level indicative construction sequence only. The actual sequence will be dictated by the Contractor. The Contractor will issue a detailed construction programme outlining the various stages prior to commencement of works.

## **11 Waste Management Plan**

The Main Contractor will be required to prepare a detailed waste management plan for the proposed public realm improvements. This will be included in the overall construction management plan that will be submitted to the local authority.

For more details, please refer to the 'Construction & Demolition Waste Management Plan' prepared and included in the planning submission.

## **12 Communications and Local Stakeholder Management**

The Contractor will, as required, liaise with owners of the local properties in advance of works commencing onsite. The Contractor will use a competent sign provider and all signage used will meet the requirements of the Safety, Health & Welfare at Work (General Applications) Regulations 2007 and Chapter 8 Traffic Signs Manual.

## **13 Construction Noise, Dust and Vibration**

The Main Contractor will be required to monitor noise, dust and vibration as will be outlined in the construction contract. The Contractor will establish baselines for noise, dust and vibration in advance of works commencing onsite.

As part of their detailed construction management plan, the Contractor will be required to clearly indicate how they plan on monitoring noise, dust and vibration throughout the course of the proposed public realm improvements. The Contractor will also be required to clearly outline the mitigation measures they plan on putting in place to ensure that permissible construction noise, dust and vibration levels for a development of this scale are not exceeded.

For more details, please refer to the 'Construction & Demolition Waste Management Plan' by PUNCH Consulting Engineers prepared and included in the planning submission.

## **14 Working Hours**

The proposed hours of work on site will be 07:00 hrs to 18:00 hrs Monday to Friday and 08:00 hrs to 16:00 hrs Saturday unless otherwise specified. Any working hours outside the normal construction working hours will be agreed with FCC. The planning of such works will take consideration of sensitive receptors, in particular any nearby businesses.

For more details, please refer to the 'Construction & Demolition Waste Management Plan' prepared and included in the planning submission.

## **15 Lighting**

Appropriate lighting will be provided as necessary at construction compounds. All lighting will be installed to minimise light spillage from the site.

## **16 Construction Employment**

Construction employment numbers will vary depending on the construction stage of the proposed public realm improvements and the actual approach adopted by the Contractor. However, it is anticipated that at the peak of construction there may be a workforce of approximately 25 people employed.