Proposed Residential Development

Glenamuck North (Southern Site), Kiltiernan, Dublin 18.

CONSTRUCTION MANAGEMENT PLAN

Issue P04 – 05 December 2025

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Prepared For:

Durkan Glenamuck Developments Ltd

PROPOSED RESIDENTIAL DEVELOPMENT

GLENAMUCK NORTH (SOUTHERN SITE), KILTIERNAN, DUBLIN 18.

CONSTRUCTION MANAGEMENT PLAN

Quality Assurance Page

Issue	Date	Prepared By	Checked By	Approved By	Remarks
P01	02/10/2025	L. Gorman	C. O'Brien	A. Lacey	Preliminary Issue for approval
P02	17/11/2025	L. Gorman	A. Lacey	B.Mitchell	Final Draft Planning issue
P03	25/11/2025	L. Gorman	C. Dring	B.Mitchell	Final Draft Planning issue
P04	05/12/2025	L. Gorman	C. Dring	B.Mitchell	Final Planning issue

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1 Introduction

1.1 Background

Meinhardt has been commissioned by Durkan Glenamuck Developments Ltd (The Applicant) to prepare a Construction Management Plan (CMP) to assist Dún-Laoghaire Rathdown County Council (DLRCC) in its assessment of a planning application for a Large Residential Development (LRD) at Glenamuck, Kiltiernan, Dublin 18.

The proposed development site is located in the townland of Glenamuck North, approximately 1.1km northeast of Kiltiernan Village, 1.2km southwest of Carrickmines Retail Park and 1.7km southeast of Stepaside Village. The site is bounded to the north by the newly constructed Glenamuck District Distributor Road (GDDR), to the east by the Glenamuck Link Distributor Road (GLDR), which is currently under construction, to the south by the Glenamuck Manor development (permitted under ABP Order 303978-19) and by a residential dwelling known as Westgate with its associated outbuildings and wider land holding. Finally, to the west, the site is bounded by the development known as Shaldon Grange and its wider landholding.

The site is currently a greenfield site which has been zoned as 'Objective A' in the newly published Kiltiernan – Glenamuck Local Area Plan (KGLAP), 'To provide residential development and to improve residential amenity while protecting the existing residential amenities. There are overhead 220kV powerlines passing through the site which has been taken into account and respected within the proposed development layout.

The proposed site location is presented in Figure 1-1.

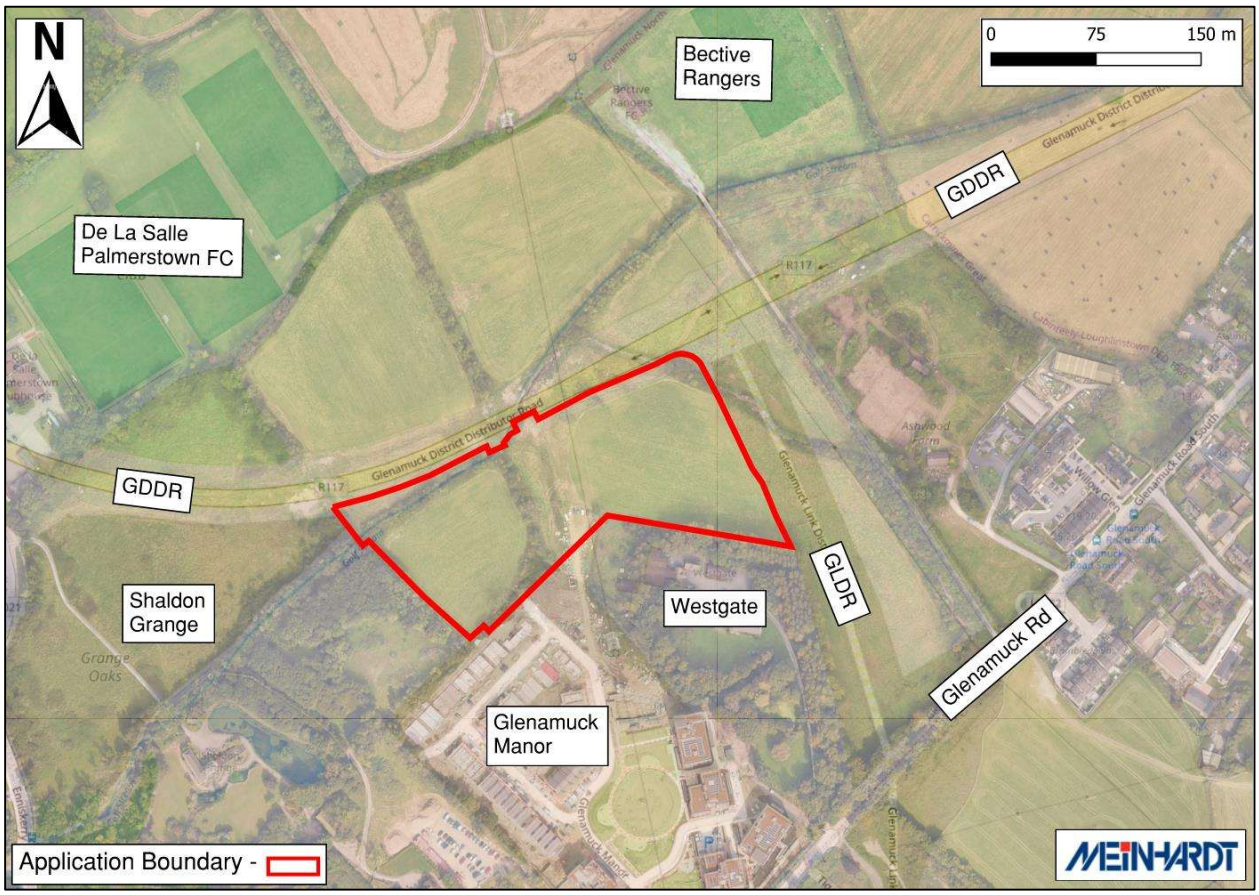


Figure 1-1: Proposed Site Location

The primary aim of this initial Construction Management Plan (CMP) is to briefly outline the general activities required for the construction of 135 residential units at Kiltiernan, Dublin 18. Upon planning approval, a main contractor will be appointed to carry out the proposed works. The appointed contractor will also be responsible for submitting a comprehensive CMP to DLRCC for approval on behalf of the client (subject to the grant of planning). The CMP will serve as a live document, that will be continuously updated by the main contractor throughout the project's duration as necessary.

Regardless of the contract form, the appointed main contractor will be contractually obligated to adhere to all conditions arising from site constraints, statutory regulations governing the works, and any additional measures or modifications that may be imposed on the proposed development by DLRCC or An Coimisiún Pleanála. This CMP should be read in conjunction with the Architectural Drawing Package prepared by MCORM Architecture & Urban Design and Civil and Transport Engineering drawings prepared by Meinhardt.

1.2 Proposed Development

The development will principally consist of the construction of 135 No. residential units, comprising 65 No. houses (9 No. 2-bed units, 46 No. 3-bed units and 10 No. 4-bed units) and 70 No. duplex units (21 No. 1-bed units, 22 No. 2-bed units and 27 No. 3-bed units). The proposed development will principally range in height from 2 No. to 4 No. storeys.

The development also provides car parking spaces; bicycle parking; bin storage; ancillary storage; private balconies, terraces and gardens; hard and soft landscaping; boundary treatments; lighting; substations; and all other associated site works above and below ground. The proposed site layout plan for the residential development is shown in Figure 1-2.

Figure 1-2: Proposed Site Layout Plan (Source: MCORM Architecture & Urban Design)

2 Outline Construction Programme

It is estimated that the construction programme for the proposed development will be circa 18-22 months from the commencement of works. It is anticipated that the construction of all 135 units will be carried out in 7 phases of development.

The proposed development area is currently a greenfield site which would require site clearance works before the early stages of construction could commence. The appointed main contractor will be required to prepare a detailed construction programme as part of their tender submission.

The proposed draft construction programme is presented in Figure 2-1.

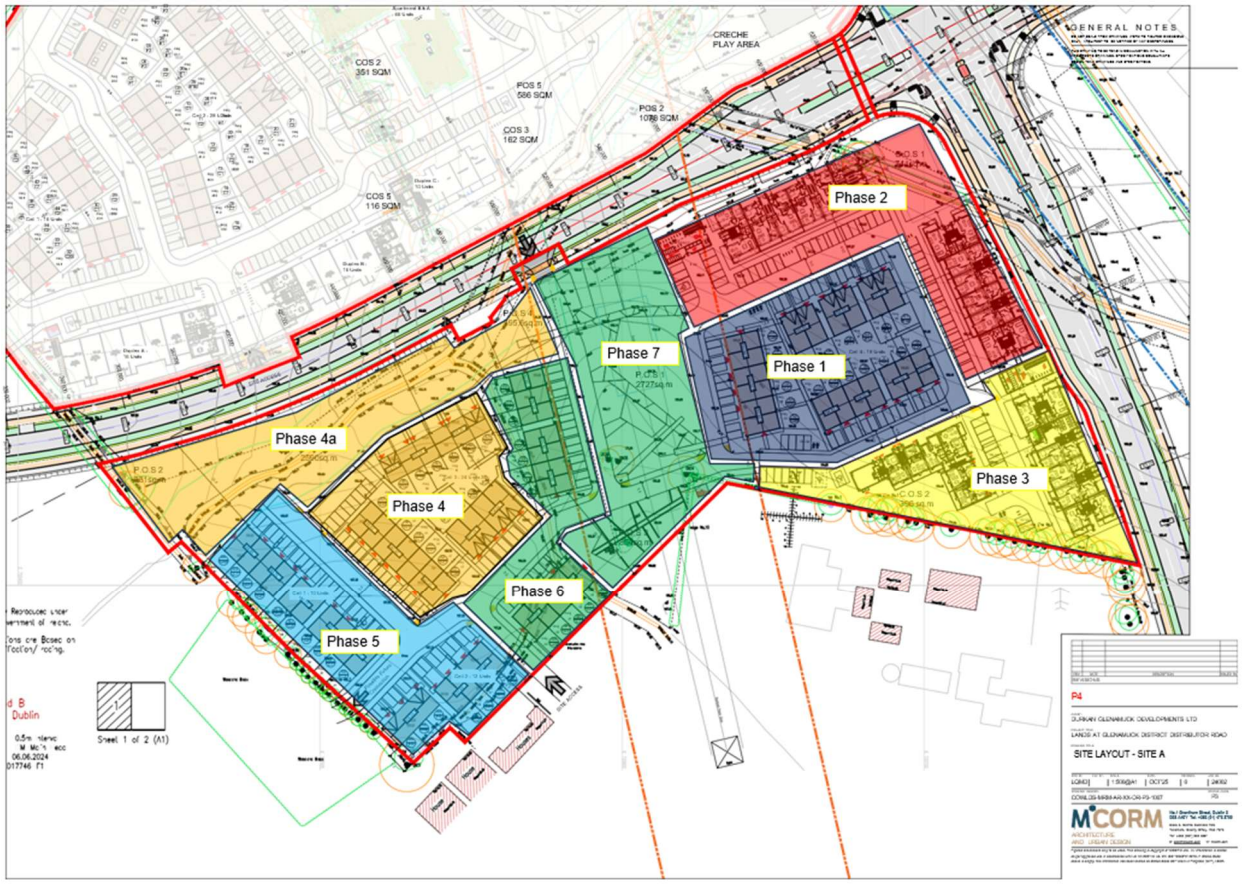


Figure 2-1: Proposed Draft Construction Phasing

3 Roles and Responsibilities

Table 3-1 below outlines the responsibilities / obligations of some of the key stakeholders associated with the construction of the proposed project.

Table 3-1: Summary of the responsibilities / obligations associated with each of the project's stakeholders.

Stakeholder	Responsibility / Obligation
Developer / Applicant	To ensure full implementation of all planning condition requirements
Site Manager	To inform site-personnel of all requirements applicable to the site and identify areas for potential improvements on and off site
Consulting Engineer	To ensure the detailed design is implemented in accordance with appropriate standards and complies fully with all planning conditions

Contract Manager	To oversee the implementation of the CMP in compliance with planning condition requirements and in line with the provisions of this plan

Prior to the commencement of construction, the appointed contractor shall prepare comprehensive risk assessments and method statements in accordance with the framework methods of work and procedures set out in this CMP. The updated CMP, as required under the grant of permission, will form part of the site induction for all employees, who will be required to comply with its provisions.

4 Site Access

For the duration of the construction process the proposed site will be accessed from the GDDR to the north of the site. Direct access to the site will be provided through the proposed vehicular entrance to the residential development at the central frontage of the northern site boundary along the GDDR as shown in Figure 4-1.

Traffic volumes are anticipated to be moderate, however vehicles turning into the site will be accommodated without delays on the road network, as detailed in the Construction Traffic Management Plan (CTMP) in Section 8. Site gates will be set back an appropriate distance to allow through traffic along the GDDR to pass unimpeded. Warning signage will be provided for pedestrians and other road users at all approaches, in compliance with Chapter 8 of the Traffic Signs Manual (For further details see Section 8.7)

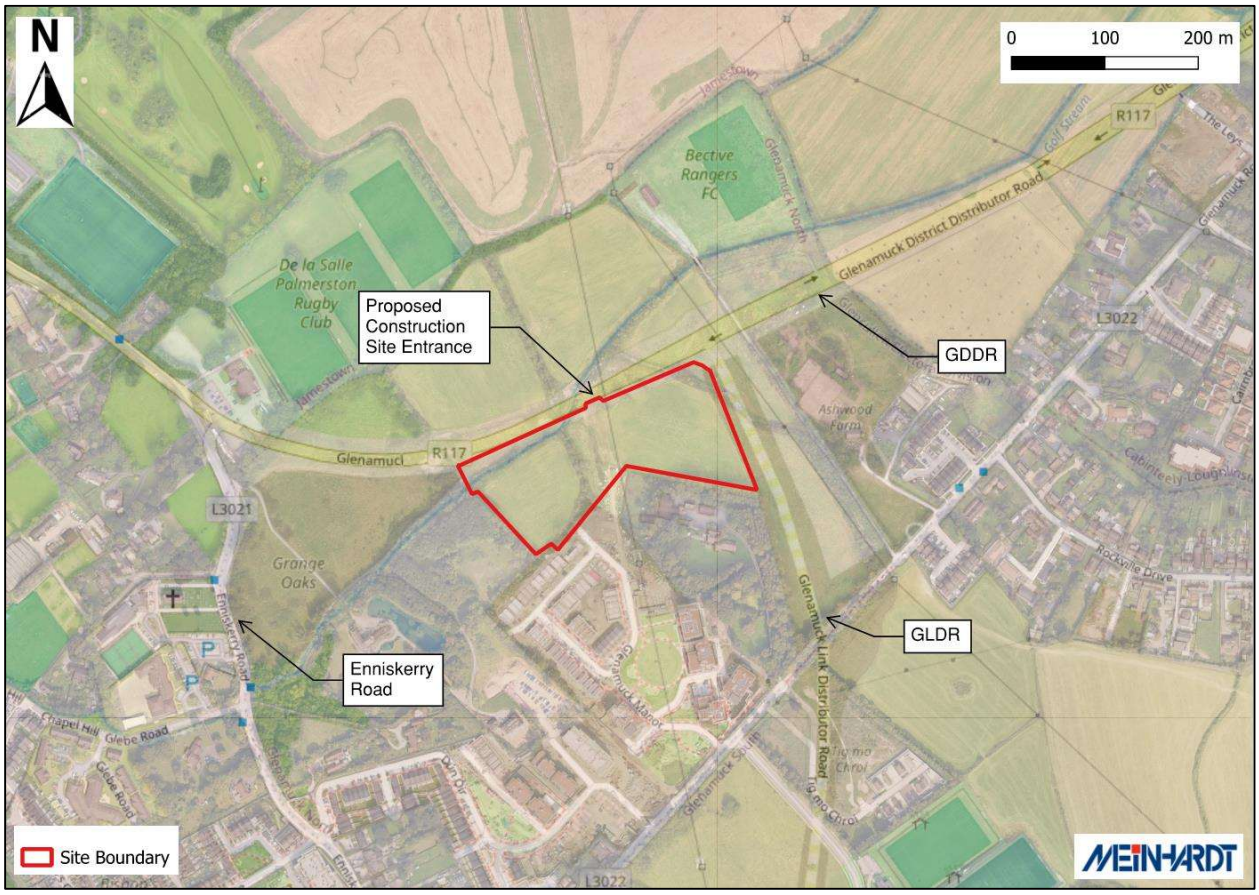


Figure 4-1: Proposed Construction Site Entrance

5 Site Compound and Security

The appointed main contractor will be required to submit a site layout plan detailing the proposed size and location of the site compound. The site compound will act as the primary storage area for materials, plant and equipment. Additionally, the compound will also include a site office, canteen, toilets and a drying room available to all on-site personnel.

The site perimeter will be enclosed with hoarding, with specific details to be agreed with DLRCC. This hoarding will be erected along the proposed site boundary, covering the full extent of the finished perimeter. The design will be carried out by a structural engineer to ensure it can resist wind loads. The appointed contractor will set up the site compound wholly within the site boundary and will also be responsible for the security of the site.

They will be obliged to:

- Ensure all site personnel have the required, in-date safety training (e.g. Safe Pass, Manual Handling) and wear appropriate Personal Protective Equipment (PPE).
- Conduct a site-specific induction process for all individuals working on-site.
- Maintain site security at all times.
- Install appropriate hoarding around the site perimeter.
- Provide separate access points for pedestrians and construction traffic.

6 Deliveries and Material Storage

All deliveries to site will be managed in accordance with the Framework Construction Traffic Management Plan (CTMP) in Section 8, which will be updated in detail and submitted to DLRCC (subject to planning) for approval prior to the commencement of works on-site. The primary objective of this Framework CTMP will be to ensure that the impacts of construction activities on the public, site visitors, and on-site workers are considered in-depth and proactively managed to help maintain safety and minimise disruption.

Provisions will be made to keep all access routes to and from the site clean throughout the construction period, using a road sweeper as required. This should ensure that any mud or other debris which may be tracked onto public roads does not negatively impact road users.

For further details on deliveries and material storage please refer to the Outline CTMP found in Section 8 of this report.

7 Working hours

For the duration of the construction works, the maximum allowable working hours will be 07:00-19:00, Monday to Friday (excluding bank holidays), and 08:00-14:00 on Saturday's. Work will not be permitted on Sunday's or public holidays without prior written approval from DLRCC.

8 Framework Construction Traffic Management Plan

8.1 Introduction

A detailed Construction Traffic Management Plan (CTMP) will be prepared for the proposed works by the main contractor prior to construction commencing in accordance with the principles outlined below and shall comply at all times with the requirements of:

- Chapter 8 of the Department of Transport Traffic Signs Manual – Temporary Traffic Measures and Signs for Roadworks, current edition (December 2024)
- Any additional requirements detailed in the Design Manual for Roads and Bridges (DMRB) & Design Manual for Urban Roads & Streets (DMURS)

This Framework CTMP will form the basis of a Construction Stage CTMP prepared by the appointed contractor and submitted to DLRCC for approval (subject to a grant of planning permission) prior to the commencement of construction. The primary objective of the CTMP is to ensure that the impacts of construction activities on the public, visitors to the site, and workers on-site are considered in-depth and proactively managed. This will help maintain safety at all times, minimise disruption, and ensure that work is carried out in a controlled environment.

8.2 Location & Access to the Site

As outlined in Section 4, for the duration of the construction process the proposed site will be accessed from the GDDR to the north of the site. Direct access to the site will be provided through the proposed vehicular entrance as shown in Figure 4-1.

The effective management of construction traffic on the public road network surrounding the development will be a critical component to the overall project and must be pro-actively managed by the appointed contractor subject to grant of planning permission.

8.3 Construction Traffic

For the purpose of this report, construction traffic is defined as the follows:

- Heavy Goods Vehicles (HGVs) & Haulage Trucks – Vehicles with 6 or more tyres, as outlined in the RSA publication ‘Guidelines on Maximum Weights and Dimensions of Mechanically Propelled Vehicles and Trailers – Including Manoeuvrability Criteria’
- Plant / Machinery such as bulldozers, excavators, teleporters, etc.
- Concrete trucks

Smaller vehicles such as vans and cars used by construction staff to access the proposed site, are not deemed to be construction traffic.

The volume of HGV movements per day will vary according to the stage of construction. The peak number of HGV movements will occur at the excavation stage due to the removal of excess soil. All suitable material will be reused as part of the site development work where feasible. However, any spoil will be transported to a registered landfill site for disposal. It is noted that the delivery and removal of materials to and from the site will be coordinated to occur at off-peak times where at all possible.

Traffic volumes are anticipated to be moderate, however vehicles turning into the site will be accommodated without delays on the road network. Gates at the site entrance will be set back an appropriate distance to allow through traffic along the GDDR to pass unimpeded.

8.4 Construction and Staff Vehicle Parking

Upon entry to the site, workers' vehicles will proceed directly to the area of hard standing as defined by the appointed contractor and outlined in the Construction Stage CTMP. No parking will be allowed for construction workers on the public road network in the vicinity of the site or at any location in the vicinity of the site other than within the abovementioned parking areas. Particular attention will be given to the pedestrian walkways along the GDDR, GLDR and Enniskerry Road's to ensure that they are maintained unobstructed from vehicles associated with the construction of the proposed development. All sub-contractors and staff will be made aware of this policy and associated parking restrictions before they commence work on site.

8.5 Construction Traffic Routing

The proposed site is located in close proximity to Junction 15 (Carrickmines / Leopardstown) of the M50 (see Figure 8-1), enabling construction traffic to access the site via suitable, high-quality routes. This arrangement minimises the impact of heavy construction traffic on the local road network, as the travel distance from Junction 15 to the site is relatively short (approximately 1.5 km). HGV traffic exiting the development site will also be encouraged to take this route away from the site to minimise the overall traffic impact.

Where feasible local suppliers and labour will be sourced to reduce journey lengths. No traffic management measures that restrict access to residential dwellings, businesses, or lands along the route are anticipated, as all construction activities will be confined to the site boundary and off the public road network.

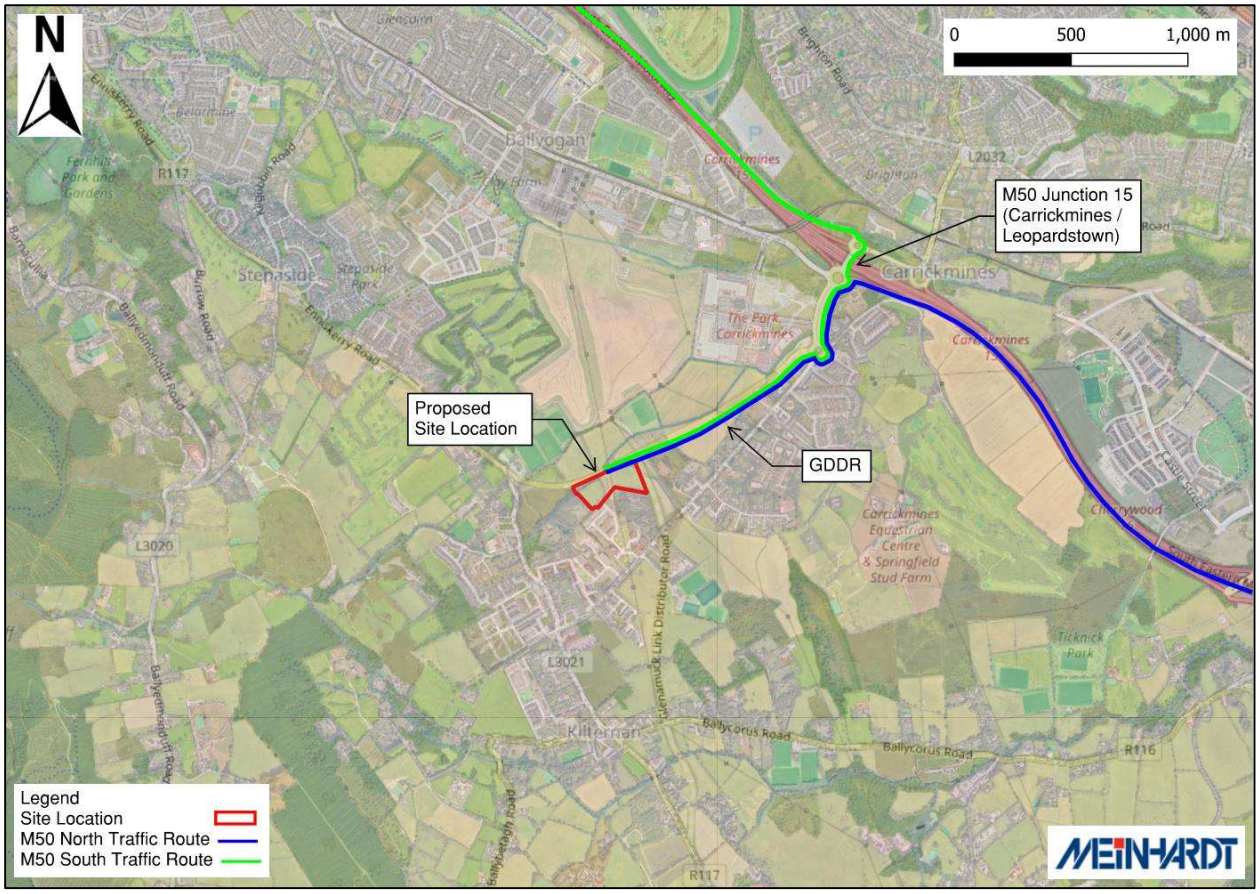


Figure 8-1: Possible Construction Traffic Routes (Haul Route) to the Proposed Site

8.6 Construction Staff Movements, Travel and Parking

The appointed contractor will provide details of workforce numbers and prepare a final Travel Plan document for construction staff. This document will outline options for travelling to site without relying on the use of private cars, including details of movements to and from the site and proper on-site movement procedures. Initiatives such as car-sharing schemes for construction staff will be encouraged.

Information regarding car parking will also be provided, with any construction staff requiring the use of their vehicle for work made aware of temporary car parking areas (hard standing areas as referenced in Section 8.4) within the bounds of the proposed site. The appointed contractor will ensure that no on street parking of staff vehicles takes place in the vicinity of the construction site, with particular attention given to the walkways along the adjacent GDDR, GLDR and Enniskerry Roads.

8.7 Construction Traffic Signage

Warning signs will be erected in accordance with Chapter 8 of the Traffic Signs Manual: Temporary Traffic Measures and Signs for Roadworks. As part of the permitted development, no construction will take place on the public road network, and warning signage will be limited to that required for the construction site access. Sign WK052 (see Figure 8-2) will be installed at the site access to alert drivers to its presence. In addition, signs WK052 and P001 will be erected 500m in advance of the site entrance on both approaches from the GDDR and Enniskerry Roads (to the east and west respectively), to provide advance warning to road users.

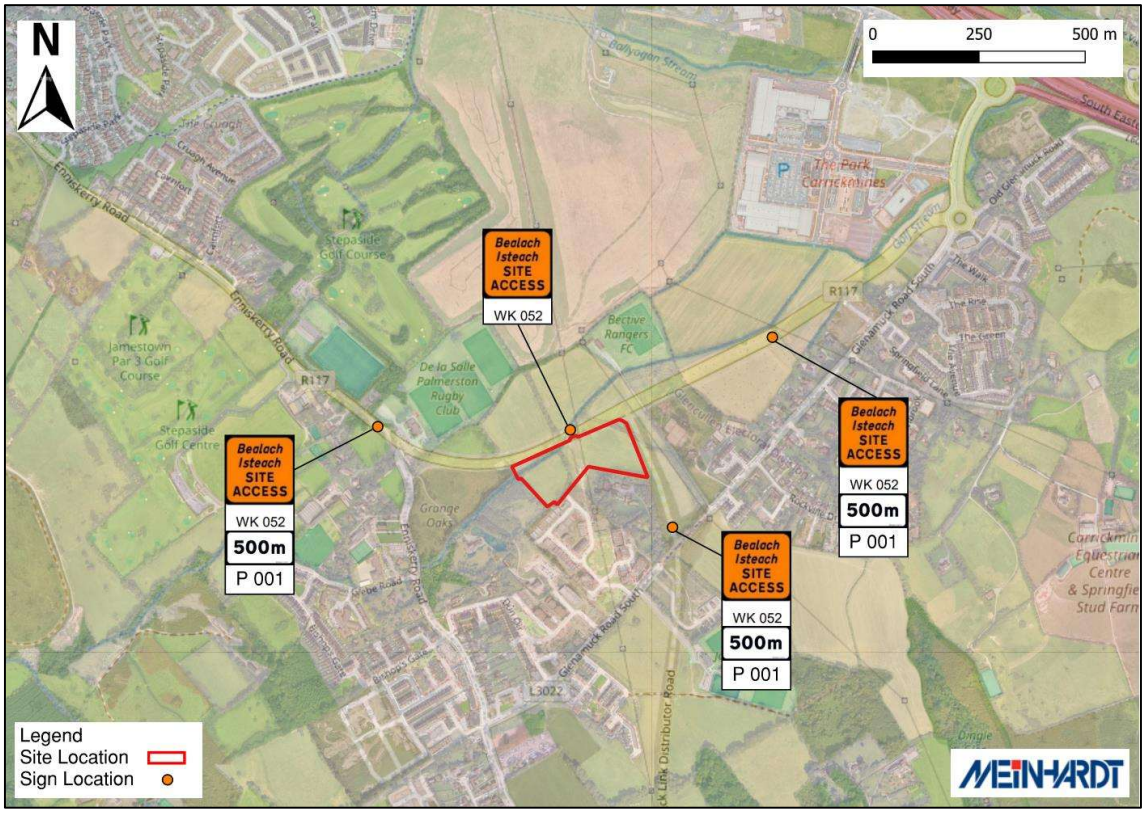


Figure 8-2: Location of Proposed Construction Traffic Signage

8.8 Deliveries

Daily deliveries during construction phases will be efficiently scheduled to minimise congestion and disruption. The appointed site manager will implement a delivery booking schedule to prevent construction vehicles from waiting on public roads. Deliveries will be scheduled outside of peak traffic hours or at times that minimise disturbances to local businesses and residents. Construction materials will be stored wholly within the boundaries of the construction areas.

8.9 Noise, Mud & Debris Control

The appointed contractor will develop mitigation measures within the CTMP to address noise, mud, and debris associated with construction vehicles. These measures will include provisions to clean all access routes to and from the site throughout the construction period, using a road sweeper as referenced in Section 6. This should ensure that any mud or other debris which may be tracked onto public roads does not negatively impact road users. The appointed contractor will establish wheel-washing facilities within the site compound to mitigate the tracking of debris onto public roads.

8.10 Monitoring

As part of the CTMP, site operations, including construction traffic-related issues, will be continuously monitored through regular inspections and internal and external audits. Non-conformance areas or issues will be documented, investigated, and corrective measures will be implemented and monitored for resolution. A comprehensive review of the CTMP will occur on a bi-monthly basis to ensure its ongoing effectiveness.

8.11 Mitigation Measures

The impacts arising from the construction of the permitted development will be temporary in nature extending over a period of approximately 18-22 months. However, it is still important to ensure the safe and convenient use of the public road by motorists, cyclists and pedestrians and that any impact is minimised as far as possible. To that end, the following mitigation measures have been considered:

- A dedicated person will be appointed for the management of the deliveries during the construction stage. It will also be this person's duty to liaise with local residents or workers should any issues in relation to deliveries arise.
- The appointed contractor shall ensure that existing routes for motorists, cyclists, or pedestrians remain clear as much as practically possible throughout the construction period. A Temporary interruption to traffic on the GDDR is anticipated to facilitate the connection of services for the new development. In this case, the contractor will ensure that safe alternative routes are provided for all road users and that permission is sought from DLRCC before implementing these measures.
- The applicant will conduct a pre and post-construction condition survey of the roads and bridges along the haul route (see Figure 8-1), with the Applicant liable to repair any damage to the public roads attributed to the construction of the permitted development.
- Deliveries will be scheduled to avoid morning and evening peak hours. This will avoid HGV traffic arriving during the morning peak hours and creating conflict with local residents' commute or school run. Construction personnel will be encouraged to car-pool, or to travel to site in 'carrier vans.
- The site entrance point will also be appropriately signed during the construction phase. Clear construction warning signs will be placed on the approach to the site access point, in accordance with Chapter 8 of the Traffic Signs Manual (TSM) (See Figure 8-2). Access to the construction site will be controlled by onsite personnel and all visitors will be asked to sign in and out of the site by security/site personnel. Site visitors will receive a suitable Health and Safety site induction and Personal Protective Equipment ("PPE") will be worn.
- To control, prevent and minimise dirt on the access route and emissions of dust and other airborne contaminants during the construction works, mitigation measures will be implemented such as: the regular cleaning/sweeping of access routes (as detailed in Section 6) and the covering of materials/deliveries with the potential to cause dust-related nuisances.

9 Outline Construction Approach

9.1 Outline Description of the Works

9.1.1 Hoarding, Site Set-Up and Site Access / Egress

The site perimeter will be enclosed with hoarding, with specific details to be agreed upon with DLRCC. This hoarding will be erected along the proposed site boundary, covering the full extent of the finished perimeter. The design will be carried out by a structural engineer to ensure it can resist wind loads. The appointed contractor will establish the site compound wholly within the site boundary and will be responsible for the security of the site. Details regarding the contractor's obligations for site set up, access and egress are provided in Section 5.

9.1.2 Site Clearance

The proposed development area is currently a greenfield site which would require site clearance works before the early stages of construction could commence. It is anticipated that moderate earthworks will be required to achieve the proposed ground levels around the development site.

9.1.3 Protection of Adjacent Areas

The proposed site will be separated from the adjacent proposed Shaldon Grange development to the west, the GDDR to the north, the GLDR to the east and Glenamuck Manor and Westgate to the south by means of a suitable hoarding fence, with specific details to be agreed upon with DLRCC, as referred to in Section 9.1.1 All materials being lifted / moved on site with the use of a crane or other means will be controlled with the use of guide ropes where possible.

9.1.4 Construction Sequencing

An in-depth breakdown of the construction sequencing and programme will be completed by the appointed main contractor and submitted to DLRCC upon planning approval and prior to the commencement of construction.

It is currently anticipated that the construction of all 135 units will be carried out in 7 phases of development. For further in-depth information relating to the construction works, please refer to the more detailed planning drawings (architectural, engineering, landscape etc.).

The proposed order of construction of key elements is as follows:

- Site Setup.
- Demolitions.
- Earthworks, (including cut and fill as appropriate).
- Construction of substructure / foundations.
- Installation of new storm and foul drainage systems to integrate with the existing infrastructure. Provision of water supply infrastructure and other utilities.
- Construction of super structure to buildings in sequence.
- Roof and façade finishes.
- Internal fit out.
- External site works (landscaping / paving).

10 Construction Waste Management

10.1 Introduction

One of the objectives of this CMP is to provide the information necessary to ensure that waste generated during the project is managed in compliance with current legislation, as well as legal and industry standards, including The National Waste Management Plan for a Circular Economy 2024 - 2030 and the Waste Management Act 1996. Some specific guidance for DLRCC can be found in:

- DLR Guidance Notes for Environmental Management of Construction Projects.
- DLR Guidance Notes for Waste Management in Residential and Commercial Developments.
- DLRCC Development Plan Chapter 12, section 12.9 Environmental Infrastructure.

10.2 Recommended Best Practice

During the construction phase, various opportunities exist for the effective reuse and recycling of waste materials. Utilising these recycled materials in construction processes helps to reduce waste disposal and ultimately the total volume of waste sent to landfill. The following key approaches should be considered throughout the project:

- Identifying opportunities for reusing existing site assets, including sand / gravels, equipment, materials, and soils.
- Maximizing the efficient recovery and repurposing of assets on-site.

All instances of these practices being implemented on-site shall be documented and reviewed by the designated 'Construction Waste Manager' appointed by the main contractor at the outset of the construction process.

10.3 Waste Prevention

The management of material is key to implementing an effective waste prevention and minimization policy on site. Materials will be ordered in a timely manner and as required to avoid over ordering, excess supply and wastage. Materials delivered to site will be inspected to ensure they are defect free and suitable for use.

Waste prevention is both environmentally and financially beneficial as it reduces the need for purchasing construction materials and eliminates the need to remove waste from the site. It is essential to highlight how specific purchasing procedures can help minimise excessive material waste on-site. Best practice examples include:

- Purchasing construction materials in shapes, dimensions, and forms that minimise the generation of excess scrap waste on-site.
- Ensuring proper storage and handling of construction materials to minimize the generation of damaged materials or waste, such as keeping deliveries packaged until they are ready for use.
- Assigning sub-contractors, the responsibility for ordering their own raw materials, ensuring that the required resources are used efficiently and not carelessly at the expense of the main contractor.

10.4 Waste Reuse

Reusing materials and excavated soil on-site reduces the handling, recovery, and disposal costs associated with waste generated during the construction phase. For material requiring removal off-site, the appropriate reuse, recovery, or disposal route will be determined following initial classification of the waste as hazardous or non-hazardous, in accordance with the EPA's 2018 guidelines Waste Classification – List of Waste and Determining if Waste is Hazardous or Non-Hazardous.

The waste generated through earthworks will be a vital component of the waste management requirements of the project. Site investigations will have to be carried out to analyse whether the material extracted on site is designated as hazardous in accordance with the Waste Management Act 1996 (and amendments) and will be allowed to be reused. It is noted that the recovery of excavated materials for reuse is subject to regulatory requirements. The conditions for reclassifying resources and waste, as outlined in Article 27 (By products) and Article 28 (End of Waste) of the European Union (Waste Directive) Regulations 2011-2020, will be strictly followed.

Where feasible, concrete waste will be returned to the supplier for reuse. In cases where this is not possible, contractors must dispose of the crushed concrete on-site at an authorised off-site facility. It is important to note that crushed material from a waste recovery operation is not suitable for the Article 27 Notification (By-products) procedure.

10.5 Recycling Waste

Segregation of waste streams will be implemented on site to maximise recycling and recovery. Several established markets exist for the beneficial use of construction waste:

- Waste concrete can be used as fill material for roads or in the production of new concrete when generated at source.
- Waste timber can be recycled as shuttering or hoarding or processed into engineered wood products such as Medium Density Fibreboard (MDF) or chipboard.
- Technology for the segregation and recovery of stone is well-established, widely available, and there is a large market for reusing aggregates as fill for roads and other construction projects.

10.6 Management of Construction Waste

As referenced in Section 10.2, the appointed main contractor will appoint a ‘Construction Waste Manager’ who will be responsible for overseeing all aspects of waste management throughout the project’s duration.

The Construction Waste Manager may be different individuals throughout the life cycle of the project, but generally, it will be a reliable person selected from within the contracting team who is technically competent, appropriately trained, and responsible for ensuring the objectives and measures outlined in the specific project waste management plan are met. This individual will be granted the necessary authority to ensure these goals are achieved.

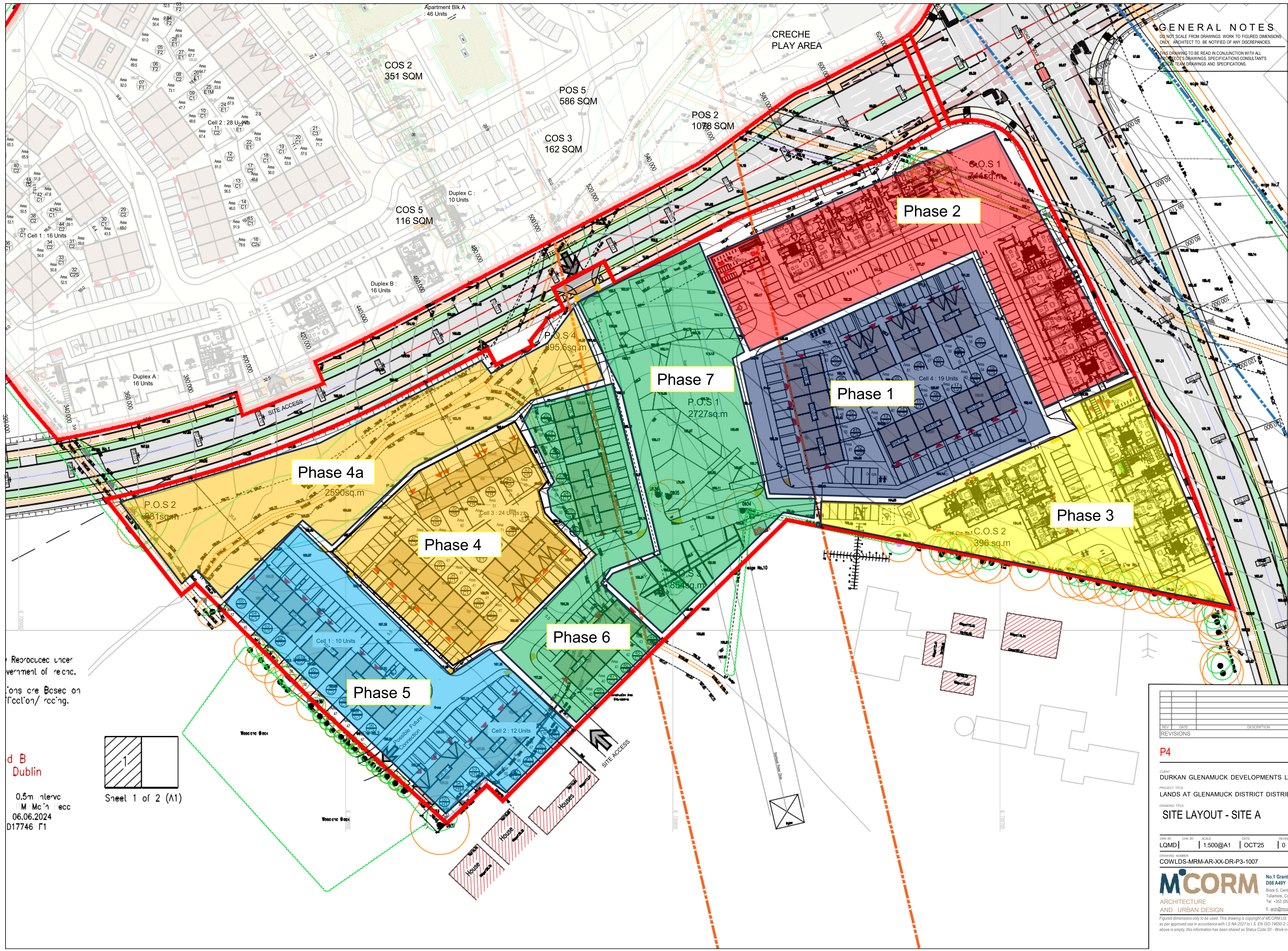
The primary role of the Construction Waste Manager will be to communicate effectively with colleagues regarding the waste management objectives for the project. The Waste Manager designated during the construction stage will hold the primary responsibility for delivering the objectives of the waste management plan. A key responsibility for this individual will be to keep accurate records of the waste and surplus materials generated on site, as well as a track of the monetary (euro) / environmental costs (embodied carbon) associated with these wastes.

11 Local Stakeholder Engagement and Communication

The appointed main contractor will be required to liaise with local property owners and residents prior to the commencement of works. A designated representative from the main contractor will manage complaints and enquiries related to construction traffic and site operations. This individual will log complaints and enquiry details, including the location, time, and nature of the issue, and promptly communicate them to the client. The representative will also work towards resolving the issues by engaging with complainants or enquirers and will report the resolution to both the site manager and client.

The contractor will also ensure that all necessary signage is provided around the site boundary in compliance with the requirements of the Safety, Health & Welfare at Work (General Applications) Regulations 2007 and Chapter 8 of the TSM.

Appendix A – Proposed Draft Construction Phasing



GENERAL NOTES

DO NOT SCALE FROM DRAWINGS. WORK TO FIGURED DIMENSIONS ONLY. ARCHITECT TO BE NOTIFIED OF ANY DISCREPANCIES.

THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL ARCHITECT'S DRAWINGS, SPECIFICATIONS CONSULTANT'S DESIGN TEAM DRAWINGS AND SPECIFICATIONS.

REV	DATE	DESCRIPTION	ISSUED BY

REVISIONS

P4

CLIENT:
DURKAN GLENAMUCK DEVELOPMENTS LTD

PROJECT TITLE
LANDS AT GLENAMUCK DISTRICT DISTRIBUTOR ROAD

DRAWING TITLE:
SITE LAYOUT - SITE A

DRN BY:	CHK BY:	SCALE:	DATE:	REVISION:	JOB NO:
LQMD		1:500@A1	OCT'25	0	24002

DRAWING NUMBER: COWLDS-MRM-AR-XX-DR-P3-1007
STATUS CODE: P3

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