

Proposed public realm improvement
works:

Cathal Brugha Street & Findlater Place Public
Realm Improvement Scheme

Preliminary Construction Plan

14th January 2025

Table of Contents

1.1 Introduction	3
1.2 Construction Programme.....	3
1.3 Phasing of the Works	3
1.4 Traffic Management Plan.....	4
1.5 Contractor Welfare and Storage Facilities	4
1.6 Construction and Demolition Waste Management Plan	5
1.7 Environmental Management Plan	5
1.8 TII Green Line Luas Operations and Constraints.....	5
1.9 Existing and Future Developments in the Vicinity	6
1.10 Oversight of Contract Works	6

1.1 Introduction

The Design Proposals for this Scheme are outlined in Section 7 of the Planning Design Report.

The following plan sets out the key main elements, which will need to be considered and will form the backbone of the Detailed Construction Plan: The following key elements have been identified at this Preliminary Design Stage for consideration in the preparation of the Detailed Construction Plan:

- Construction Programme
- Phasing of the Works – Reducing the project into manageable sequential phases
- Traffic Management Plan –Management of Pedestrian & Vehicular Movements including Construction Traffic
- Contractor Welfare and Storage facilities
- Waste Management Plan
- Environmental Management Plan
- TII Luas Operation and Constraints
- Existing and future developments in the vicinity
- Oversight of Contract Works

1.2 Construction Programme

The current Planning/Preliminary Design Stage is due for completion at the start of Q2 of 2025. The final design will then be completed, after which tenders will be invited for the scheme. Dublin City Council (DCC) will then review the submitted tenders and the contract will be awarded to the successful tenderer. The goal is for construction work to commence on site in Q2, 2026.

Based on previous experience of similar public realm contracts in the Grafton Street Quarter and allowing for similar work constraints e.g. suspension of works over the Christmas Period, the anticipated construction duration could be up to 6 months.

A Preliminary Construction Programme will be prepared which will form part of the basis for discussion during initial and ongoing engagement with affected stakeholders with regards to the Construction Plan and Programme.

1.3 Phasing of the Works

Phasing will be arranged to cause minimum impact to all affected stakeholders. The contractor will be required to focus on one area/phase at a time and to finish construction of that phase which will help to reduce the impact on that area throughout the full construction period.

The Preliminary work front layout below will be reviewed and finalised following engagement with affected stakeholders.

Following engagement of all affected stakeholders with regards to Construction Plan/Programme and after reviewing feedback received, the Construction Plan and Construction Programme will be developed with the aim of minimising disruption.

1.4 Traffic Management Plan

Based on the Construction Phase layout, subject to refinement, Construction Traffic movements and restrictions will be proposed and tailored for each proposed Construction Phase.

The development of Preliminary Temporary Traffic Management Plan will be subject to engagement and agreement of a number of key Stakeholders.

Principal among the key stakeholders from a traffic management perspective are:

- An Garda Síochána.
- Dublin City Council Roadworks Control Section
- Transport Infrastructure Ireland (TII) / Transdev – Luas Green Line operators.
- National Transport Authority
- Local residents and businesses

Direct contact will be made with their representatives to agree traffic management parameters and measures.

Indicative Preliminary Temporary Traffic Management Plan (PTTMP) will be prepared in accordance with:

- Directions for the Control & Management of Roadworks in Dublin City, DCC (2010);
- Traffic Signs Manual Chapter 8: Temporary Traffic Measures and Sign Roadworks (2019);
- Temporary Traffic Management Design Guidance, Department of Transport (2019);

This PTTMP will be used for the initial engagement process with a view to establishing the needs and constraints e.g. working times, which may need to be imposed to ensure the successful completion of the project.

Local Businesses and residents will be consulted with, in developing how the works will be phased. A key aim will be to minimise disruption. While some local diversions will be required, access for deliveries to retail premises will be maintained and agreed in advance with retailers. The Contractor will have to co-ordinate deliveries including the delivery and removal of construction material to and from site.

Also crucial to a successful project is the management of the high volumes of pedestrians, who use these streets and to ensure they have safe access to retail, educational and commercial premises. Safe zones will be provided throughout the construction stages to ensure pedestrians can move safely through the construction zones.

1.5 Contractor Welfare and Storage Facilities

To comply with current Health & Safety Construction Regulations, the Contractor must provide and maintain adequate local Welfare Units, Offices for his employees for the duration of the Contract. When assessing the suitability of different locations, Dublin City Council will consider the likely impact they may have on the locality for the extended duration of the contract.

It will be a condition of the construction contract that all welfare and storage facilities will be maintained to the highest standard and shall be screened off from the general public.

1.6 Construction and Demolition Waste Management Plan

A Preliminary Construction and Demolition Waste Management Plan (C&D WMP) will be prepared in accordance with the principles outlined in *Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects, Department of the Environment, Heritage and Local Government (DoEHLG), July 2006*, (the Guidelines). The aim of this preliminary plan is to provide a framework for the development of the full Construction and Demolition Waste Management Plan to ensure that optimum levels of waste reduction, re-use and recycling are achieved throughout the duration of the project.

Dublin City Council will engage an Archaeologist to monitor all works including demolition and ground disturbance associated with the development. The City Archaeologist will be consulted in advance to approve work methodology and to oversee the works.

The Contractor appointed to undertake the works shall be responsible for the development of this plan and the implementation of all necessary protocols and measures to ensure regulatory compliance, including the provision of data to DCC to enable fulfilment of reporting obligations.

1.7 Environmental Management Plan

A Preliminary Construction Environmental Plan (PCEP) will be prepared in accordance with the following:

- Air Quality Monitoring and Noise Control Unit's Good Practice Guide for Construction and Demolition, Dublin City Council;
- BS 5228: "Noise Control on Construction and Open Sites"
- BS 7385 (1993): Evaluation and measurement for vibration in buildings Part 2: Guide to damage levels from ground-borne vibration
- Guidelines for the Treatment of Noise and Vibration in National Road Schemes
- BS 5837 – Trees in relation to design, demolition and construction

The PCEP will provide a framework for the development of the full Construction Environmental Plan, which will outline the measures that will be implemented on site to manage and control any environmental impacts (noise, vibration, air quality - dust, water contamination etc.), that project construction work activities may generate and which may impact on the general public, local properties and environment.

Dublin City Council have employed a landscape architect to prepare a full landscaping design package for the scheme including work methodology and tree protection plan for the existing mature trees. A specialist Arborist will also be engaged for the scheme duration, to carry out initial and ongoing *Arboricultural Impact Assessments* and to offer advice and oversee the works

The Contractor appointed to undertake the works shall be responsible for the development of this plan and the implementation of all necessary protocols and measures to ensure regulatory compliance.

1.8 TII Green Line Luas Operations and Constraints

During the planning stage, prior engagement was undertaken with representatives from TII in relation to the Luas Green Line, which runs along Marlborough Street adjacent to the project area. This engagement process is to continue throughout the Detailed Design and Construction stages.

Dublin City Council are aware that the TII Luas *Code of Engineering Practice for works on, near, or adjacent to the Luas light rail system* and the *Light Rail Environment-Technical Guidelines for Development*, will need to be adhered to and of the various permit processes required for works on or near the exclusion zones as outlined below:

Sketch included of TII Luas Line Exclusion Zones showing two Luas trams side by side on track bed connected to overhead power cables, which in turn are connected to building and pole on either side of street. The Swept Path is shown and covers the area of the length of the track bed used by the Luas Trams. The Danger Zone is shown for a distance of 2.75m above the Luas trams and extends across the street where overhead cables are in-situ.

A Preliminary Construction Management Plan (PCMP) will be developed to demonstrate that the development will not interfere with light rail infrastructure and operations or any light rail infrastructure works and how the risks associated with construction works will be carefully managed and mitigated as required.

While it is not anticipated that any works will be carried out outside the existing kerb lines on Marlborough St, the Contractor will to develop a specific Construction Management Plan including Risk Assessment and Method Statement to address the following main elements regarding works on Cathal Brugha Street and Findlater Place, adjacent to the Luas Green line on Marlborough Street:

- 1) Demolition i.e. Excavation Works
- 2) Vibration and Settlement Monitoring
- 3) Work under or adjacent to Overhead Conductor System
- 4) Traffic Management – Pedestrian & Vehicular Movements
- 5) Access to Public Transport incl. Luas, Dublin Bus etc.
- 6) Storm water Drainage Works

1.9 Existing and Future Developments in the Vicinity

Planning permission granted for extension of Holiday Inn Express (Formerly known as Findlater House), 28-32 O'Connell Street Upper and Cathal Brugha Street / Findlater Place, Dublin 1. Also planning application submitted for the extension of the Academy Plaza Hotel into Nos. 86-87 Parnell Street.

Telephone House directly opposite Findlater Place, on Marlborough Street is currently being refurbished and redeveloped as hotel apartment blocks.

Existing and future planning applications in the project area will be monitored and engagement will take place as required with any existing and future applicants.

1.10 Oversight of Contract Works

Resident engineering staff employed directly by DCC will be on site to oversee the works of the Contractor and to liaise with local businesses, residents and other stakeholders. The Contractor will also have provide a Public Liaison Officer who will act as a point of contact for the stakeholders.

The role of the Contractor's Public Liaison Officer will include the following:

- Liaison with all resident and businesses within the project area for the duration of the works.
- Keeping all residents and businesses within the project area informed with regards progress of the works and any possible restrictions to movement of vehicles, pedestrians and / or cyclists.

- General point of contact for queries from members of the public / businesses.
- Attend progress meetings and present information