



Outline Construction Management Plan

Project:19.207

Wyattville Park BTR,
Loughlinstown
Co. Dublin

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1.0 INTRODUCTION

1.1 PROJECT DESCRIPTION

Barrett Mahony Consulting Engineers have been commissioned by Green Urban Living N11 Ltd to provide an Outline Construction Management Plan for the proposed residential development known as Wyattville Park BTR, Loughlinstown, Dublin 18 (which is proposed within the grounds of the existing St Laurence's School).

The development will principally consist of the demolition of the existing AstroTurf and hardcourt area and the construction of: 256 no. Build-to-Rent apartments (105 no. 1-bed, 145 no. 2-bed and 6 no. 3-bed) in 4 no. blocks ranging in height from 1 to 8 no. storeys above ground level including and connected by single storey podiums with internal communal amenities and facilities; a crèche with outdoor play area; a café; communal and public open space and play facilities; a permanent multimodal access off Wyattville Park Road; a pedestrian/cycle link from the N11 to Wyattville Park; a temporary construction access off the N11; car, motorcycle and bicycle parking; and a set down area. Furthermore, the school side development will consist of: the provision of a new AstroTurf pitch and associated floodlighting; a bin store/vehicle shed; and a new vehicular and pedestrian entrance off Wyattville Park Road. The development will also include all ancillary site services and works to facilitate the development.

It is proposed to provide a total of 200 No. car parking spaces for the development.

It is proposed to provide a total of 583 No. cycle parking spaces.

Vehicular and pedestrian access to the development will be from the north, via Wyattville Park and this entrance shall not be gated. This means that access to the external surface level car and bicycle spaces shall not be gated, however they shall be controlled by the Car Park Manager. Vehicular and bicycle access to the undercroft parking facilities will be barrier/gate controlled.

The site is located on lands associated with St. Laurence College, Loughlinstown which is generally surrounded by Wyattville Housing Estate to the north and east, the N11 to the south and the school building and playing pitches associated with St. Laurence College to the west.

Construction of the development will involve the following principal elements:

- Formation of temporary access point on N11 and internal site haul road along edge of School playing fields (which will be fenced off).
- Site strip (c.300-400mm of topsoil and existing surfaces including playing court).
- Removal of existing services.
- Diversion of existing surface water sewer.
- Excavation for new foundations.
- Construction of the building superstructures and facades (in 4No. principal blocks A,B,C & D).
- Mechanical & Electrical installations.
- Architectural finishes, non-loadbearing walls, ceilings etc. associated with the above.
- Buried site services installation including connection to public services.
- Roads and footpaths.
- Construction of new Astro turf pitch within the school grounds.
- Soft and hard landscaping.
- Decommissioning of temporary access point on N11 and reinstatement of boundaries and removal of internal site access road and reinstatement of playing field finishes.

It is noted that as part of this SHD planning application, as well as the residential apartments construction, there are also certain works associated with St Laurence's School – these include re-configured vehicular entrance and pedestrian entrance to the school from Wyattville Park, and the construction of a new storage area alongside the introduction of a new Astro Turf pitch.

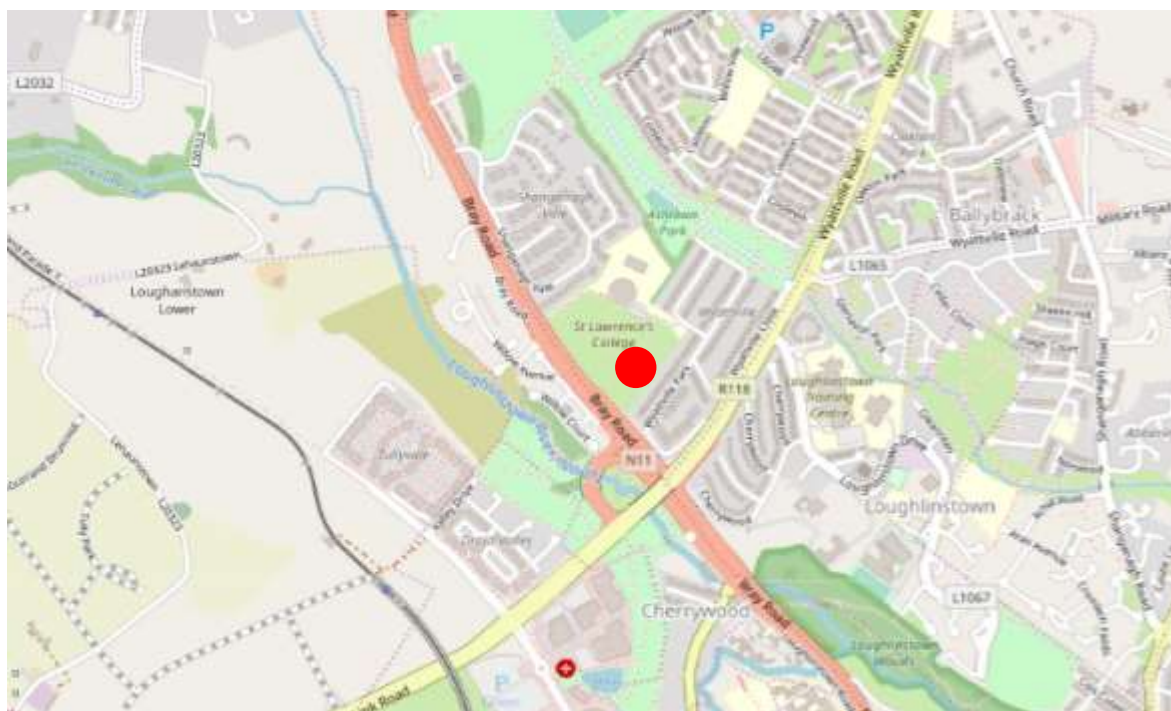


Figure 1.1a – Site Location

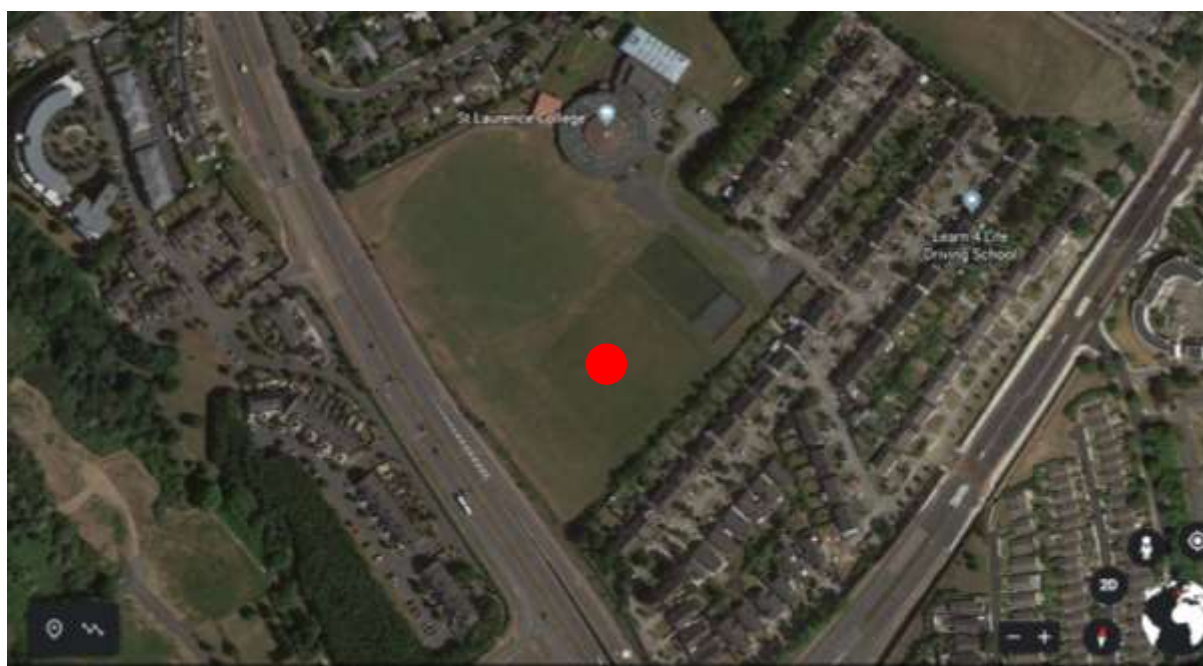


Figure 1.2b – Approx Site Location – Google Earth Aerial

1.2 PURPOSE OF THE REPORT

This report has been prepared as part of a SHD planning application for the proposed development. The purpose of this report is to demonstrate that the construction of the proposed development can be implemented in a safe and controlled manner, such as to minimise disruption to the public in general and to the immediately surrounding residents and school (pupils / staff / visitors), and to ensure that best construction management practices are applied to the site by the main contractor and that measures are in place during construction to reduce as much as possible the impact of the works on people, property and the environment. The contractor will be asked to develop this outline report further in line with his/her detailed requirements.

1.3 KEY INTERFACES

1.3.1 Public Roads & Adjoining Properties

The site is bounded by the N11 to the south / south-west, housing estates to the north and south-east and a school to the north / north-west. Access to the site is currently through the school entrance on Wyattville Park to the north-east of the site.

The boundary between the proposed development site and the private houses to Wyattville Park is a blockwork boundary wall and this wall will remain unaffected by the proposed development (in both the temporary/construction stage and in the permanent/post construction stage.).

2.0 SITE TOPOGRAPHY

A detailed topographical survey of the existing site has been carried out. The majority of the site is reasonably flat and is located on somewhat of a plateau. The ground levels towards the north of the site, fall by several meters to meet the existing Wyattville Park. The ground levels at the south end of the site slope down steeply to meet the N11 road.

3.0 GROUND CONDITIONS

A preliminary site investigation has been carried out, comprising the excavation of a number of trial pits, which included soakpit tests. Refer to BMCE infrastructure planning report for details of the site investigations. The trial pits indicate topsoil, over brown clay.

Should planning permission be granted, a detailed site investigation will be carried out, to include environmental testing. This will facilitate classification of the ground for off site disposal purposes and also determine geotechnical soil properties to facilitate foundation design. Given the depth of made ground and the scale of the building structure proposed, it is anticipated traditional pad and strip foundations could be utilised (subject to the findings of the detailed site investigation).

4.0 DEMOLITION

The site consists of playing pitches, Astro turf pitch and hard standing area which forms part of the school grounds as such there will be limited demolition. Some minor demolition will be required to the Astro Turf pitch, hard standing area and to the existing wall at Wyattville Park to enable the construction of developments entrance.

Slight demolition will be required at the developments interface with the N11 to allow for the temporary site access point. This area will be reinstated to its existing condition or to DLRC requirements following the construction period.

5.0 EARTHWORKS

In the absence of a basement in the proposed development, the bulk earthworks are relatively nominal and are only associated with the site strip & levelling to suit the new buildings, along with excavations for foundations, attenuation systems and shallow site services. Building ground floor levels are designed to be close to existing ground levels on the site which minimises excavation works.

Table 5.1 – Estimated Excavation Quantities

Item	Topsoil (m ³)	Soil Excavation Volume (m ³)	Anticipated Rock Excavation Volume (m ³)	Total (m ³)
Site Strip	5,450	0	0	
Foundations & Services		5,000	0	
Roads & Site Services		6,000	0	
Basement		0	0	
Total	5,450	11,000	0	16,540

Note: Approximate total site area BTR site – c.19,028sqm.

Excavated material from the site will be generally disposed of off-site as there will be limited opportunities for re-use, except for some degree of topsoil

The total quantity of material to be disposed of off-site is assumed to be approx. 16540m³. Using 4-axle trucks with an 18.0 tonne capacity (36m³), this equates to approximately 460No. truck movements spread over a likely period of 3 months equating to 7.6 No. truck movements per work day. This is a minimal number of truck movements and can be easily catered for with normal access gate / traffic marshalling procedures for construction sites.

Excavated material will be disposed off-site to a licensed facility, in accordance with the Waste Classification Assessment report.

6.0 NEW CONSTRUCTION

In summary the construction of the development will involve the following:

- Formation of temporary access point on N11 and internal site haul road along edge of School playing fields (which will be fenced off).
- Site strip (c.300-400mm of topsoil and existing surfaces including playing court).
- Removal of existing services.
- Diversion of existing surface water sewer.
- Excavation for new foundations.
- Construction of the building superstructures and facades (in 4No. principal blocks A,B,C & D).
- Mechanical & Electrical installations.
- Architectural finishes, non-loadbearing walls, ceilings etc. associated with the above.
- Buried site services installation including connection to public services.
- Roads and footpaths.
- Construction of new Astro turf pitch within the school grounds.
- Soft and hard landscaping.
- Decommissioning of temporary access point on N11 and reinstatement of boundaries and removal of internal site access road and reinstatement of playing field finishes.

7.0 CONSTRUCTION MANAGEMENT

7.1 Construction Programme & Phasing

It is anticipated that the development will be constructed over a circa 18-24 month period.

7.2 Hoarding & Site Security

The new works will be hoarded off or fenced off from the public at all times. A 2.4m minimum high plywood painted timber hoarding will be provided along the long-term boundaries of the site- refer to example

Photo 1, and at other areas around the site where the perimeter fence/wall is not deemed sufficient for safety and security reasons. Heras type fencing will be used on short term site boundaries where appropriate to suit the works. Refer to example Photo 2. The hoarding alignment and specification are to be confirmed by the appointed Contractor prior to commencement.

Controlled access points to the site, in the form of gates or doors/turnstiles, will be kept locked for any time that these areas are not monitored (e.g. outside working hours).

During working hours, 2No. gateman / flagmen will control traffic movements and deliveries to ensure safe access and egress to site. All personnel working on site must have a valid Safe Pass card and be inducted by the Main Contractor with regard to site specific information.



Photo 1 – Typical Site Hoarding Arrangement



Photo 2 – Typical Heras Type Demountable Fence

7.3 Cranes

It is anticipated that 2-3No. tower cranes shall be required for the project.

All materials being lifted by crane will be controlled by guide ropes and will only be completed under the strict supervision of appropriately qualified and experienced banksmen, in radio contact with the crane operator.

Some mobile cranes and materials hoist will also be required for the construction works of the blocks. Any works outside of the site hoarding will be each subject to a method statement agreed with DLRCC.

7.4 Site Accommodation & Site Parking

On site accommodation will consist of:

- Staff welfare facilities (toilets, canteen, offices/meeting rooms). These may be double stacked due to space restrictions on site.
- Materials storage areas and drop off areas (within the site boundary and/or along the northern edge of the internal site haul road)
- Some onsite parking for construction operatives.



Photo 3 - Typical Stacked Site Containers Where Space is Restricted

Temporary water supply, electricity supply and foul drainage will be required for the new site facilities. These public services are available on site, or within easy reach of the curtilage of the site.

Parking of construction operatives vehicles on the nearby residential estate roads (Wyattville Park, Wyattville Road, Wyattville Hill), will be prohibited.

An information leaflet will be provided to all construction staff as part of their induction on site, highlighting the location of the various public transport services in the vicinity of the construction site. On site storage for tools and equipment will be provided, hence making the journey to and from the site much simpler for operatives.

7.5 Hours of Working / Delivery Times

Unless required otherwise by the Local Authority, it is proposed that standard construction working hours will apply, i.e.:

- 8am - 7pm Mondays to Friday
- 8am to 2pm on Saturdays.

Any works proposed outside of these periods shall be strictly by agreement with the Local Authority in advance.

A system of 'just in time' deliveries will be utilised for the site, so as to avoid constructed related traffic queuing at the site.

7.6 Traffic Management

7.6.1 General

It is proposed that construction traffic access to the site will be primarily via a temporary access from the N11. This access will be 'left in, left out only' and will be manned with dual flagmen / gate men, during all times the site is open and operating. We consider that this is a more practicable and safer access arrangement, than accessing the site from Wyattville Park (via Wyattville Hill and Wyattville Close).

All deliveries to the site will be scheduled to ensure their timely arrival and avoid need for storing large quantities of materials on site. Deliveries will be scheduled outside of rush traffic hours to avoid disturbance to pedestrian and vehicular traffic in the vicinity of the site.

An outline Construction Traffic Management Plan Report (20.302-RP-009) has been included as part of the entire planning application and should be read in conjunction with the following sections

7.6.2 Contractor's Traffic Management Plan

An Outline Construction Traffic Management Plan has been prepared and is submitted with the subject application. Should planning permission be granted, a detailed Traffic Management Plan will be prepared by the contractor and agreed with DLRCC Transportation Department and An Garda Síochána, to mitigate any impact of the construction on the surrounding road network. The Traffic Management Plan will provide for the following where required:

1. The contractor shall be responsible for and make good any damage to existing roads or footpaths caused by his own contractor's or suppliers transport to and from the site.
2. The contractor shall at all times keep all public and private roads, footpaths entirely free of excavated materials, debris, rubbish, provide vehicle wheel wash and thoroughly clean all wheels and arches of all vehicles as they leave the site.
3. The contractor shall confine his activities to the area of the site occupied by the works and the builders' compound, as far as practicably possible, during any particular phase of the development.
4. Haul routes to and from the site will be defined and agreed with the Local Authority.
5. Properly designed and designated entrance and egress points to the construction site for construction traffic will be used to minimize impact on external traffic.
6. Flagmen shall be used to control the entry and exit of construction vehicles from the site onto the public road.
7. Existing fire hydrants are to remain accessible as required.

Suggested headings for the Contractor's Traffic Management Plan (not exhaustive)

- Construction Traffic Management – General Requirements
- Traffic Safety and Control
- Emergency Contact Numbers and Personnel
- Emergency Plan
- Access Arrangements to and from Site
- Compound and Staff Parking

7.6.3 Public Traffic

The management of the public traffic, both pedestrian & vehicular, is a key part of this development due to the busy nature of the N11 road. This is why it is proposed that 2 No. gatemen / traffic marshals will be deployed at this access point, to ensure the left in-left out arrangement is implemented in the safest possible manner.

7.6.4 Construction Traffic

The vehicles associated with the construction activities are as follows: -

- Excavators
- Dump trucks

- Concrete delivery trucks
- Concrete pumps
- Delivery trucks – flatbed & containers
- Mobile cranes
- Mobile hoists

7.6.5 Measures to Minimise Construction Vehicle Movements

Construction vehicle movements will be minimised through:

- Consolidation of delivery loads to/from the site and manage large deliveries on site to occur outside of peak periods;
- Use of precast/prefabricated materials where possible in the new construction;
- 'Cut' material generated by the construction works will be re-used on site where possible, through various accommodation works.
- Adequate storage space on site will be provided;
- Construction staff vehicle movements will also be minimised by promoting the use of public transport.
- Car sharing among the construction staff will be encouraged, especially from areas where homes of staff may be clustered. Such a measure offers a significant opportunity to reduce the proportion of construction staff driving to the off-site car parking facility and will minimise the potential traffic impact on the road network surrounding this facility.
- Public Transport: An information leaflet to all staff as part of their induction on site highlighting the location of the various public transport services in the vicinity of the construction site.

This has been discussed in the Outline Construction Traffic Management Plan included as part of the overall planning application (RP.009)

7.7 Site Safety

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.
- Install adequate site hoarding to the site boundary.
- Maintain site security staff at all times.
- Separate pedestrian access from construction at the site entrance off the N11 and provide a safe walkway for pedestrians along the main access road in to the site.
- Ensure restricted access is maintained to the works.

7.8 Water Supply

A water supply will be required for various activities on site.

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

- Main contractor's welfare facilities.
- Wheel wash and vehicle wash-down (use recycled water where feasible).
- Dust suppression (as required).
- Curing of concrete in warm weather.
- General construction cleaning materials/equipment etc.

7.9 Groundwater Control

Any groundwater in the foundation & service trenches excavations will be pumped out. It is estimated that the required pumping rate will be low. There are no basements in the proposed development. It is envisaged that any water to be discharged will be clean groundwater. If water needs to be discharged off site then it will be discharged to a public surface water sewer under a discharge license regulated by DuN Laoghaire Rathdown County Council issued under the Water Pollution Act (Section 4 License). Frequent monitoring will be adopted to ensure that the water is of sufficient quality to discharge to the sewer. The

use of slit traps will be adopted if the monitoring indicates the requirements for the same with no silt or contaminated water permitted to discharge to the sewer.

7.10 Public Relations/Community Liaison

The site is located in a primarily residential area, with a primary national road (N11) along the south curtilage. The Main Contractor will be required to ensure that all agents, sub-contractors and suppliers act in a manner to minimise disruption to the locality, in particular the operation of business in the locality. Construction staff will be encouraged to remove all Personal Protective Equipment (PPE) and use wash down facilities before leaving the site.

A senior member of the construction staff should be appointed as a Liaison Manager. He/she will be responsible for the following:

- Participation and distribution of a local information leaflet on site activities.
- Briefing as necessary with neighbours on progress and issues.
- Liaison with DLRCC and emergency services as appropriate.
- Liaison with An Garda Síochána, particularly in relation to traffic movements and permits.
- Preparation of reports for the site meetings on neighbourhood issues, as required.

Efficient signage, maintenance and cleanliness of services and temporary facilities will be given high priority.

Due to the nature of construction works, it is essential to operate Good Neighbour Policies wherever possible. The key aspects of the Projects Team's good neighbour policy include:

- Early implementation
- Good client, staff and neighbourhood liaison.
- Reduction of nuisance factors.
- Clear access for neighbouring premises to be maintained.
- Clear and concise information to neighbours in response to queries.
- Designated liaison officer.
- Working within the prescribed hours

It is essential that the Good Neighbour Policy and any necessary procedures be in place before any works are commenced on site.

8.0 ENVIRONMENTAL CONSIDERATIONS

The main contractor will be required to be accredited with ISO14001 Environmental Management Systems. The main contractor will be required to mitigate the impact of the construction works on the environment. Proposed measures in relation to a number of items are set out in the following sections.

8.1 Noise

Some impact of noise is likely to occur as a result of the construction activity. Construction work is of a temporary nature and the resulting noise levels are usually acceptable, subject to typical management and time control procedures which are common to most urban based development projects.

Construction plant used on site will comply with the relevant Irish regulations in relation to noise and vibration requirements.

Noise will be minimized as far as possible, by limiting the use of compressors and other plant to stated hours and by fitting and use of silencing devices wherever practicable. Attention should be paid to the recommendations given in BS 5228. 'Noise Control on construction & Open Sites' & BS 6187 Code of Practice for Demolition.

Measures employed to reduce noise should include

- Noise monitoring stations, which will be monitored daily, will be located on site and at recommended locations in the vicinity of the site to record background and construction noise activity.
- Proper maintenance of all operating plant to ensure noise emission compliance. Operating plant will be selected on the basis of incorporating noise reducing systems, and at a minimum be fitted with effective exhaust silencers.
- Compressors will be fitted with acoustically lined covers, which will remain closed while the machines are in operation.
- Plant such as pumps and generators which are required to work outside of normal working hours will be enclosed with acoustic enclosures.

It is noted that no rock breaking is anticipated for this site. It is further noted that piling is not anticipated for the site. This is subject to the final site investigation findings.

8.2 Dust

The Contractor's proposals are to include dust control measures in accordance with best practice and with reference to the following:

- Air Pollution Act 1987
- BS 6187: Code of Practice for Demolition

Measures are to include the following:

- Ensuring construction vehicles have a clean surface to travel on within the site (i.e. haul road).
- Truck spraying and hosing down will be carried out during dry periods and as necessary to control dust.
- A road sweeper operating during excavation stage as required.
- Wheel washing facility to be provided if required.
- For operations resulting in significant dust generation, including some demolition works, the work areas will be sheeted off to control the spread of dust.

A dust minimisation plan will be formulated for the construction phase of the project. The Contractor will put in place a regime for monitoring dust levels in the vicinity of the site during the works using the Bergerhoff Method. Then minimum criteria to be maintained shall be the limit specified by the Environmental Protection Agency (EPA) for licensed facilities in Ireland which is 350mg/m²/day as a 30-day average.

8.3 Pollution Control

Prior to the commencement of construction, the appointed contractor will be required to obtain formal agreement from the Local Authority on pollution prevention measures as well the overall approach and emergency procedures for all construction stages.

Contractors will have regard to the following best practice guidelines to ensure that water bodies are adequately protected from construction work:

- Construction Industry Research and Information Association (CIRIA) C649: *Control of water pollution from linear construction projects: Technical guidance* (Murnane et al. 2006)
- CIRIA C649: *Control of water pollution from linear construction projects: Site guide* (Murnane et al. 2006)

This plan will provide precise details on methods to prevent sediment or pollutants from leaving the construction site:

8.3.1 General

- Demolition and Construction methods used should be tailored to reduce, as much as possible, dust and noise pollution.
- In order to prevent the accidental release of hazardous materials (fuels, paints, cleaning agents, etc.) during site activity, all hazardous materials should be stored within secondary containment designed to retain at least 110% of the storage contents. Temporary bunds for oil/diesel storage tanks should be used on the site during the construction phase of the project. Safe materials handling of all potentially hazardous materials should be emphasised to all construction personnel employed during this phase of the project.
- Prior to the commencement of demolition and construction, details will be provided for locations and safe-guards for refuelling of machinery, machine servicing, concrete-mixing, etc.
- Comprehensive traffic management procedures, including the provision of access to all roads, and access/egress points should be prepared and agreed with the Local Authority. These traffic management measures should be implemented at times when traffic disruption may be experienced.
- Road sweeping and/or wheel wash facilities should be provided, as required.
- All oils/diesel stored on site for construction equipment are to be located in appropriately bunded areas.
- The location and size of stockpile areas for sands and gravel will be specified and identified on the maps.
- Sediment runoff will be minimised by standard engineering measures including sediment skirts around soil stockpiles, sediment retention barriers in surface water drains and the use of adequate construction roads.

8.3.2 Water

- A method statement for all works to be carried out will be prepared by the contractor and agreed with the Local County Council prior to commencement of works to outline what measures are to be taken to ensure there is no loss of service during the works.
- Dewatering measures are not anticipated for this project – there is no basement proposed and therefore only shallow excavations will be required.
- Existing drains within the site that (may) serve adjacent lands should be retained where possible to prevent causing increased flooding impacts.
- All surface water sewer connections shall be made under the supervision of the Local Authority and checked prior to commissioning.
- All new onsite surface water drains shall be tested and surveyed prior to connection to the public sewer to prevent any possibility of ingress of ground water.
- All surface water manholes and drains will be inspected and where necessary sealed to ensure that uncontrolled ground water inflow does not occur.
- Filters and silt traps will be used to prevent rain washing silts and other materials going into the surface water network and creating blockages.
- Bunded areas will be created for the storage or use of any fuels, oils, greases, cement, etc.
- Emergency spill kits will be kept close to works.
- During the demolition and construction phase, all excavations and exposed sub-soils in open cuts will be blinded and protected with clean broken stone as soon as possible after exposing the subsoil in order to prevent erosion.

8.4 Reinstatement / Road Cleaning

8.4.1 Construction Stage

Prior to the works commencing, detailed photograph surveys (condition schedules) of adjoining walls, roads, footpaths, grass verges etc. is to be prepared. Copies of the relevant parts are to be made available to adjoining owners and Dun Laoghaire Rathdown County Council. This record will form the basis of assessing repairs to adjoining areas in the future should a dispute arise as to their cause. Roadways are to

be kept clean of muck and other debris. A road sweeping truck is to be provided if necessary to ensure that this is so.

8.4.2 On Completion

Reinstatement at completion of the works will involve:

- The cleaning of the existing sewers in the vicinity of the development as required.
- Testing and cleaning of all watermains in the development to the requirements of Irish Water prior to connection to the public watermain. This will reduce the risk of contamination to the public water supply when the new network is connected to the system.
- Testing & cleaning of all new drains on site. CCTV surveys.
- Repair of any damage to any adjacent public roadways, kerbs, grass verges etc. in accordance with Local Authority requirements.
- Reinstatement of all excavations to the requirements of the Local Authority.
- Leaving the area in a neat and clean condition, removing all deleterious materials that may have been deposited during construction works.

9.0 MONITORING & PROTECTION OF NEIGHBOURING PROPERTIES

A monitoring regime will be put in place to protect neighbours & neighbouring properties with a full and detailed vibration, noise and dust monitoring regime put in place for the duration of the works, from demolition through to completion of the new works.

9.1 Monitoring Works Specialist:

The Contractor will appoint a competent sub-contractor to be referred to as the Surveying, Instrumentation and Monitoring Subcontractor (**MSC**) and together with them will prepare and maintain the vibration, noise, and dust monitoring plan, for the agreement/approval of the Client, Employers Representative and the Technical Advisors.



Figure 9.1 – Flowchart for the MSC

9.2 Condition Schedules:

The MSC will be responsible for preparing or organising the preparation of detailed condition surveys of surrounding buildings, walls and hardstanding areas, roads and footpaths etc. prior to the carrying out of any works on site. Extent of surveys to be agreed. These will include a schedule of condition and associated photographs

The condition surveys shall be carried out to a level of detail, suitable to the nature and extent of conditions encountered in order to obtain an understanding of the general structural condition of any relevant property/structure and/or external environments, to act as an accurate baseline record of the condition of said buildings and areas.

The preparation of such a report, which is common practice, protects both the adjacent property owner and the developer as it records the current condition with a back-up photographic schedule.

9.3 Movement Monitoring

Movement will be monitored through a weekly survey of targets fixed to any adjoining structures (school building and boundary wall structures) deemed within the zone of influence of the construction works.

9.4 Noise & Dust Monitoring / Control:

Refer to Section 8.1 & 8.2 of this report for details.

9.5 Recording:

The MSC will monitor and collate vibration, noise, dust results in report format, on a weekly basis during critical activities. The report format is to be agreed.









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CIVIL & STRUCTURAL
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APPENDIX



DRAWING C1050
EXTRACT



LEGEND	
	DENOTES 'LEFT IN', 'LEFT OUT' ARRANGEMENT AT PERMANENTLY MANNED GATE DUAL FLAG MEN
	LAND OWNERSHIP OF DLRC
	PROPOSED DEVELOPMENT SITE
	EXISTING PLAYING PITCHES
	TEMPORARY GATE (PERMANENTLY MANNED DURING CONSTRUCTION) WITH DUAL FLAGMEN
	PROPOSED TEMPORARY CONSTRUCTION ACCESS ROAD WITH PALISADE FENCE TO PITCH SIDE
	EXISTING STONE WALL
	EXISTING BUS STOP

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