# Masterplan and Phase 1A Planning Amendment, Cornamaddy, Athlone, Co. Westmeath
# Construction Environmental Management Plan (CEMP)

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## Construction Environmental Management Plan (CEMP)

### Document Control Sheet

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# 1 Introduction

ORS were commissioned by Ballymore Group (the applicants) to complete a Construction Environmental Management Plan (CEMP) for a proposed Phase 1A amendment to the permitted residential development (An Coimisiún Pleanála - Case reference Ref: LH25M.318736-23) located at Ballykeeran Gardens (Cornamaddy), Athlone, Co. Westmeath. This document forms part of the planning application and should be read in conjunction with all drawings, reports, specifications, and particulars associated with the planning application.

The development will comprise amendments to the permitted development as per LRD permission reference 318736-23 which comprises 175no. dwellings and 130 apartments, a creche and associated site works. The proposed development incorporates the following amendments:

1. Alteration to the permitted phasing with phase one incorporating a total of 130no. residential units of which there 102no. dwellings and 28no. duplex apartment units, in lieu of 129no. residential units as granted.
2. Phase one incorporating 102no. 2storey dwellings with the dwelling mix comprising 57no. 3bed units and 45no. 4bed units
3. Phase one incorporating 2no. duplex apartment blocks which comprises 12no. 1bed triplex apartments, 8no. 2bed duplex apartments and 8no. 3bed duplex apartments. (overall units in phase one increasing from 129no. residential units as granted to 130no. residential units).
4. The provision of a Creche.
5. Alterations to the site layout in phase one comprising a reconfiguration of public open spaces, communal spaces and overall site layout along with public lighting, planting and boundary treatments to include boundary walls, railings & fencing.
6. Provision of a revised road layout to serve phase one.
7. All ancillary site development/construction works to facilitate foul, water and service networks for connection to the existing foul, water and ESB networks.
8. Provision of associated site infrastructure works to include for foul, water and storm water infrastructure.
9. Provision of 2no. ESB substations.

## 1.1 Objective of Construction Environmental Management Plan

This Construction Environmental Management Plan (CEMP) is an outline document of the proposed approach to ensure that construction activities have the least impact on the surrounding environment. Below is an outline of the objectives:

- Ensure appropriate measures to prevent or mitigate nuisance emissions of noise and dust.
- Ensure that discharges to surface/groundwater sources are controlled.
- Ensure that any nearby ecological receptors (SPAs, SACs, NHAs) and archaeological sites are not adversely impacted by construction activities.
- Minimise the impact on local traffic conditions resulting from construction activities.
- Outline how the measures proposed above shall be implemented.

This CEMP has been prepared for the planning phase of the development to outline the general considerations of the works, from initial enabling works to sub-structure and superstructure construction with regards to waste and the environment. The development will

be constructed in accordance with the environmental management measures contained herein. The CEMP, due to its structure and nature, will also require constant updating and revision throughout the construction period. Therefore, this is a working document and will be developed further prior to and during construction.

This CEMP has been revised in response to Item 2 of the Further Information request. The previously proposed temporary construction access onto the L5479 (Bullet Road) has been omitted. Construction access will instead be through lands in the applicant's ownership to the south, via the access arrangement associated with the link road application, Planning Ref. 26/60488.

## 1.2 Responsibility

It will be the contractor's responsibility to treat this plan as a live document and update sections as necessary to align with the construction programme. These revisions must be kept available for consultation and eventual site inspections.

## 1.3 Regional and Local Climate Action Plans

**Ireland's Climate Action Plan 2025 (CAP25)**

Ireland's Climate Action Plan 2025 emphasises best practices in construction and demolition to reduce greenhouse gas emissions. Key initiatives include; Embodied Carbon Reduction, Public Procurement Guidelines, Whole Life-Cycle Assessments, Promotion of Modern Methods of Construction (MMC) and Circular Economy Practices (Encouragement of material reuse and recycling in demolition activities to minimise waste and environmental impact)

These measures aim to align construction and demolition practices with Ireland's climate objectives, ensuring sustainable development and reduced environmental impact.

**Westmeath County Council Climate Action Plan 2024–2029**

The Westmeath County Council Climate Action Plan 2024–2029 has been prepared to address the current and future impacts of climate change on its residents, visitors, businesses, workers and the County as a whole. The plan features a range of actions across six thematic areas: Energy and Buildings, Transport, Flood Resilience, Nature-Based Solutions, Circular Economy and Resource Management and Community Engagement. The actions in these themes collectively address the four targets of this plan:

- Improve energy performance across Westmeath County Council's operations by 2030, in line with national public-sector energy-efficiency obligations.
- Support delivery of a 51% reduction in greenhouse gas emissions across Westmeath by 2030, consistent with Ireland's legally binding national target and the Westmeath Climate Action Plan 2024–2029.
- Enhance climate resilience within Westmeath by reducing vulnerability to future climate-related impacts such as flooding, extreme weather, and temperature extremes.
- Engage, empower and inform communities across Westmeath on climate action, supporting behavioural change, local participation, and climate awareness.

These targets reflect Westmeath County Council's commitment to creating a climate-resilient, environmentally sustainable, and climate-neutral economy.

# 2 Site Details

## 2.1 Site Location

The site is located at Ballykeeran Gardens (Cornamaddy), Athlone, Co. Westmeath. The site currently comprises a mixture of greenfield areas and areas of brownfield/ hardstanding (ITM: 606607, 743177)

The site fronts Blyry Court road to the east. Located directly adjacent to the eastern boundary of the site is a Car Dealership, beyond which lies predominately agricultural lands. To the south of the site is a linear row of existing private dwellings, beyond which lies predominately residential estates. The N55 National Road is located *ca*. 94m southeast of the proposed development. Immediately To the west of the proposed development is the permitted lands of the wider LRD, beyond which lies predominately agricultural lands and a linear row of dwellings fronting the local Cornamagh road. Cornamagh Cemetery is located *ca.* 678m to the west of the proposed development. To the north of the proposed development is predominantly agricultural lands and residential dwellings. Lough Ree SAC (000440) and SPA (004064) is located *ca.* 0.84km from the proposed development.

Athlone town is situated *ca.* 1.2km to the southwest of the proposed development. An outline of the subject site is provided in **Figure 2.1** below.




**Figure 2.1**: Proposed Phase 1A approximate amendment boundary & surrounding environs

## 2.2 Site Environmental Considerations

### 2.2.1 Topography

The Proposed Development Site generally slopes from the southeast toward the west. Elevations range from approximately 48.75 mOD in the southeast corner to around 46 mOD along the western boundary.

The highest point, at 48.75 mOD, corresponds to a mound enclosed by a brick wall in the southeast corner. This mound likely consists of material from a building previously located on the Site.

### 2.2.2 Hydrology

Under the first cycle of the Water Framework Directive, the site is located within the Shannon International River Basin District (Shannon IRBD). This district was subsequently amalgamated with the Southeastern, Southwestern, and Western River Basin Districts to form the National River Basin District (NRBD) for the second and third cycles of the Directive, which encompasses virtually the entire territory of the Republic of Ireland.

The primary hydrological feature of the proposed development is the Garrynafela Stream (EPA Segment Code: 26 1675), which flows in The  Garrynafela  stream drainage channel has been

modified in direction, depth and width to facilitate farming activity on site, this stream confluences with the Shannon (Upper)_110 River (EPA classification: IE_SH_26S021660) *ca.* 267m Northwest of the Phase1A site boundary.

The Site is located within the Shannon (Upper)_SC_090 WFD Sub-catchment and within the Upper Shannon (Code: 26E) WFD Catchment. The Upper Shannon catchment covers the central stretch of Ireland's longest river, from its source in the Shannon Pot in County Cavan down to Lough Ree. The main channel of the river flows generally southwest, collecting water from key tributaries including the River Inny, River Camlin, and River Suck, as well as numerous smaller streams and lakes. The catchment encompasses towns such as Athlone, Longford, Carrick-on-Shannon, and smaller settlements along its course, draining a total area of 1,229 $km^2$. The largest urban centre in the catchment is Athlone. The Ovoca-Vartry catchment is divided into 10 sub catchments with 42 river waterbodies, 6 lake waterbodies, no transitional waterbodies, no coastal waterbodies and 16 groundwater bodies.

According to the **HA 26F Upper Shannon Catchment Summary – WFD Cycle 3** report, the main pressures on waterbodies classified as "At Risk" are agriculture, affecting 72% of these waterbodies, hydromorphological alterations, affecting 36% and peat and invasive species, each affecting 15%, emphasizing the major role of land use and physical changes in shaping water quality and ecological status.

The Shannon (Upper)_SC_090 sub-catchment is part of the Upper Shannon WFD catchment, draining the River Shannon into Lough Ree and incorporating associated lakes and tributaries. Key pressures include agriculture, hydromorphological modifications, urban wastewater, and invasive species, with several waterbodies classified as "At Risk" under the WFD. The sub-catchment includes nutrient-sensitive zones linked to Lough Ree. Hydrology is dominated by the Shannon main channel, with flow generally southwest toward Lough Ree.

The hydrological features in proximity to the site are illustrated in **Figure 2.2** overleaf.



**Figure 2.2:** Hydrology features in the surrounding vicinity

### 2.2.3 Geology & Hydrogeology

The EPA Soils Classification maps identify the site as comprising BminSW- Shallow well drained mineral (mainly basic) with an IFS soil description of being derived from mainly calcareous parent material. The underlying bedrock is composed of Waulsortian Limestone (Stratigraphic Code: WA, New Code: CDWAUL) which is comprised of 'massive, unbedded lime-mudstone'. Bedrock outcrops are present *ca.*1.27km northeast of the Proposed Development. There are no mapped bedrock outcrops noted by GSI within the Site boundary.

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According to the GSI map viewer, the site is underlain by the Wicklow groundwater body, classified as a Poor Aquifer – Bedrock which is generally unproductive except for local zones. The groundwater vulnerability at the site is classified as 'High' in the eastern portion of the site and "Moderate" in the western portion. No karst features are present in close proximity of the site.

The Groundwater vulnerability underlying the site is classified by the GSI as 'High' for the majority of the site and 'Moderate' for the western portion of the site.

A geotechnical investigation in relation to the Proposed Development was undertaken by Ground Investigations Ireland (GII). Pertinent to the Phase 1A development is the following:

- Drift material was noted at all locations and included clays, silts, sands and gravels. Termination generally occurred due to refusal at boulder deposits. Sand & gravels were encountered in all locations except for TP3 (north of the site)
- The report notes the Site is generally not suitable for any major unsupported excavation, with the underlying natural deposits partial to collapse. Trench fill foundations are required up to a depth of 1.9mbgl to transfer the structural loads of the building to below any made ground, peat or soft/ loose natural material to bear to the underlying firm to stiff/ dense deposits.
- No bedrock was encountered during the ground investigation i.e. no rock to 4.0mbgl

### 2.2.4 Flood Risk

A site-specific flood risk assessment (FRA) report was produced (EOBMS, 2022a) for the previously permitted LRD Proposed Development Site. The FRA assessed the potential flood risk associated with coastal, tidal, fluvial and pluvial flooding. The FRA takes account of potential impact of climate change. Pertinent to phase 1A of the wider development, the report concludes:

- The Site is within Zone C (where the probability of flooding from rivers and the sea is low, being less than 0.1% or 1 in 1000 for both river and coastal flooding).
    - The minimum finished floor level (FFL) is 40.5mOD, which is 4.5m above the 1% Annual Exceedance Probability (AEP)
- Review of the Athlone Flood Relief Scheme indicated the majority of the flooding close to Site was caused by the river approximately 2.5km south with no potential impact on the Proposed Development Site. There are no past flood events recorded within 2km of the site.
- The proposed development is considered to be adequately protected in consideration of future scenario of flood events in the area.

### 2.2.5 Archaeology

The Historic Environment Viewer provided by the National Monuments Service was utilised to access the datasets of the National Monuments Service and the National Inventory of Architectural Heritage (NIAH). No archaeological or architectural features were identified within the site and its immediate surroundings. 1 no. feature on the Sites and Monuments Records is located within 1km of the site, outline in **Table 2.1**.

**Table 2.1:** Sites and Monuments Records features in proximity to the proposed site

| Code | Type | Location | Distance from Site |
|---|---|---|---|
| WM029-004 | Rabbit Warren | BALLYKEERAN | *ca.* 740m NE |

Similarly, no features of architectural importance are located within the site boundaries nor in its immediate vicinity, although a considerable number of them are noted in the surrounding

areas, especially to the southwest in Athlone town. The features closest to the proposed site are listed in **Table 2.2**.

**Table 2.2:** National Inventory of Architectural Heritage in proximity to the proposed site

| Code | Type | Distance from Site |
|---|---|---|
| 15007075 | Newcourt : gates/railings/walls | *ca.* 2.06km SW |
| 15007077 | Newcourt : house | *ca.* 2.07km SW |
| 15007076 | Newcourt : gate lodge | ca. 2.07km SW |
| 15007074 | Oaklawn : gates/railings/walls | ca. 2.11km SW |

Overall, the archaeological/architecture sensitivity of the area in immediate proximity to the proposed site is considered to be low.

### 2.2.6 Designated Sites

Ireland's network of designated ecological sites is protected under European and national legislation, including the EU Birds Directive (2009/147/EC), the EU Habitats Directive (92/43/EEC), the Wildlife Acts 1976–2023, and the Planning and Development Act 2000 (as amended). These legislative instruments provide for the designation and protection of Special Areas of Conservation (SACs), Special Protection Areas (SPAs), Natural Heritage Areas (NHAs) and other sites of biodiversity importance.

There are ten 10No. sites located within a 15km radius of the Proposed Development Site that are identified as Special Areas of Conservation (SAC) and two 2No. Sites that are identified as Special Protection Areas (SPAs). There are sixteen 16No. Sites that are identified as proposed National Heritage Areas (pNHA) within a 15km zone of influence of the Proposed Development.

An AA Screening & Natura Impact Statement (NIS) have been prepared by DNV for the proposed development (Document Ref.: ***Report 01 Rev 02***). 4 no. European sites were identified to have a Source Pathway Receptor (S-P-R) link of note to the Proposed Development Site, namely; Lough Ree SAC (000440), Lough Ree SPA (004064), River Shannon Callows SAC (000216), Middle Shannon Callows SPA (004096). The location of the site in relation to these designated areas is shown in **Figure 2.3** and a full synopsis of these sites can be read online on the website of the National Parks and Wildlife Service (www.npws.ie). The NIS evaluated whether the proposed development is likely to have significant effects on Natura sites in the context of their conservation objectives, specifically the habitats and species for which the Natura 2000 sites have been designated. Additionally, the NIS proposes a suite of mitigation measures for the abatement of potential adverse effects as a result of the development.

The conclusions of the Natura Impact Statement (NIS) are as follows:

This Natura Impact Statement details the findings of the NIS conducted to further examine the potential direct and indirect impacts of the Proposed Development at Cornamaddy, Athlone, Co. Westmeath on the following European Sites:

- Lough Ree SAC (000440)

- Lough Ree SPA (004064)

The above sites were identified by a screening exercise that assessed likely significant effects of a range of impacts that have the potential to arise from the Proposed Development. The AA investigated the potential direct and indirect effects of the proposed works, both during construction/infill and operation, on the integrity and qualifying interests of the above European Site, alone and in combination with other plans and projects, taking into account the site's structure, function and conservation objectives.

Where potentially significant effects were identified, a range of mitigation and avoidance measures have been suggested to avoid them. This NIS has concluded that, once the avoidance and mitigation measures are implemented as proposed, the Proposed Development will not have an adverse effect on the integrity of the above European site(s), individually or

in combination with other plans and projects. Where applicable, a suite of monitoring surveys have been proposed to confirm the efficacy of said measures in relation to ensuring no adverse impacts on the habitats of the relevant European sites have occurred.

As a result of the complete, precise and definitive findings in of this NIS, it has been concluded, beyond reasonable scientific doubt that, under the assumption all mitigation measures are followed, the Proposed Development will have no significant adverse effects on the QIs, SCIs and on the integrity and extent of the Lough Ree SAC (000440) or Lough Ree SPA (004064).

Accordingly, the Proposed Development **will not adversely affect the integrity of any relevant European site.**

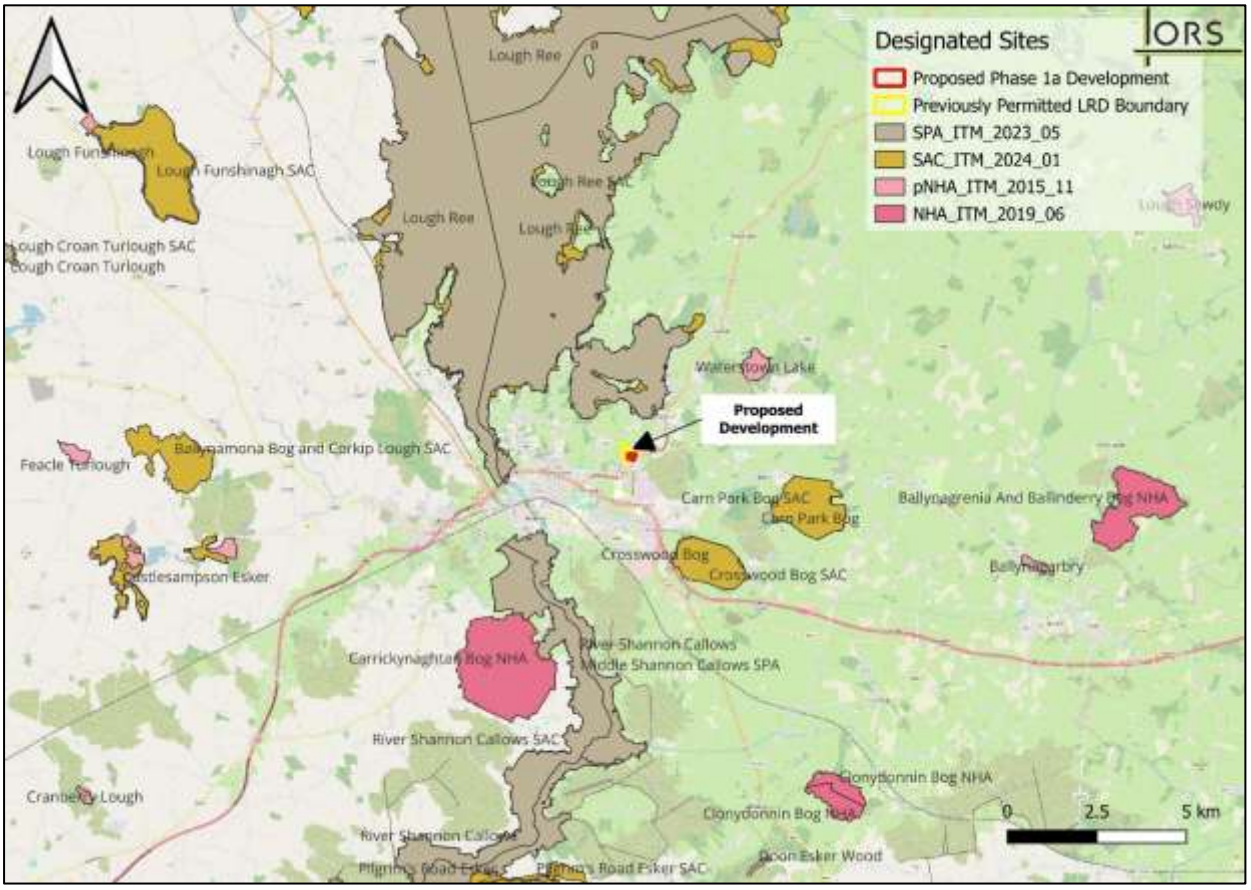



**Figure 2.3** The Natura 2000 sites within 15km of the proposed development site.

### 2.2.7 Historical Land Use

The GeoHive Historic Map Viewer was consulted to evaluate previous land uses and developments within and around the proposed site boundaries. According to the First Edition 6" maps (1829-1841) the site and surrounding areas were predominantly agricultural, with a small amount of housing and other buildings ca. 500 to the north. The 6" Last edition maps (1830-1930) and the 25" maps (1890-1930), the proposed site and surrounding areas were predominantly agricultural, with the town of Athlone to the southwest showing a significant amount of development since the earlier maps.

Aerial survey maps from 1995 up to the present day all show the site area and surroundings relatively the same as the present day with minor changes. Imagery shows that a structure to the southeast of the Phase 1A development site occupied this area from at least 1995. By 2005, the roof had been removed, and by 2007, the building had been completely demolished, leaving the mound of debris currently observed.

### 2.2.8 Noise Pollution

Under the Environmental Noise Directive (END) 2002/49/EC, members are required to develop strategic noise maps and noise management action plans for transport noise sources every 5 years. These strategic noise maps can be accessed via the EPA website. **Figure 2.4**, overleaf, outlines the modelled noise extents of the roads in the vicinity of the site undertaken by the

EPA. As can be seen the roads surrounding the site are contained within the modelled noise extents which occur along the N55. Noise levels along the N55 range from 70dB to 74dB. Noise levels within the Phase 1A site boundary are modelled at 50dB to 74dB.

Construction traffic and on-site activities may temporarily increase noise levels at nearby receptors. Construction access will be through the applicant's lands to the south, via the access arrangement associated with Planning Ref. 26/60488. The noise mitigation measures in **Section 4.2** shall apply to the site and the construction access route.




**Figure 2.4:** EPA Strategic Noise Map (Daytime Noise) (Source: epa.ie Map Viewer)

# 3 Development Description

## 3.1 Phasing of the Development

This Construction Environmental Management Plan (CEMP) will outline the intended sequence of works. A construction program of 12 – 18 months is anticipated for the project. A layout plan of the development is detailed in **Figure 3.1** below.



**Figure 3.1:** Revised Phase 1 Site Layout (Source: Howells, Drawing No. **2650-HWS-P1-ZZ-D-A-10022, Rev. P01**)[1]

*[1]The previously proposed temporary construction access onto the L5479 (Bullet Road) has been omitted. Construction access will be through lands in the applicant's ownership to the south, via the access arrangement associated with the link road application, Planning Ref. 26/60488. Refer to Section 5 for construction traffic management arrangements.*

The development will comprise amendments to the permitted development as per LRD permission reference 318736-23 which comprises 175no. dwellings and 130 apartments, a creche and associated site works. The proposed development incorporates the following amendments:

1. Alteration to the permitted phasing with phase one incorporating a total of 130no. residential units of which there 102no. dwellings and 28no. duplex apartment units, in lieu of 129no. residential units as granted.
2. Phase one incorporating 102no. 2storey dwellings with the dwelling mix comprising 57no. 3bed units and 45no. 4bed units
3. Phase one incorporating 2no. duplex apartment blocks which comprises 12no. 1bed triplex apartments, 8no. 2bed duplex apartments and 8no. 3bed duplex apartments. (overall units in phase one increasing from 129no. residential units as granted to 130no. residential units).
4. The provision of a Creche.

5. Alterations to the site layout in phase one comprising a reconfiguration of public open spaces, communal spaces and overall site layout along with public lighting, planting and boundary treatments to include boundary walls, railings & fencing.
6. Provision of a revised road layout to serve phase one.
7. All ancillary site development/construction works to facilitate foul, water and service networks for connection to the existing foul, water and ESB networks.
8. Provision of associated site infrastructure works to include for foul, water and storm water infrastructure.
9. Provision of 2no. ESB substations.

**Pre-Construction Phase** – Site clearance and preliminary works

- Installation of the site boundary and site clearance
- Establishment of a temporary site compound, including welfare facilities and utility connections.
- Establishment of the southern construction access through the applicant's lands and associated internal haul routes.
- Delivery and staging of key construction materials, equipment, and prefabricated components.

**Construction Phase**

Phase 1A Amendment is to include the following:

- 2 no. bungalows;
- 63 no. two-storey dwellings;
- 9 no. one-bed duplex apartments;
- 6 no. two-bed duplex apartment units;
- Total: 80 residential units;
- Alteration to site layout including revised unit mix;
- Provision of a secondary vehicular access to serve Phase 1A via Blyry Court / N55 junction.
- Provision of associated site infrastructure works; and
- Amendments to associated site landscaping works

**Ancillary works**

- Sustainable Drainage System (SuDS).
- Surface water and foul sewer network and associated attenuation.
- Electrical and telecom services.
- Site signage and wayfinding.
- Asphalt installation and road markings.

## 3.2 Pre-Construction Activities

The main contractor will conduct enabling works for establishing site setup, appropriate signing, hoarding, security fencing and welfare facilities.

### 3.2.1 Environmental Induction

The Environmental Induction will be integrated into the general site induction on a case-by-case basis for each member of staff employed on-site depending on their assigned roles and responsibilities on site. Where necessary, the Environmental Induction will as a minimum include:

- An Outline of the CEMP structure and discussion of the key environmental risks and constraints.
- A discussion of the applicable Works Method Statement.
- The roles and responsibilities of staff, including contractors, in relation to environmental management.

### 3.2.2 Site Set-Up and Hoarding

Perimeter hoarding will be provided around the site to provide a barrier against unauthorised access from the public areas. Controlled access points to the site, in the form of gates or doors, will be kept locked at any time that these areas are not monitored (e.g. outside working hours).

The hoarding will be well-maintained and may be painted. Any hoardings may contain graphics portraying project information. The site hoarding may be branded using the appointed Contractors' logos, etc. Some marketing images or information boards may also be placed on the hoarding. Access to the site will be controlled and monitored outside of site working hours. All personnel working on site must have a valid Safe Pass card and the relevant CSCS cards.

A suitably secure site compound will be set up, wherever the restricted confines of the site allow and will facilitate the efficient delivery of materials and personnel to the site. This compound is to include material storage, a site office and meeting room, and staff welfare facilities. The site compound location will be specified by the main contractor once this is appointed. It is typically necessary to move the location of the compound as development progresses.

Generators or connections to electricity and water services will be set up to facilitate site works.

### 3.2.3 Construction Sequence of New Structures

The construction specifications for the proposed residential units are not yet finalised. This section of the CEMP will be updated once a main contractor is appointed and a definitive construction program is established, in advance of the commencement of the project.

A summary of operations for the construction phase is listed in **Table 3.1**.

**Table 3.1:** Summary of Operations Expected

| External envelope will or may require the following operations: | Internal work will or may require the following operations: |
|---|---|
| • Steel Framing<br>• Blockwork/Brickwork<br>• Cladding<br>• Window/Curtain Walling/Roof Lighting<br>• Roof Coverings<br>• Flashing, Aprons and Tray – Leadwork/Powder coated metal | • Electrical installation<br>• Mechanical installation<br>• Fireproofing<br>• Partitions and ceilings – use of gypsum-based products<br>• Painting<br>• Plastering<br>• Joinery<br>• Stairs<br>• Labour – Only Carpentry<br>• Air Tightness sealing and testing<br>• Tiling<br>• Sanitary-ware installation<br>• Vanity Units<br>• Kitchen installation<br>• Metal Work<br>• Carpet Installation<br>• Industrial Cleaners |
| **Above ground external operations:** | |
| • Boundary construction – block work and stone walls<br>• Landscaping<br>• Paving<br>• Signage | |
| **Below ground operations:** | |
| • Foul sewer, surface water and rainwater networks<br>• Attenuation, rainwater harvesting and firefighting static storage tanks<br>• Electrical ducting | |

## 3.3 Site Working Hours

Construction operations on site will generally be subject to a planning permission and conditions. However, it may be necessary for some construction operations to be undertaken outside these times, for example, service diversions and connections, concrete finishing and fit-out works, etc.

Deliveries of materials to site will generally be between the hours of 07:00 – 18:00 Monday to Friday, and 08:00 to 14:00 on Saturdays, or as specified by the Westmeath County Council. There may be occasions where it is necessary to make certain deliveries outside these times, for example, where large loads are limited to road usage outside peak times.

## 3.4 Site Access and Traffic Management

Construction access shall be through lands in the applicant's ownership to the south, via the access arrangement associated with the link road application, Planning Ref. 26/60488. The previously proposed temporary construction entrance onto the L5479 (Bullet Road) is omitted and shall not be formed or used. A site-specific Traffic Management Plan (TMP) is detailed in **Section 5** of this CEMP to introduce temporary measures to facilitate access to the site by plant, machinery, and trucks during the construction phase.

## 3.5 Environmental Induction

The Environmental Induction will be integrated into the general site induction on a case-by-case basis for each member of staff employed on-site depending on their assigned roles and responsibilities on site. Where necessary, the Environmental Induction will as a minimum include:

- An outline of the CEMP structure and discussion of the key environmental risks and constraints.
- A discussion of the applicable Works Method Statement.
- The roles and responsibilities of staff, including contractors, in relation to environmental management.

# 4 Environmental Management Plan

## 4.1 Background

A preliminary risk assessment was carried out for the proposed site location in accordance with the Air Quality Monitoring and Noise Control Unit's Good Practice Guide for Construction and Demolition, produced by the London Authorities Noise Action Forum, July 2016. This assessment took into account factors relating to the proximity of the site to sensitive receptors and rated the level of nuisance anticipated with scheduled work practices.

Following the completion of this risk assessment, available in **Appendix B**, the proposed development was determined to be a **moderate risk** site. This section outlines suitable measures to minimise nuisance noise and dust emissions in order to minimise any impact of the proposed developments on surrounding receptors.

## 4.2 Noise

The Contractor will aim to restrict noise levels to the following levels:

- Daytime (7:00 to 19:00 hrs) – 55dB
- Evening (19:00 to 23:00 hrs) – 50dB
- Night-time (23:00 to 07:00 hrs) – 45dB (measured from nearest noise sensitive location).

To minimise noise from construction operations, no heavy construction equipment/ machinery (to include pneumatic drills, construction vehicles, generators, etc.) shall be operated on or adjacent to the construction site before 07:00 or after 18:00, Monday to Friday, and before 08:00 or after 14:00 on Saturdays. No activities shall take place in site on Sundays or Bank Holidays. No activity, which would reasonably be expected to cause annoyance to residents in the vicinity, shall take place on site between the hours of 18:00 and 07:00am.

The proposed development will be obliged to comply with BS 5228 "*Noise Control on Construction and open sites Part 1*". The contractor shall implement the following measures to eliminate or reduce noise levels where possible:

- All site staff shall be briefed on noise mitigation measures and the application of best practicable means to be employed to control noise.
- All staff should be briefed on the complaint's procedure, the mitigation requirement and their responsibilities to register and escalate complaints received.
- Good Quality site hoarding is to be erected to maximise the reduction in noise levels. It is recommended to incorporate a timber hoarding of sufficient height to mitigate excessive noise pollution to neighbouring properties and sensitive receptors.
- Contact details of the contractor and site manager shall be displayed to the public, together with the permitted operating hours.
- Material and plant loading and unloading shall only take place during normal working hours.
- Ensure that each item of plant and equipment complies with the noise limits quoted in the relevant European Commission Directive 2000/14/EC.
- Fit all plant and equipment with appropriate mufflers or silencers of the type recommended by the manufacturer.
- Use all plant and equipment only for the tasks for which it has been designed.
- Locate movable plant away from noise sensitive receptors.
- Avoid the transfer of noise and vibration from demolition activities to adjoining occupied buildings through cutting any vibration transmission path or by structural separation of

buildings.

- Avoid use of diesel- or petrol-powered generators and use mains electricity or battery powered equipment where practicable.
- Ensure written confirmation is received from Westmeath County Council Planning Department when applying for extensions to normal working hours. No out of hours work to be undertaken unless written permission to do so has been granted.
- In the event that excessive noise levels are deemed necessary, Westmeath County Council and local residents must be suitably notified in advance of said works.

## 4.3 Dust and Air Quality

Dust prevention measures will be put in place for any particulate pollution. The extent of dust generation under construction activities being carried out is dependent on environmental factors such as rainfall, wind speed and wind direction. The most likely sources of dust generation at this site include soil stripping and excavation of foundations for the main building and the sawing of wood and concrete throughout the duration of the project. Dust can also be dispersed by excessive vehicular movement around the site during dry periods. Control Measures are outlined as follows:

- Soil will not be exposed until a replacing capping layer is almost ready to be placed. This is to ensure that soil is left exposed for the minimum amount of time possible.
- Throughout working hours, dust control procedures will be assessed as appropriate, subject to the prevailing meteorological conditions.
- Material stockpiles will be strategically placed to reduce wind exposure. Materials will be ordered on an ‘’as needed’’ basis to reduce excessive storage.
- The contractor will spray water on the surface of all roads in the vicinity of the site if required in order to minimise dust generation from the construction activities.
- Appropriate dust suppression will be employed to prevent fugitive emissions affecting those occupying neighbouring properties or pathways.
- Restrict vehicle speeds to 15 kmph as high vehicle speeds cause dust to rise.
- Covers or dampening of soil and material stockpiles when high wind and dry weather are encountered, if required.
- All consignments containing material with the potential to cause air pollution being transported by skips, lorries, trucks or tippers shall be covered during transit on and off site.
- Street and footpath cleaning shall be undertaken during the ground works phase to minimise dust emissions, if deemed necessary.
- A road sweeper with vacuuming capabilities will operate along construction traffic routes throughout the development cycle to alleviate excessive material deposition along transport routes in the vicinity of the site, when deemed necessary.
- Wet cut concrete saws are only to be used on site. Tools with dust extraction filters are to be used when and where possible.
- No materials shall be burned on-site.
- Where complaints are received concerning dust, records will be maintained including likely causes and suitable action taken to alleviate any issues as a result of the construction. During the management of any complaints this will be in agreement with a suitable Complaints Procedure.
- During activities which pose a high probability of dust production and/or during periods of adverse weather conditions the rate of site inspections should be increased.
- Site inspections will be completed frequently to monitor compliance with dust control

strategies set out in the CEMP and the results recorded of these inspections, including nil returns.

## 4.4 Surface Water and Groundwater Protection

An Engineering Services report (**Report Ref: 251416-ORS-XX-XX-RP-C-13a-001**) was developed by ORS to assess the impact on the proposed civil engineering infrastructure resulting from the proposed Phase 1A amendment to the permitted residential development.

There are existing small diameter surface water sewers within the vicinity of the site to the south. It is not proposed to connect to this infrastructure as part of the parent permission.

The proposed amendment to the parent permission does not seek to amend the discharge point detailed as part of the permission, or to revise the surface water strategy for the parent permission. Proposals to facilitate the amendment at phase 1 follow the parent permission strategy of disposal of surface water to the existing drainage channel at the western boundary of the site.

Surface water sewers are proposed to collect runoff from Phase 1 and discharge to the attenuation location in the western greenspace as detailed as part of the parent permission. Like the foul sewerage, a portion of the surface water sewer network outside of the phase 1 amendment boundary is proposed to be constructed for phase 1 as a ‘spine sewer’ and to be utilised by future phases of the parent permission.

Surface water discharge will be limited to the rate agreed as part of the parent permission.

The main pollutants with the potential to impact water receptors are silt, fuel/oil, concrete and chemicals. The steps outlined below aim to eliminate contamination of site surface water runoff. The recommendations are advised with reference to the Inland Fisheries Board recommendations for protection of adjacent water courses during the construction phase. They are also intended to contain groundwater contamination, which requires extra caution given the aquifer's high vulnerability.

- Harmful materials such as fuels, oils, greases, paints and hydraulic fluids must be stored in bunded compounds well away from storm water drains and gullies. Refuelling of machinery should be carried out using drip trays.
- Fuel bowsers to be located in bunded areas which can cater for 100% of the primary vessel capacity.
- Refuelling will not be permitted within 10m of surface drains, with the exception of pumps for dewatering purposes, which are to be stored on portable spill bunds.
- Only appropriately trained site operatives permitted to refuel plant and machinery onsite.
- Regular inspections carried out on plant and machinery for leaks and general condition.
- All manholes and gullies will be covered with silt fencing material and sandbags to limit silt and chemical run-off into surface water.
- Runoff from machine service and concrete/grout mixing areas must not enter storm water drains and gullies leading off-site.
- Spill kits shall be available in each item of plant required.
- During construction, all excavated materials will be visually assessed for contamination. Any suspected contaminated material detected will be sent for analysis to a suitable environmental laboratory and subsequently quantified, segregated and transported for

disposal by a licenced contractor.

- No direct discharges to be made to waters where there is potential for cement/ residues/ oils/ chemicals in discharges.
- Stockpile areas for sands and gravel should be kept to minimum size, well away from storm water drains and gullies leading off-site.
- Open excavations to be backfilled immediately following installation of services, etc.
- Earthworks and the movement of plant on soil surfaces will be avoided during periods of extensive rainfall to limit silt laden runoff and damage to soil structure.
- Pre-cast concrete should be used wherever possible. When this is not possible, any works using cast-in-place (poured) concrete must be done in the dry and effectively isolated from any flowing water or drains for a sufficient period to ensure no leachate from the concrete.
- Where concrete is being poured on site, the following concrete / aggregate management measures should include:
    - Best practice in bulk-liquid concrete management must be employed on site addressing pouring and handling, secure shuttering, adequate curing times etc.
    - Where concrete shuttering is used, measures should be put in place to prevent shutter failure and control storage, handling and disposal of shutter oils.
    - Ready mix concrete wagons and mixers should be washed off site to minimise emissions into any local watercourses.
    - Activities which result in the creation of cement dust should be controlled by dampening down the areas.
    - Raw and uncured waste concrete should be disposed of by removal from the site or by burial on the site in a location and manner which will not impact upon the local watercourses.
    - Scheduling cement pours for dry days.
- Following heavy rainfall events, it is important to mitigate excessive outflow of silt and particulates to the surrounding surface water drainage system. During the pre-construction & construction phase, silt outflows to surface water drainage infrastructure (gullies, drains, etc.) and along watercourses and the Blyry Court road may be mitigated using sandbags or silt fencing, where suitable. During the construction phase, once site-specific surface water drainage infrastructure has been developed, silt chambers should be blocked off following high rainfall events to prevent excessive silt outflows to the surface water drainage system.
- A temporary drainage system will be established complete with oil interceptors and settlement ponds to remove contaminants from run-off, prior to discharge off-site.
- All material and earth removed should be stockpiled within a bunded area or within a geotextile barrier until required for use.
- Covers are to be provided over soil stockpiles when high wind and inclement weather are encountered if required.
- Conduct weekly inspections of silt fences, sediment traps, bunded areas, and temporary drainage features, particularly after rainfall. Maintain a log of inspections and maintenance.
- Any dewatering water from excavations must pass through a settlement tank or silt bag prior to discharge. Discharge points should be away from the stream or directed through controlled swales with energy dissipation.
- Exposed soil slopes adjacent to the stream should be covered with geotextile mats, mulch, or hydroseeding immediately after excavation. Temporary check dams can be installed in drainage channels leading to the stream to reduce sediment transport.
- No machinery, stockpiling, or materials storage within the stream. Where work near the stream is unavoidable, use temporary barriers to prevent sediment and pollutants entering

the water.
- Avoid disturbing stream banks. Any disturbed areas must be restored with natural vegetation after completion of works.
- Designate a concrete washout area at least 30 m from Garrynafela Stream, lined with impermeable material and containment measures. Washout water must be treated or collected and not allowed to enter the stream.
- Use temporary diversion ditches or berms to route clean stormwater around construction areas toward Garrynafela Stream without picking up sediment. Avoid directing sediment-laden water toward the stream.
- Implement a stream-specific spill response plan. Any accidental discharge or sedimentation event near Garrynafela Stream must be immediately contained, reported, and remediated.
- Where the stream is accessible to the public or downstream properties, install signage and temporary fencing to prevent accidental access to active works, reducing the risk of contamination or disturbance.

## 4.5 Protection of Ecological Receptors

The potential effects of the proposed development on the conservation objectives and qualifying interests of nearby Special Protection Areas (SPAs), Special Areas of Conservation (SACs), and Proposed Natural Heritage Areas (pNHAs) have been assessed.

4 no. European sites were identified to have a Source Pathway Receptor (S-P-R) link of note to the Proposed Development Site, namely; Lough Ree SAC (000440), Lough Ree SPA (004064), River Shannon Callows SAC (000216), Middle Shannon Callows SPA (004096).

By following the best practice mitigation measures outlined in this report and the NIS (DNV), the proposed development should not significantly affect the conservation objectives of the aforementioned sites. The integrity of these sites should not be adversely impacted.

All works associated with the development should be confined to the proposed development site. No disturbances to any area of the SAC should occur during the construction or operation of the development. There must be no disturbances to the riparian zone along the riverbank.

Further mitigation measures are:

- Prior to the commencement of developments on site, the site engineer and the contractors should be made aware of the ecological sensitivity of the site and its surrounding habitats. They must be made familiar with the mitigation measures outlined in the NIS and if possible, a statement signed by them acknowledging the mitigation measures proposed should be presented to the Local Authority along with the Notice of Commencement.
- All guidelines within the document Inland Fisheries Ireland Requirements for the Protection of Fisheries Habitats during Construction and Development Works and River Sites (www.fisheriesireland.ie) and the updated guidelines entitled Guidelines on Protection of Fisheries During Construction Works in And Adjacent to Waters (2016).
- The chopping of trees and removal of vegetation should be confined to those areas where it is deemed absolutely necessary to facilitate development of proposed structures.
- Where vegetation removal is required, it is recommended that existing scrub, hedgerow, and treeline habitats within the site are removed outside of the bird nesting season (1st March to 31st August).
- It is recommended that felled trees are left lying for several hours before further chopping or

mulching to allow any bats within the tree to emerge and disperse from the immediate area.

- Felled branches or trunk pieces may be retained for use in the landscaping plan for the proposed site. Decaying wood provides suitable habitat for a variety of small insect species, and scattered branches and leaves can provide suitable nesting habitat for hedgehog and other small mammals.
- Only low intensity lighting should be used on the development. This will reduce the impact of any new lighting scheme on local bat populations. Lights should not be directed towards the riverbank, on known bat roosts or areas of mature vegetation.
- Bare soil should be seeded as soon as possible with grass seed. This will minimise erosion into local drains and watercourses.
- The removal of vegetation with herbicides should be avoided.
- Any landscaping should involve the planting of native Irish species that are indigenous to the site. Suitable species would include birch, oak, willow and alder. Only locally specific wildflower seed mixes should be used.
- Vehicles will be required to undergo inspection before using them on site to ensure no invasive species are present such as Japanese Knotweed.

**Table 4.1**, follows the Integrity of the SAC/SPA Checklist which details whether the integrity of nearby protected areas is threatened by the proposed development.

**Table 4.1:** Integrity of Site Checklist (NPWS - Box 10, EC (2002)

| **Conservation Objective: Does the project have the potential to:** | **Yes / No** |
|---|---|
| Cause delays in progress towards achieving the conservation objectives of the site? | No |
| Interrupt progress towards achieving the conservation objectives of the site? | No |
| Disrupt those factors that help to maintain the favourable conditions of the site? | No |
| Interfere with the balance, distribution and density of key species that are the indicators of the favourable condition of the site? | No |
| **Other Objectives: does the project have the potential to:** | **Yes / No** |
| Cause changes to the vital defining aspects (e.g. nutrient balance) that determine how the site functions as a habitat or ecosystem? | No |
| Change the dynamics of the relationships (between, for example, soil and water or plants and animals) that define the structure and/or function of the site? | No |
| Interfere with predicted or expected natural changes to the site (such as water dynamics or chemical composition)? | No |
| Reduce the area of key habitats? | No |
| Reduce the population of key species? | No |
| Change the balance between key species? | No |
| Reduce diversity of the site? | No |
| Result in disturbance that could affect population size or density or the balance between key species? | No |

## 4.6 Protection of Tree Vegetation

A Tree Protection Plan for the Phase 1A development has been developed by Charles McCorkell (**Drawing Ref: 220530-P12**).

A series of retained trees and established treelines are located throughout the development site, including a prominent treeline running through the central corridor of the site and additional tree groups positioned around the northern, eastern, and southern boundaries. These trees provide important landscape structure, ecological value, and visual screening for both existing and proposed residences.

In accordance with the Tree Protection Plan (TPP), these features have been assigned Tree Protection Zones (TPZs) and Construction Exclusion Zones (CEZs) to ensure their long-term retention and health during the construction phase. Prior to any site works, the specified above-ground stabilising fencing system must be installed around each TPZ as shown in the TPP. No excavation, material storage, vehicle tracking, or ground level changes may occur within these protected areas.

All works in proximity to retained trees must follow the arboricultural method statements, including supervised excavation where required, to avoid damage to roots, stems, or canopies. Protective measures will remain in place for the duration of the project, with regular inspections and contractor briefings to ensure compliance with the CEMP.

# 5 Outline Traffic Management Plan

## 5.1 Background

This Outline Traffic Management Plan (TMP) applies to all traffic entering, operating within, and leaving the proposed development site throughout its construction period. It is designed to facilitate safe and efficient access for plant, machinery, and work vehicles during collections and deliveries, while minimising the effects of construction traffic on residents, businesses, and amenities in the vicinity of the site.

The TMP includes measures to prevent and minimise, as far as reasonably practicable, disruptions to vehicular and pedestrian traffic along routes surrounding the proposed development, with particular emphasis on managing construction traffic during peak travel times.

To address this, the plan incorporates strategies for routing construction traffic to avoid densely built-up areas and reduce effects on sensitive receptors, such as schools, healthcare facilities, and public amenity areas, ensuring minimal disruption to the surrounding community.

The contractor shall ensure that appropriate resources are in place to implement this Traffic Management Plan throughout the construction works.

Specific traffic management details will be determined once the project phases are finalised. The contractor should prioritise efficient traffic flow and minimal disruption, following a lean, just-in-time delivery approach. Dedicated traffic management strategies should be avoided where possible, and appropriate measures will be implemented as needed. If temporary road closures or stop-go systems are required, the contractor must ensure that all measures align with best practices to minimise impact on road users.

## 5.2 Objective of Construction Traffic Management Plan

This Traffic Management Plan outlines measures to regulate the movement of both public and site-related traffic during the construction of the proposed development, while ensuring the safe coordination of the delivery, loading, and unloading of materials and products. The Contractor's key objectives include:

- Facilitating the construction of the proposed development across multiple phases, while minimising the impact of construction-related traffic on the general public.
- Implementing safety measures to ensure smooth traffic flow for all users and the workforce, including controls on the movement, reversing, and turning of site vehicles to prevent injury or damage to individuals, vehicles, or materials.
- Ensuring safe access and egress for all construction personnel and visitors, as well as the safe passage of pedestrians at all site entry and exit points.
- Minimising journey time delays for motorists and other road users, while providing a safe and efficient traffic route for all.

## 5.3 Construction Traffic Management Guidance

The management of construction traffic will be conducted with regard to the following:

- HSA Construction Site Traffic Management Plan Guidance
- Chapter 8 of the Department of the Environment Traffic Signs Manual – '*Temporary Traffic Measures and Signs for Roadworks*' (August 2019)
- Guidance for the Control and Management of Traffic at Road Works (June 2010) prepared

by the Local Government Management Services Board.

## 5.4 Site Access

Construction vehicles shall access the development through lands in the applicant's ownership to the south, via the access arrangement associated with the link road application, Planning Ref. 26/60488. No temporary construction entrance shall be formed or used onto the L5479 (Bullet Road). The southern access route shall be established and suitable for its intended construction traffic before use.

The entrance and route to the site compound shall be clearly signposted and maintained free of mud and debris. Gates and vehicle holding areas shall be positioned to allow approaching vehicles to clear the public road without obstructing traffic, footpaths or cycle facilities.

The site access point is detailed in **Figure 5.1** below:



**Figure 2.1:** Southern Construction Access through Applicant-Owned Lands and Connection to the Public Road Network (Source: Google Maps)

Deliveries shall be booked and coordinated with hauliers to prevent queuing on the public road or obstruction of the southern access route. All construction vehicles shall use the designated southern access. A banksman shall control vehicle movements at the entrance during deliveries and other construction traffic movements, assisting larger vehicles where necessary.

When vehicles are set to depart from the site, the banksman will ensure the roadway is clear and safe to proceed, communicating directly with the driver in the cab. The main contractor is responsible for providing adequate guarding and lighting appropriate to the circumstances. Traffic signs will be placed in advance of the works area on both sides to warn the general public and will be maintained as necessary. These signs will be operated as required to safely guide the public, taking into account the needs of people with disabilities. The main contractor will comply with *Regulation 97 of the Safety, Health, and Welfare at Work (Construction) Regulations 2013*.

Access to the construction site will be restricted to authorised personnel only. After hours, security will be employed by the main contractor to prevent unauthorised access. Care will be

taken at all times when entering or exiting the site, with construction vehicles yielding to public traffic, both vehicular and pedestrian, at all times. Any extraordinary or wide loads will be suitably managed when entering or leaving the site.

Vehicles entering or leaving the site must be roadworthy, in good condition, and fit for purpose. All vehicles, including construction plant where necessary, must be equipped with mirrors or convex mirrors (to be kept clean at all times), reversing sirens (where required), flashing beacons (where required), and reversing cameras (where required). Access will be denied to any vehicles that do not comply with these requirements.

## 5.5 Deliveries to Site / Site Access

Deliveries of materials to the site will be carefully planned and scheduled to ensure they arrive only when needed, following a 'just in time' approach consistent with lean construction management principles. There will be occasions when multiple vehicle deliveries are necessary, such as for site fill material under roads, buildings, and landscape areas, pre-cast concrete, and large concrete pours. No construction vehicles shall queue on the public road network. Deliveries shall be scheduled so that vehicles can enter the southern access route and proceed to a designated holding or unloading area without obstructing other users.

Material deliveries will be strategically scheduled to avoid peak traffic periods, particularly those associated with neighbouring estates during typical commuting hours in the morning and evening. Given the possibility of other construction projects occurring simultaneously, it is crucial that directions to each site are clearly defined and distinguishable. All suppliers and hauliers shall receive the revised access plan before their first delivery. Previous directions identifying the omitted L5479 entrance shall be withdrawn.

All off-loading of materials will take place within the site, away from the road, and only through the agreed construction access point. Bulk deliveries will occur outside peak traffic hours across a six-day workweek to minimise disruption to the surrounding road network. Any structural steel or awkward loads with a risk of falling from trucks will be adequately secured with rigid side supports for safety.

Materials will be unloaded and stored exclusively in designated areas, as agreed upon by the Project Manager.

## 5.6 Site Staff Parking

A dedicated on-site parking area for staff and visitors will be located close to the site entrance and compounding. Staff will be strictly prohibited from parking off-site in the surrounding local area. A "reverse in, drive out" system will be implemented within the staff car park to ensure safe and efficient parking.

Parking on the access road to the site will not be permitted under any circumstances. Private cars are not allowed within the working area, and all vehicles must be parked in the designated site car park.

## 5.7 Vehicles & Movement on Site

The principal vehicle movements to and from the site will be:

- Personnel cars (light vehicles) along access road only.
- Product deliveries (light and heavy vehicles)
- Site machinery – telehandlers, cranes, MEWPS etc.

Cars and other personnel vehicles must be parked exclusively in the designated car park.

Reversing on-site will be minimised and carried out with heightened caution, particularly in and around the buildings and their footprints. Drivers must ensure they have clear visibility when reversing and should request assistance from on-site personnel to safely perform any reversing manoeuvres. This requirement will be communicated to suppliers in advance to ensure drivers are aware of the procedure before arriving on-site.

## 5.8 Driver & Machinery Requirements

All site delivery drivers shall be in possession of a valid Safe Pass card. All site machine operators must be competent and be in possession of valid CSCS ticket or equivalent and Safe Pass card. Drivers must never drive vehicles under the influence of alcohol and/or drugs.

All site machinery must comply with statutory requirements set out *in SHWW (Construction) Regulations 2013* and other relevant legislation.

## 5.9 Site Operatives & Pedestrian Access

The site operatives are required to park their vehicles at the designated car park only and then use designated access ways to safely reach the compound and work areas. Operatives shall be segregated from site vehicles as far as reasonably practicable.

The contractor will carry out a visitor induction briefing for all visitors or other persons who need access to the construction area. All visitors to the site will be required to have current ‘Safe Pass’ cards.

## 5.10 Routing of Construction Traffic

Construction traffic shall approach using suitable national and regional roads before accessing the designated southern entrance and continuing through the applicant’s lands to the development site, via the access arrangement associated with Planning Ref. 26/60488. The previously proposed temporary entrance onto the L5479 (Bullet Road) shall not be used.

The detailed approach and departure routes shall be confirmed in the contractor’s Construction Traffic Management Plan and communicated to all drivers. Unrelated residential streets shall not be used as shortcut routes. Any shared sections of the designated access shall be managed to maintain safe access for existing users.

All construction vehicles will remain on the main distributor roads until the final approach to the site, reducing noise, vibration, dust, and disturbance to residents and community facilities, as shown in **Figure 5.2.**




**Figure 5.3:** Traffic approaching from south direction (Source: Google Maps).

Construction traffic will be directed to use national roads as much as possible before transitioning to regional roads when approaching and departing from the site. This strategy aims to minimise encounters with narrow road widths, limited visibility, and roads with unsuitable bearing capacities.

## 5.11 Traffic Management Speed Limits

Adherence to posted/ legal speed limits will be emphasised to all contractors and sub-contractors during induction training.

Drivers of construction vehicles / HGVs will be advised that vehicular movements in locations, such as local community areas, shall be restricted to 50 km/h. Special speed limits of 30 km/h shall be implemented for construction traffic in sensitive areas such as school locations. Such recommended speed limits will only apply to construction traffic and shall not apply to general traffic.

## 5.12 Road Cleaning

A wheel wash facility will be provided prior to exit of the site when deemed necessary throughout the various stages of construction on-site. This is to ensure that minimal suspended solids reach nearby waterbodies, and that minimal road sweeping will be required on the public road. Although a requirement for road sweeping cannot be eliminated entirely, control measures within site are aimed at limiting the need for road sweepers. If conditions require it, then a manned power washer shall be put in place to assist the wheel wash system.

Road sweeping operations to remove any project related dirt and material deposited on the road network by construction/delivery vehicles will be utilised as required. It is recommended that road sweepers used have a vacuum function that can remove fine silt and dust from nearby surfaces effectively and prevent them from entering nearby waterbodies. All material collected will be disposed of to a licensed waste facility.

The following additional measures will be taken to ensure that the site, public roads and surroundings are kept clean and tidy:

- A regular program of site tidying will be established to ensure a safe and orderly site.
- Food waste will be strictly controlled on all parts of the site.
- Mud spillages on roads and footpaths outside the site will be cleaned regularly and will not be allowed to accumulate. This process is pertinent in cases of heavy rainfall where sediments can more easily reach nearby waterbodies.

## 5.13 Road Condition

The higher volume of heavy vehicle traffic movements and the nature of the payload may create problems to the local road network in terms of:

- Fugitive losses from wheels, trailers, or tailgates.
- Localised areas of subgrade and wearing surface failure.

The main contractors shall ensure that:

- Loads of materials leaving each site will be evaluated and covered if considered necessary to minimise potential dust effects during transportation.
- The transportation contractor shall take all reasonable measures while transporting waste or any other materials likely to cause fugitive loses from a vehicle during transportation to and from site, including but not limited to:
    - Covering of all waste or material with suitably secured tarpaulin/ covers to prevent loss.
    - Utilisation of enclosed units to prevent loss.
- Roads forming part of the haul routes will be monitored visually throughout the construction period and a truck mounted vacuum mechanical sweeper will be assigned to roads along the haul route as required.

## 5.14 Enforcement of TMP

The traffic management plan will be enforced by both the Construction Project Manager and the Resident Engineer.

All project staff and material suppliers will be informed of the measures proposed by the TMP during site induction and will be required to adhere to the final TMP. As outlined above, the contractor shall agree and implement monitoring measures to confirm the effectiveness of the TMP.

## 5.15 Working Hours

Deliveries of materials to site will generally be between the hours of 07:00 and 18:00 Monday to Friday, and 08:00 to 14:00 on Saturdays. No deliveries will be scheduled for Sundays or Bank Holidays.

## 5.16 Traffic Incidents/ Complaints / Emergency Procedures

The Contractor will maintain a register to document the nature, scale and severity of any incident or complaint which arises due to construction traffic.

The main contractor shall ensure that unobstructed access is provided to all emergency vehicles along all routes and site accesses. The contractor shall provide to the local authorities and emergency services, contact details of the contractor's personnel responsible for construction traffic management. In the case of an emergency the following procedure shall be followed:

- Emergency Services will be contacted immediately by dialling 112.
- Exact details of the emergency / incident will be given by the caller to the emergency line operator to allow them to assess the situation and respond in an adequate manner.
- The emergency will then be reported to the Site Team Supervisors and the Safety Officer.
- All construction traffic shall be notified of the incident (where such occurs off site).
- Where required, appointed site first aiders will attend the emergency immediately.
- The Safety Officer will ensure that the emergency services are on their way.

## 5.17 Communication

The main contractor shall ensure that close communication with Westmeath County Council and emergency services is maintained throughout the construction phase. Such communications shall include:

- Submissions of proposed traffic management measures/closures for comment and approval.
- On-going reporting relating to the condition of the road network and updates to construction programming.
- Information relating to local and community events that could conflict with proposed traffic management measures and construction traffic aimed towards implementing alternative measures to avoid such conflicts.
- The contractor shall also ensure that the local community is informed of any proposed traffic management measures in advance of their implementation. Such information shall be disseminated by posting advertisements in local newspapers and delivering leaflets to houses in the affected areas. Such information shall contain contact information for members of the public to obtain additional information and to provide additional knowledge such as local events, sports fixtures, etc., which may conflict with proposed traffic management measures.

- Effective communication is particularly important during the pre-construction phase, especially concerning the periods of soil disturbance procedures. A continuous flow of construction traffic is expected during this phase, and it is therefore pertinent that local authorities and nearby residents are suitably informed of the potential disruptions posed by this procedure.

# 6 Implementation

## 6.1 Role and Responsibilities

Due to the nature and scale of this development, the appointment of a full-time environmental manager is deemed surplus to requirements for the duration of the project. The Construction Project Manager will be responsible for the day-to-day implementation of the measures outlined in the Project CEMP. The Construction Project Manager will be supported by an Environmental Consultant who will be involved in the project on an ad-hoc basis should unforeseen or significant environmental incidents arise.

### 6.1.1 Construction Project Manager

The Construction Project Manager will have the overall responsibility of ensuring the measures outlined in the Project CEMP are adhered to for the duration of the construction phase. The primary responsibilities of the Construction Project Manager are as follows:

- Promotion of awareness of environmental issues associated with each project phase.
- Ensure adherence with all environmental and traffic management standards listed in the Project CEMP.
- Facilitate environmental audits and site visits.
- Monitor the impact of construction traffic on local traffic conditions.
- Awareness and implementation of relevant legislation, codes of practice, guidance notes as stated in the CEMP.
- Conduct regular site inspections to facilitate the timely identification of environmental risks or incidents.
- Ensure all construction activities are carried out with minimal risk to the environment.
- Report environmental incidents in a timely manner to the project Environmental Consultant and the relevant authorities.

### 6.1.2 Construction Project Manager Contact Details

Contact details of the project manager are pending until a project manager has been appointed.

- Name: Pending
- Telephone: Pending
- Email: Pending

### 6.1.3 Project Environmental Consultant

As mentioned above the Construction Project Manager will assume the role of Project Environmental Consultant. Should any issues or effects arise throughout the project then a suitable Environmental Contractor will be contacted. The primary responsibilities of the Project Environmental Consultant are as follows:

- Quality assurance of the Project CEMP.
- Update of the Project CEMP as required paying particular attention to site-specific environmental hazards or changes in legislation.
- Ensuring compliance of Project CEMP with the conditions of the Planning Permission.
- Provide expertise to the Construction Project Manager on environmental concerns.
- Conduct the various specialist environmental monitoring tasks outlined within the Project

CEMP (noise, dust, surface water monitoring etc.).
- Prompt response to environmental issues if they arise.

### 6.1.4 Resident Engineer

Typically, the Resident Engineer's primary role involves assurance that the construction work of a project is carried out according to the quality, time and cost requirements of the contract. A significant degree of cross-over can usually be anticipated between the roles of a Resident Engineer, a Construction Project Manager and an Environmental Consultant. With respect to the Project CEMP, the Resident Engineer is expected to play a crucial role in the Traffic Management Plan (TMP) along with the following responsibilities:

- Performing or coordinating site inductions.
- Monitoring the performance of subcontractors.
- Monitoring the performance of the traffic management plan.
- Managing and supervising less experienced site engineers and operatives.
- Ensuring that work activities have been carried out in accordance with the plans, specifications, and industry standards.
- Ensuring that tests and inspections are performed.
- Liaising with construction management to remove any hazards associated with work activities.
- Ensuring that delivered materials meet specifications and established quality standards.
- Initiating and maintaining records, back-charge procedures, progress reports etc.

## 6.2 Awareness and Training

### 6.2.1 Environmental Induction

The key environmental topics outlined in the Project CEMP will be summarised and integrated into the general site induction. Site-specific concerns and best work practices will be outlined to all contractors and sub-contractors due to carry out work at the site. As a minimum this will include:

- The roles and responsibilities of the Construction Project Manager, the Environmental Consultant and the Resident Engineer along with the responsibilities of contractors/sub-contractors themselves.
- Incident and complaints procedure.
- Outline of the CEMP structure.
- Site-specific environmental concerns.
- Best work practices.

### 6.2.2 Toolbox Talks

Daily toolbox talks will be conducted by the Construction Project Manager as standard practice. It is the duty of the Construction Project Manager to liaise with the Project Environmental Consultant and Resident Engineer to assess site operations for environmental concerns, particularly as the project advances and new activities commence. Appropriate mitigation measures will be devised and communicated to the relevant personnel prior to the commencement of any such activities.

## 6.3 Environmental Incidents and Complaints Procedure

The Construction Project Manager will maintain a register of environmental incidents which will document the nature, scale and severity of any environmental incident or complaint which arises due to site activities. In the event of an environmental incident, the following steps must be followed:

- The Project Environmental Consultant is notified immediately.
- The Project Environmental Consultant will liaise with the competent authority if necessary.
- The details of the incident will be recorded on an Environmental Incident Form with the following details:
    1. Cause of the incident
    2. Extent of the incident
    3. Immediate actions
    4. Remedial measures
    5. Recommendations made to avoid reoccurrence
- If the incident has impacted on an ecologically sensitive receptor (SPA, SAC) an ecological specialist will be consulted.
- The Project Environmental Consultant and Construction Project Manager will fully cooperate with any investigations conducted by the competent authority.

# 7 Conclusion

This Construction Environmental Management Plan (CEMP) will form part of the construction contract and is designed to reduce possible effects which may occur during the construction of the proposed development.

The proposed development shall be constructed and developed to minimise the generation of construction and demolition waste. During the construction phase, construction waste shall be stored and segregated in dedicated waste storage areas which shall optimise the potential for off-site reuse and recycling. All construction waste materials shall be exported off-site by an appropriately permitted waste contractor.

Extensive measures shall be taken to prevent uncontrolled emissions to drains and gullies leading off the site. Noise mitigation measures will be utilised as required. Several measures have been outlined to ensure adequate dust suppression throughout the project. Noise and dust monitoring shall be carried out at various stages throughout the project to ensure compliance with the relevant standards.

Suitably qualified personnel including a Construction Project Manager, Project Environmental Consultant and Resident Engineer will be appointed to implement the procedures and protocols relevant to their profession as outlined in this CEMP.

The Client shall be responsible for ensuring that The Contractor manages the construction activities in accordance with this Construction Project Management Plan and shall ensure that any conditions of planning are incorporated into the final Construction Project Management Plan prepared by the appointed works contractor.

# Appendix B: Risk Assessment as per Air Quality Monitoring and Noise Control Unit's Good Practice Guide for Construction and Demolition

Risk Assessment A – Locality/Site Information

| | Low | Medium | High |
|---|---|---|---|
| **Expected duration of work** | | | |
| Less than 6 months | | | |
| 6 months to 12 months | | | |
| Over 12 months | | | x |
| **Proximity of nearest sensitive receptors** | | | |
| Greater than 50 metres from site | x | | |
| Between 25m and 50m | | | |
| Less than 25 metres | | | |
| Hospital or school within 100 metres | | | |
| **Day time ambient noise levels** | | | |
| High ambient noise levels (>65dB(A)) | x | | |
| Medium ambient noise levels (55-65dB(A) | | | |
| Low ambient noise levels (<55dB(A) | | | |
| **Working Hours** | | | |
| 7am – 7pm Mon-Fri; 8am-2pm Sat | x | | |
| Some extended evening or weekend work | | | |
| Some night-time working, including likelihood of concrete power floating at night | | | |
| **SUBTOTAL A** | **3** | **0** | **1** |

Risk Assessment B – Works Information

| | Low | Medium | High |
|---|---|---|---|
| **Location of works** | | | |
| Majority within existing building | | | |
| Majority External | | | x |
| **External Demolition** | | | |
| Limited to two weeks | | | |
| Between 2 weeks and 3 months | | | |
| Over three months | | | |
| **Ground Works** | | | |
| Basement level planned | | | |
| Non-percussive methods only | | | |
| Percussive methods for less than 3 months | | x | |
| Percussive methods for more than 3 months | | | |
| **Piling** | | | |
| Limited to one week | | | |
| Bored Piling Only | | | |
| Impact or vibratory piling | | | |
| **Vibration generating activities** | | | |
| Limited to less than 1 week | | | |
| Between 1 week and 1 month | | x | |
| Greater than 1 month | | | |
| **SUBTOTAL B** | **0** | **2** | **1** |

**Total Risk Assessment**

| | Low | Medium | High |
|---|---|---|---|
| **Risk Assessment A** | **3** | **0** | **1** |
| **Risk Assessment B** | **0** | **2** | **1** |
| **Total** | **3** | **2** | **2** |

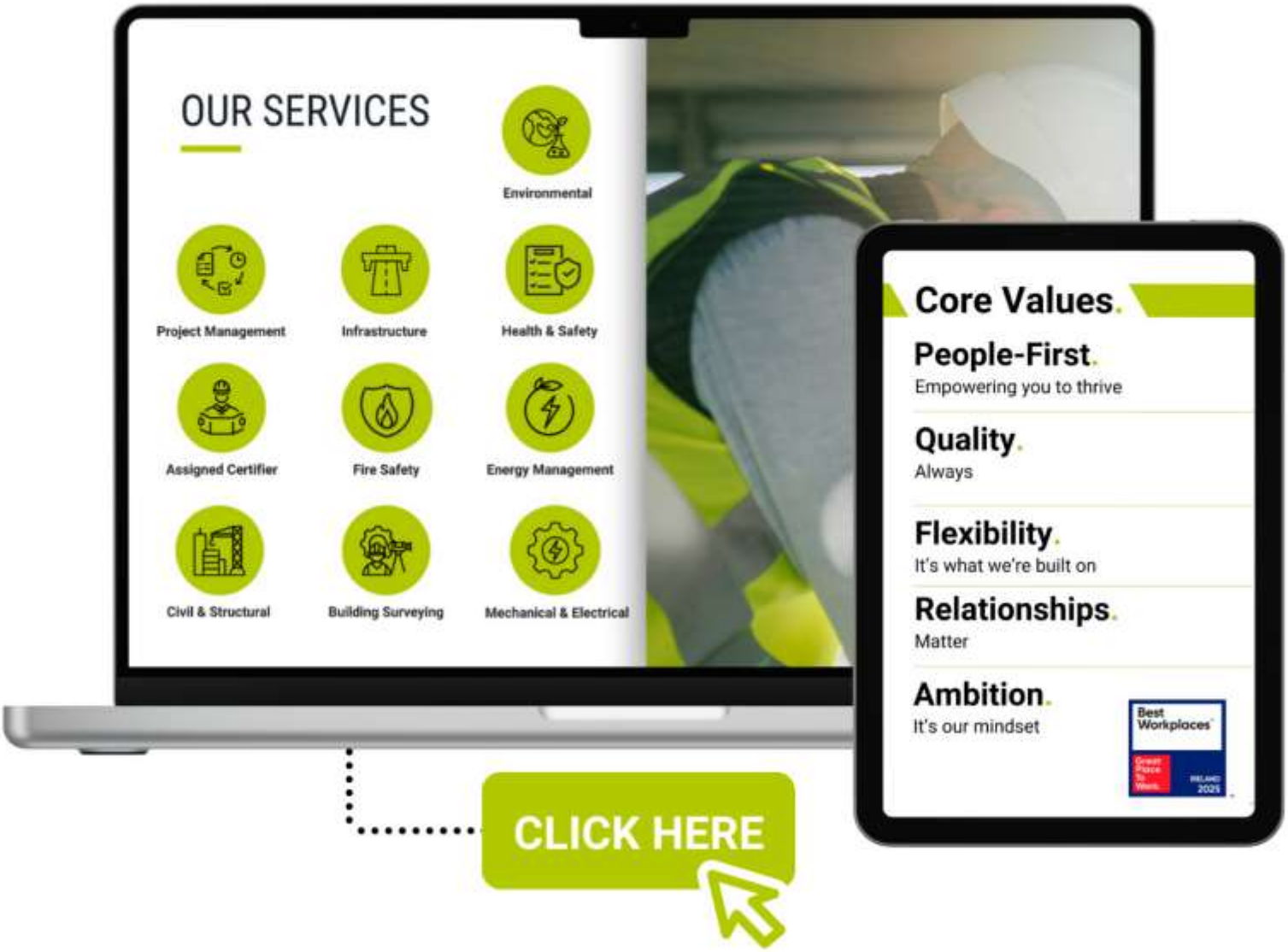
The site is assessed as a **moderate** risk overall.

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