

**CONSTRUCTION  
ENVIRONMENTAL  
MANAGEMENT PLAN FOR A  
STUDENT  
ACCOMMODATION  
DEVELOPMENT**

**AT**

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Report Prepared For

**Orchid Residential Limited**

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## 1.0 INTRODUCTION

This Construction Environmental Management Plan (CEMP) has been prepared by AWN Consulting (AWN) on behalf of Orchid Residential Limited, for a proposed student development on a site located on lands at Goatstown Road, Goatstown, Dublin 14.

The development will consist of demolition of the existing building (c.960sqm) and hard surface parking area on site and construction of a purpose built student accommodation development (including use as tourist or visitor accommodation outside the academic term).

This CEMP explains the construction techniques and methodologies which will be implemented during construction of the proposed development.

The CEMP mitigation measures will be implemented to ensure that pollution and nuisances arising from site clearance and construction activities is prevented where possible and managed in accordance with best practice environmental protection.

The CEMP will be implemented and adhered to by the construction contractor and will be overseen and updated as required if site conditions change by the Project Manager, Environmental Manager and Ecological Clerk of Works where relevant. All personnel working on the site will be trained in the implementation of the procedures.

The construction contractor will update this CEMP with further detail to include any subsequent planning conditions relevant to the proposed development and set out further detail of the overarching vision of how the construction contractor of the proposed development will manage the site in a safe and organised manner.

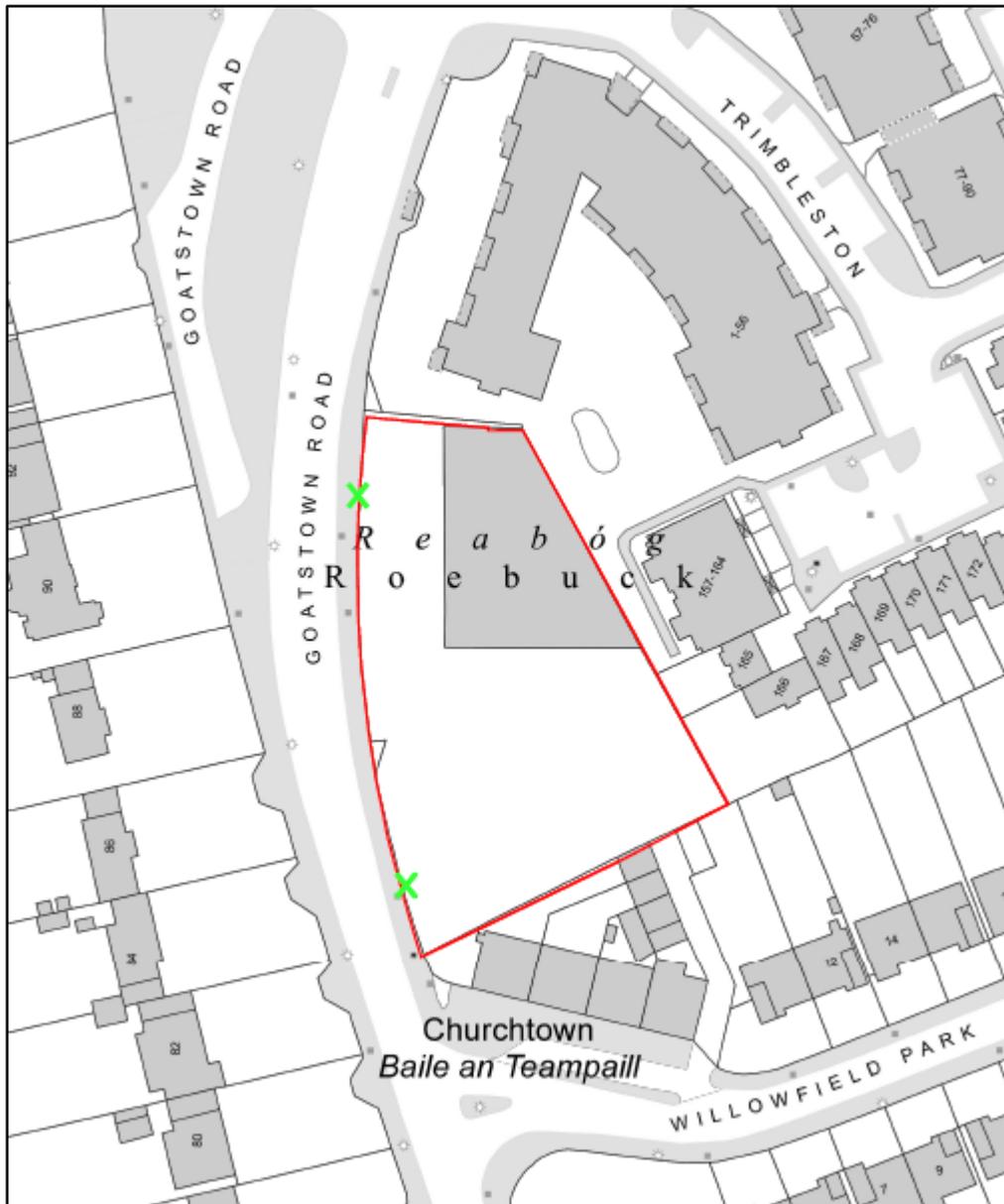
This CEMP has been prepared to account for activities at the site during the excavation and construction phase of the project.

The main issues that have been considered within this document are as follows;

- Description of works;
- Construction programme and phasing;
- Site logistics;
- Workforce;
- Public relations and community liaison;
- Construction traffic and access; and
- Safety, health and environmental management.

## 2.0 DESCRIPTION OF THE PROJECT

Figure 2.1 presents a site layout plan showing the location of the site at Goatstown Road, Goatstown, Dublin 14. The site is approximately 0.34 hectares comprising the car sales premises currently known as Vector Motors (formerly known as Victor Motors), Goatstown Road, Dublin 14, D14FD23.



**Figure 2.1** Proposed location of site (illustrated by red line boundary)

The development will consist of demolition of the existing building (c.960sqm) and hard surface parking area on site and construction of a purpose built student accommodation development (including use as tourist or visitor accommodation outside the academic term) comprising:

- 221 no. student bedspaces (including 10 no. studios), all within a part single storey, part 4 no. storey and part 6 no. storey 'U'-Shaped building;
- The building is single to 4 no. storeys along the southern boundary (with roof terraces at 4<sup>th</sup> floor level) and part 5 and 6 storeys along Goatstown Road (with set backs) and boundary to the north (with roof terrace at 5<sup>th</sup> floor level fronting onto Goatstown Road);
- Amenity space equating to c. 2,025 sqm is provided across the site consisting of c. 1,516 sqm of external amenity in the form of a central courtyard at ground level and roof terraces at 4<sup>th</sup> and 5<sup>th</sup> floor levels;
- Internal amenity space equating to c. 509 sqm is provided in the form of 2 no. ground floor lounge/study areas, kitchen/tearoom, laundry, and concierge/office space;

- Provision of 210 no. bicycle parking spaces distributed within the central courtyard (stacked parking with glass roof cover) and adjacent to the front boundary (north);
- Provision for 6 no. carparking spaces comprising 2 no. disabled parking spaces and 4 no. setdown parking spaces adjacent to the front entrance to the site;
- Vehicular access to the site is via Goatstown Road from 2 no. entrance points [reduction from 3 no. entrances currently];
- Ancillary single storey ESB substation and switch room and refuse store are provided at ground level;
- Provision of surface water and underground attenuation and all ancillary site development works including site wide landscaping works, lighting, planting and boundary treatments.

### 3.0 CONSTRUCTION PROGRAMME AND PHASING

The construction works associated with the development will be undertaken in 1 phase. With the development being completed over an 18-month period, between 2023 -2025, development will consist of the following principal elements:

#### 3.1 *Demolition Phase*

The existing structures on site will be demolished as an enabling works contract prior to the construction of the proposed development. As the existing building was constructed and in use over a period when asbestos was widely used in buildings, a detailed asbestos survey will be carried prior to the commencement of demolition works.

The demolition shall be in full compliance with BS 6187 “*Demolition in Buildings*” and all measures necessary will be taken to protect the adjoining buildings from damage and persons from injury. Prior to the demolition works a Resource Waste Management Plan in accordance with The Environmental Protection Agency (EPA) of Ireland issued guidelines the ‘*Best Practice Guidelines for the Preparation of Resource & Waste Management Plans for Construction & Demolition Projects*’ (2021) will be prepared/updated by the appointed Demolition Contractor. The RWMP Plan will be updated and prepared by the appointed demolition contractor to include any subsequent planning conditions.

The demolition will commence with the removal of any hazardous materials by an appropriately qualified contractor for disposal at an appropriate licensed waste collection facility. All non-structural items will then be removed segregated for re-use or re-cycling where possible. The remainder of the building structure will be removed in an approved sequence outlined in a Method Statement prepared by the Demolition Contractor’s Structural Engineer.

#### 3.2 *Excavation & Construction Phase*

The project excavations will involve excavations of hard standing, site levelling and excavations for roads and services. The Resource Waste Management Plan (RWMP) prepared by AWN Consulting (ref 227501.0099WMR01), for the development will be updated by the main contractor and will be in compliance with the requirements of the “*Best Practice Guidelines for the Preparation of Waste Management for the Construction and Demolition Projects*” and will identify and categorise any waste arising from the development.

The plan will also contain the proposals for the minimisation, re-use and re-cycling of site generated waste. As part of this plan separate storage areas will be designated on the site for various types of material in order to maximise the re-use and re-cycling potential. Procedure will also be put in place to ensure that all sub-contractors fulfil the requirements of the Waste Management Plan.

## **4.0 EXCAVATIONS**

### **4.1 Archaeological and Architectural Heritage**

An archaeological desktop assessment and field inspection of the proposed site area was undertaken by Irish Archaeological Consultancy Ltd. The assessment concluded that no previously unknown features of archaeological potential were identified from the satellite imagery or field inspection.

There are no known archaeological sites within the proposed development boundary and given the lack of archaeological evidence in the surrounding area, it is unlikely that the proposed development will have an impact on any archaeological deposits. Therefore, no mitigation is necessary.

Should archaeological features or material be uncovered during any phase of construction, ground works will cease immediately and the National Monuments Service of the Department of Culture, Heritage and the Gaeltacht should be informed. Time must be allowed for a suitably qualified archaeologist to inspect and assess any material. If it is established that archaeologically significant material is present, the National Monuments Service may require that further archaeological mitigation be undertaken.

### **4.2 Ground Conditions**

Ground works will be required to clear the site and to facilitate construction of an additional basement level, building foundations and utilities. The site investigation report produced by Causeway Geotech provides a summary of the anticipated stratigraphy of the soil beneath the site. It is concluded that the site is underlain mostly by made ground, gravel and boulder clay.

It is not anticipated that the development site works, or excavation works will be deep enough to impact the underlying bedrock geology.

It has been calculated by the project engineers that c. 3,300m<sup>2</sup> of topsoil, made ground, gravel & clay will be excavated to facilitate the construction of the proposed ground level other ancillary works. It is envisioned that all excavated material arising on the site will be removed from the site.

In order to assess any materials, which may be excavated during the site works, in terms of waste classification, a selection of 12 no. samples collected were analysed for a suite of parameters which allows for the assessment of the soils in terms of total pollutant content for classification of materials.

Testing was carried out for a range of determinants, including:

- Metals
- Speciated total petroleum hydrocarbons (TPH)
- Speciated polycyclic aromatic hydrocarbons (PAH)
- Cyanides
- Asbestos screen
- pH.

The assessment of soil contaminant concentrations undertaken by WYG Environment are contained in the report submitted with this planning application. The report has identified no outstanding contaminants present within the soils which are considered to present a potential risk to health when assuming a residential land use.

If any contaminated material is found on site, this material will need to be segregated from clean/inert material, tested and classified as either non-hazardous or hazardous in accordance with the EPA publication entitled '*Waste Classification: List of Waste & Determining if Waste is Hazardous or Non-Hazardous*'<sup>15</sup> using the *HazWasteOnline* application (or similar approved classification method). The material will then need to be classified as clean, inert, non-hazardous or hazardous in accordance with the *EC Council Decision 2003/33/EC*, which establishes the criteria for the acceptance of waste at landfills.

In the event that ACMs are found, the removal will only be carried out by a suitably permitted waste contractor, in accordance with *S.I. No. 386 of 2006 Safety, Health and Welfare at Work (Exposure to Asbestos) Regulations 2006-2010*. All asbestos will be taken to a suitably licensed or permitted facility.

In the event that hazardous soil, or historically deposited waste is encountered during the construction phase, the contractor will notify DLRCC and provide a Hazardous/Contaminated Soil Management Plan, to include estimated tonnages, description of location, any relevant mitigation, destination for disposal/treatment, in addition to information on the authorised waste collector(s).

## **5.0 SITE LOGISTICS**

The contractor shall be responsible for overall management of the site for the duration of the proposed works and will progress their works with reasonable skill, care, diligence and to proactively manage the works in a manner most likely to ensure the safety and welfare of those carrying out construction works.

The contractor will be contractually obliged to comply with all relevant Statutory requirements such as the 2005 Safety Health and Welfare at Work Act, The Construction Regulations (SI 291 of 2013), the General Application Regulations (SI 299 of 2007), etc. (and any amendments thereof).

In addition, the contractor will comply with all the reasonable safety requirements of the Client, the Project Supervisor for the Design Process and the Project Supervisor for the Construction Stage.

### **5.1 Site Establishment and Security**

The first activity to be carried out at the site will be the establishment of site facilities and security. It is anticipated that site establishment works will take approximately four weeks. The site office and welfare facilities (site compound) will be confirmed in advance of the commencement of site works and agreed with Dún Laoghaire-Rathdown County Council (DLRCC).

All of the sub-contractors as well as the main contractor and project managers will occupy offices within the construction compound. The site parking for all staff, contractors and visitors will also be located in this area.



**Figure 5.1** Potential site construction compound locations (illustrated by blue boxes)

## 5.2 Consents and Licenses

All statutory consents and licences required to commence on-site construction activities will be obtained ahead of works commencing, allowing for the appropriate notice period. These will include, but are not limited to:

- Site notices;
- Construction commencement notices; and
- Licence to connect to existing utilities and mains sewers, where required;

## 5.3 Services and Utilities

Welfare facilities (canteens, toilets etc.) will be available within the construction compound and this will remain in place for the construction of the proposed development. The offices and site amenities will initially need to have their own power supply (generator), water deliveries and foul water collection until connections are made to the mains networks.

Electrical connections will be made by suitably qualified personnel following consultation with the relevant authorities and will be cognisant of subsequent construction works. High voltage connections will be established for heavy duty equipment and site facilities, as required.

The current electricity facilities on the site of the proposed development are supplied by the ESB through a ring network. All electrical works, including connection to the ESB network will be carried out by a suitably qualified contractor.

Water supply required for welfare facilities, dust suppression and general construction activities will be sourced from the existing public piped supplies running into the site.

Before connections are established to the water supply, water may need to be trucked onto site. As with electrical works, this will be carried out by a suitably qualified contractor. It will be necessary to service the site with a reliable and safe water supply.

Site welfare facilities will be established to provide sanitary facilities for construction workers on site. The main contractor will ensure that sufficient facilities are available at all times to accommodate the number of employees on site. Foul water from the offices and welfare facilities on the site will discharge into the existing sewer on site (the cabins may initially need to have the foul water collected by a licensed waste sewerage contractor before connection to the sewer line can be made).

#### **5.4 Material Handling and Storage**

Key materials which will be ordered by specific order for the project, a 'Just in Time' delivery system will operate to minimise storage of materials, the quantities of which are unknown at this stage.

Where possible it is proposed to source general construction materials from the Dublin area to minimise transportation distances.

Aggregate materials such as sands and gravels will be stored in clearly marked receptacles in the compound area within the site. Liquid materials will be stored within temporary bunded areas, doubled skinned tanks or bunded containers (all bunds will conform to standard bunding specifications – BS EN 1992-3:2006) to prevent spillage.

Construction materials will be brought to site by road. Construction materials will be transported in clean vehicles. Lorries/trucks will be properly enclosed or covered during transportation of friable construction materials and spoil to prevent the escape material along the public roadway.

The majority of construction waste materials generated will be soil from excavation works. Material will be removed from site regularly to ensure there is minimal need for stockpiling.

#### **5.5 Visitor Management**

Visitors will only be allowed to enter the main site compound via the designated pedestrian access gate. A dedicated, secured footpath to the site office is established at the gate for registration and obtaining PPE prior to entering the site. A log will be maintained by security to control access to the site. Visitors will be required to attend a site-specific induction to allow access to the compound and/or construction site unless being accompanied by an inducted member of the site team.

Visitors will then be taken by an inducted member of the construction team to the required area of the site.

#### **5.6 Site Working Hours**

Site development and building works will only be carried out between the hours of 0800 to 1800 Mondays to Fridays inclusive and between 0800 and 1400 hours on Saturdays. There will be no construction works carried out on Sundays and public holidays. Deviation from these times will only take place when written approval is granted by DLRCC in exceptional circumstances.

## 5.7 Employment and Management Workforce

It is estimated that there will initially be 15-30 staff on site on a typical day, however during peak construction periods this is expected to fluctuate up to 70-90 staff and contractors on site per day.

It is anticipated that the key project managers and main contractor representatives will maintain a presence on site for the whole duration of the project and the labour workforce will be determined by the specialist contractors required on site.

All employees working on the site will be required to have a SafePass Card (or similar approved Construction Health & Safety card), manual handling training, CIF COVID 19 training and the necessary certificates to operate machinery as required. The details of training required, records maintained, and induction procedures will be outlined in the Main Contractor's Health and Safety Plan(s).

## 6.0 CONSTRUCTION TRAFFIC AND SITE ACCESS

The proposed construction vehicle routes for the site will require a traffic management plan to be agreed upon with DLRCC and TII prior to site workings beginning. Two-way traffic will be maintained throughout the project. Advanced warning signs will be placed at sufficient distances to taper off the entry and exit points. Pedestrian marshals will be used as and when required. Traffic management will be undertaken for the site works in accordance with the principles outlined below and shall comply at all times with the requirements of:

- Department of Transport Traffic Signs Manual 2010 – Chapter 8 Temporary Traffic Measures and Signs for Roadworks
- Department of Transport Guidance for the Control and Management of Traffic at Road Works (2010)
- Any additional requirements detailed in Design Manual for Urban Roads & Streets (DMURS)

The contractor shall prepare a detailed traffic management plan for works at that interface with the existing road network and obtain all required road opening licenses from Dublin City Council

Construction traffic operation would only be limited 0800 to 1900 from Monday to Friday and 0800 to 1400 on Saturday for the off-road construction. These times may vary to facilitate specific site requirements and/or construction activities associated with the site. Any variation will be discussed and agreed in advance with DLRCC.

Access for construction of the development will be via the proposed primary access for the development (i.e. directly from Goatstown Road). This will be the only access for vehicles to the site.

In general, the impact of the construction period will be temporary in nature. HGV vehicle movements not expected to exceed 5 vehicles per hour during the busiest period of construction works.

Excavated material will be reused as part of the site development works where possible to minimise truck movements to and from the site (e.g. use as non-structural fill under green areas).

Approved traffic mitigation measures requested by DCC and TII will be submitted with the an updated CEMP submitted as part of compliance, prior to the commencement of works.

## **6.1 Traffic Queueing**

Material deliveries and collections from site will be planned, scheduled and staggered to avoid any unnecessary build-up of construction works related traffic.

Deliveries to site shall be booked in advance using a delivery schedule, so as to prevent lorry congestion on the road networks surrounding the site. Alternative safe routeways shall be established for traffic and pedestrians where existing routeways have to be altered, removed or worked on during the project.

## **6.2 Site Hoarding and Security Fencing**

All areas of construction will be fenced / hoarded off to prevent unauthorized access. This fencing shall remain closed at all times during construction works and closed and locked after construction work hours / break times.

This fencing shall be erected in accordance with good practice and the Construction Regulations 2013. Fencing arrangements shall be reviewed as the life of the project progresses.

Access/Egress to site for site operatives and visitors shall be via biometric gates. Site security fencing/ Hoarding up to a height of 2.4 M will be erected in line with the Construction Regulations 2013 that will clearly separate the work site from the surrounding public. It is not envisaged that the fencing will impinge upon the safe passage of pedestrians during the construction phase.

## **7.0 SAFETY, HEALTH AND ENVIRONMENTAL CONSIDERATIONS DURING CONSTRUCTION WORKS**

The appointed main contractor will implement a Construction, Health and Safety Plan during the life of the project which contains Health and Safety measures covering the below items at a minimum:

- Construction Health & Safety training requirements;
- COVID-19 guidelines;
- Induction procedures;
- Emergency protocols; and
- Details of welfare facilities.

### **7.1 Construction Lighting**

Construction work will generally be confined to daylight hours and lightning will generally not be required for the construction phase. There will however be occasions where the provision of portable lighting will be required (works on roadways and power floating floors as examples). Where possible and without jeopardising site safety lights will be pointed down at a 45-degree angle and away from sensitive receptors. The site compound will have external lights for safety and security. These lights will be pointed down at a 45-degree angle and away from sensitive receptors where possible.

### **7.2 Air Quality**

This section describes the site policy with regard to dust management and the specific mitigation measures which will be put in place during construction works. The objective of dust control at the site is to ensure that no significant nuisance occurs at nearby sensitive receptors. In order to develop a workable and transparent dust control strategy, the following measures have been formulated by drawing on best practice guidance from Ireland, the UK and the US, such as:

- Department of Environment, Heritage and Local Government (DOEHLG), *Quarries and Ancillary Activities, Guidelines for Planning Authorities* (2004) <sup>1</sup>;
- US Environment Protection Agency (USEPA), *Compilation of Air Pollutant Emission Factors, AP-42, Fifth Edition* (periodically updated) (1986) <sup>2</sup>;
- The Scottish Office – Development Department, *Planning Advice Note PAN50 Controlling the Environmental Effects Of Surface Mineral Workings Annex B: The Control of Dust at Surface Mineral Workings* (1996) <sup>3</sup>; and
- Institute of Air Quality Management (IAQM), *Guidance on the Assessment of Dust from Demolition and Construction* (2014) <sup>4</sup>.

### 7.2.1 Site Management

The site activities will be undertaken with due consideration of the surrounding environment and the close proximity of sensitive receptors such as residents and pedestrians. Dust management during the construction phase will be the most important aspect in terms of minimising the impacts of the project on the surrounding air quality. The following measures will also be implemented to ensure impacts are minimised:

- Complaint registers will be kept detailing all telephone calls and letters of complaint received in connection with construction activities, together with details of any remedial actions carried out;
- Equipment and vehicles used on site will be in good condition such that emissions from diesel engines etc. are not excessive; and
- Pre-start checks will be carried out on equipment to ensure they are operating efficiently and that emission controls installed as part of the equipment are functional.

Dust deposition levels will be monitored on a regular basis if required to assess the impact that site activities may have on the local ambient air quality. The following procedure will be implemented:

- The dust deposition rate will be measured by positioning Bergerhoff Dust Deposit Gauges at strategic locations near the boundaries of the site for a period of 30 (+/- 2) days. Monitoring shall be conducted on a quarterly basis during periods when the highest levels of dust are expected to be generated i.e., during site preparation works and soil stripping activities. The proposed monitoring location is presented in figure 7.3.
- The exact locations will be determined after consideration of the requirements of Method VDI 2119 with respect to the location of the samplers relative to obstructions, height above ground and sample collection and analysis procedures.
- After each 30 (+/- 2 days) exposure period, the gauges will be removed from the sampling location, sealed and the dust deposits in each gauge will be determined gravimetrically by an accredited laboratory and expressed as a dust deposition rate in mg/m<sup>2</sup>/day in accordance with the relevant standards.
- Technical monitoring reports detailing all measurement results, methodologies and assessment of results shall be subsequently prepared and maintained by the Site Manager.

A limit value of 350 mg/m<sup>2</sup>/day will be used in comparison with recorded values.

### 7.2.2 Dust Control Measures

The aim is to ensure good site management by avoiding dust becoming airborne at source. This will be done through good design, planning and effective control strategies. The siting of construction activities and the limiting of stockpiling will take

note of the location of sensitive receptors and prevailing wind directions in order to minimise the potential for significant dust nuisance. In addition, good site management will include the ability to respond to adverse weather conditions by either restricting operations on-site or using effective control measures quickly before the potential for nuisance occurs.

- During working hours, technical staff will be available to monitor dust levels as appropriate; and
- At all times, the dust management procedures put in place will be strictly monitored and assessed.

The dust minimisation measures will be reviewed at regular intervals during the construction phase to ensure the effectiveness of the procedures in place and to maintain the goal of minimisation of dust generation. In the event of dust nuisance occurring outside the site boundary, site activities will be reviewed, and procedures implemented to rectify the problem. Specific dust control measures to be employed are presented below.

### **Site Routes**

Site access routes (particularly unpaved areas) can be a significant source of fugitive dust from construction sites if control measures are not in place. The most effective means of suppressing dust emissions from unpaved roads is to apply speed restrictions. Studies show that these measures can have a control efficiency ranging from 25% to 80% <sup>5</sup>.

- A speed restriction of 20 km/hr will be applied as an effective control measure for dust for on-site vehicles or delivery vehicles within the vicinity of the site;
- Bowsers will be available during periods of dry weather throughout the construction period. Research shown found that the effect of surface watering is to reduce dust emissions by 50% <sup>6</sup>. The bowser will operate during dry periods to ensure that unpaved areas are kept moist. The required application frequency will vary according to soil type, weather conditions and vehicular use; and
- Any hard surface roads will be swept to remove mud and aggregate materials from their surface while any unsurfaced areas shall be restricted to essential site traffic only.

### **Demolition/Excavation**

Demolition and excavation works during periods of high winds and dry weather conditions can be a significant source of dust.

- During dry and windy periods, and when there is a likelihood of dust nuisance, watering shall be conducted to ensure moisture content of materials being moved is high enough to increase the stability of the soil and thus suppress dust;
- During periods of very high winds (gales), activities likely to generate significant dust emissions will be postponed until the gale has subsided.

The movement of truck containing materials with a potential for dust generation to an off-site location will be enclosed or covered.

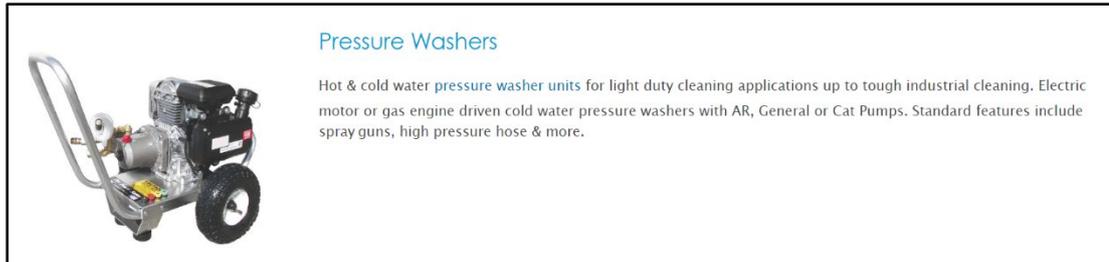
### **Stockpiling**

The location and moisture content of rubble stockpiles are important factors which determine their potential for dust emissions. The following measures will be put in place:

- Overburden material will be protected from exposure to wind by storing the material in sheltered parts of the site, where possible;
- Regular watering will take place during dry/windy periods to ensure the moisture content is high enough to increase the stability of the soil and suppress dust;

### **Site Traffic on Public Roads**

Spillage and blow-off of debris, aggregates and fine material onto public roads will be reduced to a minimum by employing the following measures:



**Insert 7.2** Example of Proposed wheel cleaning equipment example

- Vehicles delivering material with potential for dust emissions to an off-site location shall be enclosed or covered at all times to restrict the escape of dust;
- Any hard surface site roads will be swept to remove mud and aggregate materials from their surface while any unsurfaced roads shall be restricted to essential site traffic only.
- A power washing facility or wheel cleaning facility will be installed near to the site compound for use by vehicles exiting the site when appropriate, and an example of the washing equipment can be seen in insert 7.2 ; and
- Road sweepers will be employed to clean the site access route as required.

### **General**

The pro-active control of fugitive dust will ensure the prevention of significant emissions, rather than an inefficient attempt to control them once they have been released. The main contractor will be responsible for the coordination, implementation and ongoing monitoring. The key aspects of controlling dust are listed below.

In summary the measures which will be implemented will include:

- Hard surface roads will be swept to remove mud and aggregate materials from their surface while any un-surfaced roads will be restricted to essential site traffic.
- Any road that has the potential to give rise to fugitive dust must be regularly watered, as appropriate, during dry and/or windy conditions.
- Vehicles exiting the site shall make use of the wheel cleaning facilities where appropriate, prior to entering onto public roads.
- Vehicles using site roads will have their speed restricted, and this speed restriction must be enforced rigidly. On any un-surfaced site road, this will be 20 kph, and on hard surfaced roads as site management dictates.
- Public roads outside the site will be regularly inspected for cleanliness and cleaned as necessary.
- Material handling systems and site stockpiling of materials will be designed and laid out to minimise exposure to wind. Water misting or sprays will be used as required if particularly dusty activities are necessary during dry or windy periods.

- During movement of materials both on and off-site, trucks will be stringently covered with tarpaulin at all times. Before entrance onto public roads, trucks will be adequately inspected to ensure no potential for dust emissions.

At all times, these procedures will be strictly monitored and assessed. In the event of dust nuisance occurring outside the site boundary, movements of materials likely to raise dust would be curtailed and satisfactory procedures implemented to rectify the problem before the resumption of construction operations.

### 7.3 Ecology

The key strategies to be undertaken to minimise impact on the local flora and fauna during site clearing and construction are as follows.

- All site clearance works will comply with current legislative requirements and best practice;
- Taking measures to limit the working area during the construction phase will reduce the impacts of the development on adjacent areas. The construction area will be clearly delimited by the site boundary and machinery should operate only within this allocated site area;
- All re-fuelling of plant, equipment and vehicles will be carried out at the construction site boundary. All fuels, chemicals, liquid and solid waste will be stored in areas bunded in accordance with established best practice guidelines at the construction compound also; and Provision of spill kits;
- Provision of a water and sediment management plan, providing for means to ensure that surface water run-off is controlled such that no silt or other pollutants enter local water courses or drains; and
- The measures outlined in Section 7.6 will ensure that silt run-off and potential flooding risks are minimised which will protect any ecological receptors associated with the site.
- Construction lighting will be designed so as to be sensitive to the potential presence of bats and should adhere to the following guidance:
  - Bats & Lighting: Guidance Notes for Planners, engineers, architects and developers (Bat Conservation Trust, 2010);
  - Guidance Notes for the Reduction of Obtrusive Light GN01 (Institute of Lighting Professionals, 2011);
  - Bats and Lighting in the UK – Bats and the Built Environment Series (Bat Conservation Trust UK, January 2008).

### 7.4 Noise and Vibration

Noise impacts arising from earthworks and construction activities have the potential to cause annoyance or nuisance to local residents and businesses in the area.

The earthworks will generate typical construction activity related noise and vibration sources from use of a variety of plant and machinery such as rock breakers (unlikely to be required based on underlying boulder clay), excavators, lifting equipment, dumper trucks, compressors and generators.

The noise limits to be applied for the duration of the infrastructure works are those specified in the B Category of BS 5228. These limits are summarised below and will be applied at the nearest sensitive receptors to the works.

- Night (23:00-07:00) = 55dB  $L_{Aeq,1hr}$
- Evening (19:00-23:00) = 65dB  $L_{Aeq,1hr}$
- Day (07:00-19:00) = 70dB  $L_{Aeq,1hr}$

The total construction noise ( $L_{Aeq,1hr}$ ) which should not be exceeded during daytime is therefore 70dB.

### General Noise Mitigation

The earthworks will generate typical construction activity related noise and vibration sources from use of a variety of plant and machinery such as rock breakers (if required), excavators, lifting equipment, dumper trucks, compressors and generators.

The noise limits to be applied for the duration of the infrastructure works are those specified in the B Category of BS 5228. These limits are summarised below and will be applied at the nearest sensitive receptors to the works.

- Night (23:00-07:00) = 55dB  $L_{Aeq,1hr}$
- Evening (19:00-23:00) = 65dB  $L_{Aeq,1hr}$
- Day (07:00-19:00) = 70dB  $L_{Aeq,1hr}$

The total construction noise ( $L_{Aeq,1hr}$ ) which should not be exceeded during daytime is therefore 70dB.

Following the same approach, BS 5228-2:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites. Vibration recommends that, for soundly constructed residential property and similar structures that are generally in good repair, a threshold for minor or cosmetic (i.e. non-structural) damage should be taken as a peak component particle velocity (in frequency range of predominant pulse) of 15mm/s at 4Hz increasing to 20mm/s at 15Hz and 50mm/s at 40Hz and above.

The standard also notes that below 12.5 mm/s PPV the risk of damage tends to zero. The recommended construction vibration criteria;

- Less than 15Hz - 15mm/s
- 15 to 40 Hz - 20mm/s
- 40 Hz and above - 50mm/s

Any noise complaints related to activities at the site will be logged and investigated and, where required, measures taken to ameliorate the source of the noise complaint.

A designated noise liaison should be appointed to site during construction works. Any complaints should be logged and followed up in a prompt fashion. In addition, prior to particularly noisy construction activity, e.g. excavation close to a property, etc., the site contact should inform the nearest noise sensitive locations of the time and expected duration of the works.

All works on site shall comply with BS 5228 2009+ A1 2014 (Parts 1 & 2) which gives detailed guidance on the control of noise and vibration from construction activities. In general, the contractor shall implement the following mitigation measures during the proposed infrastructure works:

- Avoid unnecessary revving of engines and switch off equipment when not required.
- Keep internal haul roads well maintained and avoid steep gradients.
- Minimise drop height of materials.
- Start-up plant sequentially rather than all together

More specifically the contractor shall ensure that:

- In accordance with “Best Practicable Means”, plant and activities to be employed on site are reviewed to ensure that they are the quietest available for the required purpose.
- Where required, improved sound reduction methods are used e.g. enclosures.
- Site equipment is located away from noise sensitive areas, as much as physically possible.
- Regular and effective maintenance by trained personnel is carried out to reduce noise and / or vibration from plant and machinery.
- Hours are limited during which site activities likely to create high levels of noise and vibration are carried out.
- A site representative responsible for matters relating to noise and vibration will be appointed prior to construction on site.

External noise and vibration monitoring will be undertaken at locations on the site boundary closest to sensitive locations. It is considered that it will be appropriate to amend the monitoring program as the works progress. Accordingly, monitors may be added, removed or relocated as necessary.

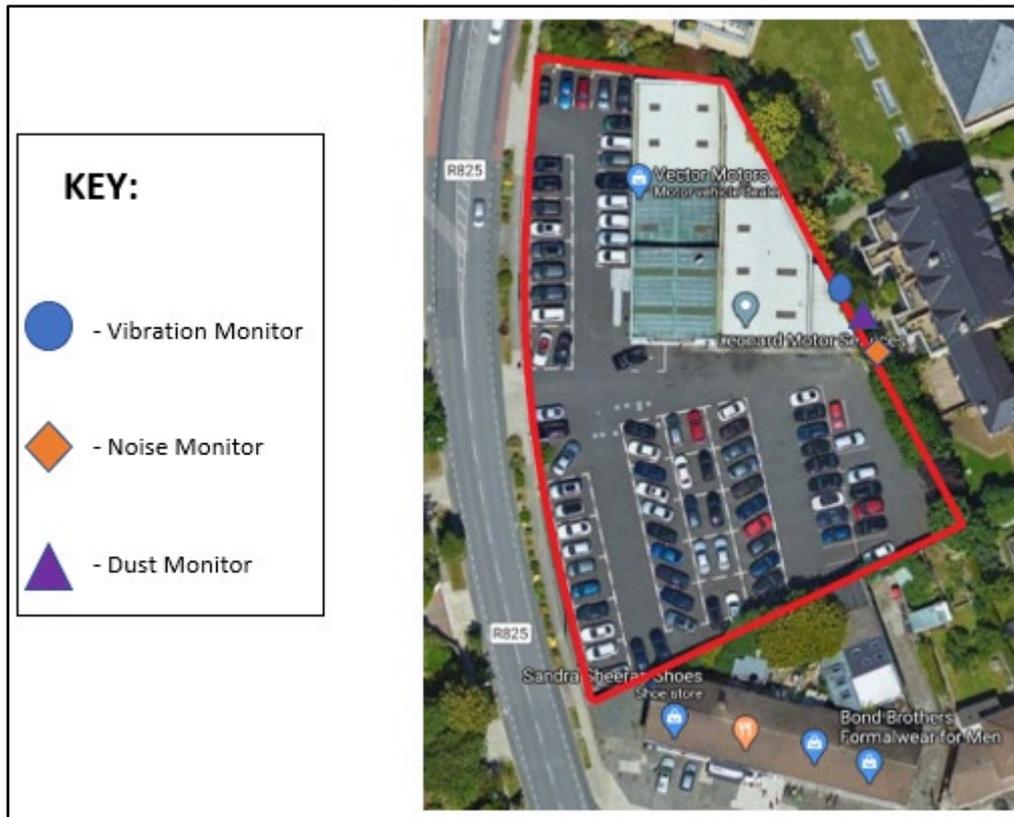
The noise monitoring terminals should provide the following at minimum:

- Logging at hourly intervals; and
- Daily CIC automated calibrations.

Vibration monitoring terminals should continually log vibration levels using the Peak Particle Velocity parameter (PPV, mm/s) in the X, Y and Z directions, in accordance with BS ISO 4866: 2010: *Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures*.

The mounting of the transducer to the vibrating structure, by way of resin fixings only, will need to comply with BS EN ISO 5348: 1998: *Mechanical vibration and shock – Mechanical mounting of accelerometers*. In summary, the following ideal mounting conditions apply:

- The transducer and its mountings should be as rigid as possible;
- The mounting surfaces should be as clean and flat as possible;
- Simple symmetric mountings are best, and;
- The mass of the mounting should be small in comparison to that of the structure under test.



**Figure 7.3** Proposed construction stage air quality, noise and vibration monitoring locations if required

## 7.5 Waste Management

This section outlines the measures that will be undertaken to minimise the quantity of waste produced at the site and the measures to handle the waste in such a manner as to minimise the effects on the environment. A site-specific RWMP has been prepared by AWN, and will be employed to ensure sustainable and effective waste management throughout the demolition, excavation and construction phases of the project.

Adherence to the RWMP prepared for the construction works will ensure that the management of waste arising is dealt with in compliance with the provisions of the *Waste Management Act 1996* as amended <sup>9</sup>, associated Regulations, the *Litter Pollution Act of 1997* as amended <sup>10</sup> and the *Eastern-Midlands Region Waste Management Plan 2015 – 2021* <sup>11</sup>, and that it will achieve optimum levels of waste reduction, re-use and recycling.

Typical waste materials that will be generated from the construction works will include:

- Soil and stones;
- Concrete, bricks, tiles and ceramics;
- Wood, glass and plastics;
- Metals;
- Gypsum-based construction material;
- Paper and cardboard;
- Mixed C&D waste;
- Chemicals (solvents, paints, adhesives, detergents etc.); and

The management of all hazardous waste arisings, if they occur, shall be coordinated in liaison with Health and Safety Management.

### 7.5.1 Waste Minimisation

Waste minimisation measures proposed are summarised as follows (and are described in more detail in the RWMP):

- Materials will be ordered on an 'as needed' basis to prevent over supply;
- Materials will be correctly stored and handled to minimise the generation of damaged materials;
- Materials will be ordered in appropriate sequence to minimise materials stored on site;
- A waste tracking log will be established;
- Sub-contractors will be responsible for similarly managing their wastes; and
- All wood waste generated by site works will be inspected and examined and will be segregated as re-useable wood and scrap wood waste.

### 7.5.2 Waste Storage

The main waste storage area will be located in the site compound A dedicated and secure area containing bins, and/or skips, and storage areas, into which all waste materials generated by construction site activities, will be established within the development see figure 5.1.

Waste materials generated will be segregated on at the site compound, where it is practical. Where the on-site segregation of certain wastes types is not practical, off-site segregation will be carried out. There will be skips and receptacles provided to facilitate segregation at source. All waste receptacles leaving site will be covered or enclosed. The appointed waste contractor will collect and transfer the wastes as receptacles are filled. There are numerous waste contractors in the Dublin Region that provide this service.

The site construction manager will ensure that all staff are informed of the requirements for segregation of waste materials by means of clear signage and verbal instruction. Appointed employees will be made responsible for ensuring good site housekeeping.

### 7.5.3 Responsibility

It will be the responsibility of the demolition and construction manager to ensure that a written record of all quantities and natures of wastes removed from the site are maintained on-site in a waste file (in hardcopy or electronically).

It is the responsibility of the project manager or their delegate that all contracted waste haulage drivers hold an appropriate waste collection permit for the transport of waste loads and that all waste materials are delivered to an appropriately licenced or permitted waste facility in compliance with the relevant Regulations as outlined in the RWMP.

The contractor, as part of regular site inspection audits, will determine the effectiveness of the waste management strategy and will assist the project manager in determining the best methods for waste minimisation, reduction, re-use, recycling and disposal as the construction phase progresses and waste materials are generated.

Prior to commencement of the demolition, excavation and construction activity and removal of any waste off-site, details of the proposed destination of each waste stream will be provided to DLRCC, along with waste collection permit numbers.

## 7.6 Surface Water Management

Run-off into excavations/earthworks cannot be prevented entirely and is largely a function of prevailing weather conditions. Due to the very low permeability of the Dublin Boulder Clay which underlies the site, infiltration to the underlying aquifer is not anticipated.

Care will be taken to ensure that exposed soil surfaces are stable to minimise erosion. All exposed soil surfaces will be within the main excavation site which limits the potential for any offsite impacts. All run-off will be prevented from directly entering into any water courses as no construction will be undertaken directly adjacent to open water.

No significant dewatering will be required during the construction phase which would result in the localised lowering of the water table. There may be localised pumping of surface run-off from the excavations during and after heavy rainfall events to ensure that the excavation is kept relatively dry.

The following measures will be put in place during the construction phase to ensure protection of surface waterbodies. Construction works are informed by best practice guidance from Inland Fisheries Ireland on the prevention of pollution during development projects

These measures are in compliance with the following relevant CIRIA and Inland fisheries guidance documents:

- Control of Water Pollution from construction Sites, Guidance for consultants and contractors (C532);
- Environmental Good Practice on Site (3rd edition) (C692); and
- Guidelines on Protection of Fisheries During Construction Works in and Adjacent to Waters (2016).

### 7.6.1 Pollution Control

#### ***Manage of Suspended solids in run-off***

Any temporary storage of spoil, hardcore, crushed concrete or similar material will be stored as far as possible from any surface water drains and also stored in receptacles where possible. In order to minimise the risk of contamination, the stockpiled material will be removed off-site as soon as possible. Surface water drain gratings in areas near or close to where stockpiles are located will be covered by appropriate durable polyurethane covers or similar.

There can be no direct pumping of silty water from the works to any watercourse. All water from excavations must be treated by infiltration over lands or via settlement areas, silt busters etc.

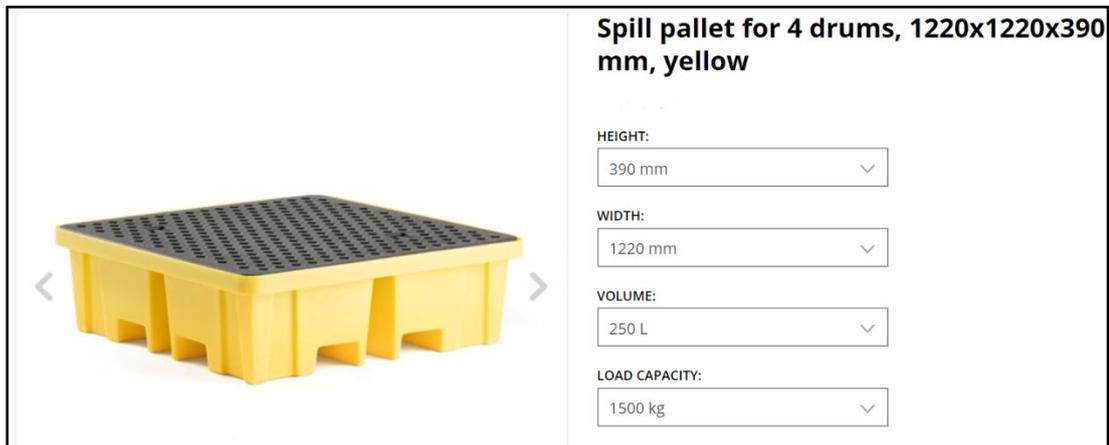
#### Response

##### ***Concrete Run-off***

No wash-down or wash-out of ready-mix concrete vehicles during the construction works will be carried out at the site within 10 meters of an existing surface water drainage point. Wash-outs will only occur in designated areas with an impervious surface. It is envisaged that all washouts will occur offsite due to the size restrictions of the site.

### **Accidental Spills and Leaks**

No bulk chemicals will be stored within the active construction areas. Temporary oil and fuel storage tanks may be kept in the material storage area in suitable containers and will be stored on appropriately bunded spill pallets as required. If fuel or oil will be stored onsite it stored on bunded spill pallets approved under BS EN 1992-3:2006). All bunds will be impermeable and capable of retaining a volume of equal to or greater than 1.1 times (>10%) capacity of the containers stored on them. In the event of a filling spillage excess oil or fuel will be collected in the bund.



**Insert 7.4** Example of a proposed integrally bunded spill pallet

Refuelling of vehicles and the addition of hydraulic oils or lubricants to vehicles will be undertaken offsite where possible, when unable, filling and maintenance will take place in designated material storage compound, which is located away from surface water gulleys or drains. Spill protection equipment such as absorbent mats, socks and sand will be available to be used in the event of an accidental release. Training will be given to appropriate site workers in how to manage a spill event.

Spill protection equipment such as absorbent mats, socks and sand will be available to be used in the event of an accidental release during refuelling. Training will be given to appropriate site workers in how to manage a spill event.

The following mitigation measures will be taken at the construction site in order to prevent any spillages to ground of fuels during machinery activities and prevent any resulting soil and/or groundwater quality impacts:

- Refuelling will be undertaken off site where possible;
- Where mobile fuel bowsers are used the following measures will be taken:
  - Any flexible pipe, tap or valve will be fitted with a lock and will be secured when not in use;
  - The pump or valve will be fitted with a lock and will be secured when not in use;
  - All bowsers to carry a spill kit and operatives must have spill response training; and
  - Portable generators or similar fuel containing equipment will be placed on suitable drip trays.

### **Monitoring**

Weekly checks will be carried out to ensure surface water drains are not blocked by silt, or other items, and that all storage is located at least 10m from surface water receptors. A regular log of inspections will be maintained, and any significant blockage

or spill incidents will be recorded for root cause investigation purposes and updating procedures to ensure incidents do not reoccur.

## **8.0 SUMMARY**

This CEMP sets out the overall management strategy for demolition, excavation and construction works for the proposed Development. The CEMP aims to ensure the management of demolition, excavation and construction activity is carried out in a planned, structured and considerate manner which minimises the impacts of the works on the local environment, residents and commercial activities in the vicinity of the site. Due to the nature of construction works, there may be unforeseen events which occur at the site and the project team will actively manage any changes and discuss with the relevant authorities, where required.

The project team are committed to ensuring that the construction activities to be carried out are pro-actively managed so as to minimise potential impacts.

## 9.0 REFERENCES

1. Department of Environment, Heritage and Local Government (DOEHLG), *Quarries and Ancillary Activities, Guidelines for Planning Authorities* (2004).
2. Department of Transport Traffic Signs Manual 2010 – Chapter 8 Temporary Traffic Measures and Signs for Roadworks (2010)
3. Department of Transport Guidance for the Control and Management of Traffic at Road Works (2010)
4. Design Manual for Roads and Bridges & Design Manual for Urban Roads & Streets (2019)
5. US Environment Protection Agency (USEPA), *Compilation of Air Pollutant Emission Factors, AP-42, Fifth Edition (periodically updated)* (1986).
6. The Scottish Office – Development Department, *Planning Advice Note PAN50 Controlling the Environmental Effects Of Surface Mineral Workings Annex B: The Control of Dust at Surface Mineral Workings* (1996).
7. Institute of Air Quality Management (IAQM), *Guidance on the Assessment of Dust from Demolition and Construction* (2014).
8. UK Office of Deputy Prime Minister, *Controlling the Environmental Effects of Recycled and Secondary Aggregates Production Good Practice Guidance* (2002).
9. USEPA, *Fugitive Dust Technical Information Document for the Best Available Control Measures* (1997).
10. *Waste Management Acts 1996 – 2011 Litter Pollution Act 1997* (No. 12 of 1997) as amended
11. *Eastern-Midlands Region Waste Management Plan 2015 – 2021* (2015)
12. Construction Industry Research and Information Association (CIRIA) *Control of Water Pollution from construction Sites, Guidance for consultants and contractors (C532)*.
13. CIRIA, *Environmental Good Practice on Site* (3rd edition) (C692).