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**Proposed Part 8 Residential Development
Balally, Sandyford, Dublin 16**

**Construction Environmental Management Plan
(CEMP)**

Dun Laoghaire-Rathdown County Council

Balally, Sandyford, Dublin 16
Construction Environmental Management Plan (CEMP)

Document Control Sheet

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1 Introduction

This report is prepared in support of the planning application for National Development Finance Agency and Dun Laoghaire-Rathdown County Council for a residential development on a site located in the townland of Balally, Blackthorn Drive, Sandyford, Dublin 16. The site is bound by Cedar Road to the north, Balally Shopping Centre to the west, Blackthorn Drive to the south and open space to the east.

The proposed development includes:

- i. 62 no. apartment units in a 5-6 storey building over undercroft area, including 31 no. one bed units; 21 no. two bed units; and 10 no. three bed units;
- ii. 1 no. community facility of 249sqm;
- iii. Energy Centre at sixth floor level and an external plant area set back at fifth floor roof level.
- iv. Undercroft area at lower ground level comprising (a) 1 no. ESB substation (b) car and bicycle parking; (c) bin storage; (d) bulk storage area; and (e) supporting mechanical, electrical and water infrastructure.
- v. Landscaping works including provision of (a) communal open space; (b) new pedestrian and cycle connections linking Blackthorn Dive with Cedar Road; and (c) public realm area fronting onto Blackthorn Drive.
- vi. All associated site development works including (a) vehicular access off Cedar Road; (b) pedestrian and cycle access off Blackthorn Drive; (c) public lighting; (d) varied site boundary treatment comprising walls and fencing; and (e) temporary construction signage.

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. A contractor is yet to be appointed to this project. This document will be revised upon appointment of an experienced and competent contractor, and 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.

1.2 Responsibility

A contractor has not yet been appointed to carry out the proposed project. Once appointed it will be the responsibility of the contractor to maintain and update the construction stage CEMP throughout the work and this updated document will be issued to Dun Laoghaire-Rathdown County Council.

2 Site Details

2.1 Site Location

The proposed development will be located just off Blackthorn Drive and Drummartin Link Road in Sandyford, Dublin 16. The site is currently a green space. The proposed development is located within land zoned as Objective NC: “to protect, provide for and-or improve mixed use neighbourhood centre facilities” by Dun Laoghaire-Rathdown County Council. The site is within a developed neighbourhood centre in Sandyford, Dublin.

The site is bound by Cedar Road to the north, Balally Shopping Centre to the west, Blackthorn Drive to the south and open space to the east with Drummartin Link Road located ca. 46m east of the site boundary.

An approximate outline of the subject site and its environs is provided in **Figure 2.1** below.

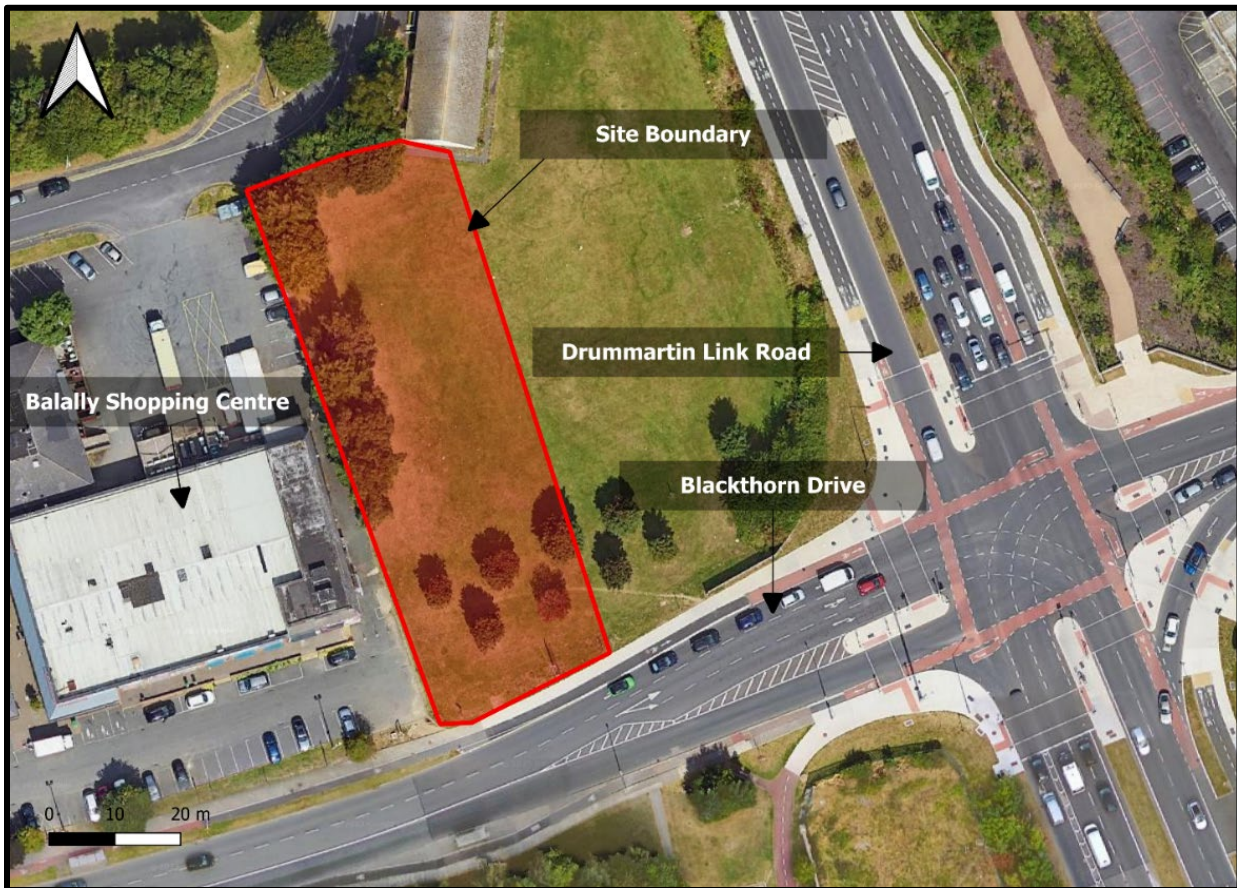


Figure 2.1: Site location and environs (Source: Google Maps)

2.2 Site Environmental Considerations

2.2.1 Topography

The proposed residential development is to be constructed on a greenfield site. The proposed development is located within land zoned as Residential by Dun Laoghaire-Rathdown County Council. At present, the topography ranges from 94.32m OD to the northern boundary of the site near the site entrance, to 96.95m OD to the south of the site.

2.2.2 Geology, Hydrology & Hydrogeology

Maps generated by the Environmental Protection Agency (EPA) and featuring data from the EU Water Framework Directive (WFD) were consulted to assess the extent and quality of waterbodies present in the vicinity of the proposed development. The proposed site is located in the Liffey and Dublin Bay WFD catchment (Hydrometric area 9) and Dodder_SC_010 sub catchment. The closest waterbody to the site consists of the Carrickmines stream which runs from southwest to east and is located approximately 352m south of the proposed development. The Slang stream, a tributary of the Dodder River also runs from south to north and is located approximately 1.42 km east of the proposed site. These streams are both minor tributaries of the River Liffey main line.

Taking the scale and nature of the proposed development into consideration, only waterbodies within a 1.5km radius of the site were considered as potential receptors, and as such, only these waterbodies were included in this analysis. A summary of the nearest waterbodies can be found in **Table 2.1** below.

Waterbody	WFD Sub-basin Name	Code	Distance from Site	Direction from Site
Carrickmines Stream	Carrickmines_Stream_010	IE_EA_10C040350	351.7 m	South
Slang Stream	Dodder_050	IE_EA_09D010900	1.42 km	West

The WFD runs in 6-year cycles with the most recent data being generated between 2016-2021. The Directive takes rivers, lakes, estuaries, groundwater and coastal waters into consideration and each waterbody can be awarded one of five statuses: High, Good, Moderate, Poor, and Bad. Additionally, waterbodies can be assigned a risk level (“At Risk”, “Not At Risk”, “Review”) which represents the risk of the waterbody of failing its WFD objectives by 2027.

The WFD status of the Carrickmines Stream is considered to be ‘Good’ and the risk level of the stream is currently ‘Not at risk’ with regards to its risk level. The source of the Carrickmines stream is at Ticknock Woods located upland south of the site. The stream runs through Sandyford from southwest to northeast and follows course in an easterly direction to reach Shanganagh River which then outflows into Shanganagh Bay ca. 8km east of the site. The stream runs a total length of approximately 21.7 km.

The River Dodder is a major tributary of the River Liffey. The WFD status of the Dodder River is considered to be 'Moderate' and the risk level of the stream is currently 'At Risk'. The source of the Dodder River is at Ticknock Woods located upland south of the site. The river flows on a southerly to northerly axis towards Dublin City Centre and flows through Balinteer, Dundrum, Ballsbridge and until it outflows into the River Liffey at Ringsend.

The closest waterbody source (Carrickmines stream) located ca. 352m from the site is located within the WFD catchment 10, Avoca Vartry and is located within sub-catchment "Dargle_SC_080". The Draft 3rd Cycle Avoca Vartry Catchment Report (HA 09) published in 2021 provides a summary of the quality assessment outcomes of waterbodies within the catchment. According to this report, The Carrickmines stream is deemed "At Risk" due to urban runoff being a significant pressure. The closest lake waterbody consists of the Glensamoles Reservoir which is located ca. 10 km southwest of the site. This is a heavily modified water body which serves for drinking water supply purposes. It possesses a WFD status of "Good", and its risk level is currently "Not at Risk" of failing its WFD objectives by 2027.

The site was cross-referenced with the Teagasc Soil Information System (SIS) soil profile map which states that the surface soil at the site location is classed as 'Urban'.

The underlying bedrock of the proposed site is classed as pale grey fine to coarse-grained granite. This bedrock region extends southwest towards Ticknock and the lower lying land of the Dublin mountains and further to Glencree. The region also extends eastwards to underlie Cabinteely, Kiltiernan and Glencullen.

2.2.3 Groundwater Vulnerability

According to the Geological Survey of Ireland map viewer, the site is underlain by a Poor Aquifer consisting of the aforementioned bedrock which is generally Unproductive except for Local Zones. The groundwater vulnerability is classed as 'Moderate' in the northeastern portion of the site and 'High' in the southeastern portion of the site. The subsoil permeability is classified as 'Low'. Based off the EPA groundwater vulnerability matrix obtained from the 'GSI Guidelines for Assessment and Mapping of Groundwater Vulnerability to Contamination 2003' it can be assumed that bedrock is within 3-10m of the soil surface.

2.2.4 Flood Risk

The OPW Floodinfo.ie website was consulted for high level information on any potential flood risk on or near the site. The closest flood events occurred along the Carrickmines stream ca. 352m southeast of the proposed site on three separate occasions. **Table 2.2** summarises the sources of the nearest floods and their proximity to site.

Flood Event Code	Location	Date	Flood Source	Distance from Site
ID-2151	Sandyford Church, Sandyford	January 1980	Overflowing sewers/drains	812 m SW
ID-2149	Dale Drive, Stillorgan, Co. Dublin	October 2011	Overflowing sewers/drains	1200 m NE

The proposed site itself is of sufficient distance from the projected flood risk area hence the

fluvial flood risk is considered to be low. The site is not located within benefitting land associated with the Arterial Drainage and District Drainage Schemes. National Indicative Fluvial Mapping (NIFM) models the extent of land that might be flooded by rivers during a theoretical flood with an estimated probability of occurrence. The proposed site is not within the range of a Medium Probability flood event (1 in 100 years) according to NIFM mapping. Based on current data available it is not foreseen that the development will present any significant increase in flooding risk either within the site or downstream of the site.

2.2.5 Archaeology

According to the Historic Environment map viewer there are no sites of archaeological importance within the proposed site boundaries nor in the nearby vicinity of the site. The nearest site of importance is located ca. 470m west of the site and consists of a Castle Tower House, known locally as 'Balally Castle' (Code: DU022-024). This site has no visible remains above ground.

Overall, the archaeological sensitivity of the area in immediate proximity to the proposed site is considered to be low due to the neighbouring residential estates and absence of any archaeologically significant sites within a 1km radius of the site.

2.2.6 Ecological Receptors

According to the National Parks & Wildlife Service map viewer, the nearest designated site in the vicinity of the proposed development consists of Fitzsimons Wood located ca. 1km southwest. Fitzsimons Wood is classed as a proposed Natural Heritage Area (pNHA), and as such, is legally protected from damage from the date they are formally proposed under the Wildlife Amendment Act (2000).

The proposed site is located a sufficient distance (1.5km) from any designated sites such as Special Protection Areas (SPAs) and Special Areas of Conservation (SACs). The nearest SAC consists of the South Dublin Bay SAC (site code: 000210), while the nearest SPA includes the South Dublin Bay and River Tolka Estuary SPA (site code: 004024) which also comprises the South Dublin Bay NHA, all located ca. 4.09km from the proposed site.

An Appropriate Assessment (AA) Screening Report was carried out by *NM Ecology Ltd.* on behalf of Dun Laoghaire Rathdown County Council and has determined that a Natura Impact Statement (Appropriate Assessment) is not required in respect of this proposed development.

A Preliminary Ecological Appraisal was also carried out by *NM Ecology* to assess whether any sensitive ecological receptors were present on site. **Section 4** of this report summarises the relevant ecological assessment reports and outlines best practice measures for the mitigation of impacts to ecological receptors during the course of works.

2.2.7 Arboricultural Assessment

A separate Arboricultural Assessment & Impact Report was completed by *CMK Hort and Arb Ltd.* to assess the tree composition of the site and assess any impacts on trees resulting from the proposed development.

2.2.8 Historical Maps

The GeoHive Historic map viewer was consulted to assess previous land uses or developments within or in the vicinity of the proposed site boundaries. According to the First Edition 6" maps developed between 1829-1841, the location of the proposed site previously consisted of open farmland. The surrounding estates of Wedgewood, Blackthorn Ct, Blackthorn Green and Rowans road to the of the proposed site can be seen completed in black and white aerial survey maps generated in 1995. The Drummartin Link Road is established on Aerial survey maps spanning from 2001 onwards. It can be seen that the proposed site location is a recreational greenfield site with a neighbouring building named as 'Balally Family Resource Centre' just outside the northeastern boundary of the site.

2.2.9 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.ie website. **Figure 2.2** below outlines the modelled noise extents of the roads in the vicinity of the site undertaken by the EPA. As can be seen in **Figure 2.2** below, the site is contained within the modelled noise extents of the survey which shows Noise levels to the west of the site ranging from 60-64dB and noise levels to the east of the site ranging from 65-69dB. Vehicular access is proposed along cedar road to the north of the site, according to the EPA this major road has existing noise levels ranging from 55-59dB. The new development is not foreseen to significantly increase ambient noise levels. Noise levels along Blackthorn Drive south of the proposed site range from 65-69dB as a result of traffic moving through neighbouring estates and the shopping centre adjacent to the western border of the site. The highest concentration of noise generation currently occurs along the The Drummartin link road east of the site that merges onto the m50 motorway ca. 474m south of the proposed site. This regional road and the m50 motorway both present noise levels ranging from 70dB to > 75dB.

Noise generation during the construction phase is projected to increase due to the movement of heavy goods vehicles and construction equipment along Blackthorn Drive and Cedar Road and within the site itself. Noise emission within Balally may increase temporarily, although proposed mitigation steps outlined in **Section 5.2** will ensure that construction traffic is routed in such a way that minimises disruption to nearby amenities and regular flow of traffic.

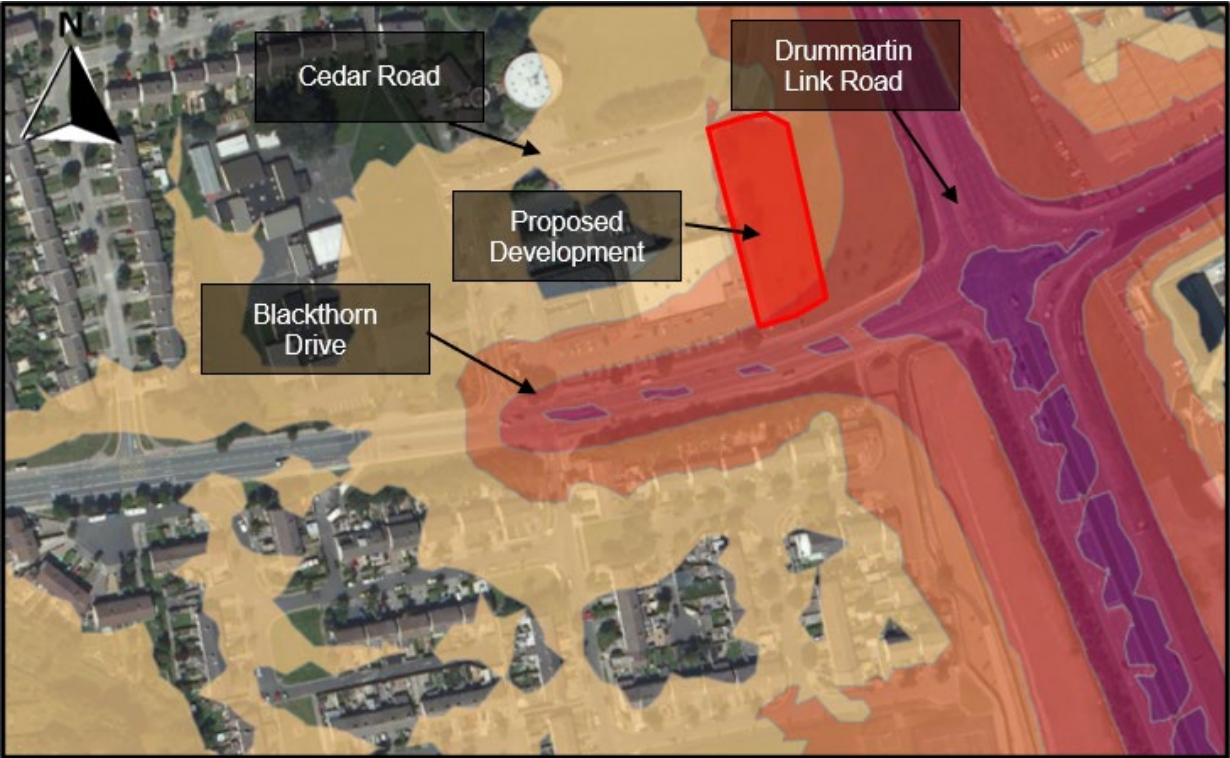


Figure 2.2: EPA Strategic Noise Map (Daytime Noise) (Source: epa.ie Map Viewer)

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 serves as an estimated timeline for the project. A layout plan of the development is detailed in **Figure 3.1** below.

The proposed development includes the following sequence of works:

- i. 62 no. apartment units in a 5-6 storey building over undercroft area, including 31 no. one bed units; 21 no. two bed units; and 10 no. three bed units;
- ii. 1 no. community facility of 249sqm;
- iii. Energy Centre at sixth floor level and an external plant area set back at fifth floor roof level.
- iv. Undercroft area at lower ground level comprising (a) 1 no. ESB substation (b) car and bicycle parking; (c) bin storage; (d) bulk storage area; and (e) supporting mechanical, electrical and water infrastructure.
- v. Landscaping works including provision of (a) communal open space; (b) new pedestrian and cycle connections linking Blackthorn Dive with Cedar Road; and (c) public realm area fronting onto Blackthorn Drive.
- vi. All associated site development works including (a) vehicular access off Cedar Road; (b) pedestrian and cycle access off Blackthorn Drive; (c) public lighting; (d) varied site boundary treatment comprising walls and fencing; and (e) temporary construction signage.

Vehicular access to the development is proposed along Cedar Road north of the proposed site. Pedestrian and cycle access is proposed along Blackthorn Drive south of the site. **Figure 3.1** shows the proposed site plan.



Figure 3.1: Site Plan (Cropped)

The project is to be divided into several distinct phases as follows:

Pre-Construction Phase – Site clearance and preliminary works

- Site set-up, temporary services, site hoarding / fencing, staff welfare facilities.
- Ground works and landscaping.

Phase 1 – Construction

- 62 no. residential units comprising of apartment units & 1 no. community facility of 249sqm

Ancillary works – which will consist of:

- Sustainable Drainage System (SuDS)
- Surface water and foul sewer network and associated attenuation
- Car and bicycle parking spaces
- Electrical and telecom services
- Mains water supply connections
- Wastewater drainage connections
- Pedestrian access routes
- Asphalt installation and road markings

3.2 Pre-Construction Activities

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

3.2.1 Site Set-Up and Hoarding

Perimeter hoarding will be provided around the site to provide a barrier against unauthorized 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 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 will allow and will facilitate the efficient delivery of materials and personnel to the site. This compound is to include material storage, site office and meeting room, and staff welfare facilities.

Figure 3.2 below provides an outline of possible site compound locations. It is typically necessary to move the location of the compound as development progresses.

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



Figure 3.2: Possible Site Compound Locations

3.3 Construction Sequence of New Structures

The exact construction specifications of the proposed residential units and associated infrastructure are yet to be 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** below.

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:
<ul style="list-style-type: none"> • Blockwork/Brickwork • Sand & cement rendering • Windows & doors • Green/Blue Roof Coverings • Flashing, Aprons and Tray – Leadwork/Powder coated metal 	<ul style="list-style-type: none"> • Electrical installation • Mechanical installation • Fireproofing • Partitions and ceilings – use of gypsum based products • Painting • Plastering • Stairs • Joinery • Tiling • Air Tightness sealing and testing • Metal Work • Sanitary-ware installation • Vanity units • Reinforcement works • Insulation • Plumbing • Concreting/ floor slab • Carpet installation • Roofing – Green/Blue Roofs
<p>Above ground external operations:</p>	
<ul style="list-style-type: none"> • Landscaping • Installation of manholes • Lamp posts • Tarmac/ surfacing • Signs • Car parking and mobility compliant car parking 	
<p>Below ground operations:</p>	
<ul style="list-style-type: none"> • Foul sewer, surface water, rainwater, and potable water networks • Attenuation tanks • Electrical ducting 	

3.4 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 Dun Laoghaire Rathdown 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.

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 levels of nuisance and disruption anticipated with scheduled work practices.

Following the completion of this risk assessment, available in **Appendix A**, 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 (08:00 to 19:00 hrs) – 70dB
- Evening (19:00 to 23:00 hrs) – 50dB
- Night-time (23:00 to 08:00 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 08:00 or after 19:00, 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 19:00 and 08:00am.

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 complaints 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 2.4m timber hoarding to mitigate excessive noise pollution to neighbouring estates 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.
- Ensure written confirmation is received from Dun Laoghaire Rathdown County Council Planning Department when applying for extensions to normal working hours. No out of hours work to be undertaken unless permission to do so has been granted.
- In the event that excessive noise levels are deemed necessary, Dun Laoghaire Rathdown County Council Planning Department 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.
- 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 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.
- 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.
- 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.

4.4 Surface Water and Groundwater Protection

Surface water drainage from the proposed site from internal roadways, pedestrian footpaths, roofs and hardstanding areas will be collected via a gravity drainage network and collected by a surface water attenuation tank. A 60.6m³ attenuation tank will be located to the northwest of the site. A number of SUDS measures have been proposed for this development to maximise

interception and treatment of surface water. Proposals include discrete landscape areas to reduce run off rates/ volumes as well as providing interception storage, treatment of runoff and encouraging biodiversity. Rainwater resulting from larger storm events will be collected via overflow drainage infrastructure and collected within the attenuation tank. A number of tree pits will be constructed to provide additional storage of runoff from roads, car parking, and footpaths.

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 below recommendations are advised with reference to the Inland Fisheries Board recommendations for protection of adjacent water courses during the construction phase:

- 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.
- All manholes and gullies will be covered with silt fencing material and sandbags to limit silt and chemical run-off into surface water.
- 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.
- Runoff from machine service and concrete/grout mixing areas must not enter storm water drains and gullies leading off-site.
- 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.
- As per the plans, a 96m² surface water attenuation tank with a volume of 60.6m³ will be constructed towards the northwest boundary of the site. Discharges from these will be restricted to greenfield run-off rates.
- All attenuation zones will be sealed to avoid any potential negative effects on the surrounding groundwater.
- In the event of high rainfall events, drainage silt chambers will be blocked off to prevent excessive silt outflows to the surface water drainage system.

4.5 Protection of Ecological Receptors

4.5.1 Screening for Appropriate Assessment

An Appropriate Assessment Screening Report was published by *NM Ecology Ltd.* in relation to the proposed development which assessed the proximity of the site to nearby sensitive ecological receptors (SPAs, SACs, NHAs) and outlined potential pathways to such receptors during development. The main findings of the report were as follows:

- The Site is not within or adjacent to any European sites and as such, poses no risk of direct impact to any European sites.
- Surface Water Pathways: There are no surface water (or other) pathways linking the Site to any European sites, so there is no risk of indirect effects.
- Groundwater Pathways: If any pollutants soaked to ground within the Site, they would have to pass through 4.1 km of intervening subsoils / bedrock before reaching the European sites in Dublin Bay. This would reduce any pollutants to negligible concentrations before reaching the SAC / SPA, in which case they would pose no risk of impacts. Therefore, groundwater can be ruled out as a feasible pathway.
- Land Pathways: There is no risk that any pollutants could flow 4.1 km over land to reach the European sites.
- Air Pathways: The only potential airborne pollutant generated at the Site would be dust. There is no risk that any perceptible quantity of dust could be carried 4.1 km to the European sites.

In summary, no feasible pathways were identified between the Site and any European sites.

Surveys have demonstrated that the Site is of no importance for brent geese or any other birds associated with the SPAs in Dublin Bay.

4.5.2 Ecological Appraisal

NM Ecology Ltd. also carried out a Preliminary Ecological Appraisal of the Site to identify any important ecological features that could be affected by development. The report outlines the following recommendations to minimise ecological impacts during development:

- **Winter Bird Surveys:** Based on the winter bird surveys carried out to date, the Site appears to be of Negligible importance for any of the bird species associated with the SPAs in Dublin Bay. To ensure that this conclusion is valid throughout the active season (September to April, inclusive), it is recommended that the winter bird surveys continue until April 2024. However, if the Part 8 application will be submitted before that time it will be possible to complete the Ecological Impact Assessment and Appropriate Assessment screening reports using the survey data collected to date.
- **Protection of nesting birds:** Under Section 22 of the *Wildlife Act 1976* (as amended), it is an offence to kill or injure a protected bird or to disturb their nests. The mature Eucalyptus and cypress trees in the north and north-west of the Site could potentially be used by nesting birds, but the immature Norway maple trees in the south of the Site are too small for this purpose. Based on the preliminary sketch design it appears that some of the Eucalyptus / cypress trees will be retained and incorporated into the development, but that many will need to be felled. If these trees were felled during the bird nesting season, it could destroy or disturb their nests.

If any mature trees will need to be felled or otherwise modified, it is recommended that it takes place between September and February (inclusive), i.e. outside the nesting season. If this is not possible, an ecologist will survey the affected areas in advance to assess whether any breeding birds or mammals are present. If any are encountered, vegetation clearance will be delayed until the breeding attempt has been completed, i.e. after chicks have fledged and a nest has been abandoned.

- **Potential biodiversity enhancements:** The majority of the Site consists of amenity grassland of Negligible ecological importance. If biodiversity enhancements can be incorporated into the landscaping proposals for the scheme, it may be possible to achieve a net gain in the biodiversity value of the Site. Suitable measures may include the following:
 - Inclusion of a range of native trees and shrubs, including species that provide berries for birds (e.g. hawthorn, rowan)
 - Managing grassland areas as meadows, by mowing only once per growing season and removing cuttings. Guidance is provided in the All-Ireland Pollinator Plan
 - Leaving sections of landscaping for natural succession, with little or no active management
 - Provision of bird boxes, including designs suitable for common garden birds (e.g. finches, tits, blackbirds), or species that nest on buildings (swifts, martins, swallows). Swift nesting boxes should be considered for tall buildings (at least 5 m in height). Bat boxes and hedgehog boxes will not be suitable for this Site because the surrounding habitat is unsuitable for these species.
 - Creation of a pond or similar semi-natural wetland feature with native fringing vegetation. Ponds may also be suitable for frogs / newts. These measures may be feasible for above-ground SUDS features (e.g. attenuation ponds, swales)
 - Incorporating biodiversity features on the roofs of structures including apartment roofs, cycle shelters, sheds etc. Such features should use the site's soils, and have appropriate long-term maintenance
 - Artificial lighting should be avoided near retained habitat features, to ensure that they are suitable for bats and other nocturnal species. Similarly, paths and cycleways should not be located alongside biodiversity features, because the associated infrastructure, human disturbance, vegetation management, lighting, etc can substantially reduce the biodiversity value of these features.

4.5.3 Arboriculture Assessment

An Arboricultural Assessment & Impact Report was published by *CMK Hort & Arb Ltd.* which assessed the trees and woody vegetation present at the site location. The potential development impacts to existing vegetation as well as mitigation factors are summarised as follows:

- **Impact of the Proposed Development:** The proposed development of the site for social housing will necessitate the removal of all the existing trees within the site. Two trees which were included within the survey but which now fall outside of the site boundary will be retained and protected during construction by site hoarding.

Figure 4.1 below was drawn by *CMK Hort & Arb Ltd.* and outlines the areas where trees are to be retained or removed to facilitate developments, supplied by *CMK Hort & Arb Ltd.* should be consulted prior to tree/vegetation removal to ensure a more accurate determination of trees to be removed.

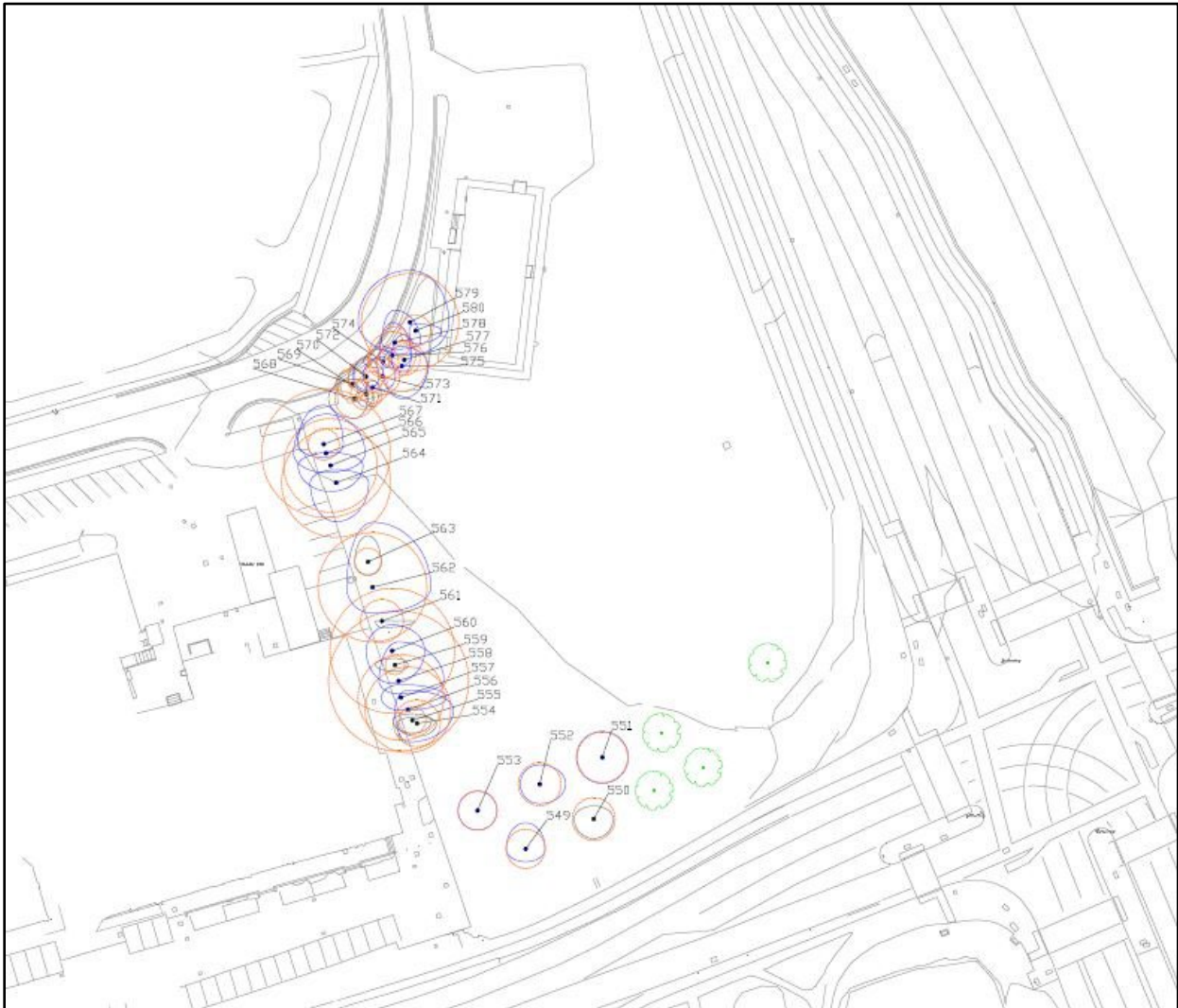


Figure 4.1: Tree Survey and Constraints (Source: CMK Arb & Hort Ltd.)

5 Outline Traffic Management Plan

5.1 Background

This Outline Traffic Management Plan (OTMP) is designed to facilitate access to the site by plant, machinery, and work vehicles during collections/ deliveries; and to minimise traffic impacts of construction to residents and amenities in the vicinity of the site. Balally is a well-developed town that receives a high degree of traffic on a regular basis. The site is located in a well-developed residential area with a high number of schools and houses surrounding the proposed site. As such this Outline Traffic Management Plan aims to provide options for the routing of construction traffic that will avoid sensitive receptors and reduce impact on sensitive receptors (schools, healthcare facilities, public amenity areas). **Section 5.5** provides an outline of alternative routes that avoid travel through these sensitive receptors.

5.2 Outline Traffic Management Plan

The construction phase OTMP has been prepared in accordance with the following best practices publications and demonstrates compliance with the requirements of the Health and Safety Authority:

1. Chapter 8 of the Traffic Signs Manual and the Safety, Health & Welfare at Work (Construction) Regulations – Department of Transport
2. Temporary Traffic Management Design Guidance – Department of transport, Tourism and Sport.

The main contractor will be required to implement monitoring measures to confirm the effectiveness of the mitigation measures outlined in the OTMP. The OTMP shall address the following issues:

- Site Access & Egress
- Traffic Management Signage
- Routing of Construction Traffic/ Road Closures
- Timings of Material Deliveries to Site
- Traffic Management Speed Limits
- Road Cleaning
- Road Condition
- Road Closures
- Enforcement of Construction Traffic Management Plan
- Details of Working Hours and Days
- Details of Emergency plan
- Communication
- Construction Methodologies
- Particular Construction Impacts.

5.3 Construction Entrance and Construction Traffic Control

5.3.1 Access in

The proposed construction entrance shall be located at the existing entrance to the site located along Cedar Road adjacent to the rear of Balally shopping centre. At present the entrance

provides access and egress directly onto the Cedar Road. Construction traffic will approach the site entrance from the east utilising Blackthorn drive which connects to the Drummartin Link road approximately 46m to the east. The entrance will be manned by a banksman at all times who will direct traffic safely into the construction site and facilitate the safe navigation of larger construction vehicles as required. The site entry/ exit point is detailed in **Figure 5.1**.



Figure 5.1: Site access point (Source: Google Maps).

The entrance gate will be within the boundaries of the site and will prevent incoming vehicles from causing obstruction to local traffic on Blackthorn drive/ Cedar Road. Since only one access gate is available, at most one HGV may enter/ exit the site at a time. Strong lines of communication with hauliers, strict delivery schedules and just-in-time delivery methods will be in operation to ensure no more than two trucks will visit the site at any one time. It is envisaged that strict adherence to these protocols will ensure that no queuing will occur on Cedar Road.

5.3.2 Access Out

When vehicles are due to depart from the site the banksman will ensure the roadway is safe to proceed and will communicate with the driver in the cab. The proposed construction exit from the site will be the same as that used for entrance to the site, see **Figure 5.1**.

The main contractor is required to ensure the provision of adequate guarding and lighting appropriate to the circumstances. Traffic signs should be placed in advance of the works area on both sides to ensure adequate warning to the general public and maintained, when necessary, they should be operated as reasonably required for the safe guidance or direction of the public with regard to 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 only be to authorised persons. During afterhours, security will be employed by the main contractors to ensure no unauthorised access.

5.4 Deliveries to Site / Site Access

The site entrance will be gated and manned at all times with access only permitted for site vehicles and plant movements when necessary.

Deliveries of materials to site will be planned and programmed to ensure that the materials are only delivered when required by adopting a 'just in time', lean construction management approach. There will be periods where multiple vehicle deliveries will be required, e.g., site fill material under roads, houses and landscape areas, pre-cast concrete and large concrete pours. These will be planned well in advance and no queuing of vehicles will be allowed on the public road at the entrance to the site. Supply chain to be directed as not to travel in convoys greater than three at any time.

All off-loading of material will take place within the site, remote from the public road and access via the agreed access construction point only. Bulk deliveries to take place outside of peak traffic hours within a six-day week as to minimise impact on the existing road network.

Access control: The site entrance will always be controlled by a banksman. 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.

Material delivery: Material deliveries to the site will be coordinated as to avoid peak traffic hours associated with the neighbouring estates which could be expected around regular commuting times in the morning and evening.

Sign management: Signs are to comply with statutory requirements on public roads. Other construction sites may be carrying out construction activity at the same time as the subject site. It is therefore imperative that directions to each site are distinctly identifiable.

5.5 Routing of Construction Traffic

All traffic associated with the development must turn right off Cedar Road to reach the access point of the site. Construction traffic must travel through local roads associated with the presence of sensitive receptors sharing the only access road to the site, namely Balally shopping centre to the west, Church of the Ascension of the Lord, to the northwest and surrounding residential units. Regulation 97 of the Safety, Health, and Welfare at Work (Construction) Regulations 2013 must be strictly adhered to along with all traffic management protocols outlined in this CEMP. Travel from the west on Sandyford road (R117) should be avoided where possible to avoid other sensitive receptors in the area, namely, Balally Park, Handprints Montessori school and Furry Hill community centre. Using the M50 motorway as a primary source of construction traffic, it is proposed that vehicles will utilise Junction 14 and travel northbound along Drummartin Link road and take the next left on to local road Blackthorn Drive. Traffic should follow Blackthorn Drive west for a short distance of approximately 190m and turn right at the junction of Cedar Road. The proposed site entrance is located ca. 200m north along this road. It is not expected that the proposed transport route will cause any undue additional travel time to the site as it is the most direct route from the M50 motorway both from a northern and southern direction and avoids travelling through the Sandyford Road (R117) and through areas containing sensitive receptors. See **Figure 5.2** for the suggested construction traffic route.

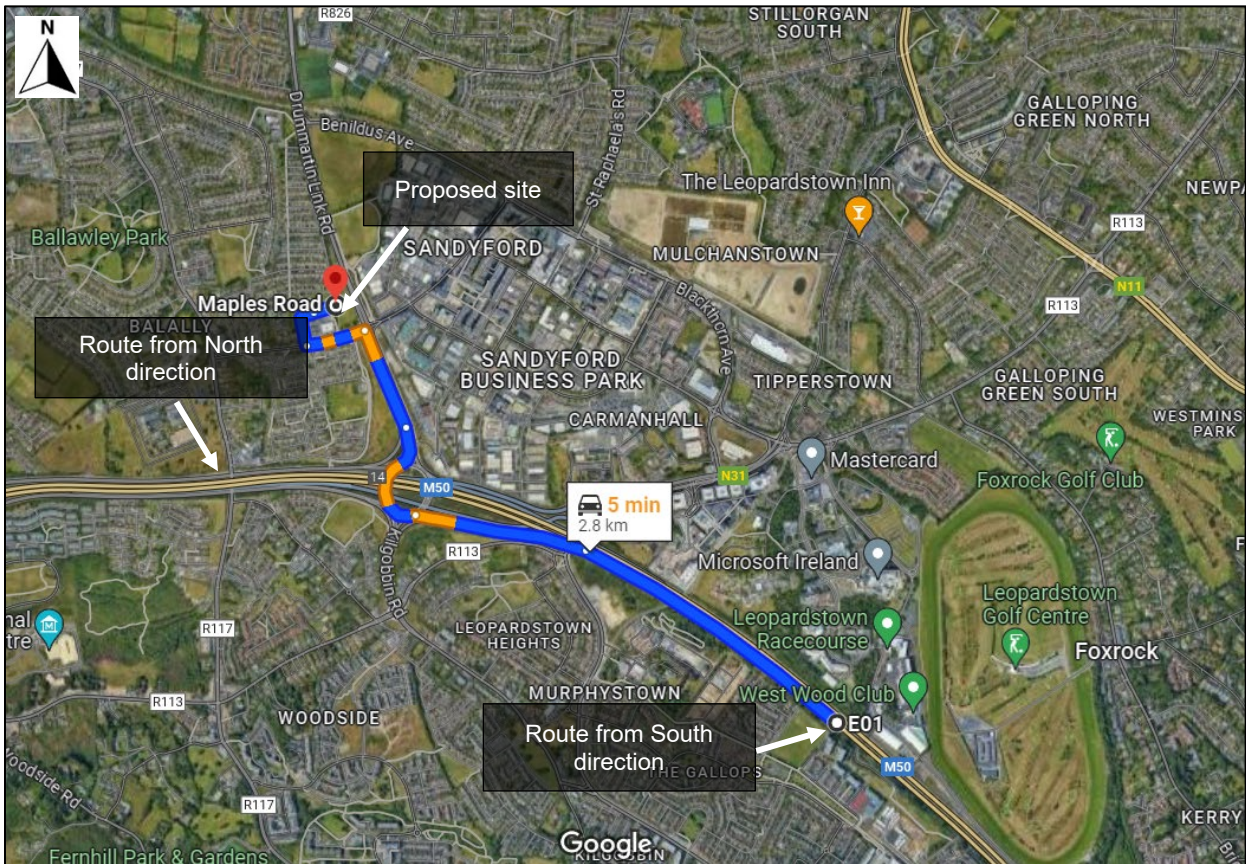


Figure 5.2: Traffic routes to proposed site (Source: Google Maps).

5.6 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 residential. Such recommended speed limits will only apply to construction traffic and shall not apply to general traffic.

5.7 Road Cleaning

A wheel wash facility will be provided prior to exit of the site when required throughout the various stages of construction on-site. This is to ensure that minimal suspended solids reach nearby waterbodies or surface water drainage systems, and that minimal road sweeping will be required on the public roads. 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 and drainage systems. 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 and drainage systems.

5.8 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 impacts during transportation.
- The transportation contractor shall take all reasonable measures while transporting waste or any other materials likely to cause fugitive losses 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.

5.9 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.

5.10 Working Hours

Deliveries of materials to site will generally be between the hours of 08:00 and 19:00 Monday to Friday, and 08:00 to 14:00 on Saturdays. No deliveries will be scheduled for Sundays or Bank Holidays.

5.11 Emergency Procedures

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.

5.12 Communication

The main contractor shall ensure that close communication with Dun Laoghaire Rathdown 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.
- Ongoing 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

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such as local events, sports fixtures, etc., which may conflict with proposed traffic management measures.

6 Implementation

6.1 Role and Responsibilities

Due to the scale and nature 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 impacts 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 which will record 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, NHA) 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 impacts 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. Measures and policies for proper waste management during this project are outlined in the dedicated RWMP that accompanies this report.

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 A: 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			
Between 25m and 50m		x	
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			
8am – 7pm Mon-Fri; 9am-2pm Sat	x		
Some extended evening or weekend work			
Some night-time working, including likelihood of concrete power floating at night			
SUBTOTAL A	2	1	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	1	1	1
Risk Assessment B	0	2	1
Total	3	3	2

The site is assessed as a low-to-moderate overall.

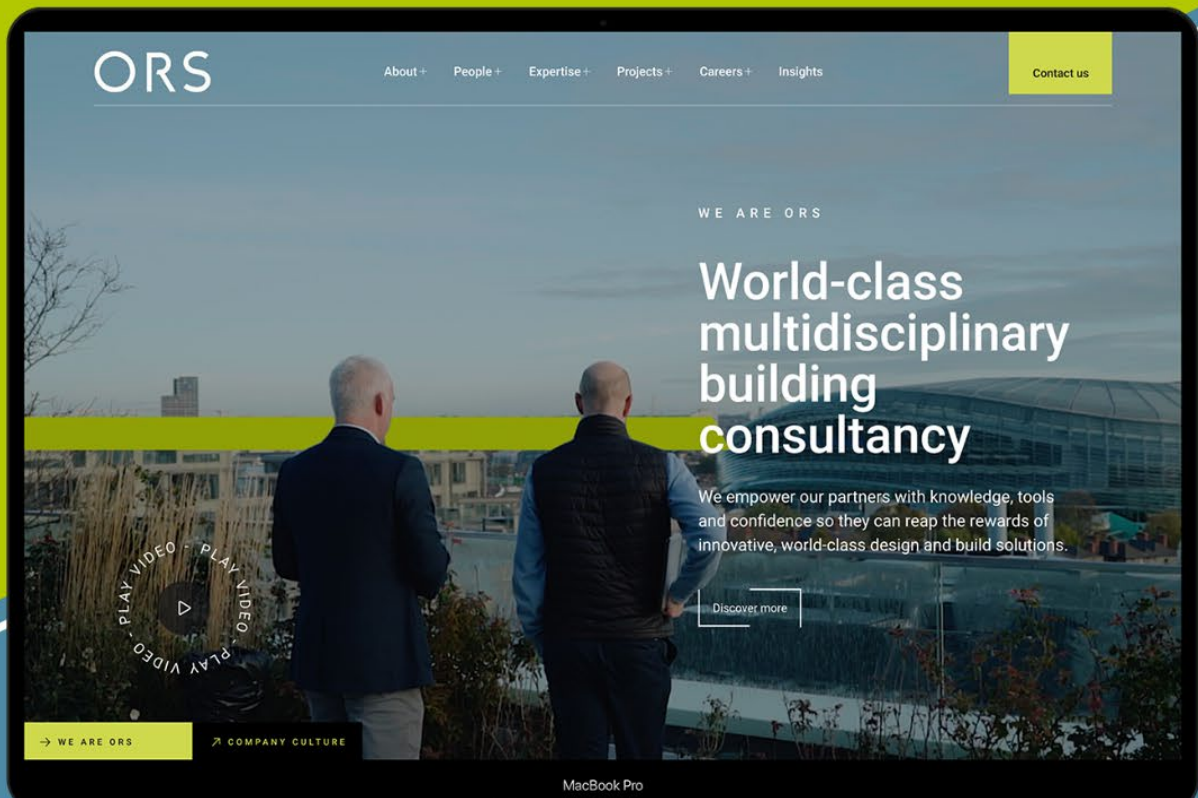
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