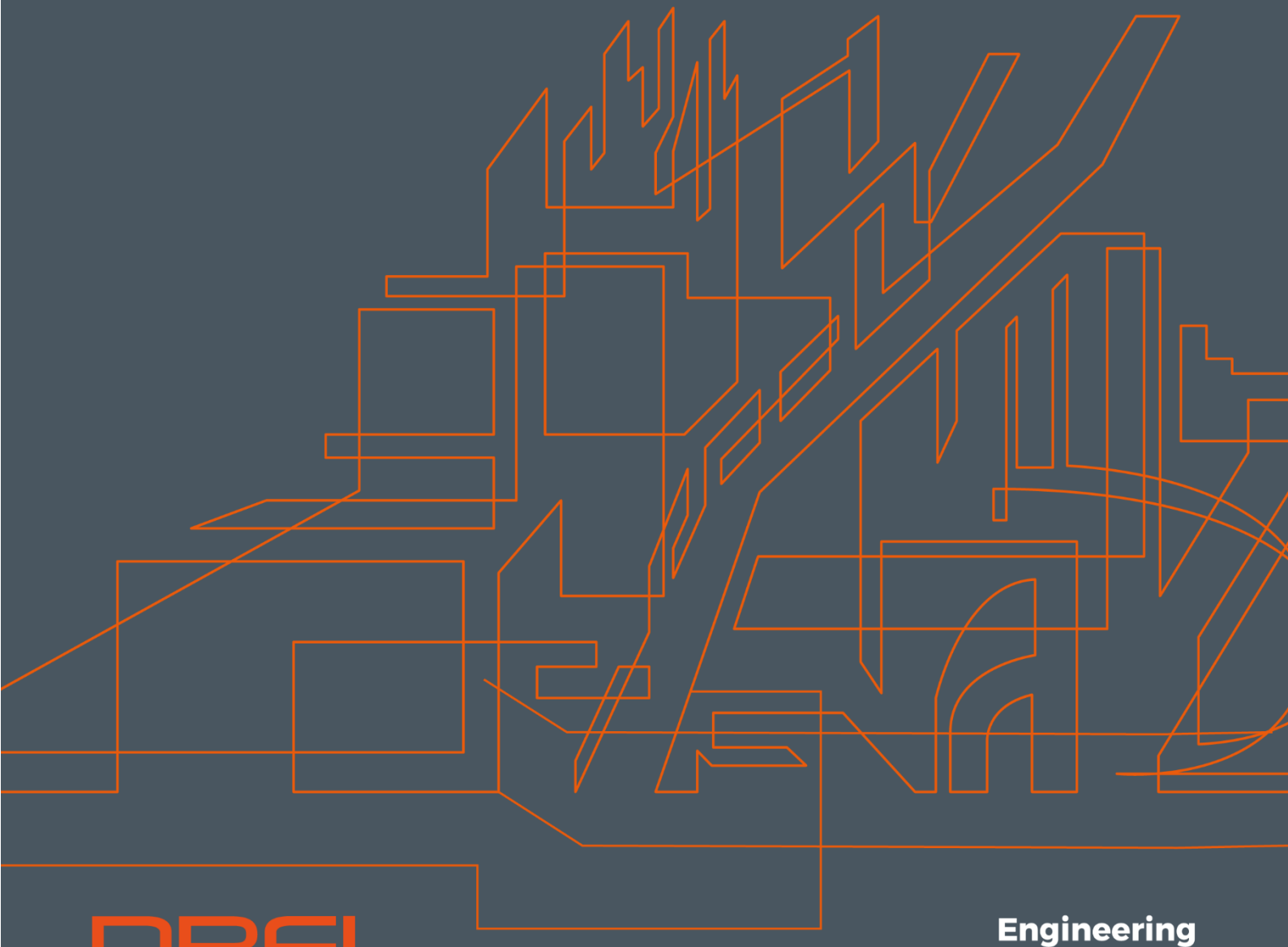
Dundrum: Living Streets

Preliminary Construction & Environmental Management Plan

250116-X-00-X-XXX-RP-DBFL-CE-004

November 2026



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1. Introduction

1.1 Overview

The Preliminary Construction & Environmental Management Plan has been prepared by DBFL Consulting Engineers in support of the planning application for in support of the planning application for the design and development of the Dundrum Living Scheme.

The overall purpose of the scheme is to support the implementation of the Dundrum Local Area Plan by delivering permanent public realm, urban greening and accessibility improvements along Main Street and Sandyford Road, creating a more attractive and people focused environment within Dundrum Village.

The proposed scheme is located in Dundrum, Dublin 14, and extends along approximately 417 m of Main Street, between Dundrum Crossroads and the Dundrum Bypass / Main Street junction, and approximately 385 m of Sandyford Road, between the Ballinteer Road junction and the Riversdale Apartments entrance. The total scheme length is approximately 802 m. The scheme extents and their relationship with the surrounding road network are illustrated in Figure 1-1.

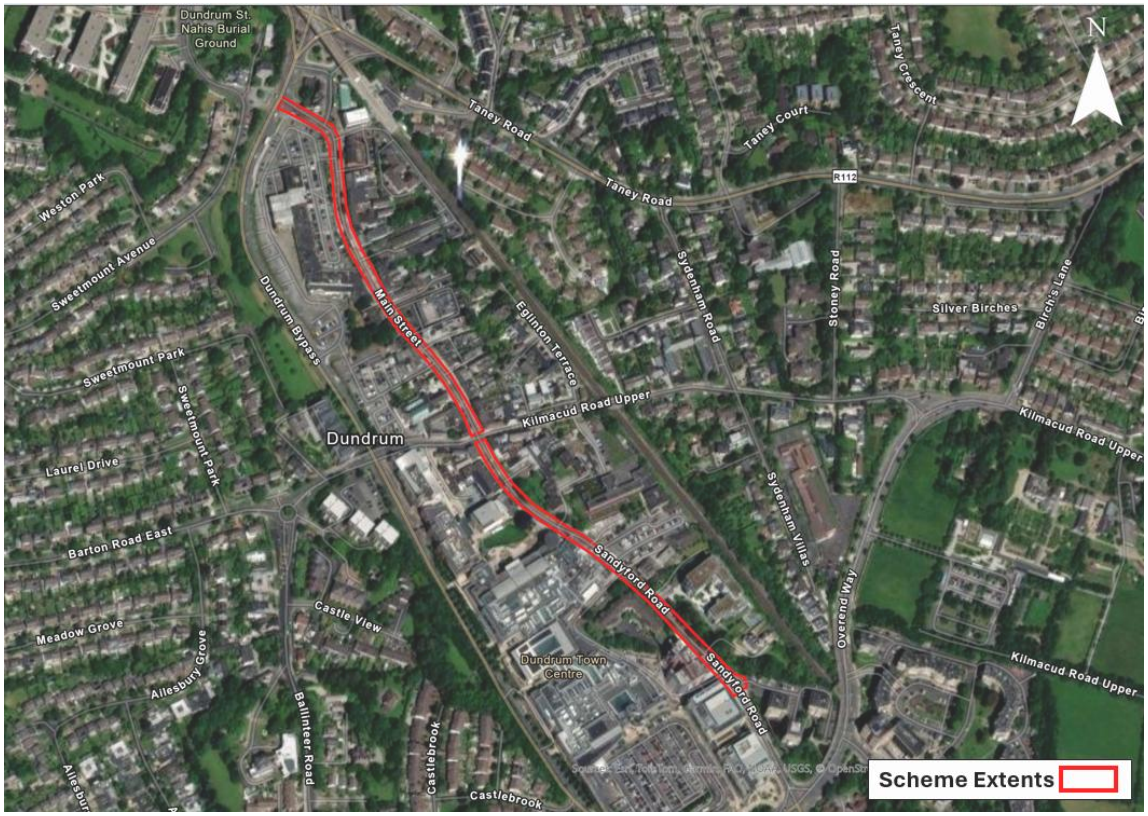

Figure 1-1: Proposed Scheme Extents

1.2 Proposed Development

The Dundrum Living Streets Project forms part of the implementation of the Dundrum Local Area Plan (LAP) 2023, which seeks to create a more people focused, accessible and attractive town centre environment. The LAP identifies a range of public realm, streetscape, urban greening and sustainable transport improvements intended to enhance the character, functionality and overall quality of Dundrum Village.

The current scheme focuses on Main Street and Sandyford Road, which form key commercial and public spaces within Dundrum Village. The scheme has been developed with consideration of other planned projects in the wider Dundrum area, including the Dundrum Bus Gate, "Taney Cross Public Realm Scheme" and DLR Connector Active Travel Scheme. The proposals seek to complement these initiatives while maintaining a clear focus on the public realm improvements proposed for Main Street and Sandyford Road.

The delivery of the Dundrum Living Streets Project will contribute to the ongoing regeneration of Dundrum Village by improving streetscape quality, enhancing accessibility, introducing additional planting and creating more attractive and welcoming public spaces. These improvements will support local businesses, residents and visitors, strengthen the village's identity and contribute to the wider objectives of the Dundrum LAP, DLR County Development Plan and Climate Action Plan

As a part of the redevelopment, civil infrastructure design will focus on improving the existing surface water infrastructure by incorporating SuDs features such as rain gardens, permeable paving, and tree pits. Additional, portions of the stone culvert will be replaced by a surface water pipe to allow for the new surface water connections, and an extension would be made south of the existing stone culvert.

2. Works Proposal

This Construction & Environmental Management Plan is for the works associated with the construction of the proposed scheme.

The construction management issues addressed within this plan include the following:

- Working Hours
- Traffic Management
- Stripping of Topsoil and Excavation of Subsoil
- Storage of Topsoil & Subsoil
- Erosion and Sediment Control
- Accidental Spills and Leaks
- Biodiversity
- Waste Management
- Noise and Vibration
- Air, Dust & Climatic Factors
- Landscape and Visual Impact
- Archaeology
- Material Assets – Site Services
- Site Compound Facilities and Parking

This Construction & Environmental Management Plan shall be referenced in all tender and contract documentation for the proposed works and is to be read in conjunction with all relevant Engineering and landscape documentation.

3. Working Hours

For the duration of the proposed infrastructure works the maximum working hours shall be 07:00 to 19:00 Monday to Friday (excluding bank holidays) and 08:00 to 14:00 Saturdays, subject to the restrictions imposed by the local authority.

No working will be allowed on Sundays and Public Holidays.

Subject to the agreement of the local authority, out of hours working may be required for utility connections, roadworks on existing roads, resurfacing works etc.

4. Traffic and Transportation

A Construction Stage Traffic Management Plan (TMP) will be prepared for the works in accordance with the principles outlined below and shall comply at all times with the requirements of:

- Department of Transport Traffic Signs Manual (2019) – 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 the Design Manual for Roads and Bridges (DMRB) & Design Manual for Urban Roads & Streets (DMURS)

In general, the impact of the construction period will be temporary in nature and less significant than the operational stage of the proposed development (HGV vehicle movements not expected to exceed 3 vehicles per day during the busiest period of construction works).

All construction traffic will enter the site from the surrounding regional road via designated entry points. Security facilities will be provided at each entry point with adequate off-road queuing facilities to avoid construction traffic queuing onto the existing road network.

Construction traffic will generally consist of the following categories:

- Private vehicles owned and driven by site staff and management
- Construction vehicles e.g. excavation plant, dump trucks and material delivery vehicles, involved in road and infrastructure construction.
- On-site employees will generally arrive before 08:00, thus avoiding morning peak hour traffic. These employees will generally depart after 16:00.

It should be noted that a large proportion of construction workers would arrive in shared transport.

The majority of subsoil excavated from site will be reused on site while unsuitable material will be removed off-site to a licenced facility or reused on a neighbouring site as part of an Article 27 Licence. Topsoil and subsoil will be transported from site on a phased basis in order to minimise impact on the existing road network.

5. Road Cleaning

The scheme shall be constructed in a manner to minimise disruption to road users, local residents and businesses. All construction works to be undertaken in a clearly delineated site area which will have specific entry and exit points for construction traffic.

Provision will be made for the cleaning by road sweeper etc. of all access routes to and from the site during the course of the works. Road cleaning shall be undertaken as required during the completion of the works.

All road sweeping vacuum vehicles will be emptied off site at a suitably licensed facility.

6. Soils and Geology

The objective of this chapter is to outline overarching principles for the implementation of mitigation measures during the construction phase, aimed at minimizing risks to the environment pertaining to soil and geology.

The works will include stripping of topsoil within green areas and excavation of subsoil layers within paved areas. These activities have potential to expose the soils and geological environment to pollution.

The contractor shall obtain approval of their proposed erosion and sediment control measures from Dún Laoghaire-Rathdown County Council's Environment Section prior to commencing works on site. The contractor shall also agree the rock breaking methodology with Dún Laoghaire-Rathdown County Council where required.

The following measures are to be implemented in order to mitigate against such risks.

Stripping of Topsoil

- Stripping of topsoil shall be carried out in a controlled and carefully managed way and coordinated with the proposed staging for the works.
- At any given time, the extent of topsoil strip (and consequent exposure of subsoil) shall be limited to the immediate vicinity of active work areas.
- Topsoil stockpiles shall be protected for the duration of the works and not located in areas where sediment laden runoff may enter existing surface water drains.
- Topsoil stockpiles shall also be located so as not to necessitate double handling.

Excavation of Subsoil Layers

- The duration that subsoil layers are exposed to the effects of weather shall be minimised. Disturbed subsoil layers will be stabilised as soon as practicable (e.g. backfill of service trenches, construction of road capping layers, construction of foundations and completion of landscaping).
- Similar to comments regarding stripped topsoil, stockpiles of excavated subsoil material shall be protected for the duration of the works.

Weather Conditions

- Typical seasonal weather variations will also be taken account of when planning stripping of topsoil and excavations with an objective of minimising soil erosion

Surface Water Runoff

- Surface water runoff from areas stripped of topsoil and surface water collected in excavations will be directed to on-site settlement ponds where measures will be implemented to capture and treat sediment laden runoff prior to discharge of surface water at a controlled rate.
- Discharge from any vehicle wheel wash areas is to be directed to on-site settlement ponds.
- On-site settlement ponds are to include geotextile liners and riprapped inlets and outlets to prevent scour and erosion.
- Pouring of concrete including wash down and washout of concrete from delivery vehicles will be controlled in an appropriate facility to prevent contamination.
- Surface water discharge points during the construction phase are to be agreed with Dún Laoghaire-Rathdown County Council's Environment Section prior to commencing works on site

Water Pumped from Excavations

- Rainwater and groundwater pumped from excavations is to be directed to on-site settlement ponds.
- On-site settlement ponds are to include geotextile liners and riprapped inlets and outlets to prevent scour and erosion.
- Surface water discharge points during the construction phase are to be agreed with Dún Laoghaire-Rathdown County Council's Environment Section prior to commencing works on site.

Accidental Spills and Leaks

- All oils, fuels, paints and other chemicals shall be stored in a secure bunded hardstand area.
- Refuelling and servicing of construction machinery shall take place in a designated hardstand area which is also remote from any surface water inlets (when not possible to carry out such activities off site).

- A response procedure shall be put in place to deal with any accidental pollution events and spillage kits shall be available and construction staff will be familiar with the emergency procedures and use of the equipment.

Other Mitigation Measures

- All materials exported from site shall be in accordance with the Waste Management Acts.
- Imported materials to be suitably separated to avoid contamination or mixing.
- For imported materials, the use of local quarries or locally available material should be prioritised.
- Any potential for use of surplus material within local sites shall be pursued at construction and detailed design stage (subject to compliance with Waste Management Acts). If any material is to be reused on another site as a by-product (and not as waste), this will be done in accordance with Article 27 of the Waste Directive Regulations.
- An Emergency Response Plan shall be prepared by the contractor which contains measures to ensure that accidental spillages will be appropriately dealt with, which includes a response procedure to deal with any accidental pollution events.

7. Water: Hydrogeology

The objective of this chapter is to outline overarching principles for the implementation of mitigation measures during the construction phase, aimed at minimizing risks to the environment pertaining to soil and geology.

The following measures are to be implemented during the construction phase to mitigate risks to the water and hydrogeological environment.

Erosion and Sediment Control

- Measures shall be implemented to capture and treat sediment laden surface water runoff (e.g. sediment retention ponds, surface water inlet protection, fencing and signage around specific exclusion zones and earth bunding adjacent to open drainage ditches) prior to discharge of surface water at a controlled rate.
- Groundwater pumped from excavations shall be directed to on-site settlement ponds.
- Discharge from any vehicle wheel wash areas shall be directed to on-site settlement ponds.
- On-site settlement ponds shall include geotextile liners and riprapped inlets and outlets to prevent scour and erosion
- Surface water discharge points during the construction phase shall be agreed with Dún Laoghaire-Rathdown County Council's Environment Section prior to commencing works on site
- Weather conditions and seasonal weather variations shall be taken account of when planning stripping of topsoil and excavations, with an objective of minimizing soil erosion.
- The duration that rock layers are exposed to the effects of weather shall be minimized by back filling excavations as soon as practicable after construction of the drainage and pumping station.

Accidental Spills and Leaks

- In order to mitigate against spillages contaminating underlying soils and geology, all oils, fuels, paints and other chemicals shall be stored in a secure bunded hardstand area.

- Refuelling and servicing of construction machinery shall take place in a designated hardstand area which is also remote from any surface water inlets (when not possible to carry out such activities off site).
- An Emergency Response Plan detailing the procedures to be undertaken in the event of a spillage of chemical, fuel or hazardous wastes will be prepared prior to construction.
- Pouring of concrete including wash down and washout of concrete from delivery vehicles shall be controlled in an appropriate facility to prevent contamination.
- Regular samples shall be taken from soils affected by earthworks which shall be analysed for contamination

8. Water: Water Supply, Drainage & Utilities

The following measures are to be implemented during the construction phase in order to mitigate risks to the water supply, drainage and utilities:

- Surface water runoff from areas stripped of topsoil and surface water collected in excavations shall be directed to on-site settlement ponds where measures will be implemented to capture and treat sediment laden runoff prior to discharge of surface water at a controlled rate.
- The construction compound shall include adequate staff welfare facilities including foul drainage and potable water supply. Foul drainage discharge from the construction compound will be tinkered off site to a licensed facility until a temporary connection to the public foul drainage network has been established.
- The construction compound's potable water supply shall be located where it is protected from contamination by any construction activities or materials.
- A competent contractor shall be appointed to undertake the works and protect existing systems from damage during construction.
- Relocation of existing ESB infrastructure shall be fully coordinated with ESB Networks to ensure interruption to the existing power network is minimized (e.g. agreeing power outage to facilitate relocation of cables). Ducting and / or poles along proposed relocated routes will be constructed and ready for rerouting of cables in advance of decommissioning of existing power lines.
- Similarly, connections to the existing gas and telecommunications networks shall be coordinated with the relevant utility provider to reduce outages and carried out by approved contractors

9. Biodiversity

The objective of this chapter is to outline overarching principles for the implementation of mitigation measures during the construction phase, aimed at minimizing risks to the environment pertaining to aspects of Biodiversity.

Mitigation Measures for Habitats during Construction Stage

Where practicable, the removal of trees and other features suitable for use by nesting birds shall be undertaken outside the bird nesting season (avoiding the period 1st March to 31st August). Should the construction programme require vegetation clearance between March and August bird nesting surveys shall be undertaken by suitably experienced ecologists. If no active nests are recorded, vegetation clearance shall take place within 24 hours. In the event that active nests are observed, an appropriately sized buffer zone shall be maintained around the nest until such time as all the eggs have hatched and the birds have fledged. Once it is confirmed that the birds have fledged and no further nests have been built or occupied, vegetation clearance may take place. Care must be taken during development to ensure that common lizards, common frogs and smooth newts (which are all protected under the *Wildlife Act* (1976) and subsequent amendments) are not harmed. Open trenches and excavations shall be covered overnight where practicable, and pipes and ducts shall be capped when not in use for the protection of fauna.

Water quality

- The following mitigation measures will ensure there are no impacts on water quality in the immediate vicinity of the proposed development from release of hydrocarbons, polluting chemicals, sediment/silt and contaminated waters control during the construction stage of the proposed development and therefore no potential impacts on the depositing/lowland river habitat (River Slang)
- Specific measures to prevent the release of sediment over baseline conditions to the existing surface water drainage network, during the construction work, which will be implemented as the need arises. These measures include, but are not limited to, the use of silt fences, silt curtains, settlement lagoons and filter materials.
- Provision of exclusion zones and barriers (e.g. silt fences) between earthworks, stockpiles and temporary surfaces to prevent sediment washing into the existing drainage systems and hence the downstream receiving water environment.

- Provision of temporary construction surface drainage and sediment control measures to be in place before earthworks commence.
- Weather conditions will be taken into account when planning construction activities to minimise risk of run-off from the site.
- Prevailing weather and environmental conditions will be taken into account prior to the pouring of cementitious materials for the works adjacent to any surface water drainage features, or drainage features connected to same. Pumped concrete will be monitored to ensure no accidental discharge. Mixer washings and excess concrete will not be discharged to existing surface water drainage systems. Concrete washout areas will be located remote any surface water drainage features, where feasible, to avoid accidental discharge to watercourses. Washing out of any concrete trucks on site will be avoided (dry brush shoots will be used instead).
- Any fuels of chemicals (including hydrocarbons or any polluting chemicals) shall be stored in a designated, secure bunded area(s) to prevent any seepage of potential pollutants into the local surface water network. These designated areas will be clearly sign-posted and all personnel on site will be made aware of their locations and associated risks.
- All mobile fuel bowsers shall carry a spill kit and operatives must have spill response training. All fuel containing equipment such as portable generators shall be placed on drip trays. All fuels and chemicals required to be stored on-site will be clearly marked. Care and attention should be taken during refuelling and maintenance operations. Particular attention should be paid to gradient and ground conditions, which could increase risk of discharge to waters.
- A register of all hazardous substances, which will either be used on site or expected to be present (in the form of soil and/or groundwater contamination) shall be established and maintained. This register will be available at all times and shall include as a minimum:
    - Valid Safety Data Sheets;
    - Health & Safety, Environmental controls to be implemented when storing, handling,
    - using and in the event of spillage of materials;
    - Emergency response procedures/precautions for each material; and,

    - The Personal Protective Equipment (PPE) required when using the material.
    - Implementation of response measures to potential pollution incidents.

- Robust and appropriate Spill Response Plan and Environmental Emergency Plan shall be prepared prior to works commencing and they will be communicated, resourced and implemented for the duration of the works. Emergency procedures/precautions and spillage kits will be available and construction staff will be trained and experienced in emergency procedures in the event of accidental fuel spillages.
- All trucks shall have a built-on tarpaulin that will cover excavated material as it is being hauled off-site and wheel wash facilities will be provided at all site egress points.
- Machinery arriving on site should be cleaned and free from invasive species
- Water supplies shall be recycled for use in the wheel wash. All waters shall be drained through appropriate filter material prior to discharge from the construction sites.
- The removal of any made ground material, which may be contaminated, from the construction site and transportation to an appropriate licenced facility shall be carried out in accordance with the Waste Management Act, best practice and guidelines for same.
- A discovery procedure for contaminated material shall be prepared and adopted by the appointed contractor prior to excavation works commencing on site. These documents shall detail how potentially contaminated material will be dealt with during the excavation phase.
- Implementation of measures to minimise waste and ensure correct handling, storage and disposal of waste (most notably wet concrete, pile arisings and asphalt).
- All of the above measures implemented on site will be monitored throughout the duration of construction to ensure that they are working effectively, to implement maintenance measures if required and applicable, and to address any potential issues that may arise.

10. Construction Waste Management

The objective of this chapter is to outline overarching principles for the implementation of mitigation measures during the construction phase, aimed at minimizing risks to the environment pertaining to the management and reduction of waste expected during stages of construction.

Prior to the commencement of development, the contractor shall prepare a Construction and Demolition Resource Waste Management Plan (RWMP) as set out in the EPA "Best Practice Guidelines for the Preparation of Resource and Waste Management Plans for C&D Projects (2021)" including demonstration of proposals to adhere to best practice and protocols. The RWMP shall be submitted to and agreed with Dublin City Council.

The plan shall be implemented in order to improve waste management on site, increase segregation and minimise construction waste costs. Waste arising from the site will be considered in relation to the waste management hierarchy of prevention, reduce, reuse, recycle, energy recovery and disposal.

Mitigation Measures

The following measures are to be implemented during the construction phase in order to reduce the amount of waste produced, manage the wastes generated responsibly and handle waste in such a manner as to minimise the effect on the environment:

- Building materials shall be chosen with the aim to 'design out waste';
- Appointing a waste manager to ensure effective management of waste during the excavation and construction works
- On-site segregation of waste materials shall be carried out to increase opportunities for off-site reuse, recycling and recovery, it is anticipated that the following waste types, at a minimum, will be segregated:
    - Concrete rubble (including ceramics, tiles and bricks);
    - Metals;
    - Glass; and
    - Timber.
- Left over materials (e.g. timber off-cuts, broken concrete blocks/bricks) and any suitable construction materials shall be re-used on-site, where possible;

- All waste materials will be stored in skips or other suitable receptacles in designated areas of the site;
- Any hazardous wastes generated (such as chemicals, solvents, glues, fuels, oils) shall also be segregated and will be stored in appropriate receptacles (in suitably bunded areas, where required);
- A waste manager shall be appointed by the main contractor(s) to ensure effective management of waste during the excavation and construction works;
- All construction staff will be provided with training regarding the waste management procedures;
- All waste leaving site will be reused, recycled or recovered where possible to avoid material designated for disposal;
- All waste leaving the site will be transported by suitable permitted contractors and taken to suitably registered, permitted or licenced facilities; and
- All waste leaving the site will be recorded and copies of relevant documentation maintained.

Nearby sites requiring clean fill material shall be contacted to investigate reuse opportunities for clean and inert material, if required. If any of the material is to be reused on another site as by-product (and not as a waste), this shall be done in accordance with Article 27 of the EC (Waste Directive) Regulations (2011). EPA approval shall be obtained prior to moving material as a by product.

These mitigation measures will ensure that the waste arising from the construction phase of the development is dealt with in compliance with the provisions of the Waste Management Act 1996, as amended, associated Regulations and the Litter Pollution Act 1997, the EMR Waste Management Plan (2015-2021). It will also ensure optimum levels of waste reduction, reuse, recycling and recovery are achieved and will encourage sustainable consumption of resources.

11. Noise and Vibration

The goal of this chapter is to outline general principles for implementing mitigation measures during the construction phase, focusing on minimizing environmental risks related to noise and vibration.

Noise-related mitigation methods are described below and shall be implemented for the project in accordance with best practice. These methods include:

- The contract documents will clearly specify that the Contractor undertaking the construction of the works will be obliged to take specific noise abatement measures and comply with the recommendations of BS5228-1 2009 +A1 2014. These measures will typically include:
- No plant used on site will be permitted to cause an ongoing public nuisance due to noise.
- The best means practicable, including proper maintenance of plant, will be employed to minimise the noise produced by on site operations.
- All vehicles and mechanical plant will be fitted with effective exhaust silencers and maintained in good working order for the duration of the contract.
- Compressors will be attenuated models fitted with properly lined and sealed acoustic covers which will be kept closed whenever the machines are in use and all ancillary pneumatic tools shall be fitted with suitable silencers.
- Machinery that is used intermittently will be shut down or throttled back to a minimum during periods when not in use.
- Any plant, such as generators or pumps, which is required to operate before 07:00hrs or after 19:00hrs will be surrounded by an acoustic enclosure or portable screen.
- During the course of the construction programme, supervision of the works will include ensuring compliance with the limits
- Erecting portable screens around noisy items of plant in noise sensitive areas, where required.

Working Hours

Normal working times will be 07:00 to 19:00hrs Monday to Friday and 08:00 to 14:00hrs on Saturday. Works other than the pumping out of excavations, security and emergency works will

not be undertaken outside these working hours without the written permission of the Contracting Authority.

Works other than the pumping out of excavations, security and emergency works will not be undertaken at night and on Sundays without the written permission of the Contracting Authority.

Emergency Work

The emergency work referred to above may include the replacement of warning lights, signs and other safety items on public roads, the repair of damaged fences, repair of water supplies and other services which have been interrupted, repair to any damaged temporary works and all repairs associated with working on public roads.

12. Air Quality and Climate Change

The objective of this chapter is to outline overarching principles for the implementation of mitigation measures during the construction phase, aimed at minimizing risks to the environment pertaining to consideration of risks arising due to Climate Change, and mitigating aspects of air quality.

The Main Contractor or equivalent must monitor the contractors' performance to ensure that the proposed construction phase mitigation measures are implemented, and that construction impacts and nuisance are minimised. The following mitigation measures are to be implemented during the construction phase:

Air Quality

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 of the Dust Management Plan. 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 a wheel wash facility 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 20kph, 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.

Climate

The embodied energy of construction materials is predicted to be the dominant source of greenhouse gas emissions as a result of the construction phase of the development.

Good practice to ensure emissions are reduced where possible is the prevention of on-site or delivery vehicles from leaving engines idling, even over short periods. Minimising waste of materials due to poor timing or over ordering on site will aid to minimise the embodied carbon footprint of the site.

The Contractor will also be required to mitigate against the effects of extreme wind/storms, temperature extremes, fog, lighting and hail, through site risk assessments and method statements.

All materials used during construction will be accompanied by certified datasheets which will set out the limiting operating temperatures.

Temperatures can affect the performance of some materials, and this will require consideration during construction.

The Contractor will be required to mitigate against the effects of fog, lighting and hail through site risk assessments and method statements.

13. Landscape and Visual Impact Assessment

A Landscape and Visual Impact Assessment has been prepared by Áit Urbanism + Landscape Ltd in order to consider the effect of the proposed development on the receiving landscape and visual environment.

The Final Schedule of Environmental Commitments (Chapter 16 of the EIAR) will be incorporated into the final CEMP for once statutory planning approval is obtained and will be included in the Contractor's CEMP.

Proposed mitigation measures are summarised below:

- Existing vegetation was considered from the outset of the design process in order to minimise the impact of the development, particularly on existing trees
- Site engineering, drainage, ducts and other infrastructure has been designed to minimise impact.
- Replacement planting is proposed as part of the landscape plans issued by Dermot Foley Landscape Architects.
- The following mitigation measures are proposed:
- To protect trees to be retained, fell adjacent trees to be removed and grind out stumps in accordance with BS5837:2012;
- Implement tree protection measures for trees to be retained in accordance with BS5837:2012 before any demolition or construction works proceed;
- Where required strip and store topsoil in accordance with BS4428:1989 and BS3882:2007;
- Install proposed replacement and additional proposed planting and seeded areas in accordance with the Typical Soft Landscape Details issued by Áit Urbanism + Landscape Ltd s and included separately as part of this planning submission.
- Install proposed tree, groundcover, grassland, and wetland planting in accordance with the proposed landscape plans;
- Where temporary construction is needed, lighting will be directed away from retained vegetation and ecological corridors where practicable. Light spill outside the working area will be minimised.

14. Archaeology

The objective of this chapter is to outline overarching principles for the implementation of mitigation measures during the construction phase, aimed at minimizing risks to the environment pertaining to consideration of aspects of archaeological significance.

Prior to the commencement of construction, the identified archaeological areas will be subject to preservation by record. These works will be carried out under licence to the DoCHG and full provision will be made available for the excavation and analysis of the remains.

All topsoil stripping associated with the proposed development will be monitored by a suitably qualified archaeologist. If any features of archaeological potential are discovered during the course of the works further archaeological mitigation may be required, such as preservation in-situ or by record. Any further mitigation will require approval from the National Monuments Service of the DoCHG.

All works along townland boundaries will be subject to archaeological monitoring in order to ensure a record of each boundary and their characteristics is compiled during the construction of the proposed development.

15. Site Compound Facilities and Parking

Temporary construction compounds will be required to provide stores, offices, material storage, parking and welfare facilities for the contractor and resident engineer's staff. The exact location, layout and size of the compounds will be at the discretion of the contractor with the agreement of DLRCC.

The construction compound will include :

- Adequate welfare facilities such as washrooms, drying rooms, canteen and first aid room as well as foul drainage and potable water supply
- Foul drainage discharge from the construction compound will be tankered off site to a licensed facility until a connection to the public foul drainage network has been established
- The construction compound's potable water supply shall be protected from contamination by any construction activities or materials
- The construction compound will be enclosed by a security fence
- Access to the compound will be security controlled and all site visitors will be required to sign in on arrival and sign out on departure
- A permeable hardstand area will be provided for staff car parking
- A separate permeable hardstand area will be provided for construction machinery and plant
- The construction compound will include a designated construction material recycling area
- A series of way finding signage will be provided to direct staff, visitors and deliveries as required
- All construction materials, debris, temporary hardstands etc. in the vicinity of the site compound will be removed off-site on completion of the works.

16. Site Security and Compound Plan

The Contractor shall prepare a Site Security & Compound Plan detailing security arrangements including hoarding, signage, signing in / out procedures, location of site and materials compound including areas identified for the storage of construction waste, location of areas for site offices and staff facilities, etc. and this shall be included in the Safety & Health Plan for Construction.

Temporary fencing will be installed on each side of the proposed road where development has not progressed to form the permanent boundary.

17. Conclusion

The construction management plan addresses construction activities on site that may result in noise, air quality, water quality, biodiversity or waste management issues, should the plan not be put in place and implemented.

These include procedures for monitoring and tracking construction activities and ensuring construction personnel are trained and educated as necessary. The construction & environmental management plan should be reviewed as the construction phase progresses to accommodate any changes in activities on site.

ENVIRONMENT
ISO 14001:2015
NSAI Certified

HEALTH
& SAFETY
ISO 45001:2018
NSAI Certified

QUALITY
I.S. EN ISO 9001:2015
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