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Outline Construction Environmental Management Plan

Kilcock West SHD2

Boycetown, Kilcock, Co. Kildare

Client: Teresa Monaghan

Job No. S037

September 2022



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OUTLINE CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

KILCOCK WEST SHD2

BOYCETOWN, KILCOCK, CO. KILDARE

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1.0 INTRODUCTION

Cronin & Sutton Consulting Engineers (CS Consulting) have been commissioned by Teresa Monaghan to prepare an Outline Construction Environmental Management Plan for a proposed 272-unit Strategic Housing Development (SHD) at Boycetown, Kilcock, Co. Kildare.

The Outline Construction Environmental Management Plan includes a description of the proposed works and how these will be managed for the duration of the works on site. This plan will be updated by the appointed contractor and agreed with Kildare County Council (KCC) in advance of the construction phase.

This Outline Construction Environmental Management Plan (OCEMP) is a preliminary plan which has been prepared to give an overview of the processes to be employed during construction of this project. Prior to the on-site activities commencing, this plan will be revised by the appointed lead contractor and expanded to produce a Detailed Construction Environmental Management Plan, which shall incorporate:

- Operational Health & Safety (OH&S) Management Plan;
- Environmental Management Plan, including Waste Management Plan;
- Pedestrian and Traffic Management Plan.

The Construction Environmental Management Plan will be integrated into and implemented throughout the construction phase of the project to ensure the following:

- compliance with planning conditions and Kildare County Council's requirements relating to waste management;
- that all site activities are effectively managed to minimise the generation of waste and to maximise the opportunities for on-site reuse and recycling of waste materials;

- that all waste materials generated by site activities, that cannot be reused on site, are removed from site by appropriately permitted waste haulage contractors and that all wastes are disposed of at approved waste licensed/permitted facilities in compliance with the Waste Management Acts 1996 to 2005;
- that any environmental impacts (noise, vibration, dust, water) of project construction work activities on receptors and properties located adjacent to the project work areas, and on the local receiving environment, are managed and controlled.

2.0 SITE LOCATION AND PROPOSED DEVELOPMENT

2.1 Site Location

The site of the proposed development is located in Kilcock, County Kildare, approx. 1.5km to the north-west of the town centre, in the administrative jurisdiction of Kildare County Council. The application boundary encloses a total area of 11.39ha, while the core section of the development site (see **Figure 2**) extends to approx. 8.75ha.

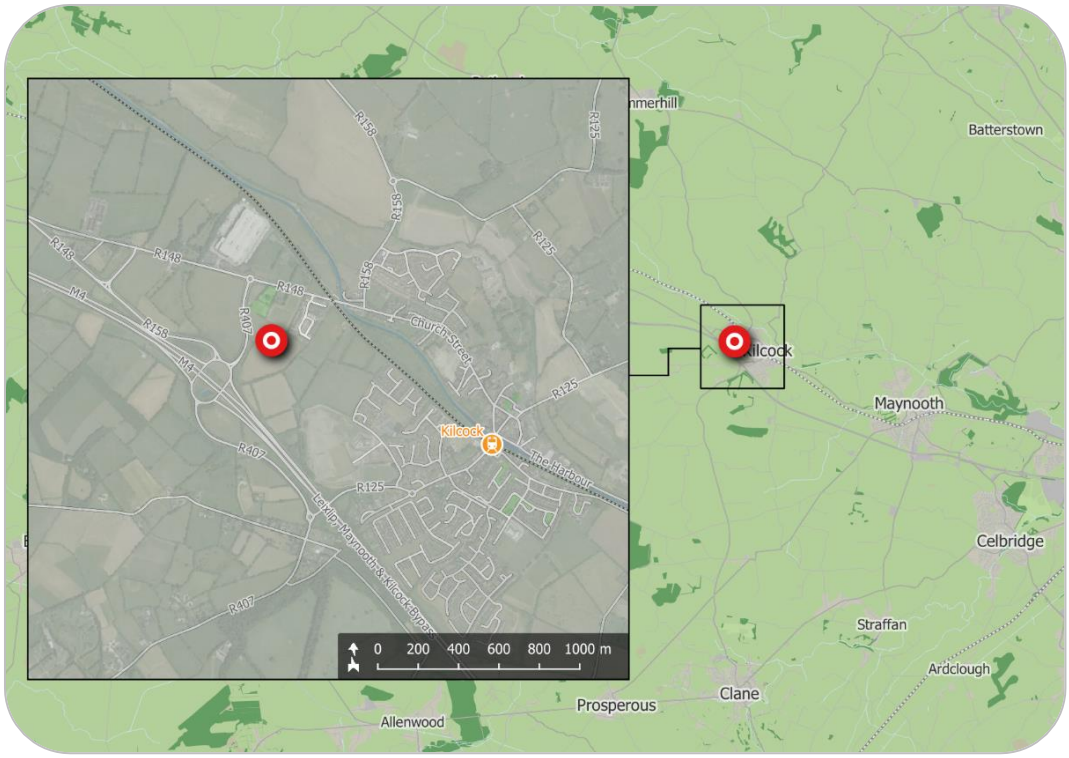

Figure 1 – Location of proposed development site
(*map data & imagery: EPA, OSM Contributors, Google*)

The location of the proposed development site is shown in **Figure 1** above; the indicative extents of the development site, as well as relevant elements of the surrounding road network, are shown in more detail in **Figure 2**.

The site is located adjacent to Junction 8 on the M4 motorway. It is bounded to the north by the R148 regional road, to the west by the R158

regional road, to the north-east by the existing Boycetown Court residential development, to the east by undeveloped farmland, and to the south-east by lands on which planning permission has been granted for a Strategic housing Development (SHD).

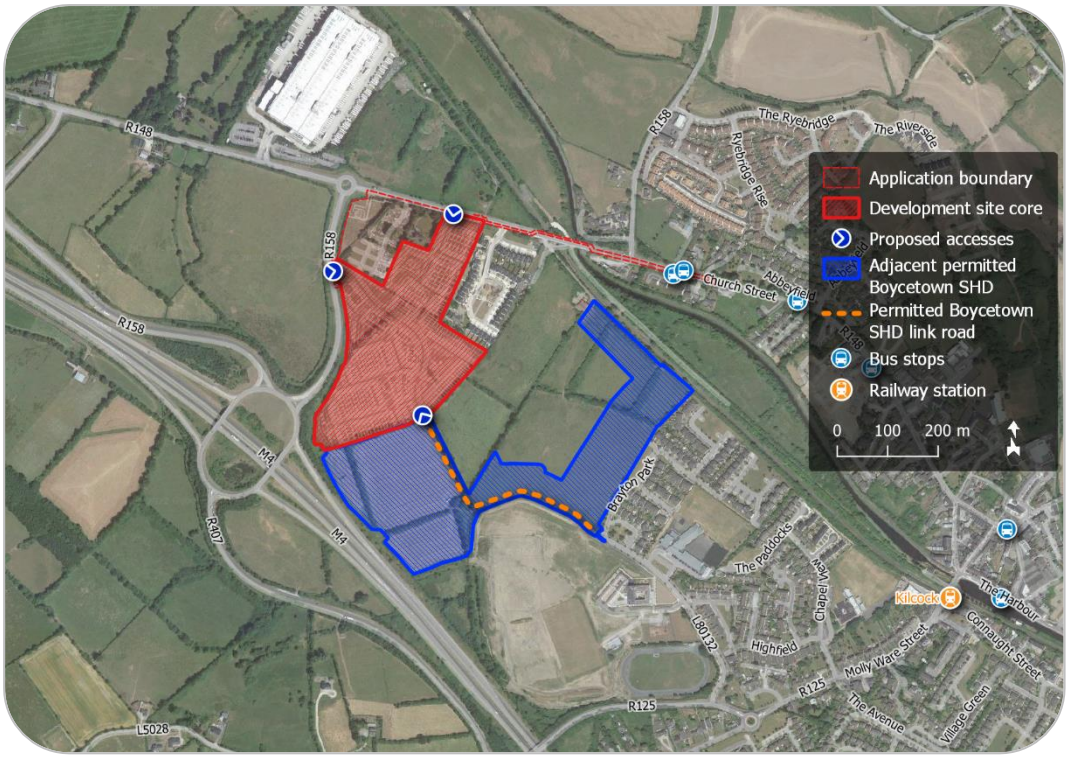

Figure 2 – Site extents, access and transport infrastructure
(*map data & imagery: NTA, OSi, OSM Contributors, Google*)

2.2 Existing Land Use

The core of the development site comprises greenfield agricultural land, an existing farm access to which is located on the R158, at its western boundary. A former church (Kilbeg House, now in residential use) and the existing St. Joseph's Cemetery are located within the north-west corner of the overall development site; these are to remain essentially unchanged by the proposed development.

2.3 Description of Proposed Development

2.3.1 Full Development Description

The proposed development (30,839 sq.m GFA) will consist of the demolition of a detached, vacant cottage (gfa 69sq.m) and the construction of 272 residential units (149 no. houses, 65 apartments and 58 duplexes), childcare facility and foul pumping station along with associated ancillary works and site works.

The 149 no. dwellings consist of:

- 40 no. 4 bed 2 storey houses (House Type A1, A2, A3, A4, A5)
- 8 no. 4 bed 3 storey houses (House Type E1, E2)
- 90 no. 3 bed 2 storey houses (House Type B1, B2, B3, C1, C2)
- 11 no. 2 bed 2 storey houses (House Type D1)

The proposed apartments and duplexes are provided in 7 no. blocks (Blocks A, B, C, D, E, F, G) ranging in height from 3 to 4 storeys, with the exception of 1no. Duplex Block (Type N1), which is a 3 storey, end of terrace unit. Block A and Block B containing Rooftop terraces at 4th floor level.

The Duplex Blocks (Type J1, Type, J2, Type J3, Type J4, Type K1, Type L1, Type M1, Type N1) are all 3-storey and contain 58 units divided as follows:

- 6no. 1 bed ground floor apartment units (Units L1-A)
- 23no. 2 bed ground floor apartment units (Units J1-A, J2-A, J3-A, J4-A, K1-A, M1-A, N1-A)
- 1no. 2 bed duplex unit (two-storey unit) (Units K1-B)
- 25no. 3 bed duplex units (two-storey units) (Units J1-B, J2-B, J3-B, J4-B, L1-B)
- 3no. 4 bed duplex units (two-storey units) (Units M1-B, N1-B)

The 65 apartments are located within Blocks A, B, C and D divided as follows:

- 17no. 1 bed units (Type F1, Type F2, Type F3, Type F4, Type F5, Type F6)
- 37no. 2 bed units (Type G1, Type G2, Type G3, Type G4, Type G5-A, Type G5-B, Type G6, Type G7, Type G8)
- 11no. 3 bed units (Type H1, Type H2)

Block D also contains a childcare facility (gfa.526.2 sqm) and includes a dedicated outdoor play area (about 210 sq.m).

Ancillary works including 1 no. vehicular entrances off the R148 to the north and 1 no. vehicular entrance off the R158 to the west, a spine road which will link with the permitted spine road on the adjoining lands to the south-east under PL09.306826, internal roads, footpaths, cycle lanes, car parking (465 no. spaces), cycle storage/parking (426 no. spaces), 2 no. bus stops, bin storage, public open space, hard and soft landscaping, natural play area, play equipment, boundary treatments, public lighting, 3 no. substations (14sq.m each) and controlled pedestrian crossing on the R148.

All associated site and infrastructural works including underground wastewater pump station (a wetwell); welfare building 6.25sqm and 3m in height; 472m of 125mm OD rising main and 250m of gravity sewer along the R148; an underground emergency storage tank, capacity 230 m^3 approx.; above ground lifting gantry; valve and flowmeter chambers; a chemical dosing facility for odour control; Passive Carbon Unit; Kiosks; above ground surge vessel (<13 m^3); Landscaping, fencing and access off the R148. The proposed development includes all necessary ancillary pipework and manholes, diversion of existing utilities; new power supply and water connection for the pump station, ducting, mechanical and electrical services, plant, instrumentation, automation, controls and equipment. It also includes all associated site development works, hardstanding

areas and access and site drainage. The proposed development includes works on lands owned by Kildare County Council to facilitate access and drainage infrastructure.

2.3.2 Access Provisions

Vehicular, cyclist, and pedestrian access to the development shall be ensured at three locations:

- a proposed new 3-arm simple priority junction on the R158, at the development's western boundary;
- a proposed new 3-arm simple priority junction on the R148, at the development's northern boundary; and
- a connection to the future east-west link street that forms part of the adjacent permitted Boycetown SHD, to the south-east of the subject development (connecting in turn to the existing Brayton Park local street).

3.0 CONSTRUCTION PHASING

An indicative construction phasing plan has been prepared by Paul Byrne Architects (PBA). Refer to PBA drawing no. P108 for full details.

In summary, it is proposed that the subject development be constructed in 4no. sequential phases.

- Phase 1 comprises:
  - 56no. houses in northernmost section of development
  - associated local streets and amenities
  - access junction on R148 (to north)
  - foul pumping station in north-west corner of site
- Phase 2 comprises:
  - main link street and access junction on R158 (to west)
  - 39no. houses in easternmost section of development
  - associated local streets and amenities
- Phase 3 comprises:
  - apartment blocks C, D, E, and F (33no. units total)
  - 23no. duplex units
  - 36no. houses in southernmost section of development
  - crèche
  - associated local streets and amenities
- Phase 4 comprises:
  - apartment blocks A, B, and G (61no. units total)
  - 6no. duplex units
  - 18no. houses in western section of development
  - associated local streets and amenities



Figure 3 – Indicative construction phasing plan
(*extract of PBA drawing no. P108*)

4.0 SITE MANAGEMENT

4.1 Site Establishment

The contractor will provide all necessary accommodation, material handling and secure storage for its operations.

The facilities to be provided and maintained by the contractor will include:

- construction plant;
- hoisting equipment and cranes;
- scaffolding, platforms, access ladders, barriers, handrails;
- barricades and hoardings;
- temporary driveways, road crossovers and construction zone;
- 24/7 emergency vehicle access to site during working hours;
- on-site hardstand areas for vehicle loading and unloading;
- storage sheds and compounds;
- rubbish sorting areas;
- site amenities with all required equipment and facilities;
- construction worker accommodation;
- first aid facilities;
- site administration accommodation.

Construction plant and site amenities will comply with the requirements of all relevant authorities and be wholly contained within the hoarded site. All construction plant and equipment will be progressively removed when no longer required.

First Aid facilities for the use of all construction staff will be maintained at all times by the contractor. This will take the form of a fully provisioned first aid area within the site office, with life-saving and safety equipment as required by relevant statutes, authorities and awards.

The contractor will obtain all required permits, pay the applicable fees, and comply with all conditions.

4.2 Construction Access

The following provisions shall be made for construction traffic access to the site (see **Figure 4**, page 22):

- an access to/from the R158 regional road, at the site's western boundary, to be used by both light and heavy construction vehicles; and
- an access to/from the R148 regional road, at the site's northern boundary, to be used by light construction vehicles only.

Refer to sub-section 7.1of this report for further details of construction traffic access and routing.

4.3 Hoarding and Fences

Prevention of unauthorised access to the site is a very high priority and will be vigorously managed throughout the construction period. When the contractor is appointed, the site will be secured with site barriers and hoardings in accordance with the final Detailed Construction Environmental Management Plan. Any hoardings and signboards to the perimeter of the site will comply with the requirements of the relevant authorities and the relevant Health and Safety Acts.

The contractor will be required to erect a single project signboard to the hoarding at the main entrance points to identify the site.

4.4 Services Relocations and Temporary Protection of Public Domain

Prior to any works commencing on site, detailed dilapidation reports will be carried out on properties and buildings adjoining the site.

Further dilapidation reports will be carried out for footpaths, kerbs, road pavements and utility infrastructure features of the main access routes in the immediate vicinity of the site.

The contractor will provide protection to existing surrounding building elements potentially impacted by the works. Protection may be in the form of screened hoardings, scaffolding and fencing, taped drop sheets and the like, all installed prior to commencement of the works.

The type of required hoardings, scaffolding and fencing will vary over the duration of the works, depending on how the site activities potentially impact on the adjoining public domain and neighbourhood.

Dial-before-you-dig enquiries and detailed services location investigations shall be carried out to identify any need for temporary protection of elements of existing utility infrastructure that are not to be diverted as part of the works.

All temporary protection is to be installed and maintained during the duration of the works until it is no longer required.

4.5 Major Plant and Equipment

Plant and equipment expected to be used during the entire works include:

- articulated and rigid trucks;
- rigs, bulldozers, excavators, backhoes, with ancillary equipment (rock hammers or saws);
- mobile cranes;
- concrete delivery trucks;
- concrete pumps;
- man and material hoists;
- scissor, boom and fork lifts.

All plant and equipment will be operated by experienced and qualified personnel with the appropriate registrations.

4.6 Site Security

Access to site will be controlled by means of an electronic access control system and camera remote monitoring system for out of hours use. During working hours, a gateman will control traffic movements and deliveries.

All personnel working on site will be required to have a valid Safe Pass card.

4.7 Material Hoisting & Movement Throughout the Site

It is envisaged that the periodic use of mobile cranes will be sufficient for all construction works on site. Mobile crane visits will be coordinated with other site activities to ensure that all risks are correctly assessed and guarded against. A detailed crane analysis will be prepared for verification of the safe load parameters. No loads will be lifted over the public domain or adjacent properties.

Hoists and teleporters may also be used within the site and around its perimeter as required during the project, to facilitate material and waste movements into and out of the site.

4.8 Deliveries & Storage Facilities

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

4.9 Site Accommodation

On-site facilities shall include:

- a materials and equipment storage area;
- a site office;
- staff welfare facilities (e.g. toilets, drying room, canteen, etc.).

Electricity will be provided to the site via national grid.

Water supply to the site during construction works will be provided by means of a temporary connection to a public watermain. Similarly, a temporary connection for foul water drainage will be made to the public network.

4.10 Site Parking

Vehicle parking for construction personnel shall be accommodated within the development site. To the extent possible, personnel will also be encouraged to use public transport, and information on local transportation will be published on site.

4.11 Site Working Hours

Subject to the agreement of the Planning Authority, the following site operation hours are proposed:

- Monday to Friday: 08:00 to 20:00
- Saturdays: 08:00 to 16:00
- Sundays & Bank Holidays: Works not permitted

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. There may also 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.

5.0 ENVIRONMENTAL MANAGEMENT

The contractor will establish guidelines and controls for all activities that may impact on the surrounding environment for the duration of the works, including; air, water, land, natural resources, flora, fauna, humans, and their interrelation.

The project is to be developed to provide all personnel with the means to understand their responsibilities, and to meet the contractor's statutory, contractual, and procedural obligations relating to environmental management.

For each activity, the environmental aspects and associated actual and potential impacts are to be identified as they relate to the following environmental elements:

- emissions to air;
- releases to water;
- releases to land;
- use of raw materials & natural resources;
- use of energy;
- waste and by-products;
- community & neighbours;
- flora & fauna;
- heritage & cultural.

5.1 Materials and Decontamination

Excavation works will be informed by the results of Site Investigation reports. Any hazardous or contaminated materials encountered during the works shall be treated onsite to the extent possible, and safely removed and

disposed of by a licenced contractor in accordance with the applicable legislation and regulations.

5.2 Storm Water and Waste Management

Storm water and waste water management will be constructed as per the conditions of the approved planning permission. The purpose of these procedures is to ensure that storm water and waste water runoff is managed and that there is no off-site environment impact caused by overland storm water flows.

The project environmental management plan will be developed in detail to include:

- silt control on the roads;
- discharge water from dewatering systems;
- diversion of clean water;
- treatment and disposal of waste water from general clean-up of tools and equipment;
- spills control;
- a buffer zone of at least 20m separating working machinery from watercourses;
- a prohibition on machinery entering watercourses;
- refuelling of machinery off-site or at a designated bunded refuelling area;
- silt trapping or oil interception (to be considered where surface water runoff may enter watercourses).

5.3 Noise

Noise monitoring will be established on site throughout the project. Noise monitoring shall be carried out for a period of at least 2 weeks prior to any

works commencing, in order to establish a baseline, and the results communicated to Kildare County Council in the form of baseline reports.

All construction activities will be carried out in compliance with the recommendations of BS 5228 "*Code of practice for noise and vibration control on construction and open sites – Part 1: Noise*" and comply with BS 6187 *Code of Practice for Demolition*. The measures employed to ensure compliance will include:

- Noise monitoring stations, monitored daily, located on site and at recommended locations in the vicinity of the site, to record background and construction noise activity.
- The best means practical used to minimise the noise produced by all on site operations.
- Proper maintenance of all operating plant to ensure noise emission compliance.
- Selection of all operating plant on the basis of incorporating noise reducing systems, with a minimum requirement that effective exhaust silencers be fitted.
- Fitting of compressors with acoustically lined covers, which will remain closed while the machines are in operation.
- Location of plant such as pumps and generators, which are required to work outside of normal working hours, within acoustic enclosures.
- Strict adherence to the site working hours stipulated in the planning conditions.

5.4 Air Quality Monitoring

Appropriate Air Quality and Dust monitoring will be carried out on a regular basis in accordance with planning conditions and records will be kept of all such monitoring for review by the Planning Authority.

The following measures are proposed to mitigate any air pollution problems that site activity may cause:

- Selection of all operating plant on the basis of incorporating noise reducing systems, with a minimum requirement that effective exhaust silencers be fitted.
- Fitting of compressors with acoustically lined covers, which will remain closed while the machines are in operation.

5.5 Migrating Dust and Dirt Pollution

The Contractor will ensure that all construction vehicles that exit the site onto the public roads will not transport dust and dirt to pollute the external roadways. This will be achieved through a combination of the following measures:

- ensuring that construction vehicles have a clean surface to travel on within the site (i.e. haul road);
- ensuring that all construction vehicles are inspected by the gateman for cleanliness prior to exiting the site;
- ensuring that an appropriate wheel or road washing facility is provided as and when required throughout the various stages of construction on site.

The use of appropriate water-based dust suppression systems will greatly reduce the amount of dust and windborne particulates as a result of the construction process. This system will be closely monitored by site management personnel, particularly during extended dry periods and in accordance with site management methods.

5.6 Harmful Materials

Harmful material will be stored on site for use in connection with the construction works only. These materials will be stored in controlled manner.

Where on site facilities are used, there will be a bunded filling area using double bunded steel tank at a minimum.

6.0 WASTE MANAGEMENT

For details of waste management during the construction and operational phases of the project, including record keeping relating to construction waste, please refer to the separate Construction & Demolition Waste Management Plan prepared by AWN Consulting and submitted as part of this planning application.

7.0 TRAFFIC MANAGEMENT

7.1 Access to the Site

The following provisions shall be made for construction traffic access to the site (see **Figure 4**):

- an access to/from the R158 regional road, at the site's western boundary, to be used by both light and heavy construction vehicles; and
- an access to/from the R148 regional road, at the site's northern boundary, to be used by light construction vehicles only.

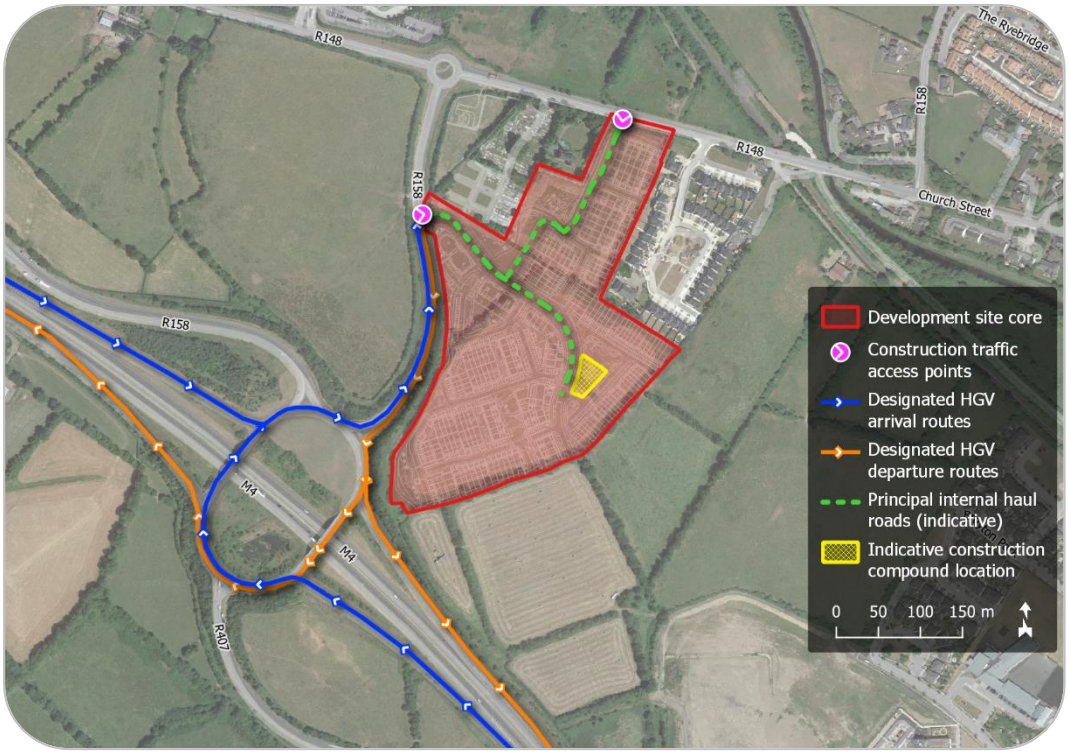

Figure 4 – Construction traffic access and routing
(*map data & imagery: OSM Contributors, Google*)

As also illustrated in **Figure 4**, all heavy construction traffic shall be routed to/from the M4 motorway via the R158 regional road, minimising the

distance travelled on non-primary local roads and ensuring that heavy construction vehicles do not travel through Kilcock town.

All vehicular access routes during the construction phase will be laid out in accordance with the requirements of Chapter 8 of the *Traffic Signs Manual*. Security personnel will be present at the site entrance/exit to ensure that all traffic exiting the construction site does so safely. A wheel wash will be installed at the exit from the site, to prevent excess dirt being carried out into the public road. If necessary, a road sweeper will be used to keep the public road around the site clean.

7.2 Site Traffic, External Traffic, and Pedestrian Management

The final programming and scheduling of all construction activities shall be determined by the lead Contractor appointed to the project. It is assumed that vehicular construction traffic to and from the development site shall reach a peak in the year 2024, when a substantial number of residential units will have been constructed and be undergoing fit-out, while other units will still be under construction.

The majority of vehicular construction traffic to and from the site shall comprise:

- Heavy Goods Vehicles (HGVs) for material deliveries, concrete pouring, and spoil removal or fill importation;
- Light Goods Vehicles (LGVs) for smaller material deliveries and for specialist construction activities; and
- cars driven by construction operatives commuting to and from site.

For the purposes of estimating the development site's peak construction traffic generation, it has been estimated that:

- at most 110no. HGV trips shall be made to and from the site in any single day, or at most 10no. HGV trips in either direction in each of the peak hours;
- at most 22no. LGV trips shall be made to and from the site in any single day, or at most 2no. LGV trips in either direction in each of the peak hours;
- at most 80no. construction operatives will drive a car to site, 20% of whom shall arrive during the AM peak and 20% of whom shall depart during the PM peak (the majority of construction operative journeys being made outside peak hours).

The anticipated worst-case scenario vehicular trip generation of the subject site during construction is summarised in **Table 1**.

Table 1 – Maximum Peak Hour Construction Traffic Generation

Time Period	Heavy Goods Vehicles	Light Vehicles (LGVs and cars)	TOTAL (PCU) [1]
Arrivals			
AM Peak	18	10	38
PM Peak	2	10	22
Departures			
AM Peak	2	10	22
PM Peak	18	10	38
Total Trips			
AM Peak	20	20	60
PM Peak	20	20	60

The construction site will be delineated by means of hoardings and lockable gates with screened fencing at the entry and exit points. The Contractor will pay particular attention to pedestrian traffic and safety at the entrances. All vehicles will enter and exit the site in a forward direction.

[1] 1 Light Vehicle (car or LGV) = 1 PCU; 1 HGV = 2 PCU

Pedestrians will have right of way. If required, alternate pedestrian routes around the site will be created and clearly signed. Depending on the progress of the works and temporary constraints imposed by the construction methodology, the location of access and exit points to the site may vary.

7.3 Minimisation of Construction Vehicle Movements

Construction-related vehicle movements will be minimized through:

- consolidation of delivery loads to/from the site and scheduling of large deliveries to occur outside of peak periods;
- use of precast/prefabricated materials where possible;
- reuse of 'cut' material generated by the construction works on site where possible, through various accommodation works;
- provision of adequate storage space on site;
- development of a strategy to minimise construction material quantities as much as possible;
- promotion of public transport use by construction personnel, in order to minimise staff vehicle movements.

The following headings identify some of the measures to be encouraged.

7.3.1 Cycling

Cycle parking spaces will be provided on the site for construction personnel. In addition, lockers will be provided to allow cyclists to store their cycling clothes.

7.3.2 Car Sharing

Car sharing among construction personnel will be encouraged, especially from areas where construction personnel may be clustered. The contractor shall aim to organize shifts in accordance with

personnel origins, hence enabling higher levels of car sharing. Such a measure offers a significant opportunity to reduce the proportion of construction personnel driving to the site and will minimise the potential traffic impact on the surrounding road network.

7.3.3 Public Transport

Construction personnel will be encouraged to use public transport as means to travel to and from the site. An information leaflet shall be provided to all personnel as part of their induction on site, highlighting the location of the various public transport services in the vicinity of the construction site.

7.4 Public Roads

A Visual Condition Survey (VCS) will be carried out of all surrounding streets prior to any site works commencing. The contractor will liaise with the Infrastructure Section of Kildare County Council to agree any changes to load restrictions and construction access routes for the site. Measures will be put in place as required to facilitate construction traffic whilst simultaneously protecting the built environment.

All entrances and temporary roads will be continuously maintained for emergency vehicle access.

The following 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;
- scaffolding will have debris netting attached to prevent materials and equipment being scattered by the wind;
- 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;
- wheel wash facilities will be provided for vehicles exiting the site;
- in the event of any fugitive solid waste escaping the site, it will be collected immediately and removed.

7.5 Project Specific Traffic Management Plan

A detailed project specific traffic management plan will be developed by the contractor and agreed with Kildare County Council and An Garda Síochána prior to works commencing on site. This plan will be updated as required throughout the project.

Issues addressed in the Traffic Management Plan will include:

- Public safety
- Construction traffic routes
- Deliveries schedule
- Special deliveries (wide and long loads)
- Traffic flows
- Signage and lighting
- Road opening requirements
- Road closures
- Lighting

A liaison officer will be appointed as a point of contact with local residents, Kildare County Council and An Garda Síochána.