

Preliminary Construction Management Plan

Phase 2 of Proposed Residential Development at Southgreen, Co. Kildare.

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We disclaim any responsibility to the Client and others in respect of any matters outside the scope of the above.

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1. Introduction

This report has been prepared by Waterman Moylan Engineering Consultants, on behalf of the Client, Pousterle Limited, as part of a planning submission to Kildare County Council, for a proposed residential development at South Green, Kildare Town, Co. Kildare. The subject site is located off exit 13 on the M7 Motorway.

This Preliminary Construction Management Plan is indicative only and should not be considered as the final method or sequence of construction works. The appointed Main Contractor for the project will determine the specific methods used, ensuring adherence to best practices and full compliance with all legal obligations, including Kildare County Council requirements and Health and Safety legislation. The contractor is also responsible for the design and installation of all necessary temporary works required to complete the permanent structure. This plan serves as a preliminary framework for the Main Contractor to develop their final Construction Management Plan. The Applicant reserves the right to adjust this plan, provided that all Local Authority requirements and relevant legislation are fully observed.

2. Subject Site

2.1 Existing Site Location

The site is located at Southgreen Road, approximately c. 750m northwest of Kildare Town in Co. Kildare (as the crow flies) as shown in Figure 2-1, below. The site is bound by Southgreen Road to the west, open lands to the north, Old Road (L7016) to the east, and by the Internal Link Road (SILR) and South Green Phase 1 to the south.

The lands, which are currently in agricultural use, slope generally from west to east. The site area, and area of the redline boundary, is approximately c. 6.13 hectares (ha).

Refer to Waterman Moylan Drawing No. SOU-WMC-PH2-XX-DR-C-P0010 – Site Location Map for the precise site location and surrounding lands.

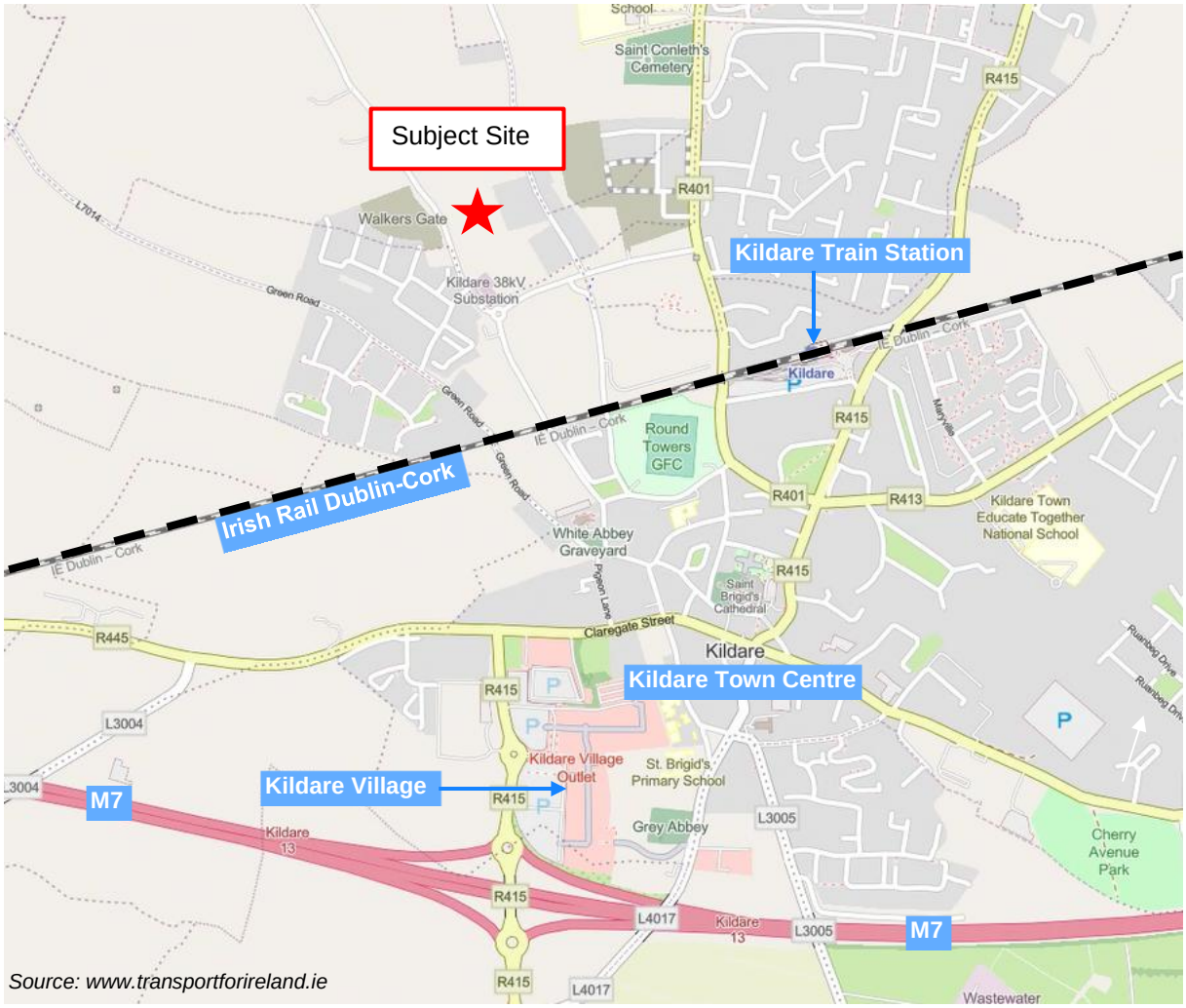


Figure 2-1: Site Location Map

An aerial view of the subject site can be seen in Figure 2-2, below.



Figure 2-2: Aerial View of Subject Site (Google Maps)

2.2 Existing Site Description

The site has an area, and redline boundary, of c. 6.13 ha and is currently 100% greenfield. The site falls from west to east with a steep gradient of approximately 1 in 25 or less. The site is currently greenfield in nature and is used for agricultural purposes.

The existing topography consists of naturally high ground elevations along the western boundary of the site, with levels ranging from 111.19m OD Malin to 113.79m OD Malin. The site falls to the east where the lowest ground elevations are distributed, these levels range from 106.85m OD Malin to 104.03m OD Malin. The local high point on the site (113.79m OD Malin) is located in the northwest portion of the lands and the local low point (104.03m OD Malin) is located in the central far east area of the lands.

Refer to Figure 2-3 for an illustration of the subject site and existing ground elevations within same.

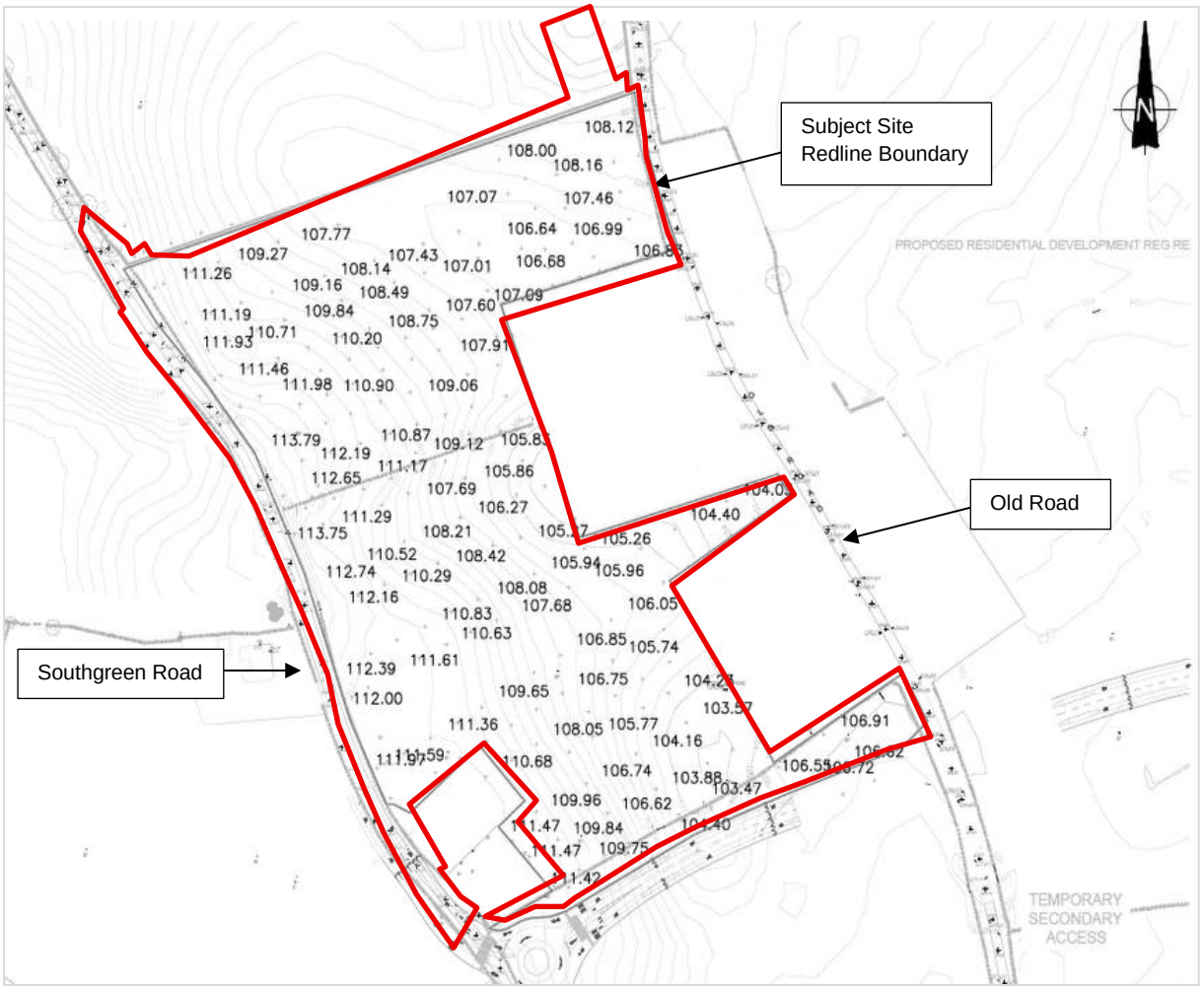


Figure 2-3: Subject Site Topography

2.3 Proposed Development

Pousterle Limited intend to apply for permission for development of a Large - Scale Residential Development (LRD) on a site of approx. 6.13 ha at Southgreen Road, Kildare, Co. Kildare. The site is generally bounded to the north by agricultural fields; to the south by the recently constructed Southern Internal Link Road; to the west by Southgreen Road and an existing Electricity Station; and to the east by Old Road and existing residential properties.

The proposed development will consist of:

- The construction of a new residential scheme of 146 no. residential units ranging in height from 1-3 storeys as follows:
    - 136 no. houses (7 no. 2 bed units; 102 no. 3 bed units; and 27 no. 4 bed units) in a mixture of bungalow, detached, semi-detached, and terrace style units ranging in height from 1 – 2 storeys.

- 10 no. duplex apartment units (5 no. 1 beds, 3 no. 2 beds, and 2 no. 3 beds) in new Block A ranging in height from 2-3 storeys

- Each residential unit will be afforded with private open space in the form of a front/rear/side garden for houses or terrace / balconies for duplex apartment units.
- The provision of a new creche facility (approx. 161 sq m GFA) and associated areas of external open space (approx. 60 sq m) located at Block A.
- Public open space (approx. 6,992 sq m) is proposed in the form of 2 no. new large public open space areas within the site (approx. 3,046 sq m and 3,946 sq m respectively).
- Communal open space (approx. 82 sq m) is proposed adjacent to Block A.
- A total of 321 no. car parking spaces (305 no. for residential units and 16 no. for the creche facility) are provided. This provision includes 2 no. accessible spaces and 17 no. visitor spaces.
- A total of 527 no. cycle parking spaces (517 no. for residential units and 10 no. for the creche facility) are provided. This provision includes 75 no. visitor spaces. Resident cycle parking is proposed in the form of secure bicycle store enclosures to the front of terraced units; on curtilage spaces to the rear of units with side access; and a bicycle store for apartment units located within Block A. Visitor parking is proposed in the form of Sheffield stands.
- The development shall be served via 2 no. new vehicular access points from Southgreen Road. An additional private vehicular access point is proposed via Old Road to service 1 no. new bungalow (4 no. bed residential unit). Provision is also made for future vehicular access via Southgreen Road to serve the open space and amenity zoned lands to the north of the main development site.
- Pedestrian and Cyclist access is also proposed via Southgreen Road and via a new secondary access point from the Southern Internal Link Road to the south of the site and Old Road to the east of the site.
- Upgrades/widening to Southgreen Road including the provision of 2 no. directional single lane cycle tracks and pedestrian footpaths on either side of the Southgreen Road, together with amendments to the existing cycle tracks and footpaths on Southgreen Road north of Southern Internal Link Road are proposed.
- A new pedestrian/cycle link is also delivered to the north of the main development site connecting South Green Road to Old Road.
- The associated site and infrastructural works include provision for an ESB Sub Station; water services; foul and surface water drainage and connections; attenuation proposals; permeable paving; all landscaping works; boundary treatment; PV/Solar Panels; internal roads and footpaths; waste storage areas, all electrical services and all associated site development works.

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3. General Site Set Up and Pre-Commencement Measures

Detailed condition surveys (including photographs) may be carried out on certain adjacent / adjoining third party buildings prior to any work being carried out on the site. The purpose of the survey would be to record the condition of the properties before the works commence. Copies of these survey reports would be provided to the third-party owners.

A detailed condition survey (including photographs) will be carried out on the roads and footpaths surrounding the site. The purpose of the survey would be to record the condition of the roads and footpaths around the site prior to the works commencing.

A site compound(s) including offices and welfare facilities will be set up by the main contractor in locations to be decided.

Prior to any site works commencing, the main contractor will investigate / identify the exact location of and tag all existing services and utilities around and through the site with the assistance of the relevant Kildare County Councils technical divisions and utility companies.

Typical working hours for the site would be 08.00 to 18.00 Monday to Friday and 08.00 to 14.00 Saturday. No Sunday work will generally be permitted. The above working hours are typical; however, special construction operations may need to be carried out outside these hours in order to minimise disruption to the surrounding area.

4. Site Security and Hoarding Lines

Hoarding lines and site security will be set up within the development site as required.

Hoarding and security fencing will be required at the interface with the public roads during the construction works. Prior to construction commencing on site, a detailed construction traffic management plan will be prepared and submitted by the appointed contractor to Kildare County Council.

The traffic management plan will identify staging areas, delivery of materials, strategy for large concrete pours, construction, traffic routes, parking for construction staff, etc.

Access gates, during busy periods, will be operated by a flagman who will divert incoming / outgoing vehicles / pedestrians and general traffic as necessary.

5. Designated Storage Area and Site Compound

A site compound(s) including offices and welfare facilities will be set up by the main contractor in locations to be decided within the subject site.

The main contractor will be required to schedule delivery of materials daily. The main contractor will be required to provide a site compound on the site for the secure storage of materials.

Measures will be implemented throughout the construction stage to prevent contamination of the soil and surrounding watercourses from oil and petrol leakages and significant siltation. Suitable bunded area will be installed for oil and petrol interceptors to provide protection from accidental spills. Spill kits will be provided by the Contractor to cater for any other spills.

6. Construction Traffic Routes

The designated construction traffic routes for the proposed development at the site located at Irish Grid Reference coordinates X: 272265; Y: 213322 aim to minimize disruption to local residents and reduce impacts on the surrounding road network. The site can be easily accessed by vehicles on the M7 via a series of roads.

Deliveries and access to the construction site will mainly be made by M7 via R415, R401 and Southgreen Road, as can be seen in Figure 6-1. Given the fact that these roads are two-way roads, they can be used for the route both to and from the site. Construction traffic will primarily access the site via the Southgreen Road, providing direct routes to the M7 motorway. This facilitates efficient access for deliveries and construction vehicles. All heavy vehicles will be directed from the M7, exiting at Junction 13, thereby minimizing traffic through residential streets.

The routing of construction traffic through adjacent residential areas will not be permitted except in exceptional circumstances with the express, prior agreement of Kildare City Council. To reduce peak hour congestion, deliveries will be scheduled outside peak times and restricted to standard working hours (8:00 am to 6:00 pm on weekdays and 8:00 am to 1:00 pm on Saturdays).

Temporary signage along Southgreen Road and the Southgreen Internal Link Road (SILR) will guide vehicles safely, with traffic marshals managing entry and exit during peak times. Vehicles will be instructed to leave the site via the same route as indicated in the map provided.

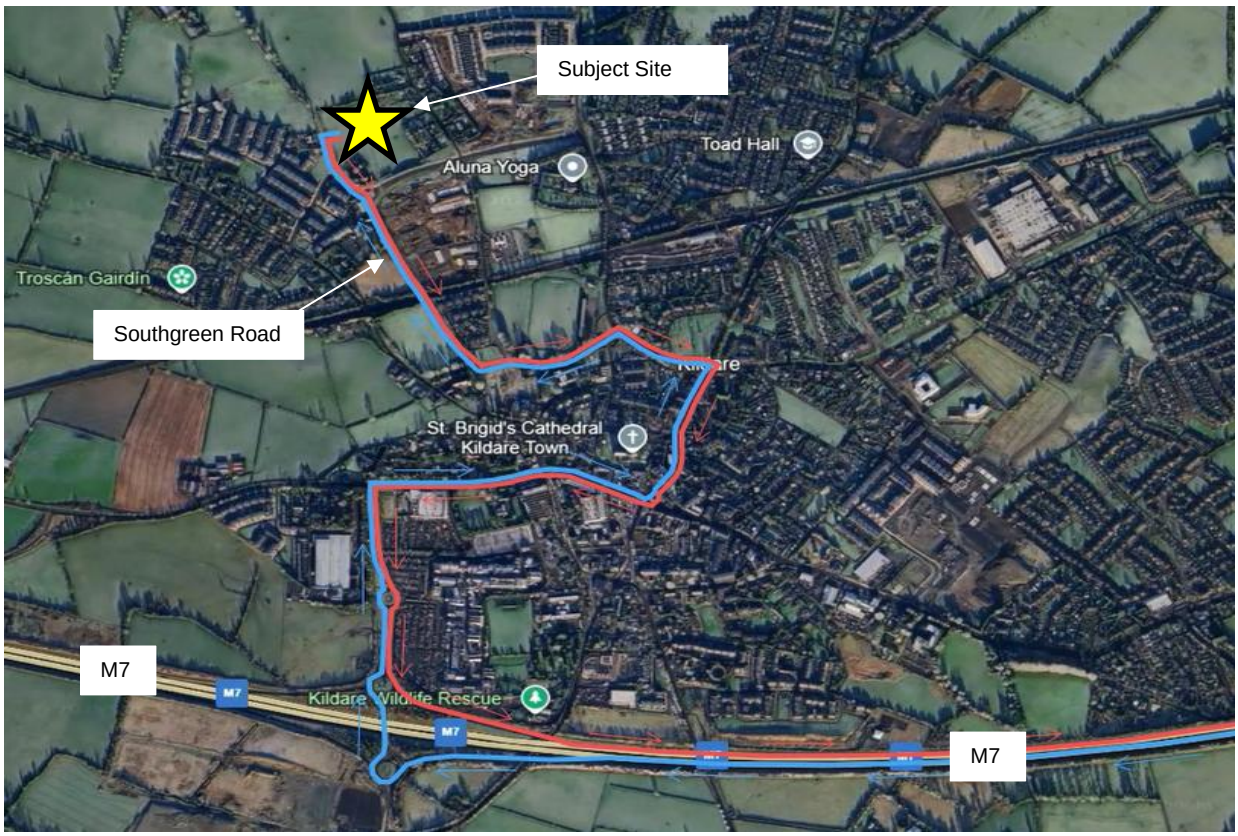


Figure 6-1: Traffic Management Routes to and from the Subject Development

Due regard will be paid to minimising any impacts by construction vehicles on the existing developments in the area. Should an issue arise in respect of construction traffic, then the position will be reviewed by the Project Team and changes made.

Particular emphasis will be placed on;

- The issue of instructions and maps on getting to site to each supplier sub-contractor to avoid 'lost' construction traffic travelling on unapproved routes;
- Ongoing assessment of the most appropriate routes for construction traffic to and from the site;
- Interface with operation of local traffic;
- Use of banksman and / or traffic lights to control exit of construction vehicles; and
- No construction traffic waiting on the public roads.

7. Deliveries

Deliveries and access to the construction site as described in Section 7 above.

In the event that large concrete pours are required which may result in congestion at the entrance to the site, the deliveries will be organised such that concrete trucks will queue at a pre-determined staging point and will then be called in by radio as appropriate to the site, via a pre-determined route and to the required access gate.

Set procedures and designated wash-out areas will be provided, or alternatively vehicle wash-out will be prohibited if a suitable wash-out area is not identified.

All delivery vehicles will be co-ordinated as required by a flagman on duty at the relevant access point.

Delivery strategy will be carefully co-ordinated with the roads department at Kildare County Council.

8. Parking and Storage

A small amount of parking will be available on site. Site management will organise additional off-site parking and shared car arrangements if required.

For those who wish to cycle to and from the development, dedicated cycle parking will be provided for the duration of the works within the site. Shower facilities and lockers will also be provided, and cycle links will be maintained at all times.

A Construction Stage Mobility Plan will be prepared by the contractor alongside the Construction Management Plan before starting on site.

The main contractor will be required to schedule delivery of materials on a daily basis. If necessary, the main contractor will be required to provide a secure material staging compound on the site.

8.1 Visitor Management

Visitors will only be allowed to enter the site via designated vehicular / pedestrian access gates and must report to the site security office to sign in and for obtaining any additional PPE required.

Safe pass must be on file for visitor to enter the site. Visitors are also expected to attend a specific site safety briefing and be accompanied by a member of the site team at all times.

9. Hours of Operation

9.1 Proposed Working Hours

The proposed working hours for the development in Southgreen, Co. Kildare are set out below: -

- Monday - Friday : 08h00 – 18h00
- Saturday : 08h00 – 14h00

9.2 Mitigation Measures

In order to mitigate the impact of construction activities the following measures are proposed:

- Scheduling of deliveries to avoid interference with the peak hour of traffic movement from the surrounding towns.
- Co-ordination of deliveries to site with any adjoining developments;
- Scheduling of noisier activities as early as possible;

In addition, the contractor will implement a program of consultation for the community including advance notification of works.

10. Construction Plan

10.1 Vehicle Washdown

Where possible, the permanent connection to the public foul sewer will be used temporarily for construction phase. Vehicle wash down water will be discharge directly, via suitable pollution control and attenuation to the foul sewer system.

Table 10-1 Pollution Prevention Measures

Source	Action
Detergents	Use of detergents will be carried out in designated areas draining to the foul sewer.
Fuel/Oil	Fuel/oil stores must be located away from the site drainage system and the edge of watercourses.
	Ensure adequate measures are identified to prevent or contain any spillage such as creating a fall away from any drainage grid or blocking drainage points.
	Prevent oil pollution by: • Suitable bunded storage of fuel/oil, and use of drip trays under plant, and • An oil separator, and/or • On-site spill-kit • Commercially available absorbent granules, pads or booms.
Material Storage	Store drums, oil and chemicals on an impervious base and within a secured bund.
	Ensure topsoil and/or spoil heaps are located at least 10m away from water courses. Consider seeding them or covering with a tarpaulin to prevent silty runoff and losses due to wind.
Leaks and Spills	Storage facilities are to be checked on a regular basis to ensure any leaks or drips are fixed to prevent loss and pollution.
	Ensure appropriate spill response equipment is located near to the material in case of containment failure or material spills and ensure site staff know how to use it.
	Adequate stocks of absorbent materials, such as sand, or commercially available spill kits and booms should be available at all times.
Litter	Provide waste bins on-site as appropriate.
Construction Vehicles	Provide vehicle wheel washing.

Concrete, Cement and Bentonite	Washout of these materials will be carried out in a designated, impermeable contained area. The washout water itself will be disposed off-site or discharged to the foul sewer if authorised.

10.2 Construction Waste Management Plan

A Construction Waste Management Plan will be prepared by the appointed construction contractor prior to commencement of development.

General Provision

All works carried out as part of these works will comply with all Statutory Legislation including the Waste Management Act and Local Government (Water Pollution) Acts, and the contractor will co-operate in full of the Environmental Section of the Local Authority.

The disposal of waste generated during the construction, including bulk excavation, will be managed to maximise the environmental and development benefits from the use of surplus materials and to reduce any adverse effects of disposal. In general, the principal of wastewater management hierarchy, which favours waste minimisation, re-use material and recycle over disposal to landfill will be favoured.

Construction Waste

Methods for waste reduction will be the basic strategy for construction waste management from the start. Where possible the materials will be re-used. Careful extractions of materials will be undertaken to ensure that the highest proportion of the materials can be re-used. This will reduce the level of new material required for the proposed site. This in turn reduces the impact on new resources and carbon emissions associated with the extraction, manufacture, and transportation of materials on site. Undertaking the enabling works upfront ensures that more time can be spent on the careful recovery of materials on site. Where appropriate, excavated material from development sites should be reused on the subject site.

Control during Construction

The contractor will ensure minimisation of waste arising on site and reuse where possible, either directly or by recycling, waste monitoring and setting of targets. Recycling materials such as metals, timber, cardboard, and office paper will be in colour coded bins, ready for collection by the appropriate contractor.

Initiatives to reduce other waste steams include as far as practically possible:

- Minimising raw material waste through analysing design and construction techniques where possible.
- Liaison with suppliers to enable packaging materials to send back for reuse, the use of off-cuts where possible and the recycling of off-cut material by suppliers.
- Engaging contractors in the process of maximising the use of recycled aggregates for hardcore.
- The entrance to the site will be kept clean as to minimise dust and pollution to the water course.

To ensure compliance with legislation requirements, only local authority licenced waste hauliers, waste contractors are permitted to collect and remove waste from site. All waste removed from site will be deposited at a licensed waste facility.

Waste delivery dockets must be completed and given to site management for recording purposes. Suitable protection measures will be incorporated in the design of the waste management area to prevent pollution, and regular inspections carried out to ensure that waste is covered by present accidental spillage and from being blown away.

11. Control of Noise & Vibration

11.1 Existing Noise Sources

The current source of noise is the surrounding road network and agricultural area.

11.2 Construction Noise Management

In the absence of any statutory Irish guidance relating to the maximum permissible noise level that may be generated during the construction phase of a project, it is proposed that the construction works will incorporate:

- Best practice measures relating to the control and minimisation of as set out in BS 5228 (2009) Parts 1 and 2 noise during all phases of the work.;
- Selection of quiet plant including proprietary acoustic enclosures to compressors and generators;
- Control of noise sources including reduction of resonance effects by stiffening and / or the application of damping compounds to panels and / or cover plates;
- Control of rattling and grinding noises by fixing resilient materials between the contact surfaces.
- Screening by demountable enclosures;
- The siting of mechanical plant as far away from residential areas as possible; and
- Regular maintenance of all plant;

Ref: British Standard BS 5228 (2009): Code of Practice for Control of Noise and Vibration on Construction and Open Sites Part 1: Noise.

11.3 Construction Vibration Management

In the absence of any statutory Irish guidance relating to the maximum permissible vibration level that may be generated during the construction phase of a project, it is proposed that the construction works will incorporate:

- Selection of quiet plant with low vibration emissions;
- Provision of anti-vibration mounts on reciprocating plant;
- Limitation of vibration from construction activities to the levels recommended in BS 5228;
- Strip and pad foundations in lieu of piling;
- Materials to be lowered rather than dropped; and
- Resilient materials to be provided on surfaces onto which materials are being lowered.

Ref: British Standard BS 5228 (2009): Code of Practice for Control of Noise and Vibration on Construction and Open Sites Part 2: Vibration.

12. Environmental Mitigation Measures

12.1 Measures to Minimise Nuisance

The measures to be operational at this site will include:

- Use of properly designed access and egress points to minimise impact on both external traffic and amenity of residents;
- Check on each departing vehicle at exit from site to public road;
- Use of banksman and/or traffic lights to control exit of construction vehicles onto public road;
- Controlled off-site HGV holding area where deliveries are called up as required. No HGV's waiting outside site;
- Issue of instructions and maps on getting to site to each sub-contractor to avoid 'lost' HGV's disrupting traffic;
- Establishment and maintenance of HGV holding areas within the site;
- Ongoing assessment of the most appropriate routes for construction traffic to and from the site and restriction of work hours to industry standard working hour.

12.2 Site Control Measures

The designated and operational on-site control measures, which will be established and maintained at this site, will include:

- Designated hard routes through site;
- Each departing vehicle to be checked by banksman;
- Wheel wash facility at egress point during site stripping phase;
- Provision and facilities to cover lorry contents as necessary;
- Controlled loading of excavated material to minimise risk of spillage of contents;
- Spraying/damping down of excavated material on site by dedicated crews;
- Use of known routes for lorries to monitor impact on local area; and
- Facility to clean local roads if mud or spillage occurs.
- Hazardous materials to be sored in a designated area on site with appropriate drip trays/bunding and fire extinguishers to contain any spillages.

12.3 Control of Dirt and Dust

The main consideration will be to combat dirt and dust at source so as not to let it adversely affect the surrounding areas. The objective will be to contain any dirt or dust within the site, which is large enough for comprehensive control measures.

The main problems, which may arise during the early part of construction, will be controlled by the measures described above and by the following measures:

- The use of hardcore access route to work front;

- A regime of ‘wet’ road sweeping can be set up to ensure the roads around the immediate site are as clean and free from dirt / dust arising from the site, as is reasonably practicable. This cleaning will be carried out by approved mechanical sweepers.
- Footpaths immediately around the site can be cleaned by hand regularly, with damping as necessary.
- High level walkways and surfaces such as scaffolding can be cleaned regularly using safe ‘wet’ methods, as opposed to dry methods.
- Vehicle waiting areas or hard standings can be regularly inspected and kept clean by brushing or vacuum sweeping and will be regularly sprayed to keep moist, if necessary.
- Vehicle and wheel washing facilities can be provided at site exit(s) where practicable. If necessary vehicles can be washed down before exiting the site.
- Netting can be provided to enclose scaffolding in order to mitigate escape of air borne dust from the demolition.
- Vehicles and equipment shall not emit black smoke from exhaust system, except during ignition at start up.
- Engines and exhaust systems should be maintained so that exhaust emissions do not breach stationary emission limits set for the vehicle / equipment type and mode of operation.
- Servicing of vehicles and plant should be carried out regularly, rather than just following breakdowns.
- Internal combustion plant should not be left running unnecessarily.
- Exhaust direction and heights should be such as not to disturb dust on the ground and to ensure adequate local dispersal of emissions.
- Where possible fixed plant such as generators should be located away from residential areas.
- The number of handling operations for materials will be kept to a minimum in order to ensure that dusty material is not moved or handled unnecessarily.
- The transport of dusty materials and aggregates should be carried out using covered / sheeted lorries.
- Material handling areas should be clean, tidy and free from dust.
- Vehicle loading should be dampened down and drop heights for material to be kept to a minimum.
- Drop heights for chutes / skips should be kept to a minimum.
- Dust dispersal over the site boundary should be minimised using static sprinklers or other watering methods as necessary.
- Stockpiles of materials should be kept to a minimum and if necessary, they should be kept away from sensitive receptors such as residential areas etc.
- Stockpiles were necessary, should be sheeted or watered down.
- Methods and equipment should be in place for immediate clean-up of spillages of dusty material.
- No burning of materials will be permitted on site.
- Earthworks excavations should be kept damp where necessary and where reasonably practicable.

- Cutting on site should be avoided where possible by using pre-fabrication methods to facilitate any temporary works that may be required to enable the demolition.
- Equipment and techniques for cutting / grinding / drilling / sawing etc, which minimise dust emissions and which have the best available dust suppression measures, should be employed.
- Prior to commencement, the main contractor should identify the demolition operations which are likely to generate dust and to draw up action plans to minimise emissions, utilising the methods highlighted above. Furthermore, the main contractor should prepare environmental risk assessments for all dust generating processes, which are envisaged.
- The main contractor should allocate suitably qualified personnel to be responsible for ensuring the generation of dust is minimised and effectively controlled.
- Demolition works to incorporate water spray to reduce dust.

12.4 Ground Water

The excavations for the drainage pipes, water supply, utilities, foundations and roads are not anticipated to impact the ground water in the site.

A Tier 2 Hydrogeological Assessment was undertaken for the proposed development, including trial pitting, borehole drilling, groundwater monitoring and permeability testing. The site investigations confirmed that no groundwater was encountered in trial pits excavated to depths of up to approximately 1.5 m below ground level, with soils observed to be dry during excavation. Shallow boreholes drilled at the proposed SuDS locations did not encounter persistent groundwater, with only minor and temporary perched groundwater recorded locally following periods of heavy rainfall. A groundwater strike was encountered only at significant depth, at approximately 18.5 m below ground level, indicating that the regional groundwater table is well below the level of proposed construction works. The findings confirm the presence of a substantial unsaturated zone beneath the site, with no evidence of groundwater springs or seepage affecting the upper soil horizons. On this basis, the proposed development is not expected to be impacted by groundwater ingress during the construction phase, and no dewatering measures are anticipated to be required.

12.5 Existing Site Conditions

The site is currently greenfield and slopes generally across the site. Site investigations have confirmed the absence of shallow groundwater and the presence of a substantial unsaturated zone beneath the site. Surface water during the construction phase will therefore be managed at surface level through temporary measures, prior to the installation of permanent SuDS features.

12.6 Construction Phase Drainage Strategy

During construction, surface water runoff will be managed using a temporary, staged approach that prevents uncontrolled runoff, ponding, or discharge beyond the site boundary. The strategy will include:

- Retention of existing drainage patterns where practicable during early works.
- Progressive installation of permanent drainage infrastructure in advance of final surfacing.
- Use of temporary drainage measures until permanent infiltration systems are fully operational.

As far as practically possible, no surface water be permitted to discharge to an external surface water network.

12.7 Temporary Surface Water Control Measures

The following measures will be implemented during the construction phase as appropriate:

- Temporary swales, shallow channels or cut-off ditches to intercept and direct surface water runoff within the site.
- Temporary attenuation areas or sumps formed within open areas to provide short-term storage following rainfall events.
- Controlled overland flow routes to safely convey exceedance flows away from excavations and completed structures.
- Pumped removal of surface water, where required, following heavy rainfall, with discharge directed to temporary on-site infiltration areas or settlement zones.

All temporary measures will be maintained for the duration of construction and adjusted as site conditions evolve.

12.8 Sediment and Pollution Control

To protect ground conditions and future infiltration performance, the following controls will be implemented:

- Use of silt traps, sediment fences, or settlement areas where runoff may carry suspended material.
- Regular inspection and cleaning of temporary drainage features.
- No discharge of untreated, silty, or contaminated water to ground.
- Designated refuelling and plant maintenance areas, located away from drainage features and provided with spill kits.

12.9 Soils and Geology

Site development works will include stripping of topsoil and excavation of subsoil layers. 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 Kildare County Council's Environment Section prior to commencing works on site.

The following measures are to be implanted 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 development.

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 design of road levels and finished floor levels has been carried out in such a way to minimize cut/fill type earth works operations.

The duration that subsoils layers are exposed to the effect of weather shall be minimised. Distribution of subsoil layers will be stabilised as soon as practicable e.g. Backfill of service trenches, construction of road capping layers, construction of building foundations and completion of landscaping.

Similar to comments regarding stripped topsoil, stockpiles of excavated subsoil material shall be protected for the duration of works. Stockpiles of subsoil material shall be located separately from topsoil stockpiles. These stockpiles will be monitored throughout the construction phase. Monitoring of ground conditions and stability of excavations will be monitored on an ongoing basis.

Measures will be implemented to capture and treat sediment laden surface water run off e.g. sediment retention ponds, surface water inlet protection and earth bunding adjacent to open drainage ditches.

Weather Conditions

Typical seasonal weather variations will also be taken account of when planning stripping topsoil and excavation with an objective of minimising soil erosion and silt generation. The approach of extreme weather events will be monitored to inform near-term operational activities.

Water Pumped from Excavations

Rainwater pumped from excavations is to be directed to on-site settlement ponds. 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. Monitoring of same will be undertaken.

Surface water discharge point during the construction phase is to be agreed with Kildare County Council's Environment Section prior to commencing works on site.

A discharge Licence will be required for any ground water pumped from the excavations to any public water course or sewer.

13. Duties and Responsibilities

13.1 Standards

Insofar as the construction of this development may impact on the surrounding road network, the development and associated roadworks shall be undertaken in compliance with the requirements of Kildare County Council.

13.2 Project Team

It shall be the duty of the Project Team to provide the main Contractor in good time with all necessary designs, details, drawings and specifications so that the Contractors can, in conjunction with the Project Team prepare detailed proposals and programmes for the execution of the works for submission to Kildare County Council as required by the *"Directions for Roadworks Control*".

It shall also be the duty of the Project Team to ensure that the Contractors proposals are reasonable and that they are implemented in a safe and competent manner.

13.3 Main Contractor

It shall be the duty of the Main Contractor in conjunction with the Project Team to prepare detailed construction and traffic management proposals for the implementation of the works.

The Contractor shall give adequate and timely notice to Kildare County Council as specified in of *"Directions for Roadworks Control*".

The Contractor(s) shall also be responsible for implementing the traffic management proposals in a safe and competent manner on an ongoing basis.

13.4 Construction Program

At the time of preparing this edition of this Plan in February 2026, the planning application for the proposed development is being prepared for the formal submission to Kildare County Council.

The development provides for an 18-month construction period commencing in 2027 with completion in 2029.

UK and Ireland Office Locations

