REPORT



Trinity Consultants

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Construction Environmental Management Plan

Project Title: Proposed Large-Scale Residential Development on lands at Southgreen, Co. Kildare.

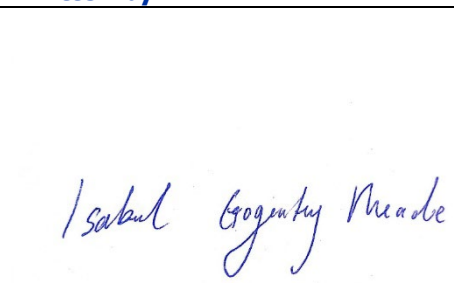
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TABLE OF CONTENTS

1. INTRODUCTION 1

2. DESCRIPTION OF THE PROPOSED DEVELOPMENT 2

3. CONSTRUCTION PROGRAMME AND PHASING 4
   - 3.1 Demolition Phase 6
   - 3.2 Excavation & Construction Phase 6

4. EXCAVATIONS 7
   - 4.1 Archaeological and Architectural Heritage 7
   - 4.2 Ground Conditions 7

5. SITE LOGISTICS 9
   - 5.1 Site Safety Compliance 9
   - 5.2 Site Establishment and Security 9
   - 5.3 Consents and Licenses 9
   - 5.4 Services and Utilities 9
   - 5.5 Material Handling and Storage 10
   - 5.6 Visitor Management 10
   - 5.7 Site Working Hours 10
   - 5.8 Employment and Management Workforce 11

6. CONSTRUCTION TRAFFIC AND SITE ACCESS 12
   - 6.1 Construction Traffic Management 13
   - 6.2 Traffic Queueing 14
   - 6.3 Site Hoarding and Security Fencing 14

7. SAFETY, HEALTH AND ENVIRONMENTAL CONSIDERATIONS DURING CONSTRUCTION WORKS 15
   - 7.1 Construction Lighting 15
   - 7.2 Air Quality 15
     - 7.2.1 Site Management 15
     - 7.2.2 Dust Control Measures 17
   - 7.3 Ecology 18
   - 7.4 Noise and Vibration 19
     - 7.4.1 Noise Criteria 19
     - 7.4.2 Vibration Criteria 20
     - 7.4.3 General Noise and Vibration Mitigation 21
   - 7.5 Resource and Waste Management 23
     - 7.5.1 Waste Minimisation 23
     - 7.5.2 Waste Storage 23
     - 7.5.3 Pest Management 24
     - 7.5.4 Responsibility 24
   - 7.6 Surface Water Management 24
     - 7.6.1 Pollution Control 25

8. SUMMARY 27

9. REFERENCES 28

LIST OF TABLES

Table 7.1 Threshold of Potential Significant Effect at Dwellings (BS5228-1) 20

Table 7.2 Transient Vibration Threshold Values for Buildings 21

LIST OF FIGURES

Figure 2.1 Proposed Site Layout & Redline Boundary (Source: MCORM Architects, Drawing No. SGK-MCORM-AR-00-DR-P4-ZZ-XX-1003, 2026) 3

Figure 3.1 Site Construction Compound and Staff Car Park Location 5

Figure 6.1 Route of Construction Traffic From M7 to the Development. 13

Figure 7.1 Example of Proposed Wheel Cleaning Equipment Example 18

1. INTRODUCTION

AWN Consulting, a Trinity Consultants Team, has prepared this Construction Environmental Management Plan (CEMP) on behalf of Poustrele Limited (the Client) for the construction of a Large-Scale Residential Development (LRD) (the Proposed Development) at lands at Southgreen, Co. Kildare (the site).

This CEMP explains the construction techniques and methodologies which will be implemented during construction of the Proposed Development.

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

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

The Main Contractor will provide a further detailed CEMP to include any subsequent planning conditions relevant to the Proposed Development and set out further detail of the overarching vision of how the Main Contractor of the Proposed Development manage the site in a safe and organised manner.
This CEMP has been prepared to account for activities at the site during the excavation and construction phases of the Proposed Development.

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

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

2. DESCRIPTION OF THE 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.



Figure 2.1 Proposed Site Layout & Redline Boundary (Source: MCORM Architects, Drawing No. SGK-MCORM-AR-00-DR-P4-ZZ-XX-1003, 2026)

3. CONSTRUCTION PROGRAMME AND PHASING

The construction works associated with the Proposed Development will be undertaken in a single phase. Construction work is expected to commence in the second quarter (Q2) 2027 and take approximately 18 months for the construction and commissioning phases.

Subject to detailed planning at the construction stage, a preliminary suggested site location for the construction compound, offices, staff parking and storage areas is envisioned to be located at the position indicated in Figure 4.1 highlighted in red. The site will ultimately be decided by the Main Contractor prior to the commencement of construction works.



Figure 3.1 Site Construction Compound and Staff Car Park Location

3.1 Demolition Phase

There will be no demolition associated with the Proposed Development.

3.2 Excavation & Construction Phase

The Proposed Development excavations will involve excavations for new foundations, site levelling and excavations for roads and services. The Resource and Waste Management Plan (RWMP) prepared by AWN Consulting Ltd (257501.0973WMR01) for the Proposed Development will be updated by the Main Contractor and will be in compliance with the requirements of the *'Best Practice Guidelines for the Preparation of Resource & Waste Management Plans for Construction & Demolition Projects'* [1] published by the Environmental Protection Agency (November 2021), which will identify and categorise any waste arising from the Proposed Development.

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

- Site set up, welfare facilities and compound establishment, decommissioning and movement of site compound and facilities as needed;
- Set up of hoarding around compound and the site boundary; and
- Erection of safety signage to all areas and implementation of traffic/pedestrian management plan.

4. EXCAVATIONS

4.1 Archaeological and Architectural Heritage

An Archaeological Impact Assessment was carried out by Archaeological Consultancy Services Unit Ltd. (hereinafter referred to as 'ACSU') in January 2026. A Geophysical Survey was also carried out by ACSU in March 2025. The combined findings are as follows:

- There are no recorded archaeological sites or monuments within the Proposed Development lands, as listed in the Record of Monuments and Places (RMP) or the Sites and Monuments Record (SMR);
- The site does not contain any protected structures as listed in the *Kildare County Development Plan 2023 – 2029,* nor any structures listed in the National Inventory of Architectural Heritage (NIAH);
- No features of archaeological significance are visible on examined cartographical and aerial imagery within the site boundaries;
- An excavation carried out in 2020 on a site situated directly northeast of the Proposed Development identified monuments which often occur in groups, and therefore, the site has the potential to contain previously unknown archaeological remains;
- Two potential archaeological features were identified as a result of the geophysical survey.
- Based on the findings from the Archaeological Impact Assessment and the Geophysical Survey, it is recommended that an assessment and a programme of archaeological testing, should be carried out in advance of any development of the site. This work must be carried out by a suitably qualified archaeologist working under licence from the Department of Housing, Local Government and Heritage (DHLGH). Archaeological material identified may require further mitigation, including in situ preservation (avoidance) or preservation by record (excavation), following consultation with the National Monuments Service (NMS).

Should archaeological features or material be uncovered during archaeological testing or during any phase of construction, all groundwork will cease immediately, and the NMS of the DHLGH will be informed. Time must be allowed for a suitably qualified archaeologist to inspect and assess any material. If it is established that archaeologically significant material is present, the NMS may require that further archaeological mitigation be undertaken.

However, it is noted that the site does not include a Recorded Monument. Furthermore, there are no protected structures or structures listed in the NIAH present at the site.

4.2 Ground Conditions

A Tier 2 Hydrogeological Assessment was carried out by Verdé Environmental Consultants Ltd (hereinafter referred to as Verdé). Verdé carried out site investigation works at the Proposed Development site in two phases. The first phase took place from 24th –26th September 2025 and the second phase was undertaken from 18th –20th November 2025.

The works were conducted to obtain site-specific hydrogeological information required to develop a Hydrogeological Conceptual Site Model (CSM). Activities included trial pitting, borehole drilling, groundwater sampling, and permeability testing.

Overall, the permeability tests indicate that the subsoils at the proposed Sustainable Drainage Systems (SuDS) locations have permeability rates which are considered moderate within the silty, sandy, GRAVEL subsoils of the regionally important Curragh West sand and gravel aquifer.

There is a substantial depth of unsaturated overburden at the proposed SuDS locations. The thick unsaturated zone will allow for natural attenuation of any potential contaminants in the stormwater discharge.

The recommendation of a maintenance program for cleaning the gullies, drain manholes, interceptors and the attenuation tanks should be adhered to as per the engineering design to ensure ongoing effective operation. In addition, a regular groundwater monitoring program should be undertaken at the site to ensure the groundwater quality is not affected by the SuDS design for the site.

In the event that any other contaminated material is found on site, this material will need to be segregated from clean/inert material, tested and classified as either non-hazardous or hazardous in accordance with the EPA publication entitled *'Waste Classification: List of Waste & Determining if Waste is Hazardous or Non-Hazardous'* [2] using the *HazWasteOnline* application (or similar approved classification method). The material will then need to be classified as clean, inert, non-hazardous or hazardous in accordance with the *EC Council Decision 2003/33/EC* [3], which establishes the criteria for the acceptance of waste at landfills.

In the event that Asbestos Containing Materials (ACMs) are found, the removal will only be carried out by a suitably permitted waste contractor, in accordance with *S.I. No. 386 of 2006 Safety, Health and Welfare at Work (Exposure to Asbestos) Regulations 2006-2010* [4] *and the Best Practice Guidance for Handling Asbestos (2023)* [5] All asbestos will be taken to a suitably licensed or permitted facility.

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

5. SITE LOGISTICS

5.1 Site Safety Compliance

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

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

In addition, the Main Contractor shall comply with all the reasonable safety requirements of the Client, the Project Supervisor for the Design Process and the Project Supervisor for the construction phase.

5.2 Site Establishment and Security

The first activity to be carried out at the site will be the establishment of site facilities and security. It is anticipated that site establishment works will take approximately four weeks. The site office and welfare facilities will be confirmed in advance of the commencement of site works and agreed with KCC. Figure 4.1 shows the proposed locations of the site compound and staff parking.

All of the sub-contractors as well as the Main Contractor and project managers will occupy offices within the construction compounds. The proposed site parking for all staff, contractors and visitors is envisioned to be located in the area highlighted in red in Figure 4.1. Carpooling and the use of public transport will be encouraged to reduce pressure on parking in the area.

5.3 Consents and Licenses

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

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

5.4 Services and Utilities

Welfare facilities (canteens, toilets etc.) will be available within the construction compound and this will remain in place for the construction phase. The offices and site amenities will have their own power supply (generator) where necessary, water will be supplied via deliveries until a connection is available to the mains networks and foul water will be collected until the permanent connection is established.

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

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

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

Prior to establishment of a permanent water connection, the supply may need to be trucked to the site. As with electrical works, this will be carried out by a suitably qualified contractor. It will be necessary to service the site with a reliable and safe water supply.

Site welfare facilities will be established to provide sanitary facilities for construction workers on site. The Main Contractor will ensure that sufficient facilities are available at all times to accommodate the number of employees on site. Until the site is connected to the foul sewer, wastewater from the offices and welfare facilities will be collected and removed by a licensed wastewater contractor.

5.5 Material Handling and Storage

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

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

Aggregate materials such as sands and gravels will be stored in clearly marked receptacles in the compound area within the site. Liquid materials will be stored within temporary bunded areas, doubled skinned tanks or bunded containers (all bunds will conform to standard bunding specifications – BS EN 1992-3:2006 [6]) to prevent spillage.

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

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

5.6 Visitor Management

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

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

5.7 Site Working Hours

Site development and building works will only be carried out between the hours of 08:00 to 18:00 Monday to Friday inclusive, and between 08:00 and 14:00 hours on Saturdays. No construction works will be carried out on Sundays or public holidays. Deviation from these times will only take place when written approval is granted by KCC in exceptional circumstances.

5.8 Employment and Management Workforce

It is estimated that there will be 50 to 70 staff on site on a typical day, however during peak construction periods this is expected to fluctuate up to 100 staff and contractors on site per day.

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

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

6. CONSTRUCTION TRAFFIC AND SITE ACCESS

The proposed construction vehicle routes for the site will require a traffic management plan to be agreed upon with KCC and Transport Infrastructure Ireland (TII) prior to site workings beginning. A Construction Traffic Management Plan (CTMP) will be prepared post-planning and prior to construction. Advance warning signs will be placed at sufficient distances to taper off the entry and exit points. Pedestrian marshals will be used as and when required.

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

The CTMP will be designed to minimise the interaction between the construction activities and the surrounding residential areas.

Traffic management will be undertaken for the site works in accordance with the principles outlined below and shall comply at all times with the requirements of:

- Department of Transport, *Traffic Signs Manual 2010 – Chapter 8 Temporary Traffic Measures and Signs for Roadworks* [7];
- *Department of Transport Guidance for the Control and Management of Traffic at Road Works* (2010) [8]; and
- Any additional requirements detailed in *Design Manual for Urban Roads & Streets* (DMURS) [9].

Construction traffic operations will be limited to 08:00 to 18:00 from Monday to Friday and 08:00 to 14:00 on Saturdays. These times may vary to facilitate specific site requirements and/or construction activities associated with the site. Any variation will be discussed and agreed in advance with KCC.

It should be noted that construction traffic generated during the Construction Phase tends to be outside of peak hours. All construction activities will be agreed with KCC's Roads Department prior to the commencement of the construction phase.

In general, the impact of the construction period will be temporary in nature. Heavy Goods Vehicle (HGV) movements per hour during the busiest period of construction works are estimated at a peak of 5 HGVs per hour arriving and leaving, but the exact figure will be confirmed by the Main Contractor.

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

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 KCC.

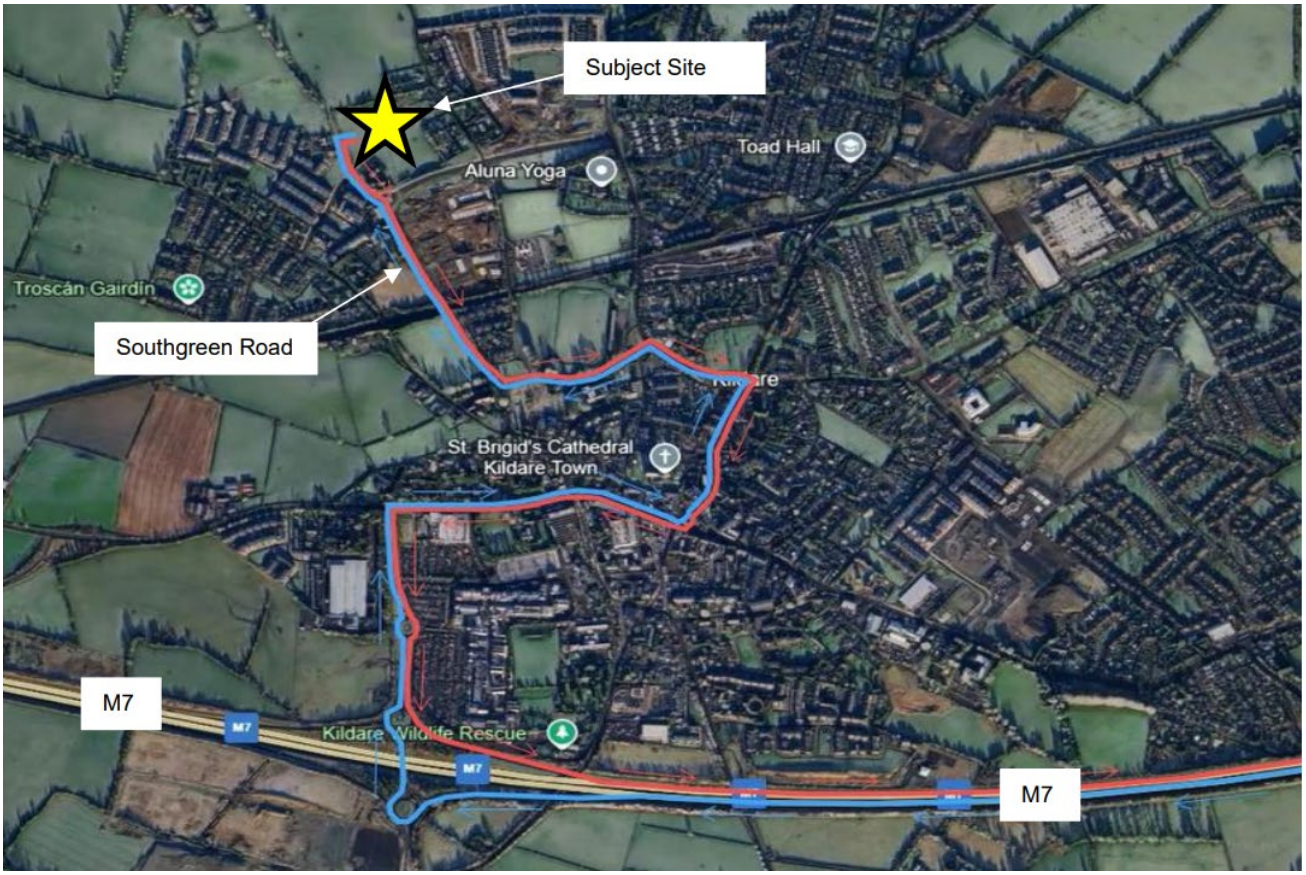


Figure 6.1 Route of Construction Traffic From M7 to the Development.

6.1 Construction Traffic Management

Below is a list of the proposed traffic management measures to be adopted during the construction works. Please note that this is not an exhaustive list, and that it will be the Main Contractor's responsibility to prepare a detailed CTMP which includes conditions imposed by KCC.

- Warning signs / advance warning signs will be installed at appropriate locations in advance of the construction access locations;
- Construction and delivery vehicles will be instructed to use only the approved and agreed means of access; and movement of construction vehicles will be restricted to these designated routes;
- Appropriate vehicles will be used to minimise environmental impacts from transporting construction material, for example the use of dust covers on trucks carrying dust producing material;
- Speed limits of construction vehicles to be managed by appropriate signage, to promote low vehicular speeds within the site;
- Parking of site vehicles will be managed and will not be permitted on public road, unless proposed within a designated area that is subject to traffic management measures and agreed with KCC;
- A road sweeper will be employed to clean the public roads adjacent to the site of any residual debris that may be deposited on the public roads leading away from the construction works;
- On site wheel washing will be undertaken for construction trucks and vehicles to remove any debris prior to leaving the site, to remove any potential debris on the local roads;
- All vehicles will be suitably serviced and maintained to avoid any leaks or spillage of oil, petrol or diesel. Spill kits will be available on site. All scheduled maintenance carried out off-site will not be carried out on the public highway;

- Safe and secure pedestrian facilities are to be provided where construction works obscure any existing pedestrian footways. Alternative pedestrian facilities will be provided in these instances, supported by physical barriers to segregate traffic and pedestrian movements, and to be identified by appropriate signage; and
- Pedestrian facilities will cater for vulnerable users including those with mobility impairments.

The above mitigation measures will ensure that the presence of construction traffic does not lead to any significant environmental impacts or safety concerns in the vicinity of the proposed works. Furthermore, it is in the interests of the construction programme that deliveries, particularly concrete deliveries are not unduly hampered by traffic congestion. Continuous review of haulage routes, delivery timings and access arrangements will be undertaken throughout the construction phase to ensure efficient operation.

6.2 Traffic Queueing

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

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

6.3 Site Hoarding and Security Fencing

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

This fencing shall be erected in accordance with good practice and the Construction Regulations 2013. Fencing arrangements will be reviewed and adjusted as the works progress.

7. SAFETY, HEALTH AND ENVIRONMENTAL CONSIDERATIONS DURING CONSTRUCTION WORKS

The appointed Main Contractor will implement a Construction, Health and Safety Plan for the duration of the construction phase, which contains health and safety measures covering the below items at a minimum:

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

7.1 Construction Lighting

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

7.2 Air Quality

This section describes the site policy with regard to dust management and the specific mitigation measures which will be put in place during construction works. The objective of dust control at the site is to ensure that no significant nuisance occurs at nearby sensitive receptors.

In order to develop a workable and transparent dust control strategy, the measures set out below have been formulated by drawing on best practice guidance from Ireland, the UK and the US, such as:

- Department of Environment, Heritage and Local Government (DOEHLG), *Quarries and Ancillary Activities, Guidelines for Planning Authorities* (2004) [10];
- US Environment Protection Agency (USEPA), *Compilation of Air Pollutant Emission Factors, AP-42, Fifth Edition* (periodically updated) (1986)[11];
- The Scottish Office – Development Department, *Planning Advice Note PAN50 Controlling the Environmental Effects Of Surface Mineral Workings Annex B: The Control of Dust at Surface Mineral Workings* (1996) [12]; and
- Institute of Air Quality Management (IAQM), *Guidance on the Assessment of Dust from Demolition and Construction* (2014) [13].

7.2.1 Site Management

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

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

- 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;
- 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;
- 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; and
- The Main Contractor should allocate suitably qualified personnel to be responsible for ensuring the generation of dust is minimised and effectively controlled.

Dust deposition levels will be monitored, if requested by the local authority or if complaints are received, to assess the impact that site activities may have on the local ambient air quality. If requested the following procedure will be implemented:

- The dust deposition rate will be measured using Bergerhoff Dust Deposit Gauges placed at strategic locations near the boundaries of the site for a period of 30 (+/- 2) days if required. Monitoring should be conducted as required during periods when the highest levels of dust are expected to be generated i.e., during site preparation works and soil stripping activities;
- The exact locations will be determined after consideration of the requirements of Method VDI 2119 with respect to the location of the samplers relative to obstructions, height above ground and sample collection and analysis procedures;
- After each 30 (+/- 2 days) exposure period, the gauges will be removed from the sampling location, sealed and the dust deposits in each gauge will be determined gravimetrically by an accredited

laboratory and expressed as a dust deposition rate in mg/m^2/day in accordance with the relevant standards; and
- Technical monitoring reports detailing all measurement results, methodologies and assessment of results shall be subsequently prepared and maintained by the Site Manager.

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

7.2.2 Dust Control Measures

The aim is to ensure good site management by avoiding dust becoming airborne at source. This will be done through good design, planning and effective control strategies. The siting of construction activities and the limiting of stockpiling will take note of the location of sensitive receptors and prevailing wind directions in order to minimise the potential for significant dust nuisance. In addition, good site management will include the ability to respond to adverse weather conditions by either restricting operations on-site or using effective control measures quickly before the potential for nuisance occurs.

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

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

Site Routes

Site access routes (particularly unpaved areas) can be a significant source of fugitive dust from construction sites if control measures are not in place. The most effective means of suppressing dust emissions from unpaved roads is to apply speed restrictions. Studies show that these measures can have a control efficiency ranging from 25% to 80% (USEPA, 1997) [14].

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

Excavation

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

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

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

Stockpiling

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

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

Site Traffic on Public Roads

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

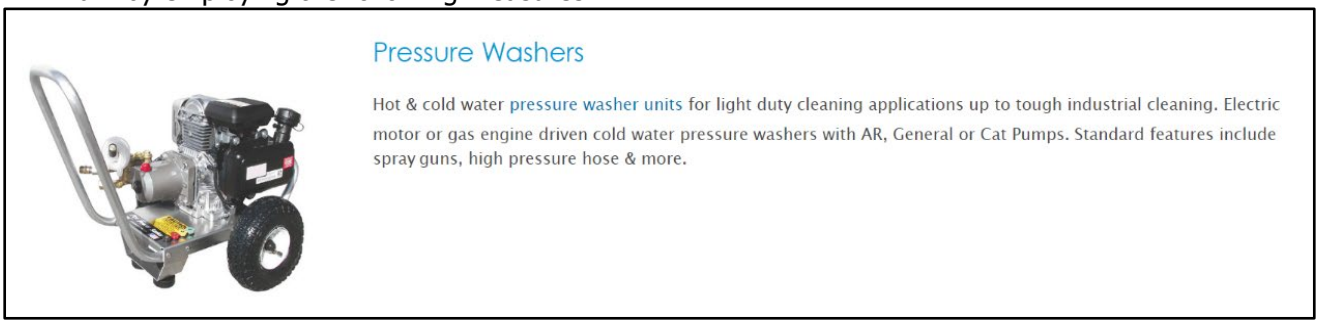


Figure 7.1 Example of Proposed Wheel Cleaning Equipment Example

- Vehicles delivering material with potential for dust emissions to an off-site location shall be enclosed or covered at all times to restrict the escape of dust;
- Any hard surface site roads will be swept to remove mud and aggregate materials from their surface while any unsurfaced roads shall be restricted to essential site traffic only;
- A power washing facility or wheel cleaning facility will be installed near to the site compound for use by vehicles exiting the site when appropriate, and an example of the washing equipment can be seen in figure 7.1; and
- Road sweepers will be employed to clean the site access route as required.

General

The pro-active control of fugitive dust will ensure that the prevention of significant emissions, rather than an inefficient attempt to control them once they have been released, will contribute towards the satisfactory management of dust by the Main Contractor. The key features with respect to control of dust will be:

- The specification of a site policy on dust and the identification of the site management responsibilities for dust issues;
- The development of a documented system for managing site practices with regard to dust control;
- The development of a means by which the performance of the dust minimisation plan can be regularly monitored and assessed; and
- The specification of effective measures to deal with any complaints received.

7.3 Ecology

An ecological walkover, including an invasive species survey, was carried out by DNV on the 30th of May 2025. Records from the National Biodiversity Data Centre (NBDC) show three invasive plant species within the wider N71G 2km grid square encompassing the site:

- Japanese knotweed (*Fallopia japonica)*;

- Butterfly-bush (*Buddleja davidii*); and
- Fringed Water-lily (*Nymphoides peltata*).

From the site invasive species survey undertaken by DNV, there were no invasive species listed on the Third Schedule of the European Communities (Birds and Natural Habitats) Regulations 2011 (as amended), found at the site.

In the event that any species listed under the Third Schedule of European Communities (EC) (Birds and Natural Habitats) Regulations (2011) (S.I. 477 of 2011), as amended and under the First Schedule of European Union (EU) (Invasive Alien Species) Regulations 2024 (S.I. No. 374/2024) is found on site, an Invasive Species Management Plan (ISMP) will be prepared, which will include an eradication and treatment program to be submitted to KCC. This management plan will be continued as required during the operational phase until eradication is complete.

Full details on the ecological impact assessment, the locations of the findings and the full mitigation measures recommended by DNV can be viewed under the Ecological Impact Assessment (EcIA) Report submitted with this planning application.

The key strategies to be undertaken to minimise impact on the local flora and fauna found from the field study, during site clearing and construction are as follows:

- All site clearance works will comply with current legislative requirements and best practice;
- Taking measures to limit the working area during the construction phase will reduce the impacts of the development on adjacent areas. The construction area will be clearly delimited by the site boundary and machinery should operate only within this allocated site area;
- All re-fuelling of plant, equipment and vehicles will be carried out at designated refuelling areas where possible when within the construction site boundary. All fuels, chemicals, liquid and solid waste will be stored in areas bunded in accordance with established best practice guidelines at the construction compound; and there will be provision of spill kits around site where refuelling occurs;
- Provision of a water and sediment management plan, providing for means to ensure that surface water run-off is controlled such that no silt or other pollutants enter local water courses or drains;
- The measures outlined in Section 7.6 will ensure that silt run-off and potential flooding risks are minimised which will protect any ecological receptors associated with the site; and
- Construction lighting will be designed so as to be sensitive to the potential presence of bats and should adhere to the following guidance:
  - Bats & Lighting: Guidance Notes for Planners, engineers, architects and developers (Bat Conservation Trust, 2010) [15];
  - Guidance Notes for the Reduction of Obtrusive Light GN01 (Institute of Lighting Professionals, 2011) [16];
  - Bats and Artificial Lighting in the UK – Bats and the Built Environment Series. Guidance Note 08/18 (Bat Conservation Trust UK, 2018) [17].

7.4 Noise and Vibration

7.4.1 Noise Criteria

An Inward Noise Impact Assessment was undertaken by Wave Dynamics (2026). A Stage 1 and Stage 2 ProPG assessment have been undertaken. As part of the Stage 1 assessment, to categorise the site, a baseline noise survey was undertaken to measure the existing noise levels. Following a review of the noise levels on the site, including the L_{AFmax} and L_{Aeq}, the site has been characterised as low risk.

Based on the measured noise levels at the site it is predicted that the external amenities in the form of gardens to the houses, terraces/balconies for the duplex apartments, creche play area and public and

communal outdoor spaces across the development will achieve the ProPG recommendations for desirable external amenity noise levels of 50-55dBA $L_{Aeq,16hour}$.

Based on the recommendations in this report it is predicted that the internal and external noise levels will achieve the targeted noise levels in line with BS 82233:2014 and ProPG 2017 guidance. The onset façade noise level requirements in terms of L_{den} and L_{night} are achieved without any additional mitigation.

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

Appropriate criteria relating to permissible construction noise levels for this development are taken from British Standard BS 5228 – 1: 2009 +A1 2014[18]: Code of Practice for Noise and Vibration Control on Construction and Open Sites – Noise. The approach adopted here calls for the designation of a noise sensitive location into a specific category (A, B or C) based on exiting ambient noise levels in the absence of construction noise.

In accordance with the standard, ambient measured noise levels representative of noise sensitive locations should be rounded to the nearest 5 dB and construction noise limits are then set according to the category definitions above. This then sets a threshold noise value that, if exceeded at this location, indicates a potential significant noise impact is associated with the construction activities depending on context. The approach is summarised in Table 7.1, below.

Table 7.1 Threshold of Potential Significant Effect at Dwellings (BS5228-1)

Assessment Category and Threshold Value Period	Threshold Value (dB)		
	Category A [A])	Category B [B])	Category C [C])
Night Time (23:00-07:00)	45	50	55
Evenings and Weekends D)	55	60	65
Daytime (07:00-19:00) and Saturdays (07:00 – 13:00)	65	70	75

A) Category A: threshold values to use when ambient noise levels (when rounded to the nearest 5 dB) are less than these values.
B) Category B: threshold values to use when ambient noise levels (when rounded to the nearest 5 dB) are the same as category A values.
C) Category C: threshold values to use when ambient noise levels (when rounded to the nearest 5 dB) are higher than category A values.
D) 19:00–23:00 weekdays, 13:00–23:00 Saturdays and 07:00–23:00 Sundays.

7.4.2 Vibration Criteria

Vibration criteria are taken from BS 5228-2:2009+A1:2014 Code of Practice for Noise and Vibration Control on Construction and Open Sites- Vibration. This document sets the following vibration limits for transient vibration. For buildings or structures that are structurally unsound, lower vibration magnitudes will apply, typically 50% of those for structurally sound buildings. Protected or historic buildings are not automatically assumed to be more vulnerable to vibration unless they have existing structural defects. The recommended transient vibration thresholds from BS5228-2 for the avoidance of cosmetic damage to light and heavy framed buildings are summarised in Table 7.2, below.

Table 7.2 Transient Vibration Threshold Values for Buildings

Type of Building	Peak component particle velocity in frequency range of predominant pulse Note 1	
	4 Hz to 15 Hz	15 Hz and above
Reinforced or framed structures. Industrial and heavy commercial buildings	50mm/s	
Unreinforced or light framed structures. Residential or light commercial buildings.	15 mm/s at 4 Hz Note 2 increasing to 20 mm/s at 15 Hz	20 mm/s at 15 Hz increasing to 50 mm/s at 40 Hz and above

Note 1: Values referred to are at the base of the building.

Note 2: At frequencies below 4 Hz, a maximum displacement of 0.6 mm (zero to peak) is not to be exceeded.

7.4.3 General Noise and Vibration Mitigation

Best practice noise and vibration control measures will be employed by the Main Contractor during the construction phase in order to control noise and vibration impacts at the nearest noise sensitive locations. All works on site shall comply with BS 5228 2009+ A1 2014 (Parts 1 & 2) which gives detailed guidance on the control of noise and vibration from construction activities. This includes guidance on several aspects of construction site mitigation measures, including, but not limited to:

- Selection of quiet plant;
- Noise control at source;
- Screening; and
- Liaison with the Public.

The following key forms of noise control for the site are set out below:

- Site compounds will be located away from noise sensitive boundaries within the site constraints;
- For mobile plant items such as cranes, dump trucks, excavators and loaders, the installation of an acoustic exhaust and or maintaining enclosure panels closed during operation can reduce noise levels by up to 10dB. Mobile plant should be switched off when not in use and not left idling;
- For steady continuous noise, such as that generated by diesel engines, it may be possible to reduce the noise emitted by fitting a more effective exhaust silencer system and avoid idling of engines when not in use;
- For percussive tools, a number of noise control measures include fitting a muffler or sound reducing equipment to the breaker 'tool' and ensure any leaks in the air lines are sealed. Erection of localised screens around breaker or drill bit when in operation in close proximity to noise sensitive boundaries;
- The use of a high quality construction site hoarding will be included around all noise sensitive boundaries;
- For all materials handling, ensure that materials are not dropped from excessive heights, lining drops chutes and dump trucks with resilient materials;

- All items of plant should be subject to regular maintenance. Such maintenance can prevent unnecessary increases in plant noise and can serve to prolong the effectiveness of noise control measures; and
- All site staff shall be briefed on noise mitigation measures and the application of best practicable means to be employed to control noise.

7.4.3.1 Liaison with the Public

The designated environmental liaison officer will be appointed to site during construction works. Any noise complaints will be logged and followed up in a prompt fashion by the liaison officer. In addition, where a particularly noisy construction activity is planned or other works with the potential to generate high levels of noise, or where noisy works are expected to operate outside of normal working hours etc., the liaison officer will inform the nearest noise sensitive locations of the time and expected duration of the noisy works.

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

7.4.3.2 Monitoring

During the construction phase, spot check noise monitoring may be required where the construction noise thresholds have the potential to be exceeded at noise sensitive locations. The monitoring shall be carried out by the Main Contractor and used to inform the requirement for any control measures on site to reduce construction noise levels.

Noise monitoring will be conducted in accordance with the International Standard ISO 1996-2:2017 - *Description, measurement and assessment of environmental noise - Part 2: Determination of sound pressure levels* (ISO 2017)[19].

Where required, or requested by the local authority, unattended external noise monitoring will be undertaken at locations on the site boundary closest to sensitive locations. It is considered that it will be appropriate to amend the monitoring program and location as the works progress. Accordingly, monitors may be added, removed or relocated as necessary.

The noise monitoring terminals should provide the following at minimum:

- Logging at hourly intervals; and
- Remote access for information download.

Where required (i.e. where there is potential for exceedance of the vibration thresholds for buildings in Table 8.2), or requested by the local authority, vibration monitoring will be installed at the site boundary to monitor Peak Particle Velocity parameter (PPV, mm/s) in the X, Y and Z directions, in accordance with BS ISO 4866: 2010: *Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures* [20].

The mounting of the transducer to the vibrating structure will need to comply with BS EN ISO 5348: 1998: *Mechanical vibration and shock – Mechanical mounting of accelerometers* [21]. In summary, the following ideal mounting conditions apply:

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

7.5 Resource and Waste Management

This section outlines the measures that will be undertaken to minimise the quantity of waste produced at the site and the measures to handle the waste in such a manner as to minimise the effects on the environment. A site-specific RWMP has been prepared by AWN Consulting (257501.0973WMR01) and will be employed to ensure sustainable and effective waste management throughout the excavation and construction phases of the Proposed Development.

Adherence to the RWMP prepared for the construction works will ensure that the management of waste arising is dealt with in compliance with the provisions of the *Waste Management Act 1996* as amended [22], and associated Regulations, the *Litter Pollution Act of 1997* as amended [23] and the *National Waste Management Plan for a Circular Economy 2024 - 2030 (NWMPCE) (2024)* [24], and that it will achieve optimum levels of waste reduction, re-use and recycling.

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

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

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

7.5.1 Waste Minimisation

Waste minimisation measures proposed are summarised as follows:

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

7.5.2 Waste Storage

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

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

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

7.5.3 Pest Management

A pest control operator will be appointed as required to manage pests onsite during the construction phase. Organic and food wastes generated by staff will not be stored in open skips, but in closed waste receptacles. Any waste receptacles will be carefully managed to prevent leaks, odours and pest problems.

7.5.4 Responsibility

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

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

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

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

7.6 Surface Water Management

Based on the Tier 2 Hydrogeological Assessment undertaken by Verdé, it is not expected for the Proposed Development to be impacted by groundwater ingress during the construction phase and no dewatering measures are anticipated to be required. Surface water during the construction phase will therefore be managed at surface level through temporary measures, prior to the installation of permanent SuDS features.

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; and
- Use of temporary drainage measures until permanent infiltration systems are fully operational.

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

For 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; and
- 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.

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; and
- Designated refuelling and plant maintenance areas, located away from drainage features and provided with spill kits

Rainwater or 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.

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

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

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

- *Control of Water Pollution from construction Sites, Guidance for consultants and contractors (C532)* [25]; and
- Guidelines on Protection of Fisheries During Construction Works in and Adjacent to Waters (2016) [26].
- Environmental Good Practice on Site (3rd edition) (C692) [27].

Where required (areas of exposed soil) a temporary drainage system shall be installed prior to the commencement of the construction works to collect surface water runoff by the site during construction.

7.6.1 Pollution Control

Management of Suspended solids in run-off

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

There will be no direct pumping of silty water from the works to any watercourse. Sediment entrapment facilities will be installed to reduce sediment discharges to downstream properties and receiving waters. All run-off leaving a disturbed area should pass through a sediment entrapment facility before it exits the site and flows downstream such as straw bales, silt fencing, silt barriers and diversion dams.

Concrete Run-off

No wash-down or wash-out of ready-mix concrete vehicles during the construction works will be carried out at the site within 10 meters of an existing surface water drainage point. Wash-outs will only be allowed to take place in designated areas with an impervious surface.

Accidental Spills and Leaks

No bulk chemicals will be stored within the active construction areas. Temporary oil and fuel storage tanks will be kept in the material storage area in suitable containers and will be appropriately bunded as required. Refueling of vehicles and the addition of hydraulic oils or lubricants to vehicles will take place in designated areas of the site, where possible, which will be kept away from surface water drains.

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

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

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

Monitoring

Weekly checks will be carried out to ensure surface water drains are not blocked by silt, or other items, and that all storage is located at least 10m from surface water receptors. A regular log of inspections will be maintained, and any significant blockage or spill incidents will be recorded for root cause investigation purposes and updating procedures to ensure incidents do not reoccur.

8. SUMMARY

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

The CEMP will be reviewed regularly and will be updated by the construction contractor to account for any subsequent planning conditions issued, any updated guidance released and circumstantial changes at the site as the development progresses.

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

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