



## **Preliminary Construction Environmental Management Plan**

**Athlone Link Road Phase 2 - Coosan Point to The Cresence**

On behalf of **Westmeath County Council**

Prepared by

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**July 2025**

**Civil  
Structural  
Traffic**

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## DOCUMENT CONTROL

<b>Revision History:</b>	R0	R1						
<b>Purpose of Issue:</b> P=Preliminary C=Comment I=Information FC=Fire Cert PL=Planning T=Tender CT=Contract CN=Construction	I	PL						
<b>Date:</b>	14 02 24	02 07 25						
<b>Originator:</b>	PB	PB						
<b>Checked By:</b>	FF	FF						
<b>Approved By:</b>	FF	FF						

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## **1. INTRODUCTION**

Westmeath County Council are undertaking the construction of the Phase 2 new link road from Coosan Point to The Crescent together with additional parking areas within the CIE bus depot, Athlone. This Construction Environmental Management Plan (CEMP) has been prepared as supporting documentation for the Part 8 planning application for the proposed project.

The purpose of this Outline Construction Environmental Management Plan (CEMP) is to document and describe the main activities that will be undertaken to facilitate the project and to provide a framework of environmental protection measures that will be implemented prior to commencement of, and throughout the duration of, the proposed road and parking facility works.

The proposed works will be undertaken by a Contractor appointed by Westmeath County Council. This Outline CEMP will be provided to the appointed Contractor prior to the commencement of works and will form the basis of the Contractor's CEMP and Method Statements, which the appointed Contractor will be required to develop and prepare for approval by Westmeath County Council prior to commencement of any works. The Contractor's CEMP and Method Statements will set out the approach and methodology which they will follow in scheduling and undertaking the work. This CEMP outlines the control measures in relation to environmental protection associated with the activities and disturbance to road and station users.

### **1.1 Site Description**

#### **1.1.1 Project Background**

The majority of the site is currently undeveloped scrub land. There is a small portion of the site to the north-east that is currently used for bus servicing and parking. Phase 1 of the link road works were completed to the east of the site some years ago. The Athlone train station and car park is located to the north of the lands.

The lands generally fall from east to west. There are a number of shallow streams crossing through the lands. All of the streams converge and discharge via a stone culvert under Southern Station Road to the west of the works area. The location of the proposed development is shown in Figure 1.1.

#### **1.1.2 Proposed Development**

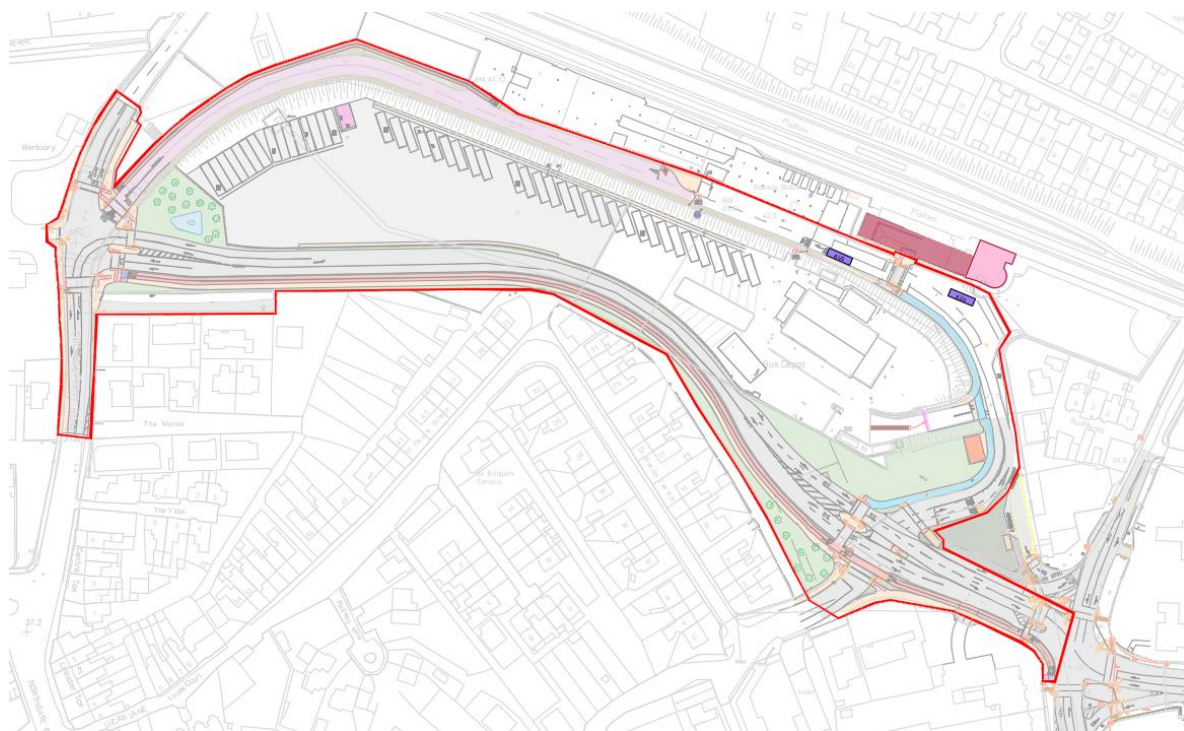
The proposed development will include the construction of:

- 380 metres of the Phase 2 section the link road from Coosan Point to The Crescent,
- additional bus and car parking within the CIE lands,
- alterations to the signalised junction at Coosan Point
- alterations to the alignment of the existing foul sewer that currently is within the area of the future bus parking.

The works are summarised in Figure 1.2 overleaf.



**Figure 1.1: Location of the proposed development** (© Google)



**Figure 1.2: Extent of Works**



## **2. INDICATIVE CONSTRUCTION PROGRAMME AND PHASING**

It is estimated that the construction programme for the entire works associated with the proposed works will last approximately 12 months from the date of commencement. This estimation is based on the typical construction programmes for other similar developments that are currently underway. The Main Contractor will be required to prepare a detailed construction programme as part of their tender proposal.

It is envisaged the works will be undertaken in two consecutive but separate projects. The link road will be constructed initially and immediately followed by the CIE bus parking. It is also envisaged that a single contractor will be appointed for both elements of the project.

As with the other construction activities that are being carried out within the area, activities associated with the construction of compounds will be subject to restrictions to the nature and timing of operations so that they do not cause undue disturbance to neighbouring areas and communities.

### **3. OUTLINE CONSTRUCTION APPROACH**

#### **3.1 Construction Working Space**

Construction working space will be set out in the detailed Construction Management Plan at compliance stage.

Construction access routes, haul routes and delivery routes to the site are to be agreed with the Employer's Representative in advance of works commencing onsite.

Any road closures required will be submitted and approved in advance with the local authority. It is the responsibility of the Main Contractor to prepare and submit the road closure application to the local authority in advance of works commencing onsite.

#### **3.2 Outline Works Description**

##### **3.2.1 Hoarding, Site Set-up and Formation of Site Access/Egress**

The Main Contractor will be required to submit a site layout plan that will detail the proposed location of the site compound and associated welfare facilities. The site compound is likely to be located on lands to the west of The Crescent / Southern Station Road with direct vehicular access off Phase 1 of the Link Road project.

The Main Contractor will ensure that the site compound will be serviced as required and will be secured with appropriate fencing/hoarding. The site compound will be used as the primary location for the storage of materials, plant and equipment, site offices and worker welfare facilities. As Project Supervisor Construction Stage (PSCS), the Main Contractor will be responsible for site security, and they shall ensure that the site and site compound are adequately secured at all times.

The site compound is to be located in the proposed landscaped open space at the east side of the site as set out in the Punch drawings.

The Contractor will be responsible for the security of the site. The Contractor will be required to:

1. Operate a Site Induction Process for all site staff;
2. Ensure all site staff shall have current 'Safe Pass' cards and appropriate PPE;
3. Install adequate site hoarding/fencing to the site boundary;
4. Maintain site security at all times;
5. Separate pedestrian access from construction vehicular traffic.

##### **3.2.2 Site Clearance**

The existing site is primarily a greenfield site. Site clearance will include removing vegetation and topsoil prior to works commencing.

Tree and vegetation removal will be limited to only essential areas. The trees are programmed to be felled outside the bird nesting season (in accordance with the Wildlife Act 1976, as amended). A number of trees were felled circa 2017 and these stumps will be removed to facilitate the removal of the rock face. If a change occurs to the planned construction schedule and works occur during the bird nesting season, 1st March to 31st August inclusive, then a bird nesting survey will be required for any trees identified for felling.

Evidence of invasive species listed within Part 1 of the Third Schedule of S.I No. 477 of 2011, European Communities (Birds and Natural Habitats) Regulations 2011 was included in an ecological survey completed on 22nd March 2023, 25th April 2023 and 20th of June 2023 by Dr. Niamh Burke of Coiscéim Consulting. No invasive species were identified. It is considered that the establishment of invasive species is unlikely to occur before the commencement of these works and no pre-construction confirmatory invasive species survey is required (where construction works are not subject to significant delay).

### **3.2.3 Excavation/Fill**

Excavation and filling to sub grade level for works will involve the excavation and filling of approximately of material. Filling will provide sub grade levels to facilitate finished levels accounting for construction depths. The Contractor shall ensure that surplus material is disposed of at an appropriately licensed land fill site.

### **3.2.4 Walls and Boundary Treatment**

The boundary works between the public roadway and the CIE lands will include construction of blockwork walls together with post and rail fencing.

### **3.2.5 Drainage and Services**

The construction of the drainage and services for the works will involve the trench excavation, laying of pipework and bedding material and subsequent backfilling to subgrade level.

Existing drainage systems will be maintained until rerouting into new systems to allow for abandoning/removal of redundant network.

### **3.2.6 Pavements and Paths and Kerbing**

The construction of the pavements will require importing granular, asphaltic materials and concrete and placement of same to form proposed pavements and paths.

Precast kerbs will be placed on lean mix bedding and haunching to provide edge definition.

Construction of pavements within the CIE area will require piecework to ensure that agreed parking numbers are provided at all times.

### **3.2.7 Street Lighting**

Street lighting columns and lanterns will be installed along the roadway and within the CIE area. They will be cabled and connected to the relevant ESB/private CIE supply systems.

### **3.2.8 Junction works and Traffic Signals**

Construction of the signalised junction at Coosan Point will require online works necessitating traffic management to ensure continued traffic flow. Drainage, services and traffic signal ducting will be placed in trenches and backfilled.

Signal poles will be set in prefabricated retention sockets, connected to ducting for LV and ULV cabling.

Precast kerb lines will be placed to provide edge definition and surface delineation.

Traffic signal works will be installed and commissioned on completion of surfacing and road marking works.

### **3.2.9 Landscape Works**

Verges will be filled with selected topsoil and grassed and sapling trees planted in accordance with the landscape design. The wetland area will be planted out with aquatic plant species.

The construction methodology and therefore the programme of the construction activities will be dictated by the Contractor.



#### 4. LEGISLATION AND OTHER REQUIREMENTS

The CEMP summaries the requirements from legislation and Codes of Practice which apply to the works being undertaken. An example non-exhaustive list of such requirements is provided below:

- Safety, Health, and Welfare at Work Act, 2005
- Safety, Health, and Welfare at Work (Construction) Regulations, 2013
- Safety, Health, and Welfare at Work (General Application) Regulations 2007 – 2016, SI No. 229
- Safety, Health, and Welfare at Work (Confined Spaces) Regulations, 2001
- European Union (Drinking Water) Regulations 2014
- European Communities (Surface water) Regulations, 2009 (as amended)
- European Communities (Groundwater) Regulations, 2010 (as amended)
- European Communities (Good Agricultural Practice for Protection of Waters) (Amendment) Regulations, 2011
- European Communities (Good Agricultural Practice for Protection of Waters) (Amendment) Regulations, 2014
- Local Government (Water Pollution) Act, 1977 and associated Regulations
- European Communities (Birds and Natural Habitats) Regulations 2011
- Wildlife Act 1976 - 2021
- Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects (DoEHLG, July 2006)
- Guidelines on Protection of Fisheries During Construction Works in and Adjacent to Waters (IFI, 2016)
- CIRIA C648 Control of water pollution from linear construction projects Technical Guidance (CIRIA 2006)
- CIRIA C649 – Control of Water Pollution from Linear Construction Projects: Site Guide
- CIRIA C753 – The SUDS Manual.
- CIRIA C698 – Site handbook for the construction of SUDS
- Inland Fisheries Ireland (2016). Guidelines on Protection of Fisheries during Construction Works in and Adjacent to Waters Inland Fisheries;
- NRA 2008 - Guidelines for the Crossing of Watercourses during the Construction of National Road Schemes.

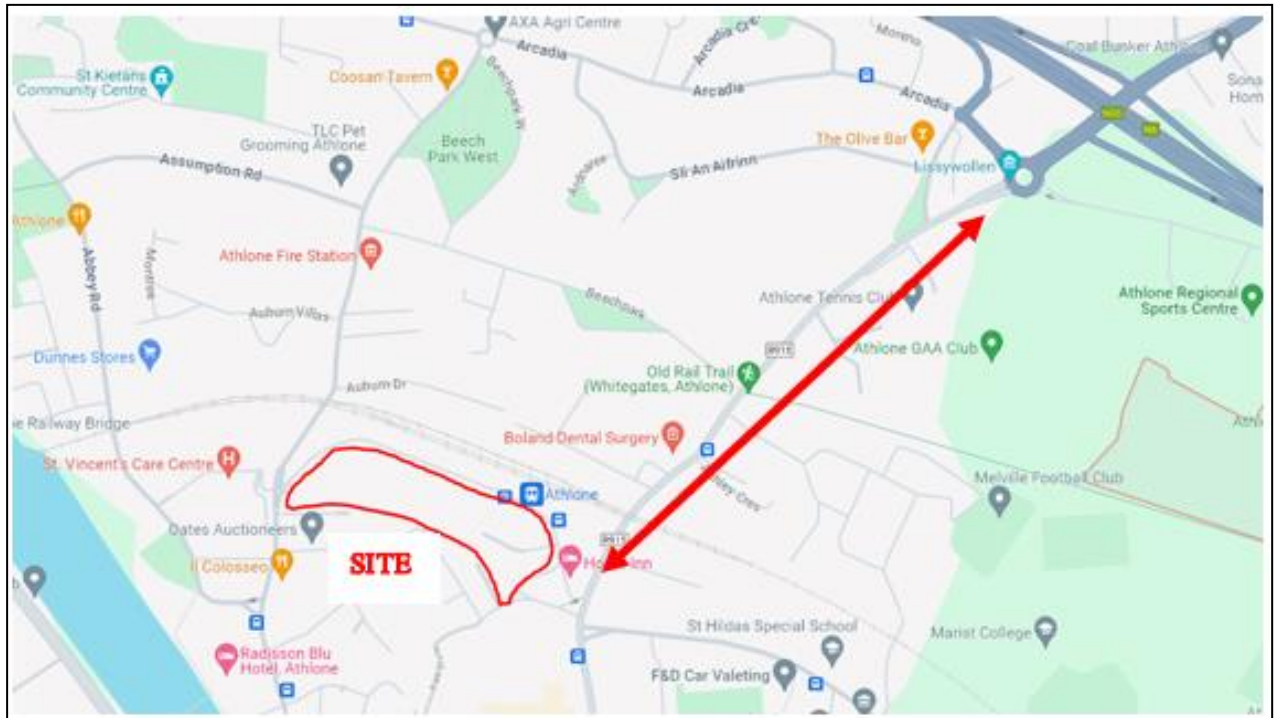
## 5. SITE ACCESS

The Main Contractor will be responsible for site access/works activity and must ensure mud/debris is not allowed onto the adjacent public roadways. It is proposed that construction vehicles will access the Main Site via the N55/R915 from the north of the lands. Refer to Figure 4.1 overleaf.

The Contractor must submit a detailed Construction Traffic Management Plan to the Local Authority for approval. Construction traffic movements will be fully coordinated to comply with the requirements of the agreed plan:

- a) Construction vehicles must not stop or park along the routes at any time;
- b) Haulage vehicles must not travel in convoys greater than two vehicles at any time;
- c) Site entrance to remain free of parked or stationary vehicles at all times;
- d) All loading of demolition material will occur within the site boundary;
- e) All off-loading of deliveries will take place within the site, remote from the public road and will access via the agreed construction access point.
- f) The Contractor will be required to provide wheel cleaning facilities, and regular cleaning of the main access road.
- g) Temporary car parking facilities for the construction workforce will be provided within the site. The surface of this car park will be prepared and finished to a standard sufficient to avoid mud spillage onto adjoining roads.
- h) Monitoring and control of construction traffic will be ongoing during construction works. Construction traffic will minimise movements during peak hours.
- i) Construction Traffic routes minimising traffic impact on surrounding residential development will be used by construction vehicles.

The site is located in an urban area where the road and junction space are shared with public road users. The flow of construction traffic will need to be marshalled and controlled to ensure that potential conflicts are avoided as much as possible.



**Figure 5.1 – Construction vehicle Access Route**

## 6. WORKING HOURS

The proposed hours of work on site will be:

- Monday to Friday 08:00 hrs to 19:00 hrs
- Saturday 08:00 hrs to 14:00 hrs

unless otherwise specified by approval conditions. Any working hours outside the normal construction working hours will be agreed with Westmeath County Council. The planning of such works will take consideration of sensitive receptors, in particular any nearby businesses and residences.

## **7. MATERIAL STORAGE AND DELIVERY**

The Main Contractor will ensure that all materials are adequately stored and secured in their Main Site compound to prevent spillage/leakage.

The Contractor will ensure the roads adjacent to the Main Site area are kept clean and free of debris.

## **8. EMERGENCY RESPONSE PLAN**

The Main Contractor will prepare an Emergency Response Plan detailing the procedures to be undertaken in the event of a spill of chemical, fuel or other hazardous wastes, a fire, or non-compliance incident with any permit of license issues.

For management of emergencies occurring close to existing watercourses refer to Outline Surface Water Management Plan



## 9. CONTROL MEASURES

The following sections detail the minimum control measures that will be implemented prior to commencement and throughout the duration of the proposed works.

### 9.1 General Environmental Rules during Construction

- Report any signs of pollution or environmental damage to the site foreman no matter how small;
- Report any spills, incidents or near misses that occur on site immediately to the site foreman;
- Refuel only in designated areas with spill kits available;
- All waste must be stored in the designated site waste management areas;
- Do not throw litter, all waste must be sent to site waste management contractor;
- Do not divert plant or machinery outside the authorised working boundaries of the site;
- The Contractor will ensure ongoing compliance with the recognised Environmental Management System Standard to which it is registered (e.g. EN ISO 14001 or equivalent European Standards);
- The Contractor will develop Environmental Procedures to control the potential impacts from the construction phase of the development. These procedures will be made available in the main site office and at the main Environment, Health and Safety information points on site;
- All personnel will be familiar with the Environmental Policy which will be made available in the main Contractor office;
- An emergency contact list will be prepared and made available to all construction staff employed. The contact list will be displayed prominently on site as well as at suitable locations where construction activity is being carried out around working areas. The contact list will include key environmental representatives that may need to be contacted in the event of an incident. A 24-hour emergency phone number will be maintained for the duration of the construction works. This number will be noted on temporary signage at each works area, and at the site entrance, at a minimum.

## 10. SURFACE WATER

Implementation of surface water measures will be needed to ensure protection of the River Shannon during the construction period. Specific measures are expanded on in the Outline Surface Water Management Plan submitted as part of the planning application.

### 10.1 Control of Sediment and Soil Erosion

The principal objectives in relation to sediment and erosion control during construction phase are:

- To keep exposed surfaces to an absolute minimum.
- To minimise the amount of runoff from the site.
- To plan the work so that it progresses from the low point towards the high point within each area of the works.
- To have efficient groundwork operations to ensure that fill is replaced as the soil material is removed.
- To ensure that any unacceptable material is removed and placed in controlled material deposition areas in an efficient manner.

### 10.2 Protection Measures

The protection from pollution of water courses by construction works will be achieved through implementing avoidance measures:

- Site clearing, involving topsoil stripping progressed along with the groundworks and will not be carried over large areas ahead of groundworks.
- The excavated material will be deposited in material deposition areas. These areas are specifically chosen to avoid sediment entering adjacent water courses and minimise water quality impacts on water bodies.
- Suitable site management practices will always be implemented, and personnel made aware of the importance of the freshwater environment.
- The storage of oils, fuels, chemicals and hydraulic fluids are to be in secure areas within the site compound and at least 20m away from watercourses. Storage tanks are to have secondary containment provided by means of an above ground bund to capture any leaks.
- Foul drainage from all site welfare facilities will be either temporarily connected directly to existing foul drainage networks or tankered off site by a licenced contractor.
- Where construction works are to be carried out alongside streams and river channels, protection from silt load is to be implemented. This will be principally achieved through use of retaining grass buffer zones between the works and the water course. Where a minimum of 10m distance is not achievable silt fences will be employed as detailed below.
- No water is to be abstracted from the watercourses for use on the construction site, to prevent impact on any wildlife.
- The use of concrete close to watercourses will be carefully controlled to avoid spillage. Washout of mixing trucks and plant is to be carried out in designated contained impermeable areas.

- All topsoil stripping close to sensitive areas will be scheduled to be carried out during dry weather and all stockpiling will be kept as far away as possible from the open water courses.
- Silt fencing to be provided as a measure of protection of stockpiles.
- Wheel wash facilities are to be provided at all entrances/exits for the site for use of all construction vehicles leaving site.
- A road sweeper to be made available as and when required. Site management will undertake a survey of the local roads twice a day to inspect for detritus.
- Runoff from the construction areas of the main site is to be routed through temporary sediment ponds.

## 11. DUST

The proposed works will result in a short-term increase in dust. The following measures will be employed in order to minimise the levels of dust on the site and its potential dispersion:

- Site roads with the potential to give rise to dust as a result of the works will be regularly watered as appropriate.
- All water used for damping of dust will be brought on to site in a tank.
- Material handling systems and material storage areas will be designed to reduce exposure to wind, which will include appropriate placing of hoarding and covering of material.
- Transport of materials with the potential to generate dust will be undertaken in tarpaulin covered vehicles.

## 12. NOISE AND VIBRATION

There will be a short-term increase in noise during the construction phase of the proposed works. The immediate area surrounding the proposed works area has residential as well as commercial properties. Noise reduction measures will be implemented during construction. These measures shall comply with British Standard 5228:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites, which include but are not limited to:

- Construction works will be restricted to those permissible under planning consent;
- Revving of engines will be avoided and equipment will be switched off when not in use;
- Use of effective exhaust silence systems or acoustic engine covers as appropriate;
- Plant will always be used in accordance with manufacturers' instructions. Care will be taken to site equipment away from noise-sensitive areas. Where possible, loading and unloading will also be carried out away from such areas;
- Regular and effective maintenance by trained personnel will be undertaken to keep plant and equipment working to manufacturers specifications.
- Local screening will be provided where considered necessary;
- Noisy plant will be located as far as possible from noise sensitive receptors;
- Adjacent neighbours will be kept informed on the expected construction works programme;
- A person will be appointed with responsibility for maintaining noise levels within acceptable limits investigating any complaints arising and liaison with the local authority, as appropriate, in relation to noise related issues, and
- Noisy construction works will be limited and will not be undertaken outside of normal working hours.

## 13. PRE-CONSTRUCTION CONFIRMATORY SURVEYS

### 13.1 Protected Species

In advance of enabling works, the Contractor's Environmental CoW will complete pre-construction confirmatory surveys of the following protected species:

1. **Otter** – A confirmatory otter survey will be undertaken in advance of the commencement of any works. This will incorporate an area within 150m of the works areas as per “Guidelines for the Treatment of Otters Prior to the Construction of National Road Schemes”. This will allow for the identification of any holts have been established prior to commencement of works.
2. **Badger** – Surveys will be conducted having regard to Surveying Badgers (Harris et al.1989) and record signs of badgers including tracks, hair, latrines and setts. The extent of survey area will be defined with regard to “Guidelines for the Treatment of Badgers during the Construction of National Road Schemes” (NRA, 2006) as 150m beyond all works areas within suitable habitat.
3. **Bats** – Prior to felling of any trees, a confirmatory bat survey of trees to be felled will be undertaken, by a licensed qualified specialist, to assess the suitability of the tree to contain bat roosts as per “Bat Surveys for Professional Ecologists: Good Practice Guidelines2.
4. **Red Squirrel** – Prior to works commencing in areas of suitable habitat (woodland and scrub habitat) a targeted survey for the species will be carried out prior to any works taking place. Surveys may include observation surveys, drey counts and feeding remain searches.
5. **Breeding Birds** – Pre-construction confirmatory surveys will be carried out for kingfisher and other riparian breeding bird species including dipper and yellow wagtail. These will incorporate a survey area of approximately 100m upstream and downstream of the works where suitable habitat exists, which is an extensive enough survey area to include the possible zone of influence of the project. Features likely to be of note to kingfisher and other breeding riparian bird species will be recorded and watches of suitable nest areas undertaken. If actual nest sites (i.e. confirmed or presumed) are present at the culvert, the NPWS will be consulted regarding the potential requirement to stop works.

Subsequent to the pre-construction confirmatory surveys the protection measures listed in Table 13.1, where applicable, will require to be adhered to.



**Table 13/1 Protected Species Protection Measures**

Otter	<p>Should holts be identified within 150m of the proposed development the following will, at a minimum, be employed, unless otherwise agreed with the NPWS:</p> <ul style="list-style-type: none"> <li>• No works will be undertaken within 150m of holts where breeding females or cubs are present.</li> <li>• Works within 150m of such a holt can only take place following consultation and in agreement with the NPWS</li> <li>• No wheeled or tracked vehicles of any kind will be used within 20m of active but nonbreeding holts</li> <li>• No light work such as digging by hand or scrub will take place within 15m of such holts except under license from NPWS</li> <li>• The identified exclusion zones will be fenced and clearly marked on site prior to any invasive works.</li> <li>• All contractors on site will be made full.</li> </ul>
Badger	<p>a) Prior to works commencing, sett activity at any identified setts within 150m will be confirmed. This may be confirmed through the use of camera monitoring, setting of footprint traps, soft blocking of the sett entrance or similar. Any risk of disturbance to badger will be subject to disturbance license requirements.</p> <p>b) A description of the setts i.e. main sett, annex sett, or outlier sett will be provided by the EcoW along with the level of activity at the sett. This will allow for an understanding of the importance of the setts in the wider context of the local population.</p> <p>c) As per the Guidelines for the Treatment of Badgers during the Construction of National Road Schemes (NRA, 2006), where setts have been confirmed, no heavy machinery will be used within 30m of badger setts (unless carried out under licence from the NPWS). Lighter machinery (generally wheeled vehicles) will not be used within 20m of a sett entrance; light work, such as digging by hand or scrub clearance will not take place within 10m of sett entrances.</p> <p>d) Unless otherwise agreed, and under license from the NPWS, during the breeding season (December to June inclusive), none of the above works will be undertaken within 50m of active setts nor blasting or pile driving within 150m of active setts. An assumption that the sett is active will apply unless proven otherwise during the course of investigation.</p> <p>e) All identified exclusion zones as outlined above will be clearly marked out on site and communicated to all site staff prior to works commencing.</p>
Bat	<p>a) Trees with suitability for roosting bats will not be felled in advance of surveying for bats, unless in agreement with the EcoW, and NPWS as relevant.</p> <p>Trees identified with potential roost features of a Moderate to High value will be thoroughly examined, under licence from the NPWS, to ascertain the presence or absence of roosting bats. This will be conducted by an experienced bat expert. The trees will be examined for the presence or absence of bats / bat roosts immediately prior to felling. Where timing facilitates it (i.e. when felling is being undertaken during the active season for bats), emergence surveys may be carried</p>

**Table 13/1 Protected Species Protection Measures**

	<p>out to confirm presence or absence of roosting bats. Where felling does not occur within one day of the examination, the trees will be re-assessed</p> <p>b) Where evidence of a roost, or roosting bats has been determined, a license for destruction of a roost and/or exclusion of bats will be required from the NPWS. The procedures for the exclusion of bats and destruction of roost as detailed in the license document will be obeyed, at all times, by the Contractor.</p> <p>c) Where bat exclusions are required, they will be undertaken in accordance with the requirements of the bat specialist. They will not be carried out unless under license from the NPWS. Where the felling of trees found to be suitable as bat roosts cannot be avoided, appropriate mitigation will be agreed with the NPWS and put in place at least one month in advance of any felling or disturbance.</p>
Red Squirrel	Any dreys not confirmed or likely (given sightings) to be those of red squirrel will be removed under license from NPWS. These dreys will be replaced using artificial dreys. Any additional measures outlined by the NPWS under the terms of their license will also be incorporated
Breeding Birds	In accordance with Section 40 of the Wildlife Acts, the removal of scrubs and trees, which may be used as nesting sites by breeding birds, will be cleared outside of the birds nesting season (1 <sup>st</sup> March to 31 <sup>st</sup> August inclusive).

## 13.2 Habitat Creation

It is proposed to install four bat boxes at suitable tree locations within the wider woodland. The bat boxes should be of a long-lasting material such as woodcrete and placed at least 3 to 6m above ground level for each chosen tree and located in a relatively sunny position.

Tree planting will also be carried out to replace trees removed to facilitate the construction works. Trees will be planted locally with native tree species found in the existing woodland to ensure no net loss occurs as a result of the proposed project.

## **14. CONCLUSION**

This Outline Construction Environmental Management Plan has been developed to outline the environmental principles to be adopted to ensure that potential environmental impacts associated with the construction processes are effectively prevented, managed, minimised and / or eliminated based on the information available.

This CEMP will be developed and updated by the appointed Contractor prior to the commencement of the works and in agreement with Westmeath County Council.



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