

Environmental Impact Assessment Report (EIAR)

Hodson Bay Waterfront
Park, Co. Roscommon





DOCUMENT DETAILS

Client: **Roscommon County Council**

Project Title: **Hodson Bay Waterfront Park, Co. Roscommon**

Project Number: **241220**

Document Title: **Environmental Impact Assessment Report (EIAR)**

Document File Name: **Ch 17 Schedule of Mitigation F - 2026.08.14 - 241220**

Prepared By: **MKO
Tuam Road
Galway
Ireland
H91 VW84**



Rev	Status	Date	Author(s)	Approved By
01	Draft	24.07.2026	MV, EC	FL, EOS
02	Final	14.08.2026	MV, EC	FL, EOS

Table of Contents

17.	SCHEDULE OF COMMITMENTS	17-1
17.1	Introduction	17-1
17.2	EIAR Mitigation Measures	17-2
17.3	EIAR Monitoring Measures	17-45

TABLE OF TABLES

<i>Table 17-1 Mitigation measures for the Pre-commencement, Construction, and Operational phases</i>	17-2
<i>Table 17-2 Monitoring measures for the Construction and Operational phases</i>	17-45

17.

SCHEDULE OF COMMITMENTS

17.1

Introduction

All mitigation and monitoring measures relating to the construction and operational phases of the Proposed Development are set out in the relevant chapters of this EIAR.

All mitigation which will be implemented during the various phases of the project are presented in Table 17-1 below. The mitigation proposals in the below format provides an easy to audit list that can be reviewed and reported on during the future phases of the project. The tabular format in which the below information is presented, can be further expanded upon during the course of future project phases to provide a reporting template for site compliance audits.

All monitoring measures which will be implemented during the construction and operational phases of the project are outlined in Table 17-2. All monitoring measures were set out in the relevant chapters of this EIAR. The monitoring proposals are presented in terms of the monitoring requirement, frequency of monitoring and the mechanism for reporting results where applicable. By presenting the monitoring proposals in the below format, it is intended to provide a monitoring schedule that can be reviewed and tracked during all phases of the project to ensure all the required monitoring is completed as required.

17.2

EIAR Mitigation Measures

Table 17-1 Mitigation measures for the Pre-commencement, Construction, and Operational phases

Mitigation Measure	Reference Location	Mitigation Measure	Audit Result	Action Required
Pre-Commencement Phase				
Traffic Management				
MM1	CEMP Section 3.11.4, EIAR Chapter 14 Material Assets	➤ A Pre Construction Condition Survey – A pre-condition survey of roads associated with the transportation of materials to and from the Proposed Development site will be carried out immediately prior to construction commencement to record an accurate condition of the road network at the time. ➤ Liaison with the roads department of Roscommon County Council (RCC). Once the surveys have been carried out and “prior to commencement” status of the relevant roads established, the Roads section will be informed of the name and contact number of the Project Supervisor of the construction stage as well as the Site Environmental Manager.		
Site Management and Biosecurity				
MM2	CEMP Section 3.7, EIAR Chapter 6 Biodiversity	Prior to the commencement of any construction activities, all equipment must be cleaned, disinfected and dried prior to entering the Proposed Development Site Footprint.		
Otter Protection				
MM3	CEMP Section 3.8.4, EIAR	A pre-commencement survey for otter will be carried out prior to the commencement of any works. No holts or couches were recorded during ecological surveys conducted in March 2025. If evidence of a newly established breeding holt or other otter breeding signs is recorded during pre-commencement surveys,		

Mitigation Measure	Reference Location	Mitigation Measure	Audit Result	Action Required
	Chapter 6 Biodiversity	construction works will not proceed until a derogation license is obtained from NPWS.		
Bat Protection				
MM4	CEMP Section 3.8.5, EIAR Chapter 6 Biodiversity	Pre-Commencement Surveys ➤ A pre-commencement survey of the Baysports main building will be undertaken by a suitably licenced ecologist to identify any changes in baseline conditions since the previous surveys (conducted between May-September 2025). This will include a detailed inspection of the building proposed for demolition to confirm the presence/absence of bats immediately prior to works. If required, an emergence survey will also be carried out. ➤ A mature ash tree located within the Proposed Development Site is part of the cohort of trees to be removed to facilitate the Proposed Development. The tree was inspected at height, with PRFs inspected for the presence of bats. No signs of bats were identified during surveys of this tree, therefore a derogation license is not required. However, as this tree was assessed as having PRF-I features, a pre-commencement survey will be carried out on it. The requirement for a pre-commencement survey is in line with best practice, and does not present a lacuna in the survey effort. ➤ If any further bat roosts are identified during pre-commencement surveys, another bat derogation licence will be obtained from the NPWS prior to felling. Once a bat derogation licence is obtained, tree felling activity will be supervised by a qualified ecologist. The ecologist will provide further recommendations on felling methodology and timing, as necessary.		
Construction Phase				
Health and Safety				

Mitigation Measure	Reference Location	Mitigation Measure	Audit Result	Action Required
MM5	CEMP Section 3.2	The following health and safety measures will apply during the course of the Proposed Development: ➤ Works at the site are to be carried out in accordance with all relevant Health and Safety legislation including the Safety, Health and Welfare at Work (Construction) Regulations 2013 (S.I. No. 291 of 2013). ➤ The 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). ➤ The Contractor shall also comply with all the reasonable safety requirements of the Client, the Project Supervisor for the Design Process and the Project Supervisor for the Construction Stage. ➤ Additionally, the burning of any materials or the lighting of fires on-site is strictly prohibited.		
Prevention Pollution Control				
MM6	CEMP Section 3.3	The following measures will be put in place to prevent the transportation of silt laden water or pollutants from entering any of the wider environments including watercourses/drains within or near the site: ➤ The site boundary will be fenced off with Heras fencing (or similar) prior to works commencing to protect adjacent habitats and to prevent any egress of machinery outside of the site during construction activities. ➤ There are no watercourses on site and surface water will not be directly discharged into any external water bodies, surrounding land, or adjacent roadways. Any run-off generated on-site will undergo the necessary filtration process as previously outlined. ➤ The works will be managed to ensure there will be no silt-laden run-off beyond the site boundary. This will be achieved through the use of appropriate excavation techniques during the initial construction works.		

Mitigation Measure	Reference Location	Mitigation Measure	Audit Result	Action Required
		Where necessary, silt fencing will be installed downslope of the construction areas, particularly where drains or drainage pathways are present. These measures will serve as a protective measure to contain silt material within the site. ➤ Any requirement for temporary fills or stockpiles will be damped down or covered with polyethylene sheeting as required to avoid sediment release associated with heavy rainfall. ➤ Excavations will be carried out using a suitably sized excavator and, in all circumstances, excavation depths and volumes will be minimised. ➤ Excavated spoil will be stockpiled and contained entirely within the confines of the site boundaries. Material stockpiles will be kept at least 10 m from any manholes. Depending on the nature of the excavated material, the stockpiles of excavated materials will be sealed with a digger bucket to reduce the potential for sediment runoff. These areas will be surrounded with silt fencing, if deemed necessary to prevent runoff. ➤ The minimum number of soil/subsoils and bedrock material should be removed from site. Soil may be reused for landscaping elsewhere on the site. However, any excess construction material shall be removed from the area and sent to an authorized waste recovery facility ➤ Works shall not take place at periods of high rainfall and shall be scaled back if or suspended if heavy rain is forecast during excavation works. ➤ High rainfall' is defined as follows: ➤ >10 mm/hr (i.e. high intensity local rainfall events); ➤ >25 mm in a 24-hour period (heavy frontal rainfall lasting most of the day); ➤ Rainfall total greater than monthly average recorded in 7 consecutive days (prolonged heavy rainfall over a week). ➤ Stockpiles will also be covered with plastic sheeting during high rainfall to prevent runoff. ➤ In the event of encountering groundwaters during excavation, groundwater will be pumped out of the excavation using a pump equipped with a silt bag on the discharge pipe, if necessary, to capture any silty material prior to		

Mitigation Measure	Reference Location	Mitigation Measure	Audit Result	Action Required
		subsequent natural percolation to ground. The area surrounding the silt bag will be surrounded by silt fencing if deemed necessary. ➤ No wastewater will be treated or discharged on-site during the construction phase. ➤ Good construction practices will be implemented at the site. This will ensure minimal risk. The CIRIA provides guidance on the control and management of water pollution from construction sites, as outlined in <i>Control of Water Pollution from Construction Sites, guidance for consultants and contractors</i>. This guidance will be adhered to throughout the construction phase to ensure that surface water generated on site contains minimum sediment.		
Sediment Control Measures				
MM7	CEMP Section 3.3, EIAR Chapter 8 Hydrology and Hydrogeology	The following measures will be put in place to protect Lough Ree from the uncontrolled release of suspended sediments: ➤ Works will be completed between August and September (inclusive) aligning with IFI guidelines (2016)¹ of sensitive periods for fish spawning, avoiding the main breeding and winter bird seasons, and coinciding with a time when water levels are at their lowest. A double-lined, floating silt curtain will be installed around the main works area (the WSP) before any near-shore or in-water works commence. ➤ Non-intrusive or low-intrusive cofferdam systems are encouraged if possible. However, sheet piling is the likely method of cofferdam installation. Differing sheet piling techniques cause differing levels of ground disturbance and pulverised drill spoil. Accordingly, percussive hammers will be minimised, and vibrative hammers will be utilised when installing sheet piles.		

¹ Inland Fisheries Ireland (IFI) (2016) *Guidelines on Protection of Fisheries During Construction Works in and Adjacent to Waters*. Available at: <https://www.fisheriesireland.ie/sites/default/files/migrated/docman/2016/Guidelines%20Report%202016.pdf>

Mitigation Measure	Reference Location	Mitigation Measure	Audit Result	Action Required
		➤ Disturbance of lake-substrate will be minimized through careful positioning of plant and adoption of low-impact construction methodologies. Equipment will not be dragged across the lakebed; this will avoid any additional sediment disturbance. Piles will not be advanced into bedrock to avoid any potential bridging to the karstified aquifer below the lakebed. ➤ The top-level of the cofferdam will be installed to a minimum of 37.5 mAOD to ensure that the cofferdam is not breached during flooding. ➤ The silt curtain will remain in place after cofferdam installation, and for the duration of the construction stage, and will only be removed once monitored suspended solids concentrations are observed at baseline levels. The silt curtain will be inspected regularly for defects and adjusted as necessary. The following measures will be in place to mitigate against any potential increase in suspended sediment load due to piling activities: ➤ A double-lined, floating silt curtain will be installed around the works area before any works commence, i.e. the silt curtain will encompass as a whole, the 42 no. piling locations. ➤ Differing drilling techniques cause differing levels of ground disturbance and pulverised drill spoil. Accordingly, percussive hammers will be minimised, and vibrative hammers will be utilised when drilling. ➤ Disturbance of lake-substrate will be minimized through careful positioning of plant and adoption of low-impact construction methodologies. Equipment will not be dragged across the lakebed; this will avoid any additional sediment disturbance. ➤ Following completion of piling works, disturbed sediments will be allowed to consolidate under natural hydrological conditions. The silt curtain will be inspected regularly for defects and adjusted as necessary, will remain in place for the duration of the works, and will only be removed once monitored suspended solids concentrations are observed at baseline levels.		
Cement Based Products Control Measures				

Mitigation Measure	Reference Location	Mitigation Measure	Audit Result	Action Required
MM9	CEMP Section 3.3, EIAR Chapter 8 Hydrology and Hydrogeology	The complete washing out of concrete trucks will not be permitted at the site during the construction phase. Suppliers will be directed back to their own facility to complete the washout process. However, a washout area for chute cleaning will be provided at the primary and secondary temporary construction compound. The following mitigation measures are proposed to avoid release of cement leachate from the site: Mitigation by Avoidance: ➤ Concrete will be delivered in sealed concrete delivery trucks. Batching of wet-cement products will not occur on-site. ➤ Ready-mixed supply of wet concrete products and emplacement of pre-cast elements will take place. ➤ Pre-cast elements for cofferdams, pile foundations, culverts, and concrete works will be used. ➤ Concrete trucks will not be washed out on-site but will be directed back to their batching plant for washout. Mitigation Measures by Design: ➤ Where concrete is delivered on-site, only the chute will be cleaned, using the smallest volume of water practicable. No discharge of cement-contaminated waters to the construction stage drainage system or directly to any artificial drain or watercourse will be allowed. Chute cleaning water will be undertaken at lined washout areas. ➤ Where temporary lined impermeable containment areas are used, such containment areas are built using straw bales and lined with an impermeable membrane. These are covered when not in use to prevent rainwater collecting. ➤ Pour sites of cement will be kept free of standing water, and plastic covers will be ready in case of sudden rainfall events.		

Mitigation Measure	Reference Location	Mitigation Measure	Audit Result	Action Required
		Risks of pollution will be further reduced as follows: ➤ Concrete will not be transported around the site in open trailers or dumpers so as to avoid spillage while in transport. ➤ All concrete used in the construction will be pumped directly into the shuttered formwork from the delivery truck. If this is not practical, the concrete will be pumped from the delivery truck into a hydraulic concrete pump or into the bucket of an excavator, which will transfer the concrete locally to the location where it is needed. ➤ Arrangements for concrete deliveries to the site will be discussed with suppliers before work starts, confirming routes, prohibiting on-site washout and discussing emergency procedures. ➤ Clearly visible signage will be placed in prominent locations close to concrete pour areas specifically stating washout of concrete lorries is not permitted on the site. ➤ Weather forecasting will be used to assist in planning large concrete pours and large pours will be avoided where prolonged periods of heavy rain is forecast. ➤ Concrete pumps and machine buckets from slewing over watercourses will be restricted while placing concrete. ➤ Excavations will be sufficiently dewatered before concreting begins and dewatering will continue while concrete sets. ➤ Covers will be available for freshly placed concrete to avoid the surface washing away in heavy rain. ➤ Any potential, small surplus of concrete remaining after completion of a pour will be disposed at a suitable off-site facility.		
Refuelling, Fuel and Hazardous Materials Storage				
MM10	CEMP Section 3.3.5	The following measures are proposed to avoid release of hydrocarbons at the site:		

Mitigation Measure	Reference Location	Mitigation Measure	Audit Result	Action Required
		➤ All refuelling of construction vehicles and plant on site will be carried out in the dedicated refuelling area located adjacent to the primary construction compound at least 30 m from watercourses or surface water features. ➤ Vehicles will never be left unattended during refuelling. Only dedicated trained and competent personnel will carry out refuelling operations and plant refuelling procedures shall be detailed in the contractor's method statements. ➤ Fuels, lubricants and hydraulic fluids for equipment used on the site will be carefully handled to avoid spillage, properly secured against unauthorised access or vandalism, and provided with spill containment. ➤ Storage bunds/trays, if required will be constructed of an impermeable membrane (HDPC) plastic and will have the adequate capacity to contain the volume of the liquids contained therein, if a leak/spillage does occur from one of the storage vessels. ➤ All plant will be inspected at the beginning of each day prior to use. Defective plant shall not be used until the defect is satisfactorily fixed. All repair and maintenance operations will take place off site. ➤ Spill kits will be used to deal with any accidental spillage in and outside the refuelling area.		
Drainage and surface water discharge routes control				
MM11	CEMP Section 3.3.6, EIAR Chapter 8 Hydrology and Hydrogeology	Management of surface runoff and subsequent treatment prior to release will be undertaken during construction work as follows: ➤ Source controls include the covering work areas, staging areas, and stockpiles, as wells as the prioritisation of small working areas and cessation of works during heavy rainfall and inclement weather. Methods that will be employed are diversion drains, flume pipes, sand bags, oyster bags filled with gravel, and filter fabrics. A cofferdam will be installed to minimise sediment mobilisation into Lough Ree. Flexibility to adapt methods will be required based on location-specific conditions, as judged by supervising engineers from visual inspection.		

Mitigation Measure	Reference Location	Mitigation Measure	Audit Result	Action Required
		➤ In-line controls involve settling of suspended sediments with the use of silt fences, straw bales, sand or oyster bags, weirs, baffles, and check dams. Flow limiters and sump pumping systems may be employed where needs arise in order to maintain the hydraulic functioning of the existing drain system. ➤ Treatment systems involve sediment traps and temporary sumps/attenuation ponds. Adjacent drainage systems/groundwater need to be protected from sedimentation and direct surface water runoff generated onsite during the construction stage. Discharge from site will be managed and controlled within the Site boundary for the duration of the construction works. There will be no temporary uncontrolled discharges to surface water from the Site during the construction stage. As construction advances there may be a requirement to collect and treat surface water within the Site. This will be completed using perimeter swales at low points around the construction areas, and if required water will be pumped from the swales into sediment bags prior to overland discharge allowing water to percolate naturally to ground at a suitable area. All works shall be undertaken in accordance with the CIRIA document 'Control of Water Pollution from Construction Sites', guidance for consultants and contractors. All stockpiles will be damped down or covered, as required, which will prevent the creation of nuisance dust, and will also prevent sediment runoff in times of heavy precipitation. Silt fencing will be installed around these stockpiles. Material stockpiles will be kept at least 10 m from any manholes and >50 m from lake shore where possible. It should be noted for this site, that a network of stormwater drains already exists, and these will be integrated and enhanced as required and used within the Site drainage system. The main elements of interaction with existing drains will be as follows:		

Mitigation Measure	Reference Location	Mitigation Measure	Audit Result	Action Required
		➤ Apart from interceptor drains, which will convey clean runoff water to the downstream drainage system there will be no direct discharge (without treatment for sediment reduction, and attenuation for flow management) of runoff from the proposed Site drainage into the existing drainage network where possible. This will reduce the potential for any increased risk of downstream flooding or sediment transport/erosion. ➤ Drains running parallel to the existing roads requiring widening will be upgraded. Velocity and silt control measures such as check dams, sand bags, oyster bags, silt fences will be used during the upgrade construction works. Regular buffered outfalls will also be added to these drains to protect downstream surface waters; ➤ Silt fences will be emplaced within drains downgradient of all construction areas. Silt fences are effective at removing heavy settleable solids. This will act to prevent entry to watercourses of sand and gravel sized sediment, released from the excavation of subsoils, and entrained in surface water runoff. Inspection and maintenance of these structures during construction stage is critical to their functioning to stated purpose. They will remain in place throughout the entire construction stage. Double silt fences will be emplaced within drains downgradient of all construction areas; and ➤ Silt bags will be used where small to medium volumes of water need to be pumped from excavations. As water is pumped through the bag, most of the sediment is retained by the geotextile fabric allowing filtered water to pass through. Silt bags will be used with natural vegetation filters. Airborne dust will be generated from excavation and concrete cutting across the Site. The most efficient method of reducing dust particles is to remove at source. Accordingly, all excavation and cutting sites will require the suppression of dust through the use of water and sprinkler systems at each excavation/cutting site. A double-lined, floating silt curtain will be installed around the works area before any near-shore or in-water works commence. This will allow residual dust particles		

Mitigation Measure	Reference Location	Mitigation Measure	Audit Result	Action Required
		to be captured and settle out within the silt curtailed area of Lough Ree, close to the Site. Excavation spoil may be deposited on road surfaces via the wheels of construction vehicles. To minimise the amount of excavation material leaving the Site in this way, wheel washes will be installed at the exit of each work area and temporary construction compound. Residual material from wheels and airborne dust may still become deposited on the Site road network, potentially impacting the water quality of the stormwater drainage network or allowing for airborne dust to be mobilised from here in dry conditions. Therefore, dust suppression vehicles will be used throughout the year during the construction stage, routinely traversing the Site road network as required; this may be continuous during the summer months. Management of excavation seepages and subsequent treatment prior to discharge into the site drainage network will be undertaken. An upslope interceptor drain will be established upslope of the excavation area to prevent greenfield runoff into the excavations. Berms will also be used, as necessary. The following design measures will be implemented on the site: ➤ Dewatering will be provided as relevant to specific requirements with de-watered discharge pumped using a pump equipped with a silt bag on the discharge outlet. As the water pass through the silt bags, the majority of sediment and organic matter is retained by geotextile fabric. The silt bags will be used with natural vegetation filters or sedimats. The sedimats will be secured to the ground surface using stakes/pegs. They will extend to the full width of the outfall to ensure that all water passes through this treatment measure. The pumped water will be discharged to either the existing stormwater drainage system or to a suitably vegetated area within the Site boundary. Where discharge to a vegetated area is required, level spreaders will be installed for each outfall, and the area will be enclosed with silt fencing to prevent sediment-laden runoff and ensure compliance with best practice environmental controls. Prior to the outset of		

Mitigation Measure	Reference Location	Mitigation Measure	Audit Result	Action Required
		works a silt fence will be erected along the lakeshore perimeter of the proposed construction area to prevent run-off to potentially floodable		
Accidental spills, leaks or other releases controls				
MM13	CEMP Section 3.3.7, EIAR Chapter 7 Land, Soils, and Geology	The following design measures will be in place to mitigate accidental spills, leaks or other releases: ➤ Highest standards of site management will be maintained, with the utmost care and vigilance followed to prevent accidental contamination or unnecessary disturbance to the Site and surrounding environment during construction. ➤ An Emergency Response Plan for accidental spillages is set out in Section 5 below, all construction staff will be familiar with the emergency procedures and the use of the relevant equipment, ➤ To provide fuel for plant and equipment on site, a certified double-skinned metal fuel tank, equipped with an integrated pump, delivery hose, meter, filter, and locking mechanism, will be installed within a secure, bunded area on the construction site. The tank will be certified for lifting when full to facilitate safe relocation if required. ➤ To mitigate the risk of fuel spills, sand piles and emergency spill kits will be readily available on site. A dedicated hazardous waste bin will be provided for the disposal of contaminated materials, such as spent sand or soak pads. ➤ Fuel for small plant equipment will be transported around the site using new metal jerrycans fitted with appropriate pouring nozzles. Drip trays will always be used under small plant to capture any leaks or drips. Waste oils and other fluids collected in drip trays or within the bunded area will be transferred into a designated waste oil drum, which will be stored within the bund to prevent contamination. Refuelling of construction machinery will take place using drip trays at all times. ➤ All metal jerrycans and other fuel containers will be stored in certified metal bunded cabinets. Gas cylinders will be stored in a secure, caged area on site and will be properly secured at the point of use. These measures ensure		

Mitigation Measure	Reference Location	Mitigation Measure	Audit Result	Action Required
		compliance with environmental and safety regulations while minimising the risk of fuel-related incidents. ➤ On-site refuelling will be undertaken using a double skinned bowser. ➤ Fuels stored on-site will be minimised. Storage areas, where required, will be bunded appropriately for 110% of the fuel storage volume for the time period of construction and fitted with a storm drainage system and an appropriate oil interceptor. ➤ All waste tar material arising from the potential chipping and resurfacing of roads will be removed off-site and taken to a licenced waste facility; and		
Wastewater Management				
MM14	EIAR Chapter 8 Hydrology and Hydrogeology	The following measures will be put in place to mitigate against any potential impact on groundwater and surface water quality from wastewater: ➤ Self-contained portable toilets within portacabins with an integrated waste holding tank will be used at the Site compounds, maintained by the providing Contractor, and removed from site on completion of the construction works. ➤ Portable toilets will be numerous and located conveniently for site workers. ➤ Wastewater will not be treated or disposed of onsite.		
Dust Control				
MM15	CEMP Section 3.4, EIAR Chapter 9 Air Quality	Proposed measures to control dust include: ➤ The designated public roads outside the site and along the main transport routes to the site will be regularly inspected by Site Management for cleanliness and cleaned, as necessary. ➤ Material handling systems and waste storage areas will be designed and laid out to minimise exposure to wind. Double handling of materials with potential to generate dust will be minimised.		

Mitigation Measure	Reference Location	Mitigation Measure	Audit Result	Action Required
		➤ Any hardstanding areas/site roads with the potential to give rise to dust will be regularly watered, as appropriate, during dry and/or windy conditions. ➤ A water tanker will be maintained on-site to dampen exposed soils, unpaved haul routes, and active work areas. ➤ Water sprays will be used as required during transfer and loading activities, during dry and/or windy conditions. ➤ The transport of crushed concrete or other material, which has significant potential to cause dust, will be undertaken in tarpaulin-covered vehicles where necessary. Any rubble that has potential to generate dust will also be dampened down as necessary. ➤ Regular Toolbox Talks (TBTs) will be carried out with operatives by site management to reinforce the need for all operatives to be aware of and responsive to conditions or activities that could generate dust. ➤ Stockpiles on-site will be located in the temporary construction compounds and will be covered with plastic sheeting to prevent dust generation during dry conditions. If plastic sheeting is not feasible, stockpiles will be dampened down when necessary. ➤ All plant and machinery will be maintained in good operational order while onsite. ➤ Vehicle speeds on-site will be strictly restricted to 15 km/h. ➤ All internal access roads will be surfaced using suitable materials; the use of mud stone, clay stone, or shale stone is explicitly prohibited to prevent the generation of additional fine dust particles ➤ All trucks exiting the site carrying fine dry loads shall be covered and all other loads sprayed with water prior to exiting the site ➤ A wheel wash facility will be provided to clean HGV traffic leaving the site to minimise dust and dirt soiling on the L2020.		
Noise Control				

Mitigation Measure	Reference Location	Mitigation Measure	Audit Result	Action Required
MM16	CEMP Section 3.5, EIAR Chapter 11 Noise and Vibration	Proposed measures to control noise include: ➤ Construction operations will in general be confined to 0700–1900 h Monday-Friday and 0800-1700 h Saturday. ➤ Any works outside these hours, if required, will be limited to quieter operations, and will be agreed in advance with the planning authority. ➤ Drivers of plant and vehicles will be instructed to avoid hooting onsite at all times. ➤ Plant used onsite during the construction phase will be maintained in a satisfactory condition and in accordance with manufacturer recommendations. In particular, exhaust silencers will be fitted and operating correctly at all times. Defective silencers will be immediately replaced. ➤ Queuing of trucks on public roads near receptors will be prohibited. ➤ Machinery not in active use will be shut down. ➤ Driver training will be provided to ensure smooth machinery operation, to minimise unnecessary noise generation. ➤ A site representative will be appointed as a liaison officer with the local community. Prior to road improvement works along the L2020 Local Road, notification will be given to the residents along this road via letter drop. ➤ Any complaints of noise received during the construction phase will be logged in a register and investigated immediately. Details of follow-up action will be included in the register. ➤ Where it is proposed to import potentially noisy plant to the site, the potential impact of noise emissions will be assessed in advance. ➤ Guidance set out in BS 5228-1:2009 with respect to noise control will be applied throughout the construction phase. The hours of working should be planned, and account should be taken of the effects of noise upon persons in areas surrounding site operations and upon persons working on site, taking into account the nature of land use in the areas concerned, the duration of work and the likely consequence of any lengthening of work		

Mitigation Measure	Reference Location	Mitigation Measure	Audit Result	Action Required
		periods. Deviation from these times will only be allowed in exceptional circumstances where written approval has been received from the Planning Authority.		
Invasive Species Management				
MM17	CEMP Section 3.7.1, EIAR Chapter 6 Biodiversity	The following best practice measures will be implemented during the construction phases of the Proposed Development: ➤ A dedicated biosecurity point shall be established within the Proposed Development Site Footprint for the disinfection and cleaning of all equipment, plant machinery or vehicles used during construction phases. ➤ All machinery and plant, including the floating pontoon boat and Movax, will be subject to Check–Clean–Dry protocol, and inspected regularly: ➤ Check: Inspect all equipment for plant material, mud, mussels ➤ Clean: Pressure wash with hot water (>60°C where possible) ➤ Dry: Allow to dry completely before reuse elsewhere ➤ A tool-box talk will be given by the onsite ECoW to notify the Contractors of the presence of any terrestrial or aquatic invasive species, how to identify invasive species the biosecurity measures that will be followed to prevent further spread of invasives. ➤ Clear signage should be erected around the Proposed Development site to alert and remind all works of the presence of invasive species and the importance of biosecurity measures ➤ During periods of in-lake works, silt curtains and fragment barriers should be used around areas of marina extension, in order to limit the spread of invasive species ➤ Where any removal of invasive plant species is necessary, cut-and-collect systems should be used, with deployment of collection booms down-current of the works area.		

Mitigation Measure	Reference Location	Mitigation Measure	Audit Result	Action Required
		- Any removed invasive plant material should be removed from Lough Ree immediately. - Where invasive mussel management is required from infrastructure, boats or machinery, mussels or mussel fragments should be removed mechanically via scraping or pressure washing - Any removed invasive species should be transported to a designated disposal area located away from Lough Ree, surface water, groundwater or any drainage pathways. - Anti-fouling coatings should be applied to infrastructure where appropriate - Large-scale sediment and existing invasive mussel disturbance should be avoided throughout periods of in-lake works - Machinery, including the floating pontoon and Movax, will follow designated navigation channels to avoid high-density areas of invasive species, including within the existing marina. - Where possible, fixed moorings should be used for the floating pontoon boat and Movax, as opposed to dragging anchors and disturbing sediment and vegetation beds which include invasive species. - Mooring chains and anchors should be inspected regularly and will be subject to Check-Clean-Dry protocol Evidence of cleaning and disinfection of all equipment will be fully logged and recorded, with the designated ECoW ensuring biosecurity compliance on site each day.		
Wet Willow-Alder-Ash Woodland Habitat and Fraxinus Excelsior Woodland Protection Measures				
MM18	CEMP Section 3.8.1, EIAR Chapter 6 Biodiversity	The Proposed Development, including site layout and construction phasing, was designed specifically to avoid areas of alluvial forest habitat identified along the shoreline of Lough Ree, both within and adjacent to the Proposed Development Site.		

Mitigation Measure	Reference Location	Mitigation Measure	Audit Result	Action Required
		In order to protect areas of alluvial forest habitat, all areas of woodland will be fenced off with Heras fencing (or similar) to prevent access of machinery or unauthorised access from public areas, thus preventing disturbance and direct degradation of this habitat. All fencing will remain in place for the duration of construction phase. In order to avoid any impacts on alluvial forest, additional/ alternative water quality protection solutions are required in this area. Sheet piling works are not proposed in areas of alluvial forest, and instead an earth bund structure will be installed in the vicinity of the alluvial forest. Works will take place outside of the identified root protection zone, as advised by an arboriculturist. In order to avoid disturbance of root structures, the dam structure will be constructed above ground, with an earth bund installed on top of the existing concrete hardstand in the vicinity of the alluvial forest habitat. The earth bund will connect to the sheet piling at a point outside of the identified areas of alluvial forest. The top-level of the cofferdam will be installed to a minimum of 37.5 mAOD to ensure that the cofferdam is not breached during flooding. As with the cofferdam, the top-level of the bund will be installed to a minimum of 37.5 mAOD to ensure that the bund is not breached during flooding Concrete removal in areas bordering alluvial forest habitat will be undertaken in a sensitive manner using hand tools where practical to ensure no tree roots are damaged. Concrete removal in this area will be conducted in the dry. Around the areas of concrete removal and prior to the commencement of works, a sandbag dam will be installed with an impermeable geomembrane to minimise any potential lake water penetration. Should any water penetrate the sandbag dam, water will be pumped from the area to the surface water drainage system Weather and flood forecasting will be continuously monitored, with concrete removal in this area taking place only during periods of dry weather and low lake		

Mitigation Measure	Reference Location	Mitigation Measure	Audit Result	Action Required
		levels. Silt curtains will be installed in front of areas of reed bed within the lake, to the north of the existing Baysports facility. Similarly, concrete pouring will be carried out during periods of dry weather and low lake levels, using water-tight shuttering and form works. Impermeable geomembrane sealing, sandbags and silt curtains will all be retained for the duration of concrete pouring and will be removed following the completion of works. Should rain be forecasted, or lake levels anticipated to rise, any concrete removal or concrete reinstatement works will cease until rain stops and lake levels return to a suitable level. Sheet piling and concrete removal works will be undertaken in August - September (inclusive) to avoid the main breeding and winter bird seasons, to be within the suitable season for works in water (August-September, IFI 2016)², and to coincide with a time when water levels are at their lowest.		
Eutrophic Lake Protection Measures				
MM19	CEMP Section 3.8.2, EIAR Chapter 6 Biodiversity	Mitigation to protect area of lake habitat in the vicinity of the proposed marina extension will include the following: ➤ Works to the lakebed will be limited to the driving of 42 steel piles, with the attachment of a floating breakwater, floating jetties and gangways connected to the shoreline which will not interact directly with the lakebed or macrophyte communities present there. No in-lake vegetation removal is proposed as part of the marina redevelopment and extension phase of the Proposed Development.		

² Inland Fisheries Ireland (IFI) (2016) *Guidelines on Protection of Fisheries During Construction Works in and Adjacent to Waters*. Available at: <https://www.fisheriesireland.ie/sites/default/files/migrated/docman/2016/Guidelines%20Report%202016.pdf>

Mitigation Measure	Reference Location	Mitigation Measure	Audit Result	Action Required
		➤ Silt curtains will be installed around each of the pile locations prior to the commencement of pile installation, in order to limit siltation impacts on lakebed vegetation in the wider vicinity. Silt curtains will be connected to the floating construction pontoon, with weights used to ensure the silt curtain sits flush to and remains on the lakebed around each of the pre-specified piling locations. Piles will be installed using vibration piling, with this lower-impact piling technique anticipated to help limit sediment disturbance and suspension on the lakebed, preventing additional siltation throughout macrophyte communities which are already subject to high levels of siltation. ➤ Piles will be installed in stages (sequentially one after another using a floating pontoon), with installation of steel piles anticipated to take 4–6 weeks. Floating jetties, breakwaters, gangway and canoe step will be installed following piling, with these components constructed off-site to minimise in-lake works duration. Installation of these floating components will occur via floating pontoon. Mooring anchors of the floating pontoon will be placed precisely on the lakebed and not dragged, to avoid disturbance to lakebed habitat. Pre-defined access routes will be used by the floating pontoon and Movax for the installation of piles and all other floating marina components, to limit the area of lakebed disturbance. Total works duration for the marina redevelopment and extension is anticipated to take approx. 6 months (including the 4–6 weeks of piling), with all in-lake works (piling works) to be undertaken between August–September (months inclusive) during periods of lower lake water levels and outside of ecological sensitive time periods (e.g., core breeding bird season, core wintering bird season). ➤ Marina redevelopment and extension works will be temporary in duration, phased in nature and isolated in area, taking place in the immediate vicinity of the existing marina, around which, lakebed habitat is already subject to high levels of disturbance. Mitigation to protect areas of lake habitat in the vicinity of the proposed WSP will include the following:		

Mitigation Measure	Reference Location	Mitigation Measure	Audit Result	Action Required
		The cofferdam location has been designed to minimise interaction with lake waters and marginal habitats of Lough Ree. An isolated, linear area of reed bed fringing the existing Baysports facility concrete hardstand will be temporarily disturbed during the installation of the sheet piled cofferdam around this area. Linear areas of reedbed fringing the existing hardstand area will naturally reinstate following the completion of construction works, with no permanent net loss of this habitat.		
Otter Protection Measures				
MM21	CEMP Section 3.8.3, EIAR Chapter 6 Biodiversity	Prior to the commencement of construction works associated within the Proposed Development Site, the following measures will be undertaken for the avoidance of disturbance to otter which utilise Lough Ree in the vicinity of the proposed construction areas. The following measures are in line with ‘Guidelines for the Treatment of Otters prior to the Construction of National Road Schemes’. ➤ Works will be carried out in accordance with ‘Guidelines for the Treatment of Otters prior to the Construction of National Road Schemes’ (TII 2006). ➤ A tool-box talk will be given by the onsite ECoW to notify the Contractors of the presence of any otter signs and outline the mitigation measures that will be followed to prevent disturbance to the species. ➤ All plant and equipment for use will comply with Statutory Instrument No. 359 of 1996 “European Communities (Construction Plant and Equipment) (Permissible Noise Levels) Regulations 1996” to minimise disturbance via noise emissions. ➤ Operating machinery will be restricted to the Proposed Development Site. ➤ Work will be completed during daylight hours. ➤ Regular maintenance of plant will be carried out in order to minimise noise emissions. Particular attention will be paid to the lubrication of bearings and the integrity of silencers. ➤ Compressors will be of the “sound reduced” models, fitted with properly lined and sealed acoustic covers which will be kept closed whenever the machines		

Mitigation Measure	Reference Location	Mitigation Measure	Audit Result	Action Required
		are in use and all ancillary pneumatic tools shall be fitted with suitable silencers. ➤ Machines which are used intermittently will be shut down during periods when they are not in use. ➤ All vehicles and mechanical plant will be fitted with effective exhaust silencers and maintained in good working order for the duration of the works. ➤ Plant and machinery with low inherent potential for generation of noise and/or vibration will be selected. ➤ Equipment not in active use will be shut down. ➤ Use of horns will be prohibited on-site. Communication between operators (e.g. between excavator and dumper operators) will be by visual methods only. ➤ Training will be provided by the Site Management to drivers to ensure smooth machinery operation/driving, and to minimise unnecessary noise generation HGV drivers will be instructed to extend care and courtesy to other road users, and to avoid unnecessary revving of engines. ➤ All construction plant used on-site will be required to comply with maximum sound power levels set out in Directive 2000/14/EC of the European Parliament and of the Council of 8 May 2000 on the approximation of the laws of the Member States relating to the noise emission in the environment by equipment for use outdoors, implemented in Ireland by the European Communities (Noise Emission by Equipment For Use Outdoors) Regulations, 2001 (S.I. 632 of 2001), as amended by the European Communities (Noise Emission by Equipment for Use Outdoors) (Amendment) Regulations, 2006 (S.I. 241 of 2006). ➤ All plant and equipment for use will comply with Statutory Instrument No. 359 of 1996 "European Communities (Construction Plant and Equipment) (Permissible Noise Levels) Regulations 1996" to minimise disturbance via noise emissions. ➤ Where reasonably practicable, low vibration working methods should be employed. Consideration should be given to use of the most suitable plant,		

Mitigation Measure	Reference Location	Mitigation Measure	Audit Result	Action Required
		reasonable hours of working for operations which might give rise to perceptible vibrations, and economy and speed of operations. ➤ Vibration should be controlled at source, and the spread of vibration should be limited. ➤ Where reasonably practicable, plant and/or methods of work causing significant levels of vibration at sensitive premises should be replaced by other less intrusive plant and/or methods of working. ➤ Off-site fabrication of construction components should be utilised wherever possible to limit vibration levels. ➤ Best practice vibration control measures will be employed by the Contractor, as outlined in the following documents: Operating machinery will be restricted within the Proposed Construction Areas only. Given the largely crepuscular nature of otter, all work associated with the Proposed Development will be completed during daylight hours or as outlined below. The proposed construction working hours are as follows: ➤ 07:00 – 19:00 Monday to Friday. ➤ 08.00 – 17.00 Saturday ➤ Closed Sundays and public holidays. Any construction phase lighting associated with the Proposed Development will avoid illuminating fringing lake habitats e.g. lake waters, reedbeds, woodland, etc. ➤ British Standard BS 7385: 1993: Evaluation and Measurement for Vibration in Buildings Part 2: Guide to Damage Levels from Ground Borne Vibration. ➤ British Standard BS 5228: 2009+A1 2014: Code of Practice for Noise and Vibration Control on Construction and Open Sites – Part 2: Vibration . ➤ A designated member of staff will be appointed as the point of contact for any queries or complaints from nearby local residents. All lighting should include the following specifications ➤ 2700 K (warm white)		

Mitigation Measure	Reference Location	Mitigation Measure	Audit Result	Action Required
		➤ Directional attachments to prevent upward light spill, as well as to prevent light spill on any sensitive habitats (e.g., light shields in the vicinity of woodland (alluvial or otherwise), reedbed, lakes shore, lake waters, and treelines). ➤ Where possible, lighting should include timing options, either through motion sensor lighting or dimming. Construction phase lighting will only remain on during the outlined hours of construction. ➤ Any construction phase light spill from lighting will fall below 1 lux on hedgerow, woodland or lake habitat (including marina lighting). ➤ In line with the following guidance that is provided in the Dark Sky Ireland Lighting Recommendations: ➤ Every light needs to be justifiable, ➤ Limit the use of light to when it is needed, ➤ Direct the light to where it is needed, ➤ Reduce the light intensity to the minimum needed, ➤ Use light spectra adapted to the environment, ➤ When using white light, use sources with a “warm” colour temperature (less than 2700K).		
Bird and SCI Species of SPAs Protection Measures				
MM22	CEMP Section 3.8.4, ELAR Chapter 6 Biodiversity	Aside from all the other measures set out in this document, the following mitigations will be implemented to ensure no disturbance to birds and Special Conservation Interest Species of SPAs. ➤ All in-lake works including marina extension construction and erection of cofferdam adjacent to reedbed habitat will take place outside the breeding season (March – July) and wintering season (October – March) for waterbirds and will therefore be limited to the months August - September of any given year. ➤ The cofferdam once installed will provide a screening buffer between the construction area and retained reedbed habitat. This will aid in minimising		

Mitigation Measure	Reference Location	Mitigation Measure	Audit Result	Action Required
		disturbance effects to birds throughout the duration of the Water Sports Pavilion construction phase. ➤ All vegetation clearance works throughout the Proposed Development Site and works in the vicinity of sensitive habitats for breeding waterbirds (i.e. reedbeds) will be conducted outside of the breeding bird season (1st March – 31st August, dates inclusive) where possible. If works must be carried out that continue into the breeding bird season, then these works will commence at a minimum in the weeks prior to 1st March. This will allow for existing levels of disturbance arising from construction works commencing prior to the breeding bird season to act as a disturbance buffer to ensure that waterbird species do not build nests within the Proposed Development Site, but prioritise sites within the wider vicinity, of which there are significant suitable areas to the north and south of the Proposed Development. This would be done to prevent nest abandonment by waterbirds. ➤ Vegetation removal (trees, scrub) should take place outside of the bird nesting season. Where removal cannot be avoided during this season, it will be preceded by an inspection of any vegetation to be removed by a qualified ecologist. If any nests are identified during these surveys, then works will halt until nesting has concluded.		
Bat Protection Measures				
MM24	CEMP Section 3.8.5, EIAR Chapter 6 Biodiversity	Aside from all other mitigation set out in this document, the following measures will be implemented to ensure no disturbance to bats. Timing of works ➤ Demolition works will be scheduled outside of the main bat activity period (May–September), unless otherwise agreed with the licensed ecologist. Provision of Alternative Roosting Habitat		

Mitigation Measure	Reference Location	Mitigation Measure	Audit Result	Action Required
		➤ Prior to the commencement of demolition, at least one bat box/ replacement roost feature will be installed to provide an immediate alternative roosting option if required. Compensatory roosting features will be provided within the site in accordance with best practice (Marnell et al., 2022; TII, 2006; Collins, 2023). ➤ A minimum of one Rocket bat box will be installed, with additional boxes incorporated where feasible to enhance roosting opportunities for local bat populations. ➤ Rocket bat boxes and other bat boxes will be: ○ Installed at a height of ≥ 3 m above ground level; ○ Oriented south to southeast where possible; ○ Located away from artificial lighting; ○ Positioned adjacent to linear features such as treelines or woodland edge to maintain connectivity with existing commuting routes. ○ Located as close as possible to the existing bat roost to be removed. ➤ Final locations of replacement/ compensatory bat roosting features will be agreed in consultation with a licenced ecologist. ➤ The installed Rocket box structure and any other bat boxes will be subject to post-installation inspection by the appointed ECoW (or Project Ecologist) to confirm correct placement and suitability. The condition of the boxes will subsequently be reviewed as part of ongoing site maintenance to ensure their integrity is maintained and that they remain fit for purpose. Monitoring of the compensatory roost feature Monitoring of the compensatory roosting features will be undertaken on an annual basis (by a suitably licenced individual) for a minimum period to be agreed with NPWS, in order to assess their uptake and effectiveness. Monitoring will be carried		

Mitigation Measure	Reference Location	Mitigation Measure	Audit Result	Action Required
		out by a suitably qualified ecologist using a combination of appropriate and non-intrusive techniques, including: ➤ Visual inspection for signs of use (e.g. staining, droppings, or moisture); ➤ Inspection using an endoscope, where access allows; ➤ Use of thermal imaging or emergence surveys, where appropriate; ➤ DNA analysis of droppings, if required to confirm species presence. The results of monitoring will be used to evaluate the success of the mitigation measures and to inform any adaptive management required. Confirmation of compensatory roost feature usage and monitoring outcomes will be reported to NPWS in accordance with licence conditions. Measures to mitigate loss of Foraging/Commuting Habitat The Proposed Development was designed specifically to retain individual trees and treelines within the Proposed Development Site where possible. 239 trees proposed for removal, with a total of 240 trees are proposed to be replanted and will vary in maturity. Tree species replanting has been designed with consideration for maintaining connectivity throughout the Proposed Development. Where trees cannot be replanted within the vicinity of where they were removed, they will instead be replanted to enhance connectivity (i.e. replanted in the northern area of the site and along the L2020 road). ➤ The longest area of treeline removal where replanting is not proposed is the non-native Leyland treeline located to the north of the Proposed Development Site. However, due to the presence of another treeline within the Athlone Golf Club, located closely west of the treeline to be removed and running parallel to the Leyland treeline, no loss of overall commuting connectivity is anticipated. In addition, trees will be planted within the north of the Site in areas of existing amenity grassland which will enhance connectivity and foraging potential of this northern area over baseline conditions.		

Mitigation Measure	Reference Location	Mitigation Measure	Audit Result	Action Required
		➤ The planting scheme will use native tree species to strengthen ecological value in accordance with the All-Ireland Pollinator Plan. By incorporating a carefully designed mix of native trees, the design and development will enhance existing habitats and replace removed non-native treeline habitat and trees for commuting and foraging bats. Retained trees throughout the Proposed Development Site Footprint will be protected during construction in full accordance with BS:5837 (Trees in Relation to Construction).		
Cultural Heritage Protection Measures				
MM25	CEMP Section 3.9, EIAR Chapter 12 Cultural Heritage	The following mitigation measures proposed are subject to approval by the National Monuments Service and the planning authority. ➤ Should any archaeological material be encountered during archaeological monitoring and archaeological testing, the extent of such features/deposits will be determined, a GPS location of the site will be established and works at this location will cease. A strategy will be proposed to the Local Authority and National Monuments Service to preserve the site in situ, where possible. Where preservation in situ cannot be achieved, either in whole or in part, then a programme of full archaeological excavation will be proposed, to ensure the preservation by record of the portion of the site that will be directly impacted upon. This work should be carried out by a suitably qualified archaeologist under license and in accordance with the provisions of the National Monuments Acts 1930–2014.		
Resource Waste Management				
MM26	CEMP Section 3.10.2	➤ All construction phase waste will be collected in skips and the site will be kept tidy and free of debris at all times. ➤ Waste oils and hydraulic fluids will be collected in leak proof containers and removed from the site for disposal or recycling. It is also essential that all empty oil containers and other hazardous wastes will be disposed of in		

Mitigation Measure	Reference Location	Mitigation Measure	Audit Result	Action Required
		accordance with the requirements of the Waste Management Act, 1996 as amended. ➤ All construction waste materials will be stored within the confines of the site, prior to removal from the site to an appropriately licensed waste facility. ➤ A self-contained port-a-loo with an integrated waste holding tank will be used within the confines of the site. This unit will be maintained by the providing Contractor and removed from site upon completion of the construction works. ➤ No wastewater will be discharged on-site during the construction phase		
MM27	CEMP Section 3.10.2.2	➤ Ordering of materials will be on an 'as needed' basis to prevent over supply to site. Co-ordination is required with suppliers enabling them to take/buy back surplus stock. ➤ All trucks transporting fine or dry materials to and from the site will be securely covered immediately after loading, with tailgates firmly fixed to prevent wind-blown dust and spillages ➤ Purchase of materials pre-cut to length to avoid excess scrap waste generated on site. ➤ Request that suppliers use least amount of packaging possible on materials delivered to the site. ➤ Ensuring correct storage and handling of goods to avoid unnecessary damage that would result in their disposal. ➤ Ensuring correct sequencing of operations. ➤ Use reclaimed materials in the construction works.		
Traffic Management				
MM28	CEMP Section 3.11.1	To ensure compliance with traffic management requirements, the Contractor shall implement the following measures: ➤ All construction staff and subcontractors shall be clearly informed that they are bound by the restrictions set out in the Construction Traffic Management Plan (CTMP). The Contractor shall schedule site traffic in advance to ensure adherence to these restrictions.		

Mitigation Measure	Reference Location	Mitigation Measure	Audit Result	Action Required
		➤ Special permits for the movement of oversized or hazardous loads shall be obtained from RCC and/or An Garda Síochána prior to any such movements. ➤ Daily construction programmes shall be planned to minimise disruptions to surrounding streets by staggering HGV and delivery movements to avoid site queues. Non-essential vehicle movements shall be minimised during peak traffic hours (08:00–09:00 and 16:30–18:00). ➤ On-site parking shall be limited to vehicles required for direct participation in the works. Construction vehicles shall follow the road hierarchy, using primary national and regional routes for site access and avoiding local or minor streets where practicable. A Traffic Management Coordinator shall be appointed to oversee all traffic safety and management matters and to ensure compliance with the CTMP. Where multiple contractors are working on site, overall traffic coordination shall be implemented, including review and harmonisation of individual CTMPs. An overall CTMP for the entire site shall be prepared and agreed with RCC in advance of works commencement.		
MM29	CEMP Section 3.11	Traffic control will be implemented through the following procedures: ➤ Develop a restriction and rule adherence form to be signed by all lorry drivers and site operatives, confirming their understanding and agreement to comply with traffic management requirements. Prior to commencement, all new contractors and personnel must complete and sign the prequalification and restrictions forms. ➤ All movements of construction traffic to and from the site must be coordinated by the Contractor's Transport Manager in accordance with the approved restrictions. A certified Flagman will be stationed at the site entrance to safely direct and manage traffic entering and leaving the site. ➤ An appointed person at the site entrance will issue traffic dockets and maintain a record of all vehicles entering and leaving the site. The site manager will periodically review these records to ensure compliance with traffic		

Mitigation Measure	Reference Location	Mitigation Measure	Audit Result	Action Required
		management procedures and to identify any opportunities for operational improvement.		
MM30	CEMP Section 3.11.3	➤ All construction traffic will access the site via the main access roads, entering from the N61. Deliveries must be off-loaded promptly using the most appropriate method, and vehicles should be escorted off-site immediately to prevent congestion. ➤ The site gate attendant will be responsible for preventing any conflicts between pedestrians and vehicles entering or exiting the site. Temporary pedestrian routes and controls must be maintained at all times to ensure the safe movement of the public and the uninterrupted operation of businesses within the Proposed Development boundary. ➤ Some private car use by construction personnel is expected during periods of peak construction activity. Site working hours are anticipated to be 08:00–19:00 from Monday to Friday and 08:00–17:00 on Saturdays, meaning that the peak site movements are likely to occur outside of the usual AM and PM rush hours, thereby minimising disruption to local traffic. HGV Movements: For rigid HGVs transporting materials from the site, the total turnaround time—from arriving at the site entrance to travelling to the loading area, completing loading operations, and exiting—is estimated to be approximately 15 minutes per vehicle. Wherever practicable, HGV movements should be scheduled outside peak traffic periods. The Contractor must also prepare detailed traffic management plans for project stages that will generate high volumes of HGV activity, such as site clearance and regrading works, with particular attention given to temporary pedestrian management and ensuring safe access to neighbouring properties and businesses.		

Mitigation Measure	Reference Location	Mitigation Measure	Audit Result	Action Required
MM31	CEMP Section 3.11.3	- Contractor, subcontractor, and supplier vehicles are not permitted to park on local access routes, and all site parking must be accommodated within the site boundaries as outlined in the Contractor's site setup layout strategy. Because of the spatial constraints within the site extents, the availability of on-site parking will be very limited. - No unloading or blockage of access routes—including those designated for emergency vehicles—is permitted, and any vehicle that obstructs these routes must be instructed to move immediately to ensure that site operations and emergency access are not impeded. - The Contractor must carry out a vehicle tracking analysis to confirm that all construction vehicles have sufficient turning space. This analysis should demonstrate safe entry and exit manoeuvres for every vehicle, with the goal of minimising—or, where possible, eliminating—the need for reversing. - The Contractor shall ensure that all traffic management requirements outlined in this CTMP are fully implemented and adhered to throughout the duration of the Proposed Development.		
MM32	CEMP Section 3.11.3.2	The Contractor shall undertake monthly logistics coordination meetings to review and update the traffic management strategy. These meetings will: - Discuss and agree on traffic management coordination measures. - Review the implementation of any required temporary traffic management schemes. - Identify any potential conflicts or operational issues and agree on corrective actions. - Ensure alignment between all Contractors, subcontractors, and stakeholders regarding traffic management requirements.		
MM33	CEMP Section 3.11.3.3	All loading and unloading activities must be carried out entirely within the demised site area, meaning within the defined site boundary or red line. Contractors are strictly prohibited from conducting any loading or unloading on the public roadway. This requirement is in place to:		

Mitigation Measure	Reference Location	Mitigation Measure	Audit Result	Action Required
		➤ Reduce risk to the public ➤ Minimise congestion ➤ Limit disruption or potential hazards to passing vehicles and other road users All deliveries and collections must be overseen and managed by a nominated competent person appointed by the Contractor. In addition, Contractors are required to assess and clearly outline the measures they will implement to manage impacts on cyclists, pedestrians, other road users, and any affected roadway infrastructure, ensuring the safety and continuity of public access around the site.		
MM34	CEMP Section 3.11.3.4	➤ Access for emergency vehicles via the designated primary haul roads must be maintained at all times throughout the construction period. The Contractor must ensure that no works, parking, or material storage obstruct these routes and that emergency access remains clear and immediately available in the event of an incident. To support this, the Contractor shall establish procedures to coordinate site activities so that emergency vehicle access is never compromised under any circumstances.		
MM35	CEMP Section 3.11.3.5	➤ The Contractor is required to take all necessary precautions to prevent damage to roads, footpaths, grass margins, walls (including protected walls), structures (including protected structures) and their curtilage, as well as trees, lighting fixtures, and all other street furniture both within and outside the site boundary. The Contractor is fully liable for the cost of repairing or replacing any such damage caused by its operations, and all remedial work must meet the satisfaction of RCC. ➤ Precautions must also be taken to prevent any spillage of diesel, contaminated water, solvents, or other hazardous materials. Should any damage or contamination occur, it must be rectified at the Contractor's expense, and the Contractor may additionally be held responsible for breaches of related planning conditions. ➤ The use of tracked plant on road surfaces outside the site is strictly prohibited unless approved protective measures are in place to safeguard the integrity of these surfaces.		

Mitigation Measure	Reference Location	Mitigation Measure	Audit Result	Action Required
		➤ The Contractor's Construction Management Plan must specify the required quality of temporary reinstatements of roads, pavements, and other affected surfaces, as well as the timeline for completing permanent reinstatements to ensure that all affected areas are restored promptly and to the required standard.		
MM36	CEMP Section 3.11.4, EIAR Chapter 14 Material Assets	A number of design measures are proposed to mitigate construction phase traffic impacts, these include: ➤ Phasing of construction activities to maintain access to existing facilities; ➤ Maintaining access to the hotel, marina, businesses and adjacent properties throughout construction; ➤ Locating construction compounds within the development site; ➤ Scheduling major deliveries to avoid periods of peak visitor demand where possible; ➤ Maintaining pedestrian and cyclist routes through temporary traffic management; ➤ Minimising the duration of temporary traffic management arrangements. Preliminary traffic management measures for the construction of the Proposed Development are set out below: ➤ Construction and Delivery Programme – a programme of construction and deliveries will be submitted to RCC in advance of deliveries of material to the site. Liaison with the relevant local authorities and TII will be carried out where required. ➤ Information to locals – Locals in the area will be informed of any upcoming traffic related matters via letter drops and posters in public places. Information will include the contact details of the Contract Project Co-ordinator, who will be the main point of contact for all queries from the public or local authority during normal working hours. An "out of hours" emergency number will also be provided. Local access to all properties located within the proximity of the proposed works will be maintained at all times.		

Mitigation Measure	Reference Location	Mitigation Measure	Audit Result	Action Required
		➤ Identification of delivery routes – The delivery routes for the transportation of all materials will be agreed and adhered to by all Contractors. ➤ Temporary traffic signs – As part of the traffic management measures temporary traffic signs will be put in place at the location where works are being undertaken. All measures will be in accordance with the ‘Traffic Signs Manual, Section 8 – Temporary Traffic Measures and Signs for Road Works’ (DoT, 2019) and ‘Guidance for the Control and Management of Traffic at Roadworks’ (DoT). A member of construction staff (flagman) will be present at each construction site location along the route. ➤ Additional measures - Various additional measures will be put in place in order to minimise the effects of the construction traffic on the surrounding road network including wheel washing facilities at the entrance to the site and sweeping/cleaning of local roads as required. ➤ Road Opening Licence – All roads’ works will be undertaken in line with the requirements of a road opening licence as agreed with RCC.		
Operational Phase				
Site Drainage				
MM37	EIAR Chapter 8 Hydrology and Hydrogeology, Section 8.5.4.1	➤ With the close proximity of Lough Ree to the site, the operational stormwater drainage strategy has been developed with water quality as a primary consideration alongside nature based solutions (NBS) and Sustainable drainage systems (SuDS) hierarchy. The natural hydrological cycle will be emulated as far as reasonably practicable, involving grading of the Site, reducing stormwater runoff entering any conventional drainage systems, and attenuating runoff in proposed SuDs features prior to discharge to Lough Ree. ➤ Where possible, site catchments will be routed to a nature-based attenuation solution. Select areas of the Proposed Development which cannot be routed in this manner due to the tight levels and falls for gravity outfall to Lough Ree, below ground attenuation measures will not be introduced. All stormwaters		

		will be routed through a hydrocarbon and integrated silt separation interceptor, in line with policy requirements. ➤ The site stormwater drainage network will be routinely inspected and maintained.		
Wastewater Management				
MM38	EIAR Chapter 8 Hydrology and Hydrogeology, Section 8.5.4.2	➤ All foul water will be discharged to the existing foul water network and will be treated at the receiving Wastewater Treatment Plant. The foul water network will be routinely inspected and maintained.		
Exhaust Emissions				
MM39	EIAR Chapter 9 Air, Section 9.7.3.1	➤ Any vehicles or plant brought onsite during the operational phase will be maintained in good operational order that comply with the Road Traffic Acts 1961 as amended, thereby minimising any emissions that arise. ➤ When stationary, delivery and on-site vehicles will be required to turn off engines. ➤ As detailed in section 14.1.7.2- to 14.1.7.4 of the Traffic and Transport assessment in Chapter 14 Material Assets, a number of measures are proposed for the use of sustainable modes of transport to the site by staff, contractors and guests. The Proposed Development provides for additional bus stops and bus parking spaces, lakeshore pathways, cycling and bike parking facilities, pedestrian and cycling paths along the L2020, and additional electric vehicle (EV) parking bays, thereby minimising the potential for emissions during this phase.		
Waste Disposal				
MM40	EIAR Chapter 10 Climate,	➤ The proposed Water Sports Pavilion building will be designed to comply with the requirements of Building Regulations Part L (Buildings Other Than		

	Section 10.6.3.1.3	Dwellings) and will achieve the Nearly Zero Energy Building (NZEB) standard. ➤ 45 no. solar panels will be installed on the Water Sports Pavilion, with a further 9 no. on the café building. The energy generation from the solar panels will offset a proportion of the operational electricity demand of both buildings, reducing associated greenhouse gas emissions over the lifetime of the development. ➤ The planting of 240 native trees will be in place to reduce the effect of the removal of 239 trees during the construction phase. ➤ Any vehicles or plant brought onsite during the operational phase will be maintained in good operational order that comply with the Road Traffic Acts 1961 as amended, thereby minimising any emissions that arise. ➤ Waste material will be transferred to a licensed /permitted Materials Recovery Facility (MRF) by a fully licensed waste contractor where the waste will be sorted into individual waste streams for recycling, recovery or disposal. ○ The MRF facility will be local to the Proposed Development to reduce the emissions associated with vehicle movements. ➤ Operational waste will be segregated, where practicable, and stored in designated waste storage areas prior to collection by authorised waste contractors. ➤ Adequate bins will be provided for general waste, recyclables and organic waste, as required. ➤ Any hazardous or special waste from routine maintenance will be stored separately and managed in accordance with relevant legislative requirements.		
Noise and Vibration				
MM41	EIAR Chapter 11 Noise and	➤ Maintenance personnel will be instructed to avoid use of vehicle horns while onsite.		

	Vibration, Section 11.5.2	➤ A representative will be appointed as a liaison officer with the local community. ➤ Any complaints of noise received will be logged in a register and investigated immediately. Details of follow-up action will be included in the register.		
Telecommunications				
MM42	EIAR Chapter 14 Material Assets, Section 14.2.9.2	➤ Routine maintenance works will follow standard utility protection procedures. Any works in the vicinity of existing telecommunications infrastructure will be undertaken in consultation with the relevant utility provider where required to avoid accidental damage.		
Water Supply and Wastewater Infrastructure				
MM43	EIAR Chapter 14 Material Assets, Section 14.2.9.3	➤ Foul water generated from the proposed Water Sports Pavilion will be collected and discharged to an existing manhole, which will be part of the foul water network, which will be connected to the pumping station operated by Uisce Éireann. The foul water from the marina washroom facilities will be collected separately and is proposed to be connected to a nearby manhole as a part of the foul water network. The proposed foul water layout plans are included in the Drainage Strategy (Appendix 4-4 of this EIAR).		
Waste Management				
MM44	EIAR Chapter 14 Material Assets, Section 14.2.9.4	➤ Operational waste will be segregated, where practicable, and stored in designated waste storage areas prior to collection by authorised waste contractors. ➤ Adequate bins will be provided for general waste, recyclables and organic waste, as required. ➤ Any hazardous or special waste from routine maintenance will be stored separately and managed in accordance with relevant legislative requirements.		

Irish Rail				
MM45	ElAR Chapter 14 Material Assets, Section 14.2.9.5	➤ Routine maintenance works undertaken in the vicinity of the railway crossing will comply with the relevant railway authority's safety requirements and standard operational procedures.		
Water Traffic Incident				
MM46	ElAR Chapter 15 Vulnerability to Major Accidents, Section 15.5.2.2	➤ The marina at Hodson Bay will be operated and maintained by Waterways Ireland. The navigation will be open all year round with the exception of exceptional weather or maintenance activities where Waterways Ireland reserves the right to close navigation. Other restrictions may apply outside the navigation season. ➤ Navigation on the marina will be governed by the Waterways Ireland Navigational Bye-Laws and will regulate matters such as registration of craft and mooring at public berths. Enforcement of the bye-laws will be undertaken by the Waterways Ireland Inspectorate of Navigation. ➤ Speed limits for water traffic on Lough Ree on the approach to the marina and around the marina is limited to 5km/h.		
Traffic Incident				
MM47	ElAR Chapter 15 Vulnerability to Major Accidents, Section 15.5.2.2	➤ Mitigation by Design: The Proposed Development includes Active Travel site access improvements, including a shared cycle / pedestrian pathway along the length of the L2020 Local Road from the N61 National Road junction to the Hodson Bay Marina. The Proposed Development will also see the implementation of traffic calming measures along the L2020 Local Road accessing the site. ➤ A detailed CTMP will be prepared by the Contractor and agreed upon with the relevant local authorities prior to the commencement of the construction		

		phase, as detailed in Chapter 14: Material Assets of this EIAR. By adhering to the CTMP, the risk of traffic incidents will be reduced.		
Water Quality				
MM48	EIAR Chapter 6 Biodiversity, Section 6.8.3.1.1	Surface Water ➤ The Proposed Development Site is located in close proximity to Lough Ree, the surface water drainage strategy has been developed with water quality as a primary consideration alongside Nature Based Solutions (NBS) and SuDS. The surface water drainage network for the site will collect runoff from roofs, roads and other hard standing areas. The drainage strategy will follow a SuDS treatment train approach to manage water quality. This will involve intentional grading of the site, reducing surface water runoff entering any conventional drainage systems and attenuating the runoff in proposed SuDS features, prior to discharge to Lough Ree. There are select areas of Proposed Development that cannot be routed to attenuation. All surface water runoff from car parking and other vehicular areas will be routed through hydrocarbon interceptors combined with a full retention silt/suspended solids trap prior to discharge. ➤ The SuDS strategy has been developed with the Landscape Architect to maximise nature-based drainage solutions including the below: ○ Permeable/porous surfacing for car parking and shared surface areas. ○ Tree pits with structural cells, providing interception, attenuation storage. ○ Rain gardens and bioretention systems/depressions, providing surface ponding storage, filtration and passive treatment prior to discharge. Treatment is provided in the form of engineered media to remove certain urban pollutants. ○ Integrated filter strips along boundaries and promenade edge.		

		- The Active Travel corridor within the Proposed Development Site will retain its existing network and drainage regime, with no material alteration to runoff behaviour from these areas. Existing gullies along the active travel corridor will be relocated to the carriageway to accommodate proposed footway widening. Foul Water > A pre-connection inquiry has been submitted to Uisce Éireann on June 5th, 2026, to confirm capacity for the Uisce Éireann infrastructure to accept discharge from the site. The application reference number is CDS26004773. > Uisce Éireann sewer network records show an existing foul water network near the vicinity of the site, but no public sewers within the Proposed Development Site. The gravity sewer in the vicinity serves the Hodson Bay area, which drains southward toward the N61 National Road to a wastewater treatment plant. An existing Uisce Éireann Wastewater Pump Station is located within the Proposed Development Site. Existing foul water infrastructure for the Hodson Bay Hotel Athlone Spa/Leisure Centre shows a connection to this Wastewater Pump Station. Foul water generated from the proposed Water Sports Pavilion buildings will be collected and discharged to an existing foul water manhole which connects to the pumping station operated by Uisce Éireann. A sewerage pump out system is proposed on the marina which will convey via a pressure network to a break chamber at the marina washroom facilities. The foul water from the marina washroom facilities will be collected and is proposed to connect via gravity to an existing foul water manhole. A survey of the existing foul water network is required to confirm the location, condition and capacity. The proposed foul water layout plans are included in the Drainage Strategy (Appendix 4-4 of this EIAR).		
Invasive Species Management				

MM49	ELAR Chapter 6 Biodiversity, Section 6.8.3.1.2	➤ Given the extent of colonisation of invasive aquatic species within Lough Ree, the objective of operational biosecurity measures is to limit the further spread of invasives throughout Lough Ree and other waterbodies. The operational phase of the Proposed Development will be commensurate with the current baseline in terms of activities and use of the site. Operational phase biosecurity measures will be in line with national policy for the prevention of spread of invasive species in line with the Recreational Boating and Watercraft Pathway Action Plan 2022-2027. ➤ Biosecurity signage outlining the presence of invasive aquatic species and the mandatory Check–Clean–Dry protocol will be installed at several locations on and around the proposed marina redevelopment and extension, including launching points and mooring areas. This will aid in awareness of the issue of invasive species within the area and provide guidance to the public on how to minimise the spread of invasive alien species.		
Fauna				
MM50	ELAR Chapter 6 Biodiversity, Section 6.8.3.2	➤ Operational phase lighting has been designed to take into account potential for effects on biodiversity. See Planning Drawing No. P752-2995-E and the External Lighting Report included in this planning application for the proposed Lighting Plan for the site. ➤ Operational phase lighting has been designed with the following principles: ○ Luminaires to be of 2700 Kelvin colour temperature or less and with a warm white light ○ The minimum number of luminaires required should be incorporated ○ Light spill to be minimised within the Site and directed away from all sensitive habitats, ○ Luminaires to be of 0-degree tilt with no upward light spill.		

17.3

EIAR Monitoring Measures

Table 17-2 Monitoring measures for the Construction and Operational phases

Monitoring Measure	Reference Location	Monitoring Measure	Audit Result	Action Required
Field Monitoring				
MX 1	EIAR Chapter 8 Hydrology and Hydrogeology, Section 8.5.3.12	During the construction stage, a field monitoring campaign will be undertaken in Lough Ree. Monitoring will involve visual checks of drains, swales, settlement ponds and streams, and measurements of field water quality parameters (temperature, pH, specific electrical conductivity, alkalinity and turbidity). The field measurements will be taken at locations upstream and downstream of the construction activity. Frequency of measurement will be judged in the field by the resident/supervising engineer but will be done at least on a weekly basis (potentially more frequently during storm events). The field measurement campaign will begin two weeks prior to the proposed commencement of works and will cease up to four weeks after the proposed works are completed, unless observations dictate that measurements should continue. Regular inspections of all installed drainage components will be undertaken, especially after heavy rainfall, to check for blockages, and ensure there is no build-up of standing water in parts of the systems where it is not intended. If visible impact occurs, works will be suspended at the discretion of the resident/supervising engineer, in which case the problem will be identified and corrective action taken before recommencing works. Surface water samples will also be collected to monitor for effects and any shifts in baseline conditions. The sampling locations proposed are the ones presented in included in Appendix 8-2; SW01, SW02, SW03, and SW04.		

Monitoring Measure	Reference Location	Monitoring Measure	Audit Result	Action Required
		The samples will be collected on a monthly schedule during construction. Periodic review will determine the need for, or recommended amendments to, the monitoring programme in line with principles of adaptive monitoring (guided by the data review and findings). The monthly samples will be analysed for general physico-chemical parameters, nutrients, dissolved organic carbon, true colour, and suspended solids. Adaptive monitoring will be practiced, whereby analytes and frequency of monitoring may change based on periodic review of results. All sampling events will be accompanied by field measurements of water temperature, pH, SEC, alkalinity and turbidity. The broader purpose of the proposed monitoring is to track baseline conditions and how these might evolve under prevailing conditions. The baseline monitoring will begin three months prior to commencement of the construction stage. The data will be periodically reviewed to assess whether changes (trends) to water quality are occurring.		
Vibration Monitoring				
MX 2	CEMP Section 3.6 ELAR Chapter 11 Noise and Vibration, Section 11.5.3	It is proposed to carry out construction phase vibration monitoring at the hotel and at any other structure while vibro-rolling is undertaken within 100 m. The following is proposed: ➤ Vibration monitoring in accordance with <i>Measurement and assessment of groundborne noise and vibration</i> (Association of Noise Consultants, 2012). ➤ Measurement using a calibration vibrograph with tri-axial transducer. ➤ Measurement of PPV levels, frequency and displacement. ➤ Measurement at nearest point of hotel to vibro-rolling area. ➤ Measurement for duration of vibro-rolling.		

Monitoring Measure	Reference Location	Monitoring Measure	Audit Result	Action Required
		➤ Prior agreement with hotel management. Alert system to notify where PPV levels exceed 10 mm/s.		
Ecological Monitoring				
MX 3	CEMP Section 3.8.5 EIAR Chapter 6 Biodiversity, Section 6.8.2.2.4	Ecological Oversight of Works/ Supervision ➤ A toolbox talk will be delivered to all site personnel to ensure awareness of legal protections, identification of bats, and procedures to follow should bats be encountered. ➤ Roof removal works around the bat roost entrance will be undertaken under ecological supervision, where required, to ensure appropriate safeguards are implemented. ➤ In the event that bats are encountered during works, activities will cease and the licensed ecologist will advise on appropriate actions.		
Archaeological Monitoring				
MX4	CEMP Section 3.9, EIAR Chapter 12 Cultural Heritage	The following mitigation measures proposed are subject to approval by the National Monuments Service and the planning authority. ➤ A suitably qualified archaeological consultant under licence, will monitor sub-surface groundworks in green areas only during the construction phase. This will target sub-surface groundworks in green areas which were not the subject of the preceding test excavation under Licence Number 26E0466. Should any archaeological material be encountered during archaeological monitoring and archaeological testing, the extent of such features/deposits will be		

Monitoring Measure	Reference Location	Monitoring Measure	Audit Result	Action Required
		determined, a GPS location of the site will be established and works at this location will cease. A strategy will be proposed to the Local Authority and National Monuments Service to preserve the site in situ, where possible. Where preservation in situ cannot be achieved, either in whole or in part, then a programme of full archaeological excavation will be proposed, to ensure the preservation by record of the portion of the site that will be directly impacted upon. This work should be carried out by a suitably qualified archaeologist under license and in accordance with the provisions of the National Monuments Acts 1930–2014.		
Weather Conditions				
MX5	CEMP Section 3.1	Continuous monitoring of weather conditions and regular communication with local stakeholders (including the Hodson Bay Hotel and local residents) will be maintained to ensure the estimated 30-month construction phase does not cause a nuisance.		
Environmental Monitoring and Audits				
MX6	CEMP Section 4.1	The duties of the Site Manager will include the following: ➤ Ensure that all works are completed safely and with minimal environmental risk; Approve and implement the CEMP and supporting environmental documentation, and ensure that all environmental standards are achieved during the construction phase of the Proposed Development; ➤ Take advice from the site Environmental Manager on legislation, codes of practice, guidance notes and good environmental working practice relevant to their work; ➤ Ensure compliance through audits and management site visits; ➤ Ensure timely notification of environmental incidents; ➤ Monitor the impact of construction traffic on local traffic conditions;		

Monitoring Measure	Reference Location	Monitoring Measure	Audit Result	Action Required
		➤ Ensure that all construction activities are planned and performed such that minimal risk to the environment is introduced; ➤ Provide full and adequate supervision and site administration during the progress of the works; and Appoint suitably qualified foreman, craftsman, domestic subcontractors, and specialists.		
MX7	CEMP Section 4.3	The duties of the appointed Environmental Manager are summarised as follows: ➤ Maintain and update as required the CEMP and supporting environmental documentation and review/approval of contractor method statements. ➤ Undertake inspections and reviews to ensure the works are carried out in compliance with the CEMP. ➤ Monitor the implementation of the CEMP, particularly all proposed/required environmental mitigation measures. ➤ Ensure proper mitigation measures are initiated and adhered to during the construction phase. ➤ Ensure adequate arrangements are in place for site personnel to identify potential environmental incidents. ➤ Ensure that details of environmental incidents are communicated in a timely manner to the relevant regulatory authorities, initially by phone and followed up as soon as is practicable by email. ➤ Support the investigation of incidents of significant, potential or actual environmental damage, and ensure corrective actions are carried out, recommend means to prevent recurrence and communicate incident findings to relevant parties. ➤ Identify environmental training requirements and arrange relevant training for all levels of site-based staff/workers; and ➤ Fulfil the role of Waste Manager and implement the objectives of the Resource Waste Management Plan as set out in the CEMP.		

Monitoring Measure	Reference Location	Monitoring Measure	Audit Result	Action Required
Traffic and Transport Monitoring				
MX8	CEMP Section 3.11.2	An appointed person at the site entrance will issue traffic dockets and maintain a record of all vehicles entering and leaving the site. The site manager will periodically review these records to ensure compliance with traffic management procedures and to identify any opportunities for operational improvement.		
MX9	CEMP Section 3.11.1	Construction traffic shall be monitored at key points remote from the site to verify compliance with CTMP requirements. Detailed traffic management plans shall be submitted to RCC in advance of construction and incorporated into the overall Construction Management Plan.		



APPENDIX 1

**APPENDIX DESCRIPTION TEXT
GOES HERE APPENDIX
DESCRIPTION TEXT GOES HERE
APPENDIX DESCRIPTION TEXT
GOES HERE**



APPENDIX 2

**APPENDIX DESCRIPTION TEXT
GOES HERE APPENDIX
DESCRIPTION TEXT GOES HERE
APPENDIX DESCRIPTION TEXT
GOES HERE**