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Outline Construction and Environmental Management Plan

Barrysparks LRD Swords, Co Dublin

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June 2025

Notice

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Contents

1.0 INTRODUCTION & BACKGROUND

This Outline Construction and Environmental Management Plan (OCEMP) has been prepared by POGA Consulting Engineers on behalf of Bovale Developments Unlimited Company for a residential development at Barrysparks, Swords, Co Dublin.

The subject site is approximately 6.0 Hectares in size and is located at Barrysparks, Swords, Co Dublin. The proposed development comprises a large-scale residential development (LRD) and creche in 4no. blocks (Blocks A to D) accessed from the R132 and the Holywell Distributor Road with basement and surface car, cycle parking, hard and soft landscaping in public realm and public open spaces within the development, water supply and foul water connections, surface water infrastructure, connections to public utilities, ESB substations, plant areas, roof mounted photovoltaic (PV) panels, building and directional signage and all associated site and development works. The development is described in full within the public notices.

This site is a Greenfield site, therefore there is no demolition and removal of existing buildings required, refer to figure 1.0 below for site location:

Figure 1.0 – Site Location Map (Extract from google maps)

2.0 SCOPE

The construction management issues dealt with in this plan include noise and vibration, site traffic management, working hours, pollution control, dust control, road cleaning, compound / public health facilities and staff parking.

This OCEMP is a "live" document and should be updated and a developed as necessary as the scheme progresses. On receipt of a grant of permission, prior to the commencement of development, the appointed contractor(s) will update the OCEMP to comply with and implement any environmental mitigation and monitoring measures set out in the environmental assessments and any conditions imposed as part of the granted planning approval.

It is likely that the proposed development will be constructed over a 2-year period; however, market conditions and sales at the time will likely dictate the construction programme.

Road opening licence will be sought from Fingal County Council (FCC) where the works front onto or cross the existing public road network.

The report should be read in conjunction with other consultants' reports and drawings.

3.0 GENERAL SITE SET-UP

No parking of construction related vehicles will be allowed on the adjoining road network. Adequate parking facilities will be made available within the Construction Compound for all site staff and workers during the construction.

No muck, dirt, debris or other material shall be deposited on the public road or verge by machinery or vehicles travelling to or from the site during the construction phase. The developer is to arrange for vehicles leaving the site to be kept clean and muck shifting shall be done in dry weather where possible.

The developer shall provide a condition survey of the public infrastructure that could be affected by construction activities on the site.

Controlled access to the site will be in the form off from the Holywell Distributor Road. These gates will be monitored by site personal, separate pedestrian gates will be provided. Roads will be monitored for muck, dust and debris and road sweepers will be used as appropriate.

4.0 SITE SECURITY AND CONSTRUCTION

4.1 SITE SET UP

Tree and Vegetation Protection Measures

Retained trees and hedgerows will be fenced and protected during the construction phase to ensure that they are not damaged during the works. Protective fencing will be erected in advance of any construction works commencing in order to prevent damage to these retained habitats during construction in accordance with BS 5837:2012. The fence to be clad in a green mesh to prevent dust and litter leaving the site that could damage to the hedge and allow fauna travel along the corridor. No ground clearance, earth moving, stock-piling or machinery movement will occur within these protected areas.

Contractor Briefing

All site contractors will be briefed regarding the biodiversity value of the boundary trees and vegetation to ensure that there are no accidental or unintentional actions conducted during the project construction that could lead to a reduction in water quality/damage to same. Such matters often arise through ignorance or by accident rather than as a result of an intentional action.

4.2 SITE SECURITY

The site will be secured with a solid 2.4m high system fence erected around the site boundary. A secure site will ensure the construction works are contained within the site boundary and cause no disruption to any adjacent properties, traffic or passing pedestrians.

4.3 CONSTRUCTION

The development consists of the construction of four multistorey apartment blocks with basement and surface car cycle parking, in total are 530 residential units and 1 creche,

The development will comprise of hard and soft landscaping, provision of public and communal open spaces, new internal roads and new boundary treatments.

The topography of the site moderately slopes from East to West, with levels of approximately 24.9m AOD to west and 24.1 AOD to the east towards the stream. The FFL of development is generally at or above the existing ground levels; this will reduce the amount of material to be removed from the site.

It is proposed the residential development will be c8onstructed from a mixture of concrete, blockwork, brickwork, timber frame and/or precast concrete. Modular off-site construction will be adopted where possible to help reduce onsite waste and the environmental impact of the scheme.

For the duration of the proposed building works the maximum working hours shall be 07:00 to 19:00 Monday to Friday (excluding bank holidays) and 08:00 to 14:00 Saturdays, subject to the restrictions imposed by the local authorities. No working will be allowed on Sundays and Public Holidays. Subject to the agreement of the Local Authority. Out of hours working may be required for the watermain and drainage connections and final junction/road upgrades.

The development will be constructed in a single phase and sequenced along the lines of Block D, C, B and A. Construction may take up to two years. The sequencing of blocks is indicative and subject to change depending on factors pertaining at time.

As part of the development, a total of six cranes will be erected on site to facilitate construction activities. The location and arrangement of these cranes are illustrated in Figure 4.3 below:

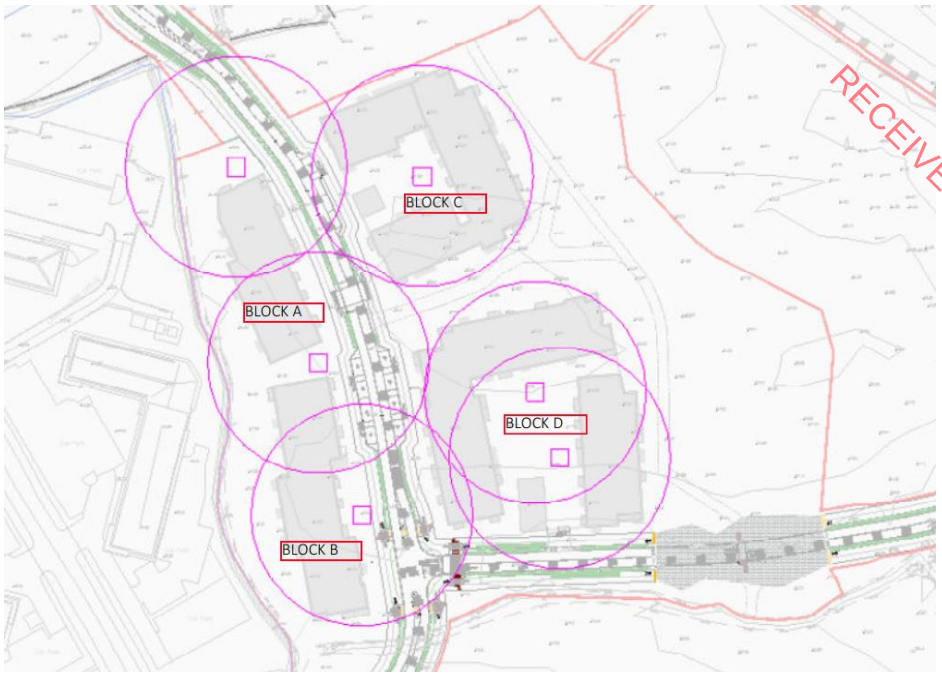


Figure 4.3 – Cranes Arrangement.

5.0 SURFACE WATER MANAMMENT

5.1 EXISTING INFASTRUCUTRE

The proposed development site contains two key existing water features: the Gaybrook Stream and an existing field ditch. The Gaybrook Stream originates in the Airside Business Park to the west and flows along the western boundary of the site. It continues towards the southern boundary, eventually crossing the site in a west-to-east direction. In addition, an existing field ditch also traverses the site from west to east.

5.2 CONSTRUCTION ACTIVITIES AFFECTING SURFACE WATER

Activities affecting surface water runoff during the construction phase include:

- In-stream and near-stream works are required during construction, including culverting of the Gaybrook Stream to facilitate the southern access road.
- Construction activities create a temporary hydrological connection between the site and:
    - Gaybrook Stream
    - Broadmeadow Transitional Waterbody
    - Malahide Bay Coastal Waterbody

Potential sources of surface water contamination during the construction phase include:

- Suspended solids and sediment runoff from excavation, earthworks, and soil stripping.
- Increased turbidity caused by rainfall runoff over disturbed ground.
- Cement and concrete works, which can raise pH and alkalinity if not controlled.
- Hydrocarbons and chemicals from construction plant, refuelling, and storage.
- Accidental wastewater releases, although foul water will be connected to the gravity sewer network in site, with agreement of Uisce Eireann.

Without mitigation, impacts on surface water quality could be negative, slight, and short-term.

Some soil compaction and temporary impermeable surfaces during construction will reduce infiltration capacity and potentially increase runoff rate and volume. However, the soil is mainly a heavy clay so only a minimal increase in runoff rates and volume are expected.

The proposed development does not propose any surface water or groundwater abstractions and no permanent watercourse diversions are proposed.

5.3 CONSTRCTION PHASE SURFACE WATER MANAGEMENT STRATEGY

The construction phase surface water strategy is designed to achieve the following objectives:

- Prevent sediment contamination and unfiltered surface water runoff entering watercourses.
- Minimise pollution risks from construction activities; and
- Maintain the existing/natural surface water flow regime across the site.

5.4 SURFACE WATER SPECIFIC MITIGATION MEASURES

To support these objectives, the following surface water management measures will be implemented, these are also summarised in table 5.1 below.

- Surface water runoff from the construction areas will be directed to a settlement pond with a silt traps, prior to discharge.

- The settlement pond is designed to allow for the settlement of suspended solids removal of silt from the runoff and the reduction of potential pollutants entering the water course.
- Treated surface water will then be discharged via the existing field ditch, which will serve as the designated surface water outfall.
- The location and details of the settlement pond and the outfall are illustrated on drawing 23012-181 contained in Appendix A.
- Silt fencing will be installed on the banks of the the field ditch prior to any excavation or earth-moving works. The silt fences will help prevent soil, mud, and other fine particles from entering the ditch by trapping sediment in runoff water before it reaches the ditch.
- Silt fence will be inspected weekly and maintained regularly throughout the construction phase and will remain in place until all works are complete. The locations and details of all silt fences are shown on drawing 23012-182 contained in Appendix A. Please refer to Figure 5.1 below for the silt fence detail.

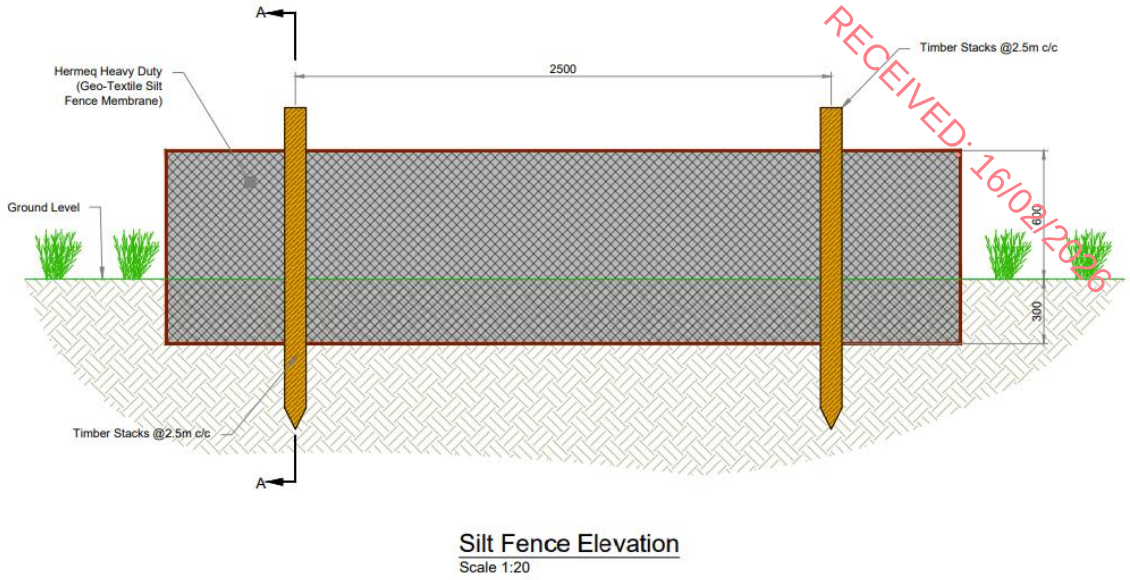


Figure 5.1- Silt Fence Detail.

- The silt fence will be positioned on the banks of the ditch. Unless necessary to the works, no concrete works will take place near the stream or ditch. No refuelling, material storage, or any activity with a risk of spillage will take place within near any watercourse or settlement pond. Please refer to drawing 23012-180 & 181 contained in Appendix A.
- At a minimum a 15m buffer zone will be provided around the compound where refuelling and material storage occurs for the duration of the works.

Ref	Mitigation Measure	Description / Requirements
SW-C1	Construction Environnemental Management Plan (CEMP)	A CEMP will be implemented for the duration of the works. All site personnel will receive environmental training, and the plan will be updated as required to reflect site conditions.
SW-C2	Emergency Response Procedures	An emergency spill and incident response plan will be prepared prior to construction. Procedures will be communicated during site induction and spill kits will be available on site.
SW-C3	Settlement Pond / Tank	All construction phase surface water runoff will be directed to a settlement pond/tank fitted with silt traps prior to discharge, to allow settlement of suspended solids and reduction of pollutants.

SW-C4	Controlled Surface Water Discharge	Treated construction runoff will discharge via an existing field ditch acting as the designated outfall, following settlement and silt removal.
SW-C5	Silt Fencing	Silt fencing will be installed along the field ditch prior to commencement of excavation or earthworks to prevent sediment entering the ditch and downstream watercourses.
SW-C6	Fuel and Chemical Management	Fuels and chemicals will be stored in bunded areas, refuelling will occur in designated locations only, and drip trays and spill pallets will be used in accordance with CIRIA guidance.
SW-C7	Cement and Concrete Controls	Offsite Precast concrete will be used where possible, where ready-mix concrete is required, designated impermeable washout areas will be provided and alkaline discharges to surface water will be prevented.
SW-C8	Wastewater Management	Construction phase foul water connected to the existing Uisce Eireann network located on site via the permanent wastewater drainage infrastructure.
SW-C9	Minimisation of Ground Disturbance	Earthworks will be managed to minimise exposed ground areas and duration of soil stripping, reducing sediment mobilisation during rainfall events. Soil to be reused where possible for filling about building and raised levels. Soil movement to be carried out in dry weather (where possible).
SW-C10	Inspection and Maintenance	Daily visual inspections and weekly formal checks will be undertaken to ensure silt traps, fencing and drainage routes remain effective and free flowing. Controls will be maintained throughout construction.

Table 5.1 Construction Phase Surface Water Run-off Mitigation Measures

5.5 MONITORING

A weekly monitoring regime will be implemented to assess the effectiveness of the surface water management measures. Maintenance will be conducted as required based on the results of these inspections. Responsibilities for ongoing monitoring and maintenance will be assigned to the site environmental manager or designated contractor.

The discharge point and volumes will be agreed with FCC prior to construction.

6.0 ENVIRONMENTAL MANAGEMENT

6.1 NOISE IMPACT ON SITE WORKERS & STAFF

The developers are responsible for dangers associated with high noise levels and the impact of the noise levels on the construction workers and site staff.

During the construction works the Contactor shall comply with:

- BS 5228: 2009 Code of Practice for Noise and Vibration Control on Construction and Open Sites, Part 1 and Part 2. 1
- Guidelines for the Treatment of Noise and Vibration in National Road Schemes (NRS, Revision 1, 2004)
- Safety, Health and Welfare at Work (General Application) Regulations 2007, Part 5, Noise and Vibration.

It is not foreseen that any excessively noisy activities will be carried out over the entire construction duration. However, due to the nature of the construction, exposure to noise levels in excess of 80 dBA (Safe Working Limit) can sometimes occur. The Developer will carry out a noise assessment in relation to each element of the proposed works at construction stage and control measure will be implemented, these control measures shall include the following:

- The site management team shall assess risk arising from noise prior to each construction activity taking place and describe the action needed to be done. The purpose of this is to minimise the exposure of all workers and site staff to excessive noise levels.
- The site management team shall ensure the proposed control measures are put in place and that their effectiveness and suitability is evaluated on regular a basis.
- The site management team will look at the method of works and selected constructed techniques that will make the work quitter, an example would be using off site construction.
- If the noise exposure surpasses 80 dBA $L_{EX,8}$, 135 dB peak, then hearing protection is mandatory.
- If it is likely that the noise exposure surpasses 85 dBA $L_{EX,8}$, 137 dB peak, then hearing protection is mandatory.

- Avoid unnecessary revving of engines and switch off equipment, generators, etc. when not required.
- Minimise drop height of materials.
- Start-up plant sequentially rather than all together and use silencers where possible.
- Make sure all workers use hearing protection where it is mandatory to do so.

6.2 NOISE IMPACT ON THE SURROUNDING ENVIRONMENT

Construction Phase

Overall acceptable levels of Construction noise for large construction projects are set out in the Transport Infrastructure Ireland (TII) publication Guidelines for the Treatment of Noise and Vibrations in National Road Schemes. The levels should not be exceeded at noise sensitive locations during the construction phase of the development. Table 6.1 below sets out these levels.

Days and Times	Noise Levels (dB re. $2x10^{-5}$ Pa)	
	$L_{Aeq(1hr)}$	L_{Amax}
Monday to Friday 07:00 to 19:00hrs	70	80
Monday to Friday 19:00 to 22:00hrs	60*	65*
Saturdays 08:00 to 16:30hrs	65	75
Sundays & Bank Holidays 08:00 to 16:30hrs	60*	65*

Table 6.1 Maximum Permissible noise levels at the façade of dwelling during construction

*Note ** *Construction activity at these times, other than that required for emergency works, will normally require the explicit permission*

6.3 VIBRATION

Vibration limits to be applied for the construction works are those specified in Transport Infrastructure Ireland (TII) publication Guidelines for the Treatment of Noise and Vibrations in National Road Schemes. These limits are outlined below:

Allowable Vibration (in terms of peak particle velocity) at the closest part of sensitive property to the source of vibration, at a frequency of:

Less than 11HZ	11 to 50 HZ	50 to 110 HZ (and above)
3mm/s	3 to 8mm/s	8 to 11mm/s

All works on site shall comply with BS 5228 2009 which gives detailed guidance on the control of noise and vibration from construction activities.

6.4 DUST CONTROL

The greatest potential impact on air quality during the construction phase of the proposed development is from construction dust emissions and the possibility for nuisance dust. The proposed development is moderate in scale and thus the potential for dust soiling 50m from the source is possible. Table 6.4 contains an extract from the TII, Guidelines for the Treatment of Air quality During the Planning and Construction of National Road Schemes (2011).

Assessment Criteria for the Impact of Dust Emissions from Construction Activities, with Standard Mitigation in Place

Source		Potential Distance for Significant Effects (Distance from source)		
Scale	**Description**	**Soiling**	**PM_{10} a**	**Vegetation effects**
Major	Large construction sites, with high use of haul routes	100 m	25 m	25 m
Moderate	Moderate sized construction sites, with moderate use of haul routes	50 m	15 m	15 m
Minor	Minor construction sites, with limited use of haul routes	25 m	10 m	10 m

[a] Significance based on the 2005 standard, which allows 35 daily exceedences/year of 50 µg/m³

Table 6.4 - TII Assessment criterial for the impact of Dust Emissions from construction activities.

The critical values are concentrating on particles of dust which are less than 10 microns (PM10) and less than 2.5 microns (PM2.5). The EU ambient air quality standard sets out ambient air quality limit values for PM_{10} and $PM_{2.5}$ values and these limits are noted below in Table 6.5.

Table 4.1 Air quality standards for the protection of health, as given in the EU Ambient Air Quality Directives

Pollutant	Averaging period	Legal nature and concentration	Comments
PM_{10}	1 day	Limit value: 50 µg/m³	Not to be exceeded on more than 35 days per year
	Calendar year	Limit value: 40 µg/m³	
$PM_{2.5}$	Calendar year	Limit value: 25 µg/m³	
		Exposure concentration obligation: 20 µg/m³	Average Exposure Indicator (AEI) (a) in 2015 (2013-2015 average)
		National Exposure reduction target: 0-20 % reduction in exposure	AEI (a) in 2020, the percentage reduction depends on the initial AEI

Table 6.5 – From EU report "Air quality in Europe – 2017 Report"

Construction dust tends to be deposited within 200m of a construction site, but the majority of the deposition occurs within the first 50m. The only receptors site within close proximity to the site is the existing housing constructed as part of phase 1. In order to minimise dust emissions through construction, a series of mitigation measures are proposed below.

Measures to control dust will include:

- Hard surface roads should be swept to remove mud and aggregate materials from their surface while any un-surfaced roads will be restricted to essential site traffic.
- Furthermore, any road that has the potential to give rise to fugitive dust must be regularly watered, as appropriate, during dry and windy conditions.
- Vehicles exiting the site shall make use of a wheel wash facility, prior to entering onto public roads. Refer to section 6.5 of this report for details.
- Vehicles using site roads will have their speed restricted, and this speed restriction will be compulsory for all site traffic. On any un-surfaced site road, this will be 10 kph, and on hard surfaced roads it will be 15kph.
- Vehicles delivering material with dust potential (soil, aggregates) will be enclosed or covered with tarpaulin at all times to restrict the escape of dust.
- Public roads outside the site will be regularly inspected for cleanliness and cleaned as necessary. Refer to section 6.5 of this report for details.
- Wind breaks and barriers to be provided on sensitive receptors sites such as the boundary with the neighbouring housing to the west.
- Gravel will be provided at site exit points to remove caked on dirt from tyres and tracks.
- No on-site burning of material will be permitted.
- Material handling systems and site stockpiling of materials will be located in sheltered areas to minimise exposure to wind. Water misting or sprays will be used as required if particularly dusty activities are necessary during dry or windy periods. Covering stockpile material may also be required.
- During movement of materials both on and off-site, trucks will be stringently covered with tarpaulin at all times. Before entrance onto public roads, trucks will be adequately inspected to ensure no potential for dust emissions.

Provided the dust minimisation measures outlined are followed, in our opinion the air quality impacts during the construction phase will not be significant.

At all times, these procedures will be strictly monitored and assessed. In the event of dust nuisance occurring outside the site boundary, movements of materials likely to raise dust would be curtailed and satisfactory procedures implemented to rectify the problem before the resumption of construction operations.

All works carried out as part of these infrastructure works will comply with all Statutory Legislation including the Local Government (Water Pollution) acts, 1977 and 1990 and the developer will co-operate in full with the Environmental Section of FCC.

All surface water runoff used as part of the site dust suppression activities will be managed by collecting such runoff in settlement tank. Only clean water taken from the top of the settlement tank, after passing through a series of baffles, and allowing for sufficient time for the sediments to drop to the bottom of the tank, will be allowed discharge to the public piped network.

6.5 ROAD CLEANING / WHEEL WASHING

On this site, the main source of any potential environmental problem will be the visibility of debris or dust on public roads. Wheel washing will be implemented, and road sweeping will be carried out as required. Power washing of wheels will be carried out as required.

Figure 5.5 – Example of wheel washing of truck as it leaves site

Discharge from any vehicle wheel wash areas is to be directed to on-site settlement area, debris and sediment captured by vehicle wheel washes are to be disposed off-site at a licensed facility.

Provision will be made for the cleaning of all access routes to and from the site during the course of the works, particularly Holywell Distributor Road within 500m of the site access. Road cleaning can be adjusted as necessary to take account of highly intensive phases of the works and in particular during the "Earth Shifting" phase of the project (i.e. foundation and basement construction) is being carried out. This will be carried out using a mechanical road sweeper, an example of which is shown in Figure 5.4 below.

Figure 5.4 – Typical Road Sweeper

Truck loads per day off site will be kept at a minimum. Where possible, trucks will be unutilised to on both legs of their visit, i.e. delivering construction materials to site such as stone, and removing demolition waste for recycling.

Deliveries to site will be managed such that they arrive during off peak hours. Special consideration will be given to minimise disruption to surrounding residential roads and avoiding school start and finish times.

6.6 ODOUR CONTROL & LIGHTING

A power supply is readily available from ESB Networks to power both the compound and the construction site to avoid the use of diesel generators to prevent noise and odour pollution. Temporary site lighting will be installed to provide safe and well lighted walkways around the site compound and task lighting to the construction site.

The recommendations of the Institution of Lighting Professionals and Bat Conservation Trust "Bats and Lighting in the UK" documentation and Bat Conversation Ireland 'Guidance Notes for planners, engineers, architects and developers' December 2010 will be implemented for any lighting used during the construction stage. This will ensure the protection of bats using the site during the construction stage.

6.7 ENERGY EFFICIENCY

Energy efficiency simply means using less energy to perform the same task – that is, eliminating energy waste. Energy efficiency brings a variety of benefits: reducing greenhouse gas emissions, reducing demand for energy imports, and lowering costs of construction, this will be achieved by: -

- Electrical equipment will be switched off when not in use.
- Non-essential lighting will also be turned off when not in use
- Office equipment to be switched off nightly and at weekends
- All electrical equipment to be kept in good order by a qualified electrician.
- Ensure that water is not wasted; taps will be turned off, leaks repaired
- All plant and machinery turned off when not in use to conserve fuel
- plant such as generators, lighting towers not to be used unnecessarily

6.8 TREES & TOPSOIL SCREENING

Please refer to landscape Architects drawings for any tree protection locations and protection details and Section 4.1 above. All topsoil used for landscape works will be recovered for the site where possible. Any imported topsoil will be screened for invasive species and sourced from reputable landscape suppliers. Refer to drawings 23012-183 for topsoil stripping and storage and reuse plan.

6.9 INVASIVE SPECIES

An Invasive Species management plan has been prepared by Faith Wilson, Ecological Consultant. We set out below the Invasive Species removal and disposal Pan.

6.9.1 Removal & Disposal of Invasive Species

A number of non-native invasive species were identified within the site. None of the species recorded are those listed on any of the regulations.

A programme of hand pulling and control of Canadian fleabane prior to flowering and seeding will be implemented on site to reduce infestation rates. Any further plant

material such as basal rosettes will be either removed during the site clearance works as part of standard site clearance works and disposed of as green waste.

In the case of the populations of Butterfly bush within the retained western site boundary and along the Gaybrook Stream these will be either cut back manually and the stumps treated with herbicide applied by hand using either an injection technique or a sponge applicator. These measures and methods are required to prevent regrowth whilst also taking care to ensure the protection of the adjoining vegetation and the watercourse from herbicide.

Smaller material such as the Pheasantberry bush on the Gaybrook Stream can be removed manually with a mattock removing all the roots or treated with herbicide to cut stems in situ – again to reduce disturbance and damage to the adjoining habitats.

The use of a hand-held brush cutter or similar will be required to access the plants as they are often surrounded by dense vegetation such as heavy bramble scrub.

The populations of Winter heliotrope adjoining Lakeshore Drive were located on the southern bank of the watercourse (outside the red line boundary of the application site) and given the level of vegetation cover on the northern bank populations may also occur here. This will be investigated in more detail and appropriate treatment devised. The vegetation in this area is to be protected and retained during works so there should be no movements of soil in this area which could cause the spread of this species.

A licence for the removal and disposal of these species is not required.

No specialist techniques for the treatment or removal and disposal of these plants is required beyond standard horticultural skills/ training.

There will be ongoing checks during the construction period to ensure that any new populations of these plants that may develop on the site are similarly dealt with and disposed of.

The invasive species management plan following its initial implementation on the ground will be subject to annual monitoring to determine its effectiveness and any adjustments to the plan/additional treatments can then be developed/implemented.

6.9.2 Ecological Clerk of Works

An ecological clerk of works has been appointed to oversee the project and sign off on the above measures.

7.0 TRAFFIC MANAGEMENT

The traffic management plan for the site will be coordinated with FCC in advance of commencement on site and the provisions of this plan including erection of signage on public roads will be agreed with the Council. The traffic management plan shall be updated appropriately to ensure coordinated and effective traffic management practices and arrangements are in place throughout the construction period.

7.1 SITE ACCESS

External to the site, traffic will include construction workers travelling to site and materials deliveries which will include small delivery vans, large rigid trucks, articulated trucks and trailers, and concrete trucks. Excavated material will be removed off site during the first few months of the project as bulk excavation.

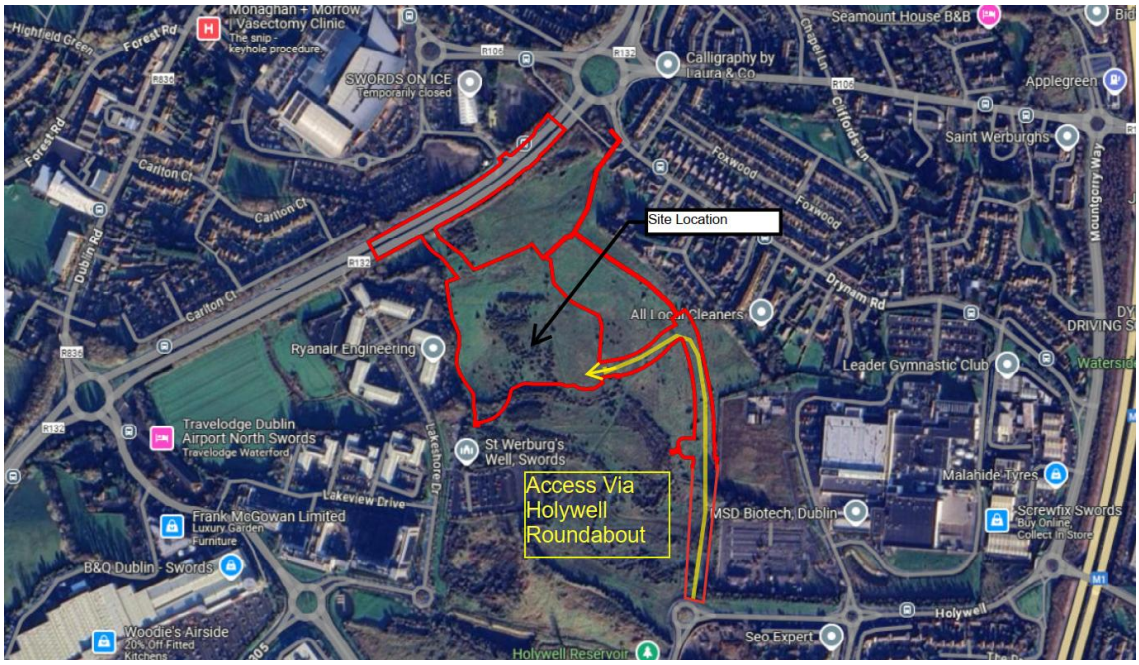


Figure 6.1 – Site access plan

The Developer will organise deliveries to minimise congestion on public roads by avoiding peak traffic periods where possible. During particularly busy periods such as during concrete pours, trucks will be queued up inside the site.

Deliveries will be on a “just in time” basis and this system will be strictly controlled between our Site Supervisors and our Purchasing Manager who will organise the deliveries. The Site Supervisors with contact details for suppliers who will make contact

to ensure drivers are made aware of the site location and the correct route to site in accordance with this plan.

All deliveries and the removal of material will access the site via this route from Holywell Distributor Road. Deliveries and the removal of material off site will avoid peak traffic hours where possible (8.00am-9.00am and 4.30pm-5.30pm).

7.2 SITE PARKING, COMPOUND & ACCESS CONTROL

Controlled access to the site, in the form of gates will be monitored by site personnel. These will be locked and secured to prevent unauthorised access during periods when these are not monitored by site personnel. (E.g. outside working hours). CCTV will also be used for periods outside working hours to prevent unauthorised site access.

The compound shall be constructed using a clean permeable stone finish. Site accommodation to be provided will include suitable-washing / dry room facilities for construction staff, sanitary facilities, office accommodation etc. Refer to Appendix A for proposed location.

The compound will contain an area containment of all construction-related fuel and oils, it is proposed to use specially bunded HDPE tanks for all fuel stored on site.

On completion of the works all construction materials, debris, temporary hardstanding's, etc. from the Site Compound will be removed off site and the site compound area reinstated in full.

7.3 SITE TRAFFIC

To avoid unnecessary traffic, during the site clearance works, all excavated suitable material will be reused for construction and filling where possible and appropriate. Any unsuitable material will be put in the appropriate waste stream and sent for recycling or disposed of off-site as outlined in Section 6.0.

Construction vehicle movements will be minimised through; -

- Consolidation of delivery loads to/from the site and managing larger deliveries to occur outside peak periods,
- Use of precast/prefabricated materials where feasible,
- Adequate storage space on site,
- A strategy to minimise construction material quantities.

Deliveries and the removal of material off site will avoid peak traffic hours where possible (8.00am-9.00am an 4.30pm-5.30pm) to minimise disruption to the local residences and schools.

Construction traffic will consist of the following categories:

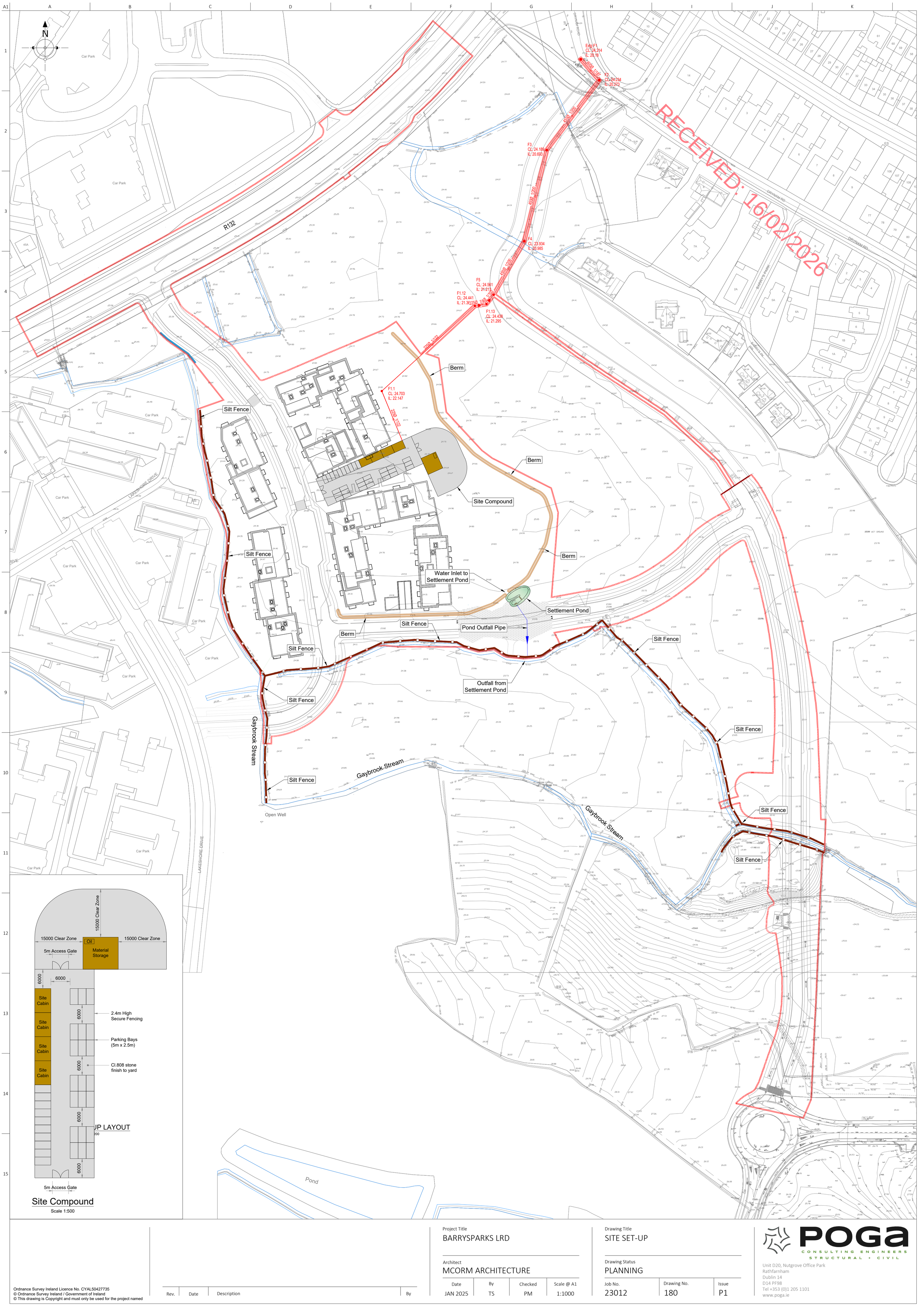
- Private vehicles owned and driven by site construction and supervisory staff.
- Excavation plant and dumper trucks involved in the construction and site development works and arterials delivery vehicles.
- Vehicle movements will vary depending on the phase on site, with an estimated 30-40 HGV trips per day during peak construction (including deliveries and removals).
- Up to 300-400 construction works may be present on-site during peak activity.

8.0 DEVELOPER COMMITMENT

Bovale Developments Unlimited Company pledge to do our upmost to implement the contents of this plan.

9.0 APPENDIX

9.1 APPENDIX A - DRAWINGS



Site Compound

Scale 1:500

Rev.	Date	Description	By

Project Title
BARRYSPARKS LRD

Architect
MCORM ARCHITECTURE

Date	By	Checked	Scale @ A1
JAN 2025	TS	PM	1:1000

Drawing Title
SITE SET-UP

Drawing Status
PLANNING

Job No.	Drawing No.	Issue
23012	180	P1

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Dublin 14
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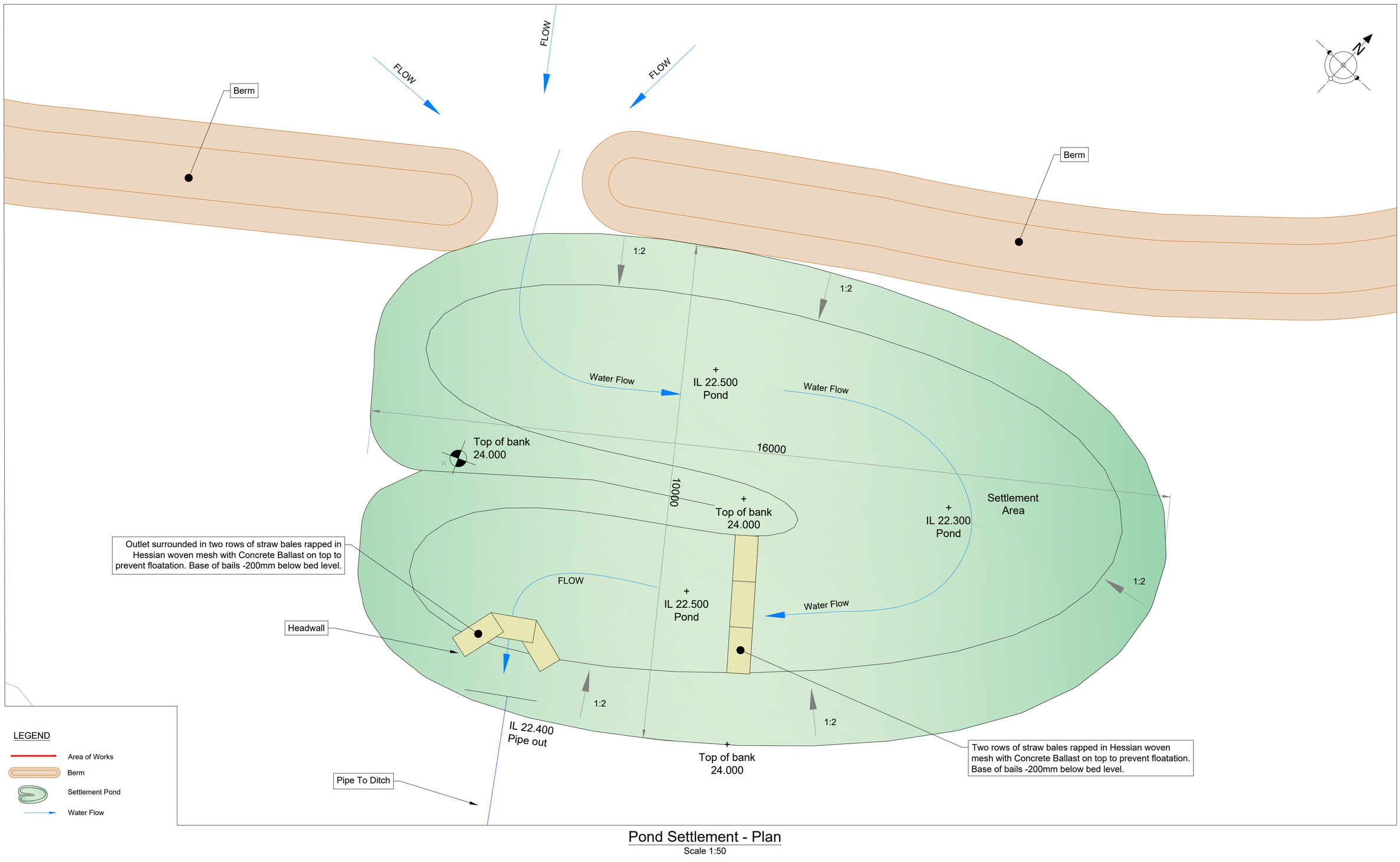
Pond Location - Plan Layout

Scale 1:1000



Pond Settlement - Plan

Scale 1:50

Section at Berm

Scale 1:25

Rev.	Date	Description	By

Project Title
BARRYSPARKS LRD

Architect
MCORM ARCHITECTURE

Date	By	Checked	Scale @ A1
JAN 2025	TS	PM	AS SHOWN

Drawing Title
SURFACE WATER MANAGEMENT
CONSTRUCTION PHASE - SHEET 1 OF 2

Drawing Status
PLANNING

Job No.	Drawing No.	Issue
23012	181	P1

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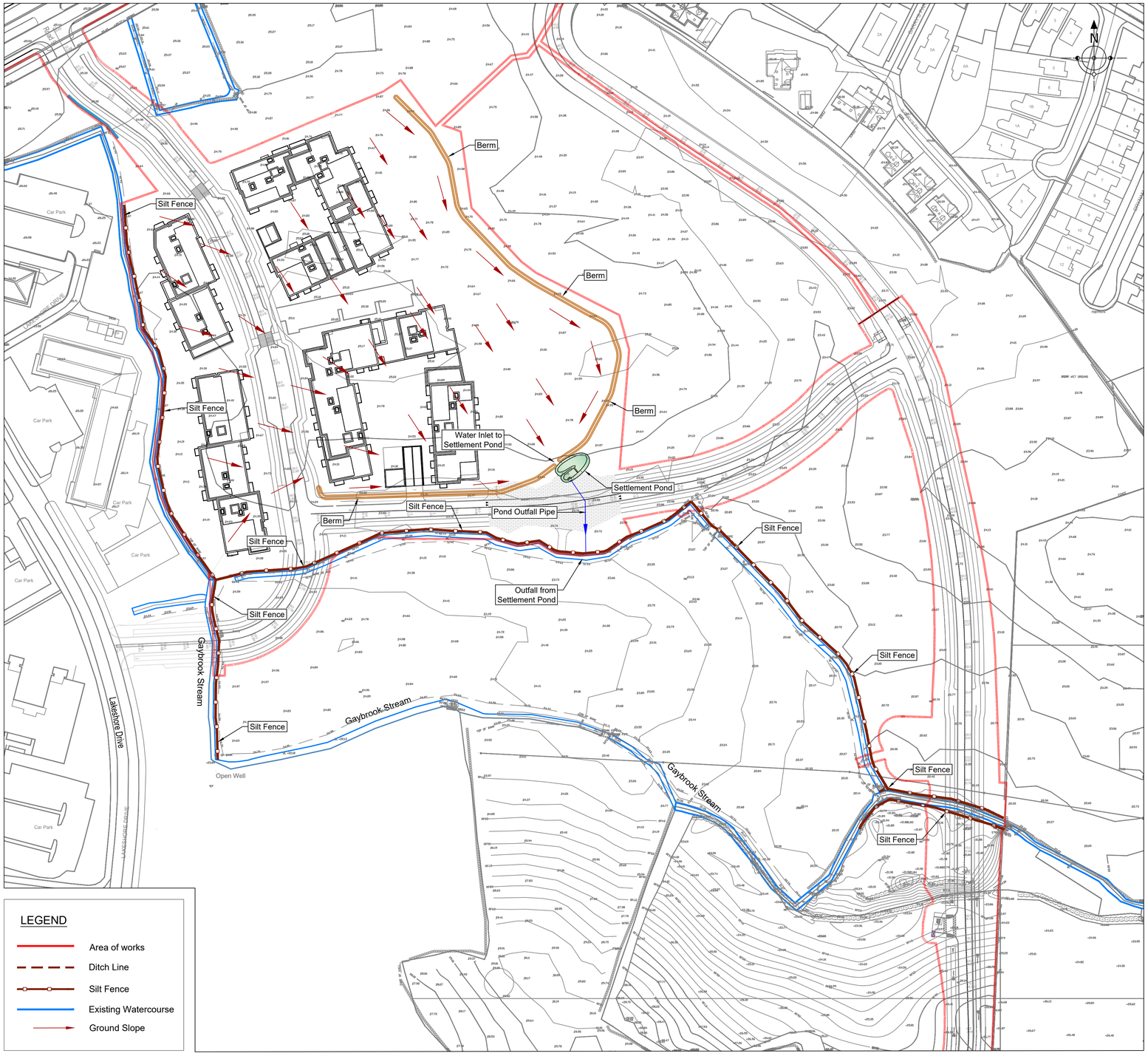
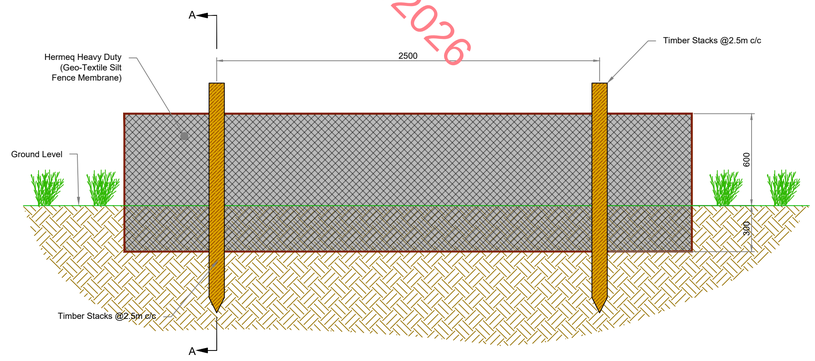
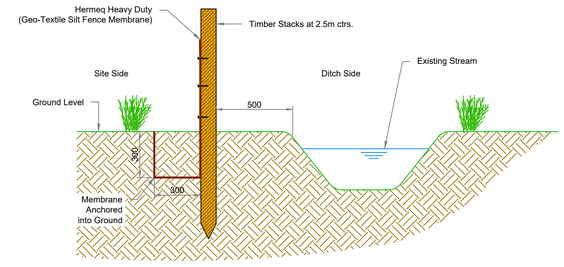


Silt Fence Location - Plan Layout
SCALE 1:1000



Silt Fence Elevation
Scale 1:20



Silt Fence - Section A-A
Scale 1:20

Rev.	Date	Description	By

Project Title
BARRYSPARKS LRD

Architect
MCORM ARCHITECTURE

Date	By	Checked	Scale @ A1
DEC 2025	JG	PM	AS SHOWN

Drawing Title
SURFACE WATER MANAGEMENT
CONSTRUCTION PHASE - SHEET 2 OF 2

Drawing Status
PLANNING

Job No.	Drawing No.	Issue
23012	182	P1

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GS2 Soil Type location

ED2/GS4 Soil Storage Area for Swales, Berms and Drainage Ditches

GS2 Soil Storage Area for General Use

ED2/GS4 Soil Type location

GS2 Soil Type location

Berm

Site Compound Outline

Berm

Berm

GS2 Soil Type location

Open Well

Pond

Car Park

R132

DRYNAM RD.

BARRYSPARK

LAKESHORE DRIVE

Rev.	Date	Description	By

Project Title
BARRYSPARKS LRD

Architect
MCORM ARCHITECTURE

Date	By	Checked	Scale @ A1
JAN 2025	TS	PM	1:1000

Drawing Title
TOPSOIL TO BE STRIPPED, STORED AND RE-USED

Drawing Status
PLANNING

Job No.	Drawing No.	Issue
23012	183	P0

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The End