

Draft Construction Management Plan Template

Proposal to Construct a
Temporary Coach & Car Park
at Abbeyquarter, Kilkenny





Rev.	Date	Version Details	Author	Reviewed by	Approved by
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TITLE:**Abbeyquarter Coach & Car Park****Construction Management Plan****LOCATION:**

The proposed development is for the construction of a temporary car and coach park in the Abbey Quarter, Kilkenny City (former Smithwicks Brewery site). The site of the proposed development is bounded to the north by St Francis Bridge and to the south by the River Breagagh. The project refers to a civil works project which involves the development of a temporary coach and car park at Abbeyquarter, Kilkenny, see Figure 1.

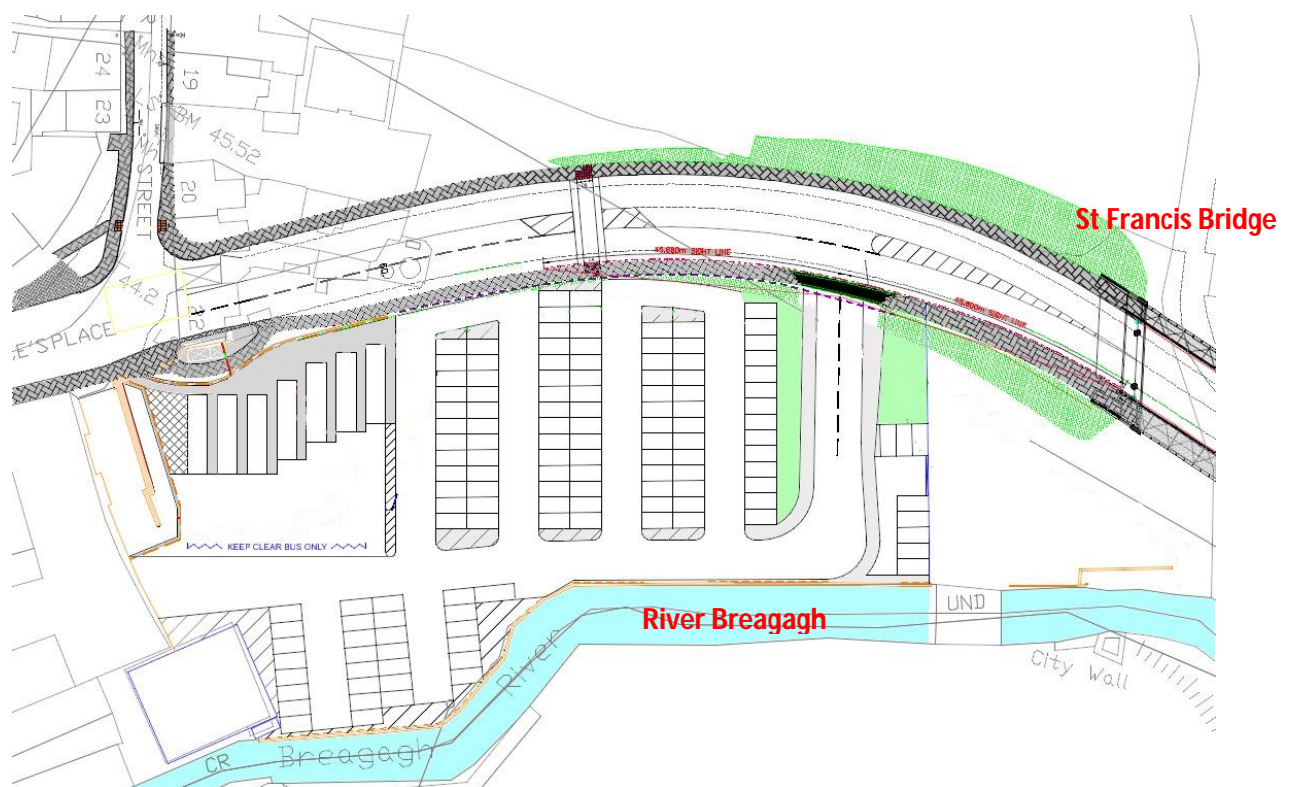


Figure 1. Location of the proposed development at Abbeyquarter, Kilkenny.

DESCRIPTION OF WORKS

The proposed development will provide parking for 7 no. coaches and 132 car parking spaces.

The car/coach park will be accessed from St Francis Bridge and the Central Access Scheme.

A right turning lane will be provided from the Central Access Scheme into the car park.

The existing roadside boundary either side of the proposed entrance will be modified to provide sightlines of 45m in each direction.

The proposed car and coach park will be constructed on top of the existing concrete slab, with the slab to be overlaid with a bituminous layer to provide a level surface.

The north west corner of the site, which is currently lower than the surrounding concrete slab will be raised by approx. 500mm to match the level of the concrete slab. The raised area will be stopped approx. 3 m away from the upstanding wall of the Bull Inn.

The proposed parking area will use the existing drainage system in the concrete yard. There are currently two surface water outfalls to the River Breagagh from this concrete yard, both of which incorporate petrol interceptors. These outfalls will be used to discharge surface water runoff from the car/coach park to the River Breagagh. It is not intended to construct any new outfall as part of the proposed development.

The site of the proposed parking is protected by the Kilkenny Flood Relief Scheme against a 1 in 100-year flood event. This is the same level of protection as provided to the city centre area generally.

The proposed development does not result in the provision of any additional hard standing on the site and thus, surface water runoff from the site will be similar to the existing.

The existing public lighting heads on the Central Access Scheme leading to St Francis Bridge will be modified by way of installing a second lighting head that will be directed into the car/coach park site. New lighting will be provided along the other boundaries of the site. Light spillage onto the adjoining River Breagagh will be limited to less than 1.0 Lux to avoid impact on the River Breagagh.

It is intended that the proposed car and coach park will be used for a period of up to 5 years. Kilkenny County Council is currently looking at development proposals for this site. Should any of these development proposals be progressed within a shorter timeframe than the proposed 5 year period, the car and coach park may operate for a shorter period.

STATEMENT OF WHO WILL CARRY OUT THE WORKS:

To be confirmed. (The works will be either carried out by Kilkenny Co. Co. or by a contractor to be appointed by Kilkenny Co. Co..)

COMMENCEMENT DATE:

To be confirmed. (Works will be programmed once all approvals are in place.)

ECOLOGY CONSIDERATIONS:

The project site is located adjacent to the Breagh River which flows into the River Nore c. 40m from the site (see Figure 2). The River Nore is designated as part of the River Barrow and River Nore SAC (Site Code 002162) and the River Nore SPA (Site Code 004233) in this area, see Figure 3.

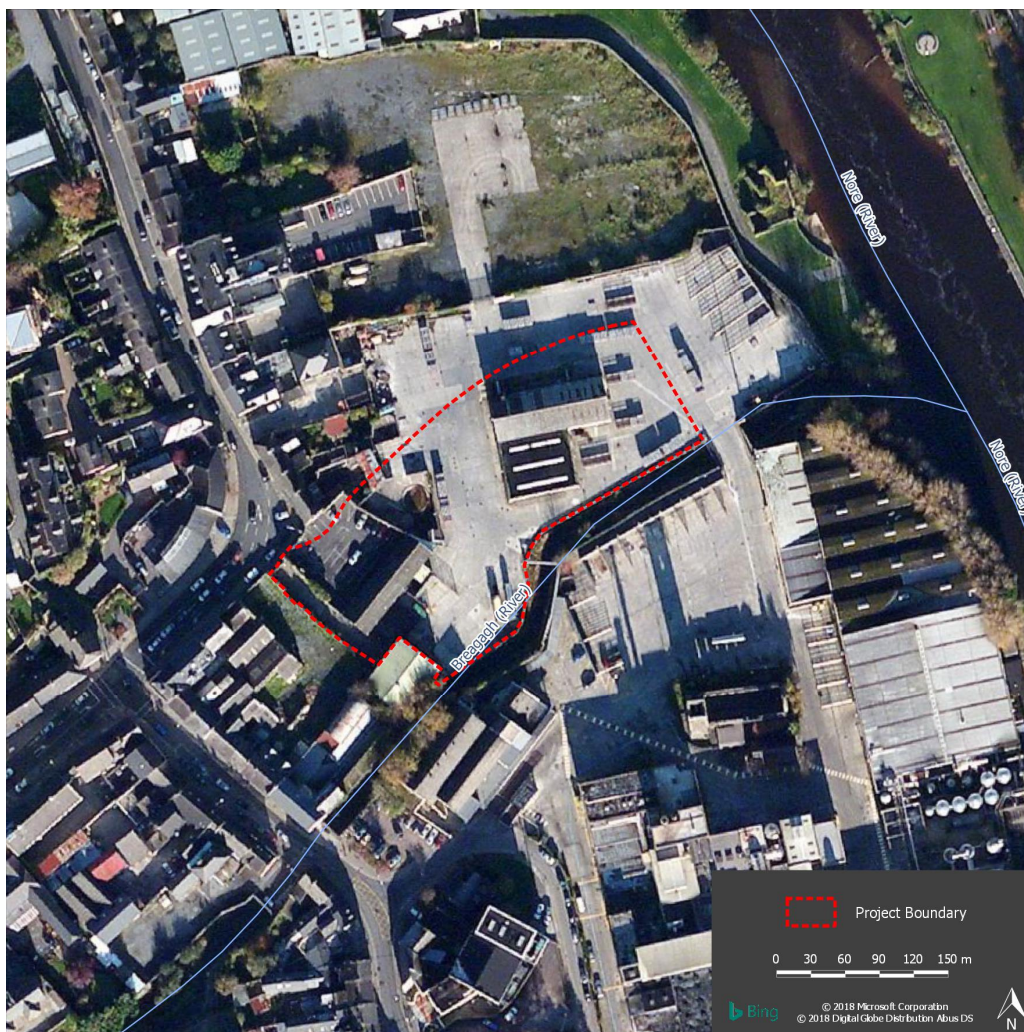


Figure 2. Location of the development site in relation to the River Breagh and River Nore.

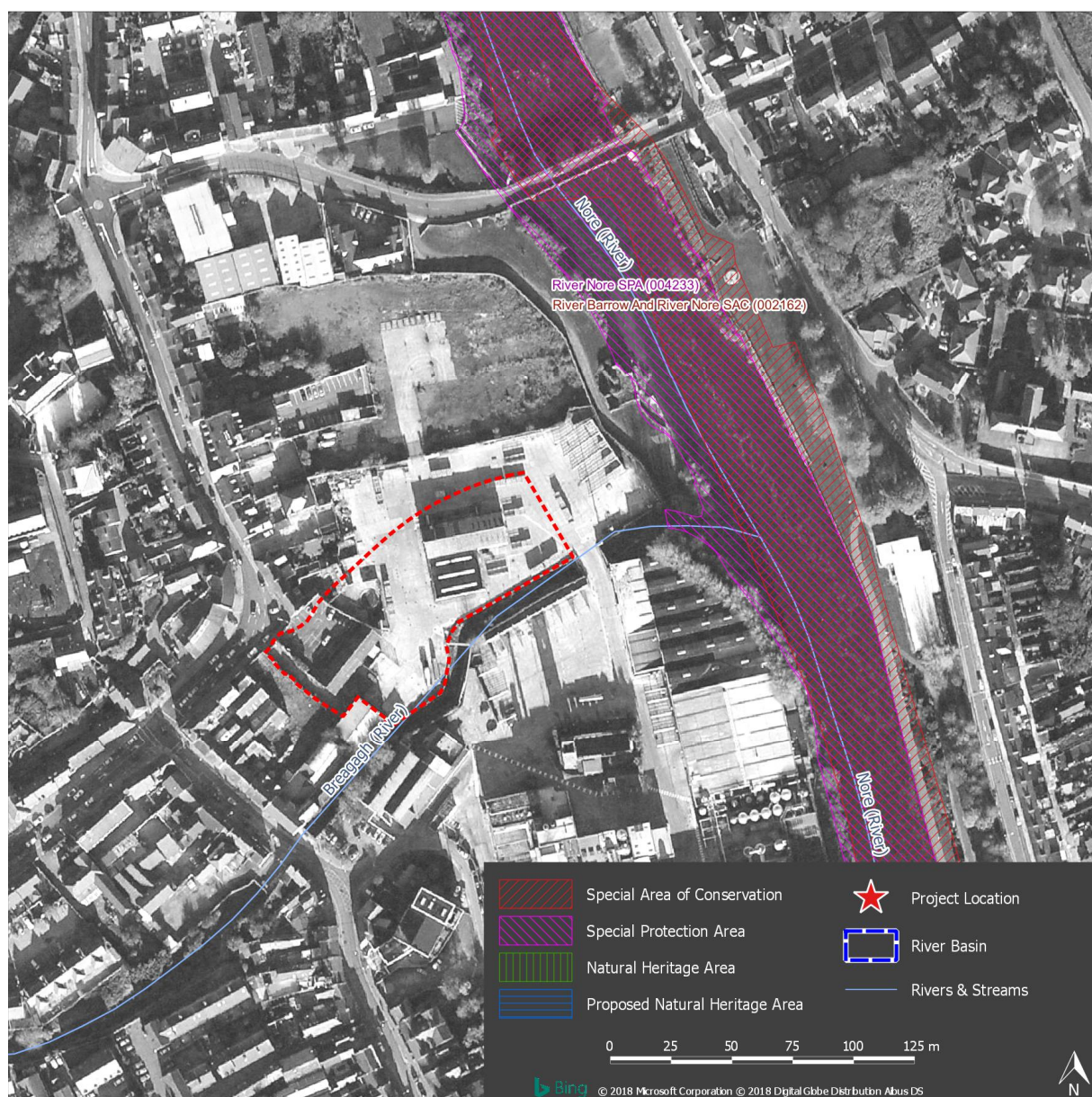


Figure 2. Location of the development site in relation to the River Nore.

The following information is contained within the NPWS site synopses.

This site consists of the freshwater stretches of the Barrow/Nore River catchments as far upstream as the Slieve Bloom Mountains and it also includes the tidal elements and estuary as far downstream as Creadun Head in Waterford. The site passes through eight counties – Offaly, Kildare, Laois, Carlow, Kilkenny, Tipperary, Wexford and Waterford. Major towns along the edge of the site include Mountmellick, Portarlinton, Monasterevin, Stradbally, Athy, Carlow, Leighlinbridge, Graiguenamanagh, New Ross, Inistioge, Thomastown, Callan, Bennettsbridge, Kilkenny and Durrow.

The site is a candidate SAC selected for alluvial wet woodlands and petrifying springs, priority habitats on Annex I of the E.U. Habitats Directive. The site is also selected as a candidate SAC for old oak woodlands, floating river vegetation, estuary, tidal mudflats, Salicornia mudflats, Atlantic salt meadows, Mediterranean salt meadows, dry heath and eutrophic tall herbs, all habitats listed on Annex I of the E.U. Habitats Directive. The site is also selected for the following species listed on Annex II of the same directive – Sea Lamprey, River Lamprey, Brook Lamprey, Freshwater Pearl Mussel, Nore Freshwater Pearl Mussel, Crayfish, Twaite Shad, Atlantic Salmon, Otter, Desmoulin's Whorl Snail *Vertigo moulinsiana* and the Killarney Fern.

The River Nore SPA is of high ornithological importance as it supports a nationally important population of Kingfisher, a species that is listed on Annex I of the E.U. Birds Directive.

CONSTRUCTION MANAGEMENT:

The proposed project will entail the construction of the car park on top of an existing concrete yard. The works are unlikely to have indirect impacts on the River Barrow and River Nore SAC or River Nore SPA. However, as a precaution, best practice construction methods are proposed to include standard site management to prevent local impacts.

The primary concern is with regard to the accidental discharge of contaminated water to the River Breaghagh.

The Contractor shall be cognisant that they will be working in close proximity to a designated SAC & SPA site and all working methods should reflect the sensitivities associated with the site designation.

The project proponent will be required to ensure that this Construction Management Plan (CMP) template is completed by the contractor who will be constructing the proposed development. This CMP will be required to outline best practice construction methodology to be employed to avoid potential local impacts on the adjoining watercourses.

The contractor will be required to prepare a method statement for the proposed development works – this method statement shall include the following headings :

- Location of the activity and access/ egress arrangements
- Work to be undertaken and methods of construction
- Plant and materials to be used
- Labour and Supervision Requirements
- Health, safety and environmental considerations

The following best practice construction management measures will be included as a minimum and will be put in place prior to works:

General

Prior to any works, all personnel involved will receive an on-site induction relating to operations adjacent to watercourses and the environmentally sensitive nature of the River Breaghagh and re-emphasise the precautions that are required as well as the construction management measures to be implemented.

The project proponent will ensure that site supervisory staff are fully aware of the ecological sensitivities of the adjoining watercourses and construction management requirements for the project.

Pollution of watercourses

- Site boundary markings to safeguard features of interest/value will be established.
- Tools and equipment are not to be cleaned in watercourses.
- Chemicals used will be stored in sealed containers.
- Chemicals shall be applied in such a way as to avoid any spillage or leakage.
- Any and all excavated material is NOT to be temporarily stored adjacent to watercourses.

Fuel/Lubricant spillage from equipment

- All refuelling, oiling and greasing will take place above drip trays or on an impermeable surface which provides protection to underground strata and watercourses and away from drains and watercourses as far as reasonably practicable. Vehicles will not be left unattended during refuelling.
- Storage areas, machinery depots and site offices will be located at least 10m from any watercourse.
- Spill kits will be made available close to streams and all staff will be properly trained on correct use.
- All fuels, lubricants and hydraulic fluids required to be stored on site will be kept in secure bunded areas at a minimum of 10m from all watercourses. The bunded area will accommodate 110% of the total capacity of the containers within it.

- Containers will be properly secured to prevent unauthorised access and misuse. An effective spillage procedure will be put in place with all staff properly briefed. Any waste oils or hydraulic fluids will be collected, stored in appropriate containers and disposed of offsite in an appropriate manner.
- All plant shall be well maintained with any fuel or oil drips attended to on an ongoing basis.
- Any minor spillage during this process will be cleaned up immediately.
- Should any incident occur, the situation will be dealt with and coordinated by the nearest supervisor who will be responsible for instructions by the Local Authority.

Concrete

- Wet concrete and cement are very alkaline and corrosive and can cause serious pollution to watercourses.
- Disposal of raw or uncured waste concrete will be controlled to ensure that watercourses will not be impacted.
- Best practice in bulk-liquid concrete management addressing pouring and handling, secure shuttering / form-work, adequate curing times.
- Wash water from cleaning ready mix concrete lorries and mixers may be contaminated with cement and is therefore highly alkaline. Due to the size of the site and the proximity of sensitive watercourses, it is recommended that lorries and mixers are washed out of off-site.

Roads

- Care will be taken to ensure that debris from the site is not deposited onto the adjoining road network.

Noise & Vibration

- The potential exists for some noise impact during the construction phase of the scheme. The impacts associated with the construction phase will be of short-term duration. It will be the responsibility of the contractor to specify the plant used and the phasing of works to minimise noise generated throughout the duration of the construction phase. Noise and vibration levels will be kept to a minimum

Controls will be developed and will include:

- Machines will be throttled down when standing.
- Machines will be turned off when not in use
- Care would be taken when unloading vehicles to minimise noise.
- Any compressor bought to site will both have mufflers or silencers fitted, and drip trays beneath the engine.

Air Quality, Dust & Emissions

- Care will be taken to ensure that both dust and mal odours will be minimised. Measures to be employed will include the damping down of the site in the event of dry weather.

Invasive Species

- All works which may impact on invasive species are to be undertaken in compliance with best practice and national legislation, including best practice management guidelines such as Kelly et al, (2008) Japanese Knotweed *Fallopia japonica* Invasive Species Ireland, NRA (2010), The Management of Noxious Weeds and Non-Native Invasive Plant Species on National Roads and Environmental Agency (2013) Managing Japanese Knotweed on Development Sites: The Knotweed Code of Practice.

RESOURCES:

The following will be required to carry out the job:

Contact Names and Numbers:

NAME:	TITLE:	CONTACT DETAILS:

PLANT AND EQUIPMENT:

The following is a list of the plant and equipment that will be involved in the job:

(To be completed by the contractor)

EMERGENCY NUMBERS

- Ambulance 112 / 999
- Fire Brigade 112 / 999
- Garda Station 112/999
- HSA 01-6147000
- ESB 1850-372999 (if cable is struck)
- Bord Gais 1850-205050 (if gas main/service is struck)
- Eircom 1901
- Kilkenny Co. Co. (Out of Hours) 1890 252654

