



## **Proposed Point of Entry at Foyle Port**

# **Outline Construction Environmental Management Plan**

October 2020

**Document control**

<b>Revision:</b>	Issue 1 – Final
<b>Author</b>	AH
<b>Reviewed by</b>	NMA
<b>Date</b>	21 October 2020

**Contents**

- 1.0 Introduction ..... 4
  - 1.1 Purpose of Construction Environmental Management Plan ..... 4
  - 1.2 Structure of Report ..... 4
- 2.0 The Site & Proposed Works ..... 5
  - 2.1 The Site ..... 5
  - 2.2 Development Proposals ..... 5
  - 2.3 Scope of Works ..... 5
  - 2.4 Demolition / Construction Programme ..... 7
  - 2.5 Equipment & Plant ..... 7
- 3.0 Environmental Management Framework ..... 8
  - 3.1 Environmental Objectives and Targets ..... 8
  - 3.2 Structure and Responsibilities ..... 8
  - 3.3 Information for Contractors and Visitors ..... 8
  - 3.4 External Communication ..... 9
  - 3.5 Training & Competence ..... 9
- 4.0 Operational Control Procedures ..... 10
  - 4.1 Overview ..... 10
  - 4.2 Site Establishment ..... 10
  - 4.3 Nature Conservation ..... 10
  - 4.4 Traffic Plan & Access Routes/Points ..... 11
  - 4.5 Water Quality and Drainage ..... 12
  - 4.6 Contaminated Land ..... 13
  - 4.7 Pollution Prevention ..... 14
  - 4.8 Fuel and Oil Handling ..... 14
  - 4.9 Air Quality / Minimising Dust ..... 15

**Outline Construction Environmental Management Plan**

4.10 Noise Pollution.....16

5.0 Conclusion..... 17

6.0 Annexes ..... 18

6.1 Annex A – Site Location Drawing .....19

6.2 Annex B – Detailed Facility Plan.....20

# Outline Construction Environmental Management Plan

## 1.0 Introduction

### 1.1 Purpose of Construction Environmental Management Plan

This Outline Construction Environmental Management Plan (CEMP) has been prepared by the DAERA EU Transition Programme Team in support an application for a proposed Certificate of Lawful Use or Development (CLUD) in relation to the proposed construction of an inspection facility and associated office space totalling circa 95 square metres of floor space within Foyle Port.

The purpose of a CEMP is to set out the approach towards, and framework for, environmental management during the construction phase and to provide mitigation against potentially adverse demolition and construction impacts on environmental resources, local residents and businesses.

This report has been produced to outline the control measures that will be employed to ensure no adverse impact on the environmental from the proposed work. This document is in advance of a detailed CEMP which will be developed to avoid, minimise or mitigate construction related impacts associated with the proposed development on the environment and the surrounding community. The detailed CEMP will be produced when construction method statements are known and will be agreed prior to the commencement of any construction works.

The adopted construction stage CEMP will be used as an environmental management and monitoring tool for the duration of the construction phase. The CEMP will be kept onsite as a live document, being updated as and when required (for example to recognise changes in regulations, good practice guidance, or actions from on-site audits).

The proposed development at Foyle Port is very modest. There is already a portacabin type facility in situ and the proposal is to replace the current facility with one that will meet EU standards, and slightly larger in size. The extent of groundworks will be minimal and there are no plans for any significant construction on site, the facility will be manufactured elsewhere and craned into position at the Point of Entry.

### 1.2 Structure of Report

This Outline CEMP has been drafted during the planning phase to ensure that necessary measures become incorporated as the project progresses. Prior to construction, this CEMP will be revised to address all construction issues and ensure that any residual effects following the design process are mitigated as far as reasonably practicable.

The report is structured as follows:

Section 2 provides a description of the site and a summary of the works;

Section 3 sets out the Environmental Management Framework;

Section 4 addresses operational control requirements;

Section 5 provides an overall conclusion.

### 2.0 The Site & Proposed Works

#### 2.1 The Site

The proposed construction site is located within Foyle Port, at Lisahally. The site is accessed by the Haw Road and Port Road – a moderately busy thoroughfare for HGVs transporting bulk goods from ferries. There is one primary vehicular access point into the site (a Site Location Plan is attached at **Annex A** for reference). The site encompasses an area of land with a portacabin which is already occupied by DAERA for purposes of inspection of fish.

The proposed site area is approximately 0.03 acres.

#### 2.2 Development Proposals

The proposed construction site is within the operational lands of Foyle Port and benefits from Permitted Development rights under (General Permitted Development) Order (Northern Ireland) 2015. However, to follow best due diligence a CLUD application was sought. The development proposals are:

- i) Replacement of the current portacabin with a slightly larger modular building

A detailed Facility Plan is attached at **Annex B** for reference. As shown on the drawing, the proposed facility is a modest modular type building. This will be manufactured offsite and craned into position on site. The site is well removed from Lough Foyle (circa 130 metres), and direct line of site to the lough is separated by a large warehouse building.

#### 2.3 Scope of Works

There are limited sensitive environmental receptors located on or adjacent to the application site:

- In terms of sensitive employment receptors, the site is located inside the boundary of Foyle Port within which are located a variety of port operational industrial uses (transport of coal, a scrap steel yard and bulk cargo operations etc). It is not considered that the proposed activity will have any impact on any sensitive receptors given it will not impact above the current ambient levels of activity in the already busy port.
- In terms of sensitive residential receptors, to the south is the residential village of Strathfoyle. To the north (on the opposite site of Lough Foyle) is a residential area of Culmore. The nearest residential receptors are located over 0.5km from the proposed the site.

The main construction activities associated with the proposed development are:

## Outline Construction Environmental Management Plan

- Removal of current portacabin
- Site clearance
- Placement of new proposed Modular building
- Connection of services

### 2.4 Demolition / Construction Programme

On site works are expected to start in December 2020. It is anticipated that the project will last approximately 6-8 weeks on site, although the exact timescales will be defined at a later date once a detailed design agent is appointed and contractor moves onsite.

Working hours at the site will be determined by agreement with Derry City and Strabane District Council in due course. The site is within an already busy port operation with lorries moving and fully floodlit 24 hours per day. There are no residential properties at or near the site, with the nearest residential dwelling located over 0.5 kilometre from the site. It is expected that normal framework construction hours will be adhered to:

08:00 - 18:00 Monday to Friday

07:30 – 18:00 Saturday (when required)

No construction will take place on Sundays and Bank Holidays

During the construction period it may be necessary in exceptional circumstances to work outside the prescribed working hours. Should this occur, the hours and duration of these works will be subject to consultation with Environmental Health within Derry City and Strabane District Council.

During the construction period, the detailed Construction Programme will be made available for review in the site office.

### 2.5 Equipment & Plant

The Contractor will identify the equipment and plant to be used, including type, size and expected number. Plant used for the scheme is likely to comprise conventional demolition, earthworks and construction plant.



### 3.0 Environmental Management Framework

#### 3.1 Environmental Objectives and Targets

Environmental objectives for the construction phase will be developed and should refer to legal compliance and environmental good practice, such as:

- No pollution incidents;
- Minimise waste sent to landfill;
- Minimise disruption to surrounding occupiers/residents/businesses (and therefore complaints);
- Protect and where possible enhance biodiversity;
- Procedures for monitoring construction processes against the environmental objectives will be proposed by the Contractor, and will be agreed with the Client Project Manager.

#### 3.2 Structure and Responsibilities

A management structure that includes an organisational chart encompassing all staff responsible for environmental work is to be included within the CEMP, which will set out the respective roles and responsibilities with regard to the environment.

A brief outline of roles is set out below:

- Construction Project Manager: responsible for the management of the construction phase of the project, with overall responsibility for the environmental performance of the project, including ensuring that the CEMP is developed and held on site and that it is implemented throughout all phases of the project.
- Construction Site Manager: responsible for ensuring compliance with environmental legislation, consents and targets; and ensuring that site staff receive site induction briefing and relevant environmental awareness training.
- Site Environmental Advisor: the Construction Project Manager will establish a Site Environmental advisor, who will take responsibility for ensuring the CEMP is adhered to, with key responsibility for ensuring all sensitive items detailed in the plan are effectively managed, such as deliveries, site monitoring, records, waste management etc.
- Designer: responsible for the provision of information relevant to construction that may assist the Contractor to manage environmental aspects of the scheme.

#### 3.3 Information for Contractors and Visitors

All contractors and visitors to the site will be made aware of the environmental policy and the controls applicable to their presence and activities on site including but not limited to:

## Outline Construction Environmental Management Plan

- Method statements;
- Risk assessments;
- Site induction and environment briefings;
- Tool box talks.

Relevant site layout and location plans / CDM drawing detailing the location and construction of the site compound, storage locations and car parking are to be displayed on an information board at the site entrance. An environmental incident reporting system will also be put in place prior to works beginning.

### 3.4 External Communication

All complaints or requests for information will be made aware to the Construction Project Manager and will be logged promptly.

Careful monitoring of complaints, including recording details of the location of the affected party, time of the disturbance, and nature, will assist in managing the works to reduce the likelihood of further complaints.

As the site is within a heavy port operational area and there are no residential dwellings nearby it is not deemed that there will be an impact from noise or dust. However, should this occur, Derry City and Strabane District Council Environmental Health Service will be the first point of contact by residents affected by noise or dust disturbance, and they will be kept apprised of progress, programme and upcoming phases of works that may give rise to disturbance in order that they can respond to complaints.

### 3.5 Training & Competence

Site staff shall be competent to perform tasks that have the potential to cause a significant environmental impact. Competence is defined in terms of appropriate education, training and experience. Project specific training is required.

Environmental awareness and training shall be achieved by:

- Site induction, including relevant environmental issues;
- Environmental posters and site notices;
- Method statement and risk assessment briefings;
- Key project specific environmental issues briefings;
- All managers and supervisors will be briefed on the CEMP.

Method Statements will be prepared for specific activities prior to the works commencing and will include environmental protection and mitigation measures and emergency preparedness appropriate to the activity covered.

### 4.0 Operational Control Procedures

#### 4.1 Overview

Specific management proposals to be included in the CEMP are to be developed, relating to a range of topics. Outline management proposals relating to each of these topics are discussed within this Outline CEMP (which will be detailed further in the construction stage CEMP prior to the start of work on site).

#### 4.2 Site Establishment

Prior to the commencement of construction on site, a number of facilities will be established to minimise the risk to the environment and promote the efficient use of resources. These will include the following:

- Materials storage areas will be set up and managed.
- Waste segregation areas will be established utilising containers that ensure no waste can escape.
- Any necessary fuel and oil will be stored in accordance with the Control of Pollution (Oil Storage) Regulations (Northern Ireland) 2010.
- Refuelling will only be undertaken by trained personnel, in a designated area designed to contain contaminated run-off.

#### 4.3 Nature Conservation

However, it is recommended that in accordance with best practice, contractors are briefed accordingly as to the potential of species movement through the site during the site induction. The induction should include advice on best practice with regard to all ecological issues in advance of any works commencing and should include the following recommendations to reduce the risk of harming or disturbing them during the works phase:

- Work is not proposed within the nesting season nor has there been any evidence of breeding birds on the development site. However, in the unlikely event that a notable species, evidence of such or relevant resting/nesting place is located during site clearance then works in that area must cease until further advice has been sought from an ecologist.
- Avoid works at night where possible to minimise disturbance and the impact of noise and light pollution to wildlife foraging/commuting nearby to the site. When works after dark cannot be avoided, any lighting should only be used where necessary and be designed to be sympathetic by minimising light output on neighbouring properties and wildlife.
- Any pipes stored, or installed on site, with a diameter of greater than 200mm should be covered or capped at night to reduce the risk of animals becoming trapped inside.

## Outline Construction Environmental Management Plan

If injured animals are encountered at the site then the animal should be passed to a relevant wildlife rescue organisation.

### 4.4 Traffic Plan & Access Routes/Points

The contractor will define the method of delivery / removal of materials and plant from the site, including the identification of access routes for deliveries.

The Construction Site Manager shall have overall responsibility for the coordination of construction deliveries and will advise what times suppliers are expected to arrive on site. Any specific 'no delivery' times are expected to be adhered to.

In order to prevent any potential build-up of traffic on the public highway, staggering of delivery times will be employed.

The Construction Site Manager shall have overall responsibility and will be the person supervising and monitoring vehicle movements to / from the site.

During busy delivery periods when a large number of construction traffic could be expected the delivery suppliers will be asked to contact the Construction Site Manager 20 – 30 minutes prior to the agreed delivery time to ascertain the set down area is clear.

Deliveries will be controlled and supervised and will be checked and accepted as correct and undamaged. All materials will be stored with any necessary protection from weather exposure, thereby reducing the potential for wind whipping. There is no requirement to store any plant or materials on the public highway.

Placing of any signage will be carried out under the agreement / supervision of DfI Roads and / or PSNI to ensure the safety of highway users, when the signs are in place.

Temporary "Construction Access" warning signage to identify the construction site shall be erected, wherever possible, to ensure vulnerable pedestrians are made aware of the site traffic using the entrance / exit and approaching route.

### 4.5 Water Quality and Drainage

The Contractor shall adopt good construction management practices that will reduce the risks of accidental discharge of pollutants primarily into Lough Foyle but also nearby streams, rivers or ponds, or contamination of groundwater. Such practices shall be incorporated into the CEMP and adhered to.

A pollution control and contingency plan will be prepared to set out the requirements for pollution prevention during the works and will be developed by the Contractor and included within the CEMP, providing details and measures to be taken in the event of an environmental incident.

Drainage during the construction phase will use the permanent drainage system where possible and it is anticipated all drainage will connect into the existing drainage system with the appropriate consent sought from NI Water. Any potential contamination via surface run off will be collected and standard mitigation will be applied via the Construction Method Statement, such as pollution buffers and contamination treatment before any surface water is discharged, the appropriate consent will be sought from NI Water. Prior to any water discharge, if required, relevant government bodies will be consulted for any legislative requirements that must be adhered to.

The following will also be implemented:

- All existing drainage on site (e.g. surface water, foul sewer) will be identified and a “drainage plan” will be made available- which will include foul and storm water separation.
- All drain covers and gullies will be clearly marked to identify them
- Types of pollution risk that could enter drains will be identified (e.g. silty water, fuel, concrete and cement washings) and stored in a location 10 metres from any surface water drains / surface water receptors in appropriate containers. Spill kit locations will be identified.
- If any pollution enters a drain, emergency pollution control and management measures will be put in place including the site spill response team will immediately stop the pollution with a physical block, stop the activity causing the pollution, then notify the Site Manager/NIEA who will refer to PPG21 / GPP 22.
- Stockpiles should be kept to a minimum, however to control erosion, areas of exposed ground and stockpiles should be minimised to reduce silty runoff and located well away from drains and watercourses (by a minimum distance of 10m where the land is flat, and further if there is a slope to a watercourse), stabilised as soon as possible (e.g. seeded or geotextile mats), and bunded by earth or silt fences (if required) at the toe of the stockpile to intercept silt-laden runoff during rainfall events.
- Stockpiles shall not be located where there is a steep slope towards a watercourse.
- Existing vegetation should be retained where possible, as mature vegetation stabilises the soil and prevents erosion. Areas where vegetation clearance is required should be kept to a minimum, and the works divided into phases, with seeding of the phases that are complete. This will minimise the areas of exposed soil and thus the risk of erosion.

## Outline Construction Environmental Management Plan

- Consideration should be given to ground water level and ground saturation to prevent excessive overland flow and associated scouring and mobilisation of suspended solids. The area to be stripped should be kept to a minimum and phased during the planning and construction phase to reduce the amount of land exposed, which will generate suspended solids.

To note no in River/Lough works are proposed as part of the development. However as Lough Foyle is the nearest sensitive receptor all relevant mitigation measures outlined in GPP 5: Works and Maintenance In or Near Water will be adopted and described in full in the detailed CEMP.

The Contractor is also required to give consideration to the minimisation of water use during the construction phase. The following measures should be observed to reduce water usage:

- Manage user behaviour: develop a culture of water efficiency.
- Reduce the risk of uncontrolled water use e.g. use of sensor-actuated devices.
- Minimise the risk of leakage e.g. use of leak detection equipment.
- Influence user behaviour e.g. create culture that changes behaviour to accept ownership of water efficiency.
- Good housekeeping e.g. reporting/repairing leaks, turning off taps, awareness training etc.

Any incidents of pollution to the waterways should be alerted to the NIEA Water Pollution Hotline- **0800 807 060**

### 4.6 Contaminated Land

Due to the limited nature of obtrusive ground works proposed, a Preliminary Risk Assessment (PRA) and a Preliminary Sources Study Report (PSSR) was not necessary as the risk associated with this modest proposed development is considered at the site is considered very low.

### 4.7 Pollution Prevention

Potential pollutants from the works include:

- Silt;
- Cement and concrete;
- Oils and fuels;
- Waste material.

Risks to surface water in the form of silt will be managed through a number of measures, including the provision of wheel wash facilities for vehicles moving to and from the site at entry/exit points.

Measures will be developed to control site runoff and prevent contamination. Account will be taken of the NetRegs, specifically the follow Guidance for Pollution Prevention (GPP's):

- PPG 1: General Guide to the Prevention of Pollution;
- GPP 5: Works and Maintenance In or Near Water;
- PPG 6: Working at Construction and Demolition Sites;
- GPP 22: Dealing with spills

Appropriate pollution prevention measures will be proposed by the Contractor and will be detailed within the CEMP.

### 4.8 Fuel and Oil Handling

All fuel and oil will be stored in accordance with the Control of Pollution (Oil Storage) Regulations (Northern Ireland) 2010 and will be handled in such a way that risk of pollution is minimised, this will include:

- Fuel and oil storage tanks will comply with Control of Pollution (Oil Storage) Regulations (Northern Ireland) 2010 and will be locked when not in use.
- Storage areas will not be located within close proximity of Lough Foyle or any watercourse or within 50 m of a spring well, or borehole or within 10 m of a watercourse ditch or drainage channel
- Mobile bowzers will be integrally bunded to hold a minimum 110% of the design volume of oil from the primary inner tank and will comply with the Control of Pollution (Oil Storage) Regulations (Northern Ireland) 2010 and will be locked when not in use.
- Drums will be maintained in good condition, fitted with lids, and labelled to indicate the contents and stored in compliance with the OSR regulations as directed by GPP 26 Safe Storage – drums and intermediate bulk containers.

## Outline Construction Environmental Management Plan

- Trained operatives only will carry out refuelling of plant and equipment in a designated refuelling area; marked off with signage/fencing and away from watercourses.
- Static combustion engine plant (e.g. compressors) will be integrally bunded or placed on drip trays
- Plant will be regularly checked for leaks and will be regularly maintained. Any leaking plant will be notified and removed immediately.
- Spill kits will be provided within close proximity to fuel and oil storage areas and operatives will be trained in their use.
- Procedures for reporting any spillages or pollution are to be set out within a Pollution Incident Response Plan in the detailed CEMP
- Fuel and oil will not be stored where there is risk of damage by impact or collision e.g. from site traffic.
- Where spilt oil could enter open drains or soak into unmade ground where it could pollute groundwater.
- Leaking or empty oil drums shall be removed from site immediately and disposed of via an appropriately licensed waste disposal contractor;
- All hazardous substances on-site shall be controlled within an enclosed storage compound that shall be fenced-off and locked when not in use to prevent theft and vandalism;
- Re-fuelling of plant and machinery shall take place at least 10m away from watercourses using a mobile fuel bowser and restricted to designated areas on hard standing. Only integrally bunded fuel bowsers shall be used. Vehicles must not be left unattended during refuelling operations. Fixed plant shall be self-bunded. Mobile plant must be in good working order, kept clean and fitted with drip trays where appropriate. All water runoff from designated re-fuelling areas shall be channelled to an oil separator or an alternative treatment system prior to discharge;
- Spill kits and oil absorbent material must be carried by mobile plant and located at vulnerable locations (e.g. crossings of land drains and ditches) to reduce risk of spillages entering the sub-surface or groundwater environment. Booms shall be held on-site for works near watercourses;
- As part of the Spill Response & Control Plan, an Emergency Response Plan shall be prepared by the appointed Contractor and included in the CEMP and construction workers trained to respond to spillages;

### 4.9 Air Quality / Minimising Dust

Given the current activity at Foyle Port there it is not considered that there will be any impact on air quality/dust from the proposed activity.



### 4.10 Noise Pollution

Noise and vibration will be controlled and limited so far as reasonably practicable so that sensitive receptors are protected from excessive noise and vibration arising from demolition and construction. The nearest domestic dwelling is over 0.5km from the proposed site.

The principles of Best Practicable Means should be employed to minimise noise levels during demolition and construction, in accordance with the recommendations for the control of noise and vibration on construction sites as set out in BS 5228. The following measures will be used where appropriate:

- Hydraulic plant will be used in preference to pneumatic plant where possible.
- Plant and equipment will be maintained in good working order and fitted with silencers and acoustic panels where appropriate.
- Machines in intermittent use should be shut down in the intervening periods between work, or throttled down to a minimum.
- Methods used for concrete breaking and demolition should be carefully considered and non-percussive measures should be used where possible.
- Care should be taken when loading or unloading vehicles or dismantling scaffolding or moving materials etc.

### 5.0 Conclusion

This Outline CEMP has been prepared in support of a CLUD planning application for the development inspection facilities at Foyle Port Point of Entry and encompasses a minor programme of works. The Outline CEMP has been drafted during the planning phase to ensure that necessary measures become incorporated as the project progresses.

The Outline CEMP describes how the detailed construction phase CEMP will be developed to avoid, minimise, or mitigate any demolition and construction effects associated with the proposed development on the environment and the surrounding community / businesses.

The adopted construction stage CEMP will be used as an environmental management and monitoring tool for the duration of the construction phase. The CEMP will be kept onsite as a 'live' document.

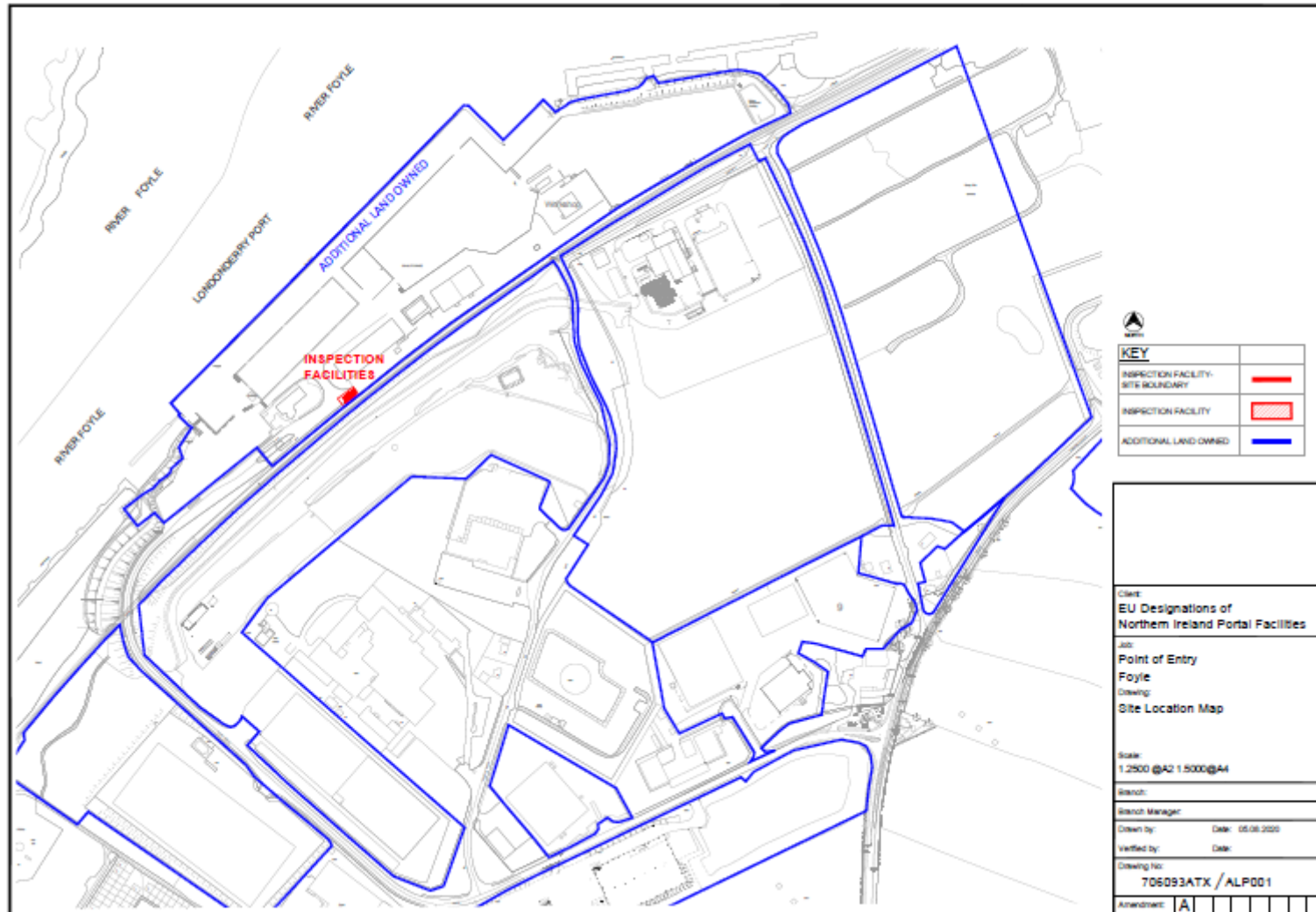
Review of the CEMP will be carried out at each project phase and where changes are made that affect the scope of the works to ensure its continuing relevance and accuracy. The CEMP will also be updated as and when required to recognise changes in regulations, good practice guidance, or actions from on-site audits.

## **6.0 Annexes**

Annex A – Site Location Drawing

Annex B – Detailed Facility Plan

### 6.1 Annex A – Site Location Drawing



6.2 Annex B – Detailed Facility Plan

