

OUTLINE CONSTRUCTION MANAGEMENT PLAN

SPICER'S BAKERY, RAMPARTS CAR PARK AND ANDY BRENNAN
PARK PROJECT

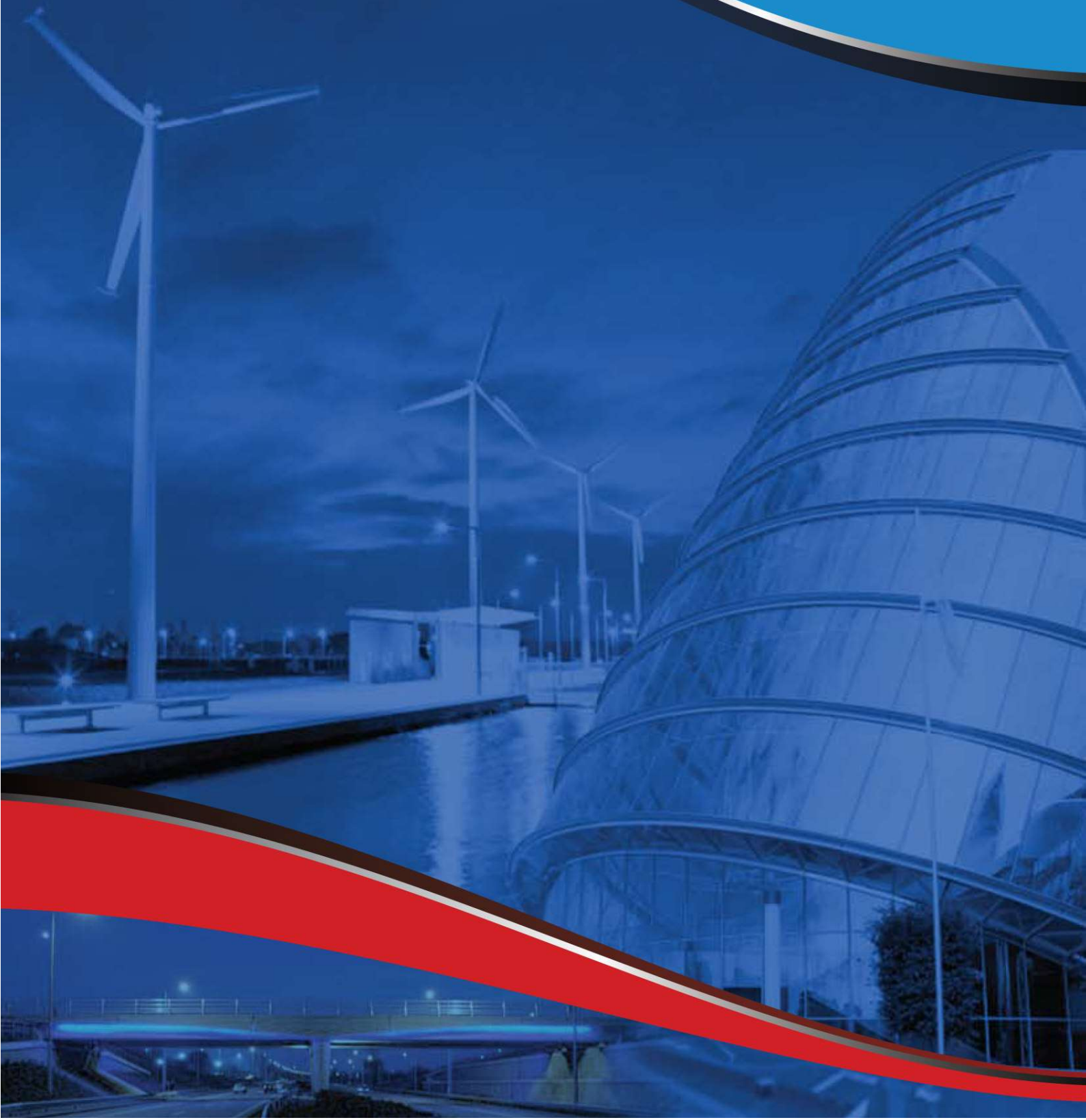
Meath County Council
P340
20 December 2022



OCSC

O'CONNOR | SUTTON | CRONIN

Multidisciplinary
Consulting Engineers



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1 INTRODUCTION

APPOINTMENT

O'Connor Sutton Cronin & Associates (OCSC) have been appointed by Meath County Council to prepare this Traffic Impact Assessment concerning the development of the Athlumney Lands (Spicer's Mill) located in Navan, County Meath.

STUDY AREA

The proposed development is located primarily in the jurisdiction of the Meath County Council (MCC). The exact location of the development can be seen in the figure below.

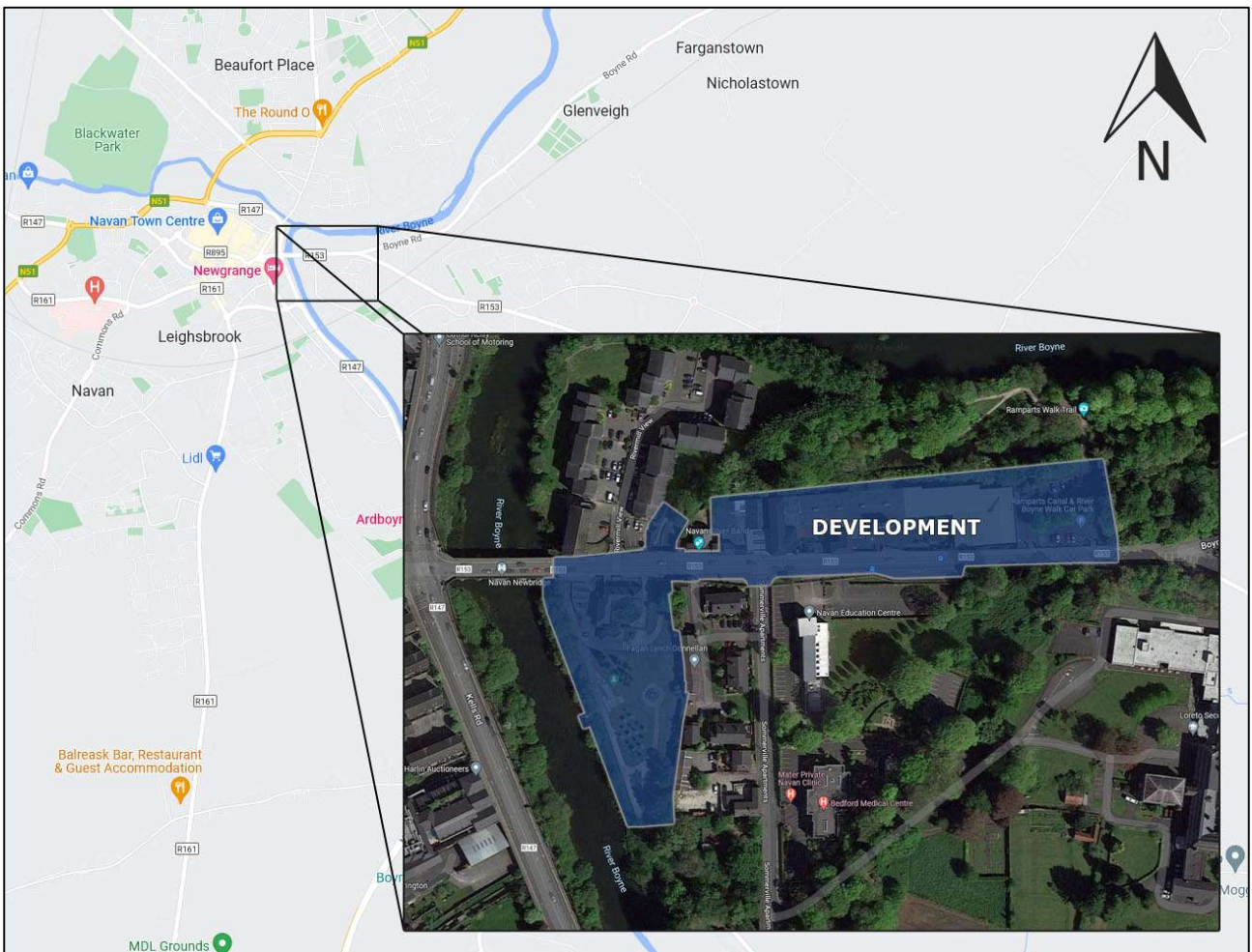


Figure 1: Development Locality Plan

2 CONSTRUCTION PROGRAMME & PHASING

DEVELOPMENT & SITE OVERVIEW

The site is currently brownfield with several buildings on-site, including the Original Spicer's Mill/Bakery workspaces which is a protected structure. The proposed site plan can be seen in the figure below:



Figure 2: Proposed Site Layout

Two buildings are proposed to be kept on-site and refurbished. The main warehouse/shed structure covering the majority of the site will be demolished, and an extension to the existing car park will be constructed in this area. The works on the remaining extent of the site will mainly comprise landscaping. The planned works to the site can be seen in the figure overleaf.

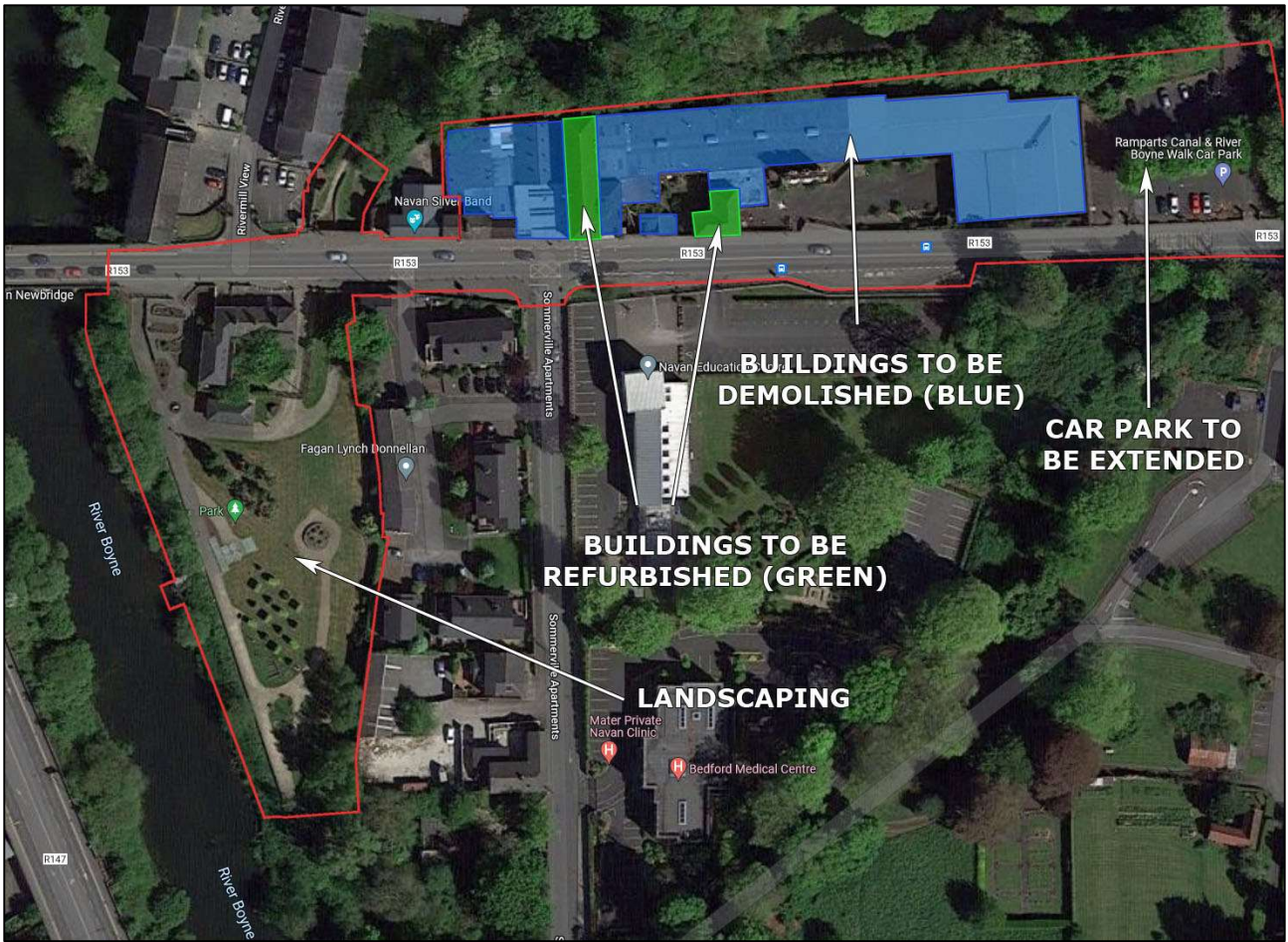


Figure 3: Planned Site Works

PHASING

Given the limited size and scale of the proposed development, it is expected that it will be developed in one phase.

BUILDING DEMOLITION

A detailed pre-demolition survey will be carried out on the adjacent buildings (green buildings as per the previous figure) which will record the current building condition and provide information for the Contractor to prepare a demolition plan. The demolition plan will set out the methodology and work sequence for the demolition phase, including any propping required to maintain the lateral stability of the adjacent building.

All loose internal fixtures and fittings such as furniture, sanitary fittings, and other unattached items are to be removed by hand and segregated on-site to allow for removal off-site by an approved Waste Carrier. The approved waste acceptance Facility will provide waste stream skips such as General, Wood, and Concrete on site. It will be required to provide a full facility for segregation at its off-site facility. Fixed Soft stripped material such as Plasterboard, wood panelling and other materials will be removed by hand, brought to the segregation points and loaded into the skips.

The strategy for Structural Demolition must ensure that de-construction is undertaken in a carefully pre-planned sequence, using methodologies that ensure that the building under demolition and the adjoining buildings are not affected, weakened or de-stabilised in any way during the works.

To comply fully with Works Specifications, Planning Conditions, Environmental and Safety Requirements and adhere to Best Demolition Practices, the works should be undertaken by adopting a methodology that combines the following operations:

- Demolition by hand or using hand-held tools at sensitive locations and interface with adjacent building
- Saw cutting (if required) to reduce the size of the material to be deconstructed
- Use of long-reach excavator to demolish structural elements.
- It is noted the demolition of the existing building will extend westwards and southwards directly against the adjacent buildings. To ensure the integrity of these buildings vibration monitoring will be carried out at this interface for the duration of the demolition and construction works.

Vibration monitoring stations should continually log vibration levels (including associated frequency) using the Peak Particle Velocity parameter (PPV, mm/s) in the X, Y and Z directions, in accordance with BS ISO 4866: 2010: Mechanical vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures. Vibration monitors, of both aural and visual types, with real-time outputs to be located at agreed points.

The mounting of the recording equipment to the vibrating structure (or surface supporting sensitive equipment) shall comply with BS ISO 5348: 1998: Mechanical vibration and shock – Mechanical mounting of accelerometers. In summary, the following ideal mounting conditions apply:

- The recording equipment and its mountings should be as rigid as possible;
- The mounting surfaces should be as clean and flat as possible;
- Simple symmetric mountings are best, and;
- The mass of the mounting should be small in comparison to that of the structure under test.

The vibration limits for the duration of the construction works shall be set in line with the vibration criteria to be adopted at nearby sensitive and residential properties to avoid cosmetic damage, as taken from the German Standard DIN 4150-3 (1999-02) *Structural Vibration – Effects of vibration on a structure*.

Traffic light system to be in place consisting of:

- **Green** vibrations below all threshold limits-OK to proceed;
- **Amber** vibrations exceed first threshold limit (2/3rds of limit)-Stop and check;
- **Red** vibrations exceed the second threshold-Stop and action.

CONSTRUCTION

For the construction of the car park towards the east of the site, excavations will be done to a depth which will allow the construction of the sub-base. The sub-base will be compacted and checked for alignment, level and surface regularity. Layers shall be constructed on top of the sub-base. Once all layers have been constructed and compacted sufficiently, pavement markings will be added to demarcate the spaces of the facility.

To carry out demolition and construction a site compound will need to be formed in the vicinity of the site. This will require liaison and agreement with third parties which will be further developed once a contractor is appointed, however, a preliminary location has been identified as the site for the car park to the east of the site. This is discussed in the following chapter of this report.

3 SITE ESTABLISHMENT

SITE ACCESS & OPERATIONS

Site access will be provided on the R157 (Athlumney Road) via the regional road network.

The location for the site compound, construction hauling route and construction site access are shown in the figure below. It should be noted that these are only indicative and will be finalised before construction.

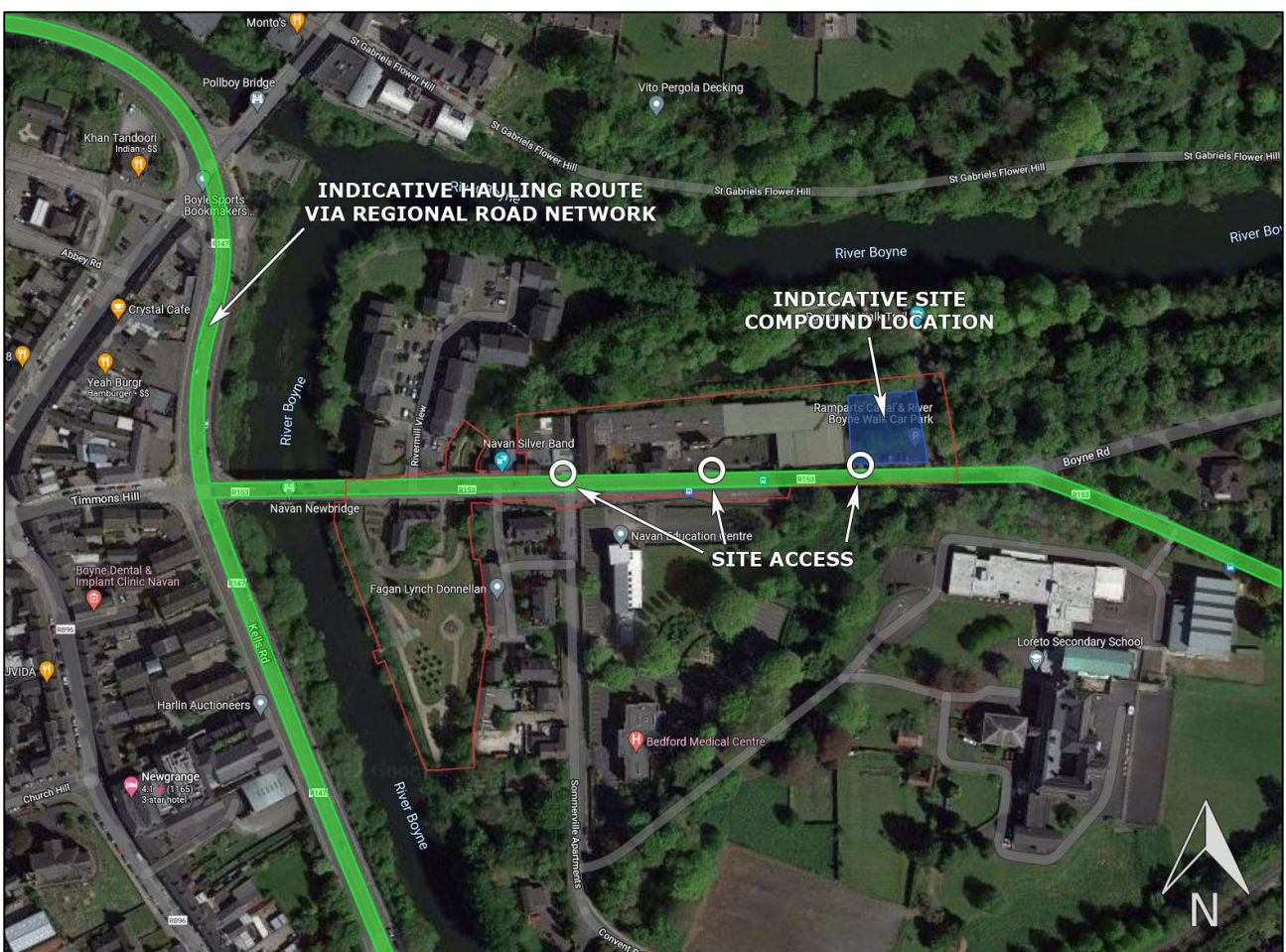


Figure 4: Site Access & Operations

It is proposed that construction vehicles make use of the regional roads (R147 & R153) to access the site while avoiding local roads and the town centre area.

HOARDING

Perimeter hoarding will be provided around the different phases of the site and along the public road to prevent unauthorised access to the site. Controlled access points will also be provided. Hoarding will be maintained to a high standard and painted or covered as appropriate. Temporary hoarding will be provided as necessary within the site as safety restrictions prevent public access. The locations of this temporary hoarding will vary as work progresses across the site.

TREE PROTECTION

Appropriate measures will be put in place to protect any trees on the site which are designated for protection or retention under any granted planning permission for the development.

ARCHAEOLOGY

Appropriate arrangements will be made with a licensed archaeologist to monitor soil stripping and other development works as may be conditioned in any planning permission for the proposed development.

ENABLING WORKS & WORKS ON THE PUBLIC ROAD

Works on the public road will be carried out subject to, and under, a Road Opening Licence from the Local Authority. All works on the public road will be carried out per the Local Authority and HSA guidelines for working on public roads, with traffic management under Chapter 8 of the TSM and the appropriate traffic management guidelines.

4 CONSTRUCTION TRAFFIC

SITE ACCESS & TRAFFIC ROUTING

As mentioned previously, the site will be accessed via the R153.

Regarding traffic routing, traffic management routes will utilise the Regional & National Road network and waste will be disposed of by licensed hauliers in appropriately licensed facilities only. All final traffic management routes will be agreed upon by the contractor with the relevant Local Authority in advance of the commencement of construction.

The exact location of batching plants and disposal sites will be established once a contractor has been appointed.

CONSTRUCTION TRAFFIC VOLUMES

Relative to the operation stage, the construction period will be temporary. Construction traffic is expected to consist of the following categories:

- Private vehicles owned and driven by site construction staff and by full-time site supervisory staff and occasional professional supervisory staff i.e. design team members and supervisory staff from utility companies;
- Materials delivery and removal vehicles.

It is difficult to assess the exact quantum of traffic that will be generated during the construction period as it will vary throughout the construction process as different activities have different associated transportation needs. However, the following points are noted concerning construction traffic:

- In general, the construction day will begin and end outside of peak travel hours. As a result, the majority of workers travelling to and from the site will arrive before the a.m. peak hour and depart after the p.m. peak hour;
- On-site parking will be provided for use by critical staff only with the remainder of staff encouraged to travel by the numerous public transport options serving the locality;

- Adequate on-site compounding will be provided to prevent any potential overflow onto the local transport network;
- The potential for construction staff to be brought to the site in vans/minibuses will be investigated;
- Excavation and materials delivery vehicles travelling to and from the site will be spread across the course of the working day meaning the number of HGVs travelling during the peak hours will be relatively low.

Overall it is expected that the level of traffic generated by the construction works will be less than that generated by the operational phase of the development during the peak traffic hours. As a result, a detailed analysis of this stage has not been deemed necessary and the impact is considered to be negligible.

It is noted that an Outline Construction Management Plan has been prepared and submitted as part of this planning application. However, it is expected that a Construction Management Plan will be submitted by the contractor to the Local Authority for agreement before the commencement of construction, giving details on the following:

- Daily and weekly working hours;
- Agreed haul routes for incoming materials;
- Licensed hauliers to be used;
- Disposal sites;
- Travel arrangements for construction personnel;
- Appropriate on-site parking arrangements for construction personnel to prevent overspill parking on the local road network;
- Temporary construction entrances are to be provided;
- Wheel wash facilities if required;
- Road cleaning and sweeping measures to be put in place if required;
- Temporary construction signage is to be put in place and maintained;
- Any proposed traffic management measures such as temporary traffic lights and signage on any public roads.

SITE PARKING

A limited number of on-site parking will be provided for construction workers and site visitors.

STAFF WELFARE

Appropriate welfare facilities will be provided on-site for construction staff and will include, inter alia:

- Canteen facilities;
- Toilet Facilities;
- Office accommodation;
- Drying areas/changing areas;
- Tool storage areas.

CONSTRUCTION TRAFFIC MITIGATION MEASURES

The appointed contractor will put in place measures to keep public roads free of detritus and debris. This will include undertaking regular road sweeping by a mechanical sweeper and the provision of wheel wash facilities on the site.

5 SITE WASTE MANAGEMENT PLAN

Waste materials generated will be segregated on-site. This will allow for the maximum possible degree of recycling. Where on-site segregation of certain waste types is not practical, off-site segregation will be carried out. Skips and receptacles will be provided to facilitate segregation at the source.

All waste receptacles leaving the site will be covered or enclosed. The on-site waste storage area will be secured within the overall site which will be hoarded off from the public and unauthorised access.

The appointed waste contractor will collect and transfer the waste as receptacles are filled. Any soil removed off-site will be carried by contractors licensed under the Waste Management Acts 1996 - 2008, the Waste Management (Collection Permit) Regulations 2007 and Amendments and the Waste Management (Facility Permit & Registration) Regulations 2007 and Amendments.

All waste arisings will be handled by an approved waste contractor holding a current waste collection permit. All waste arisings requiring disposal off-site will be disposed of at a facility holding the appropriate licence or permit, as required. Written records will be maintained by the contractor(s) detailing the waste arising throughout the construction phase, the classification of each waste type, the contact details and the waste collection permit number of all waste contractors who collect waste from the site and the end destination and waste facility permit or licence number for all waste removed and disposed of off-site.

Dedicated bunded storage containers will be provided for hazardous wastes such as batteries, paints, oils, chemicals etc. if required.

The management of the main waste streams is detailed in the figure overleaf:



Figure 5: Proposed C&D Waste Storage Area (Scale: NTS)

WASTE MANAGEMENT CATEGORIES

SOIL/SUBSOIL

Any soil removed off-site will be carried by contractors licensed under the Waste Management Acts 1996 - 2011, the Waste Management (Collection Permit) Regulations 2007 and Amendments and the Waste Management (Facility Permit & Registration) Regulations 2007 and Amendments.

If any of the excavated spoil is found to be clean/inert, the site manager will investigate whether nearby construction sites may require clean fill material, to both minimise the costs of transport and to reuse as much material as possible. Any soil/subsoil deemed to be contaminated will be stored separately from the clean and inert soil/subsoil. The material will be appropriately classified as non-hazardous or hazardous under the www.hazwasteonline.com application and EC Council Decision 2003/33/EC, which establishes the criteria for the acceptance of waste at landfills, before being transported to an appropriately permitted/licensed facility by permitted contractors.

CONCRETE, BRICKS, TILES & CERAMICS

The majority of concrete, bricks, tiles and ceramics generated as part of the construction works are expected to be clean, inert material and should be recycled, where possible.

HARD PLASTIC

Since hard plastic is a highly recyclable material, much of the plastic generated will be primarily from material off-cuts. It will be diverted from landfill and recycled. All recyclable plastic will be segregated and recycled, where possible.

TIMBER

Timber that is uncontaminated, i.e. free from paints, preservatives, glues etc., will be segregated and stored in skips.

METAL

Metals will be segregated into mixed ferrous, cladding, aluminium, high-grade stainless steel, low-grade stainless steel etc. categories, where practical. Metal is highly recyclable and numerous companies will accept these materials. Metals will be segregated and stored in skips.

PLASTERBOARD

There are currently several recycling services for plasterboard in Ireland. Plasterboard from the construction phase will be stored in a separate skip, pending collection for recycling. The site manager will ensure that the oversupply of new plasterboard is carefully monitored to minimise waste.

GLASS

Glass materials will be segregated for recycling, where possible.

ORGANIC (FOOD) WASTE

An on-site canteen will be provided to allow workers to prepare and eat food. This facility will incorporate provisions so that organic waste will be segregated for separate collection. Segregation at source and separate collection of organic waste is required under the Waste Management (Food Waste) Regulations 2009 (if food is prepared on-site).

WASTE ELECTRICAL AND ELECTRONIC EQUIPMENT (WEEE)

WEEE that does not contain hazardous components will be stored in dedicated covered cages/receptacles/pallets pending collection for recycling. There are not expected to be any significant amounts of such materials as there are no existing buildings on the subject site.

NON-RECYCLABLE WASTE

C&D waste which is not suitable for reuse or recovery will be placed in separate skips or other receptacles. This will include polystyrene, some cardboard and plastic which are deemed unsuitable for recycling.

Before removal from the site, the non-recyclable waste skip/receptacle will be examined by a member of the waste team to determine if recyclable materials have been misplaced. If this is the case, efforts will be made to determine the cause of the waste not being segregated correctly and recyclable waste will be removed and placed into the appropriate receptacle.

HAZARDOUS WASTES

On-site storage of any hazardous wastes produced (i.e. contaminated soil and/or waste fuels) will be kept to a minimum, with removal off-site organised regularly. Storage of all hazardous wastes on site will be undertaken to minimise exposure to on-site personnel and the public and to also minimise the potential for environmental impacts.

MANAGEMENT & CONTROL SYSTEMS

It will be the role of an appointed Waste Manager to try to find alternative options for waste before sending it to the landfill. Waste materials will be stored in the specifically designated compound. All waste collected from the site will be by a permitted waste contractor, under the Waste Management (Collection Permit) Regulations 2007 as amended. The contractor will provide the Waste Manager on site with documentation of the waste to be removed and a copy of the waste collection permit. Before the waste leaves the site, the Waste Manager will have documentation to show where the waste is being taken to, and that the facility is licensed to accept the particular waste. A receipt will be issued for each load that leaves the site.

All waste will be documented before leaving the site. Waste will be weighed by the contractor, either by a weighting mechanism on the truck or at the receiving facility. These waste records will be maintained on-site by the Contractor. All movement of waste and the use of waste contractors will be undertaken under the Waste Management Acts 1996 - 2008, Waste Management (Collection Permit) Regulations 2007 and Amendments and Waste Management (Facility Permit & Registration) Regulations 2007 and Amendments. This includes the requirement for all waste contractors to have a waste collection permit issued by the NWCPO. The nominated project Waste Manager will maintain a copy of all waste collection permits.

Some wastes may be transported to another site for reuse on that site. The Waste Manager will be in contact with other sites to ensure that as much waste is reused as possible, such as concrete for fill purposes etc. All wastes leaving the site will be placed in appropriate containers.

Any concrete, soil, gravel, or broken stone transported off-site will be covered to prevent dust or particle emissions from the load.

If the waste is being transported to another site, a copy of the Local Authority waste permit or EPA Waste Licence for that site will be provided to the nominated project Waste Manager. If the waste is being shipped abroad, a copy of the Transfrontier Shipping (TFS) document will be obtained from Dublin City Council (as the relevant authority on behalf of all local authorities in Ireland) and kept on-site along with details of the final destination (permits, licences etc.). A receipt from the final destination of the material will be kept as part of the on-site waste management records.

All information will be entered into a waste management recording system to be maintained on-site.

6 ENVIRONMENTAL MANAGEMENT

POLLUTION PREVENTION

Pollution prevention measures will be undertaken per best practice guidelines from Inland Fisheries Ireland (2016). There are no sensitive fisheries habitats on the site, however drainage ditches lead to the River Rye. A programme for the control of sediment will therefore be required. This will be put in place by the appointed contractor.

Only sediment-free run-off is to leave the site. A suitably sized detention basin or settlement area will be installed at the lowest point before discharge where excess run-off must leave the site. Silt curtains or earth berms will be used to channel run-off to locations where it can be controlled. These may take the form of an open detention area or, where the need arises, a portable skip/s, or similar, where inflow passes through straw bales, gravel etc.

The Site Manager will be responsible for the pollution prevention programme and will ensure that at least daily checks are carried out to ensure compliance. A record of these checks will be maintained.

The site compound will include a dedicated bund for the storage of dangerous substances including fuels, oils etc. Refuelling of vehicles/machinery will only be carried out within the bunded area. The site compound will display emergency contact details for Inland Fisheries Ireland, the National Parks and Wildlife Service, the Local Council, and the Environmental Protection Agency in the event of a pollution incident or environmental emergency. Adequate spill kits will be available in the event of a spill of oil or other hazardous substance.

TRAINING

All site personnel will be trained in the importance of good environmental practices including reporting to the Site Manager when pollution, or the potential for pollution, is suspected.

PROTECTION OF TREES

As noted previously, appropriate measures will be put in place to protect any trees on the site which are designated for protection or retention under any granted planning permission for the development.

NOISE CONTROL

Measures will be implemented to minimise the impact of noise emissions at sensitive locations during the construction phase. Such measures will include the following:

- Construction contractors will be required to comply with the requirements of the European Communities (Construction Plant and Equipment) (Permissible Noise Levels) Regulations and the Safety, Health and Welfare at Work (Control of Noise at Work) Regulations;
- All plant items used during the construction phase should comply with standards outlined in the 'Safety, Health and Welfare at Work (Control of Noise at Work) Regulations and the 'European Communities (Construction Plant and Equipment) (Permissible Noise Levels) Regulations'. Reference will be made to BS 5228: Part 1: 2009 (Noise Control on Construction and Open Sites - Part 1. Code of Practice for Basic Information and Procedures for Noise Control) and will include the following mitigation measures:
 - Training of site staff in the proper use and maintenance of tools and equipment;
 - The positioning of machinery on-site to reduce the emission of noise and to site personnel;
 - Sources of significant noise will be enclosed where practicable;
 - Machines that could be in intermittent use will be shut down between work periods or will be throttled down to a minimum;
 - A plant known to emit noise strongly in one direction will, when possible, be orientated so that the noise is directed away from noise-sensitive areas; and

- Plant and/or methods of work causing significant levels of vibration at sensitive premises will be replaced by other less intrusive plants and/or methods of working where practicable.
- The inherently quiet plant will be selected where appropriate;
- Screening and enclosures will be utilised in areas where construction works are continuing in one area for a long period or around items such as generators or high-duty compressors. For maximum effectiveness, a screen will be positioned as close as possible to either the noise source or the receiver. The screen will be constructed of material with a mass of $>7\text{kg/m}^2$ and should have no gaps or joints in the barrier material. This can be used to limit noise impact on any noise-sensitive receptors;
- Operators of all mobile equipment will be instructed to avoid unnecessary revving of machinery and mobile equipment will be throttled down or switched off when not in use;
- Accordingly, where possible all construction traffic to be used on-site will have effective well-maintained silencers; and
- All mobile plants will be maintained to a high standard to reduce any tonal or impulsive sounds.

VIBRATION CONTROL

Any construction works that have the potential to cause vibration at sensitive receptors will be carried out per the limit values in Table 3 hereunder, at the most affected sensitive receptor.

Allowable PPV (mm/s) at Sensitive Receptors at Given Frequencies (Hz)		
<10 Hz	10 – 15 Hz	50 Hz and above
8 mm/s	12.5 mm/s	20 mm/s

Table 1: Vibration Limits

DUST CONTROL

The main activities that may give rise to dust emissions during construction include the following:

- Materials handling and storage; and
- Movement of vehicles (particularly HGVs) and mobile plants.

The following mitigation measures will be implemented on-site during the construction phase, as required:

- Site roads shall be regularly cleaned and maintained as appropriate;
- Hard surface roads shall be swept to remove mud and aggregate materials from their surface as a result of the development works;
- Any un-surfaced roads shall be restricted to essential site traffic only;
- Any road that has the potential to give rise to fugitive dust may be regularly watered, as appropriate, during extended dry and/or windy conditions;
- On-site speed limits will be stipulated to prevent the unnecessary generation of fugitive dust emissions;
- Material handling systems and site stockpiling of materials shall be designed and laid out to minimise exposure to the wind;
- A complaints register will be maintained on-site and any complaints relating to dust emissions will be immediately dealt with;
- In periods of dry weather when dust emissions would be greatest, a road sweeper, which would also dampen the road, will be employed to prevent the generation of dust;
- Water misting or sprays shall be used as required if particularly dusty activities are necessary during dry or windy periods; and
- If appropriate, dust monitoring will be carried out during the construction phase of the scheme. If the level of dust is found to exceed $350\text{mg}/\text{m}^2\text{day}$ in the vicinity of the site, further mitigation measures will be incorporated into the construction of the proposed scheme.

7 HEALTH AND SAFETY

GENERAL HEALTH, SAFETY AND ENVIRONMENTAL CONSIDERATION

Construction works will be carried out in such a way as to limit, as far as practicable, adverse environmental impact. Works will be carried out under the following general provisions:

- Planning approvals from the Local Authority;
- Requirements of the Local Authority.

As part of any Construction Method Statement, the process will ensure that construction techniques and materials used are a fundamental consideration of the design and intended long-term use and that the aims below are achieved:

- Design for durability and low maintenance;
- Design for flexibility and adaptability;
- Use of materials from sustainable sources;
- Use of local materials where possible.

Safety, health, and environmental issues of the development are primary considerations in the construction methods adopted. The construction team will develop detailed health and safety plans, and specific environmental, fire and accident procedures to suit the construction sequence of the development.

Contractors involved in the development will ensure that all non-English speaking employees are provided with relevant Health and Safety information in their national language. All contractors will be required to adopt the relevant skills certification required for that element of the work. A site-specific Safety Statement and a detailed Construction Stage Safety & Health Plan will be compiled before any works on-site and will be per the Health & Safety Authority and Local Authority guidelines.

CONTROL OF SUBSTANCES HAZARDOUS TO HEALTH

The strategy for controlling all substances and all work processes that may generate hazardous substances will have to be addressed and control measures put in place. Some of the control measures to be employed include the following:

- All fuel and chemicals are to be stored in designated areas, with deliveries of hazardous materials, supervised.
- Storage tanks and container facilities will be appropriately bundled.
- In the case of spills or discharges, remedial action will be taken as soon as possible under company procedures.
- Personal protective equipment (PPE) suitable to the pertaining conditions will be used by all site personnel.

ENVIRONMENTAL, EMERGENCY AND ACCIDENT PROCEDURE

Measures will be carried out to avoid environmental incidents, however, if these occur then the following types must be reported to the responsible person in the construction team. The overall strategy in the event of spillage will be to 'Stop-Contain-Notify' in the event of:

- Spills or discharges to the atmosphere, water supplies, sewage systems, rivers, and other watercourses, or the ground:
 - Any chemical products
 - Oils or fuels
 - Effluent/fumes and gases
 - Waste or contaminated materials
- Damage to existing:
 - Trees and wildlife
 - Flora and existing local habitats
- Any environmental incidents that could lead to:
 - Local Authority or regulatory enforcement
 - Public complaint

Emergency routes and procedures will be continuously adapted to suit the construction sequence and stage of the Development. An *Emergency & Evacuation Plan* will be prepared following the guidelines detailed below and updated regularly during construction:

- Definition of the management organisation and responsibility for safety
- Definition of appropriate fire prevention measures, including good housekeeping of site, welfare facilities and offices.
- Adequate provision of fire extinguishers across the site.

- Use of non-flammable/fire retardant materials for protection of finished works.
- Safe use and safe storage of flammable materials of all categories, whether solid, liquid or gas.
- Appropriate waste management procedures.
- Monitoring the type and frequency of fire inspections/audits.
- Development of evacuation plans, including escape routes, muster stations, means of sounding alarms and general emergency procedures.
- Site safety inductions and fire drills.
- The application of permit systems for Hot works, Confined Space Entry and Electrical Access Control.
- The provision of first aiders. Checking of emergency routes is available and unobstructed at all times.
- Liaison with the emergency services and occupants of the adjacent buildings.

First aid facilities will be established and at least one trained first aider will be present on-site at all times. In addition, trained Fire Wardens / Fire Marshalls will be in place on-site to address fire safety.

8 VERIFICATION

This report was compiled and verified by:

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