



17-20 Merchants Road Lower

Outline Construction & Environmental Management Plan (CEMP)

<i>Rev</i>	<i>Date</i>	<i>Description</i>
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HALL McKNIGHT



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1.0 INTRODUCTION

1.1 OVERVIEW

This Outline Construction & Environmental Management Plan has been prepared by Hall McKnight, with input from MWP, and sets out the high-level approach to the management of construction activities at 17-20 Merchants Road Lower, Galway City. This outline CEMP sets out the overall management strategy for demolition and construction works for the proposed development. The CEMP aims to ensure the management of all construction activity is carried out in a planned, structured and considerate manner which minimises the impacts of the works on the local environment, residents and commercial activities in the vicinity of the site. This outline CEMP is being submitted in tandem with the Part X application to An Bord Pleanála on behalf of Galway City Council and should be read in conjunction with the EIAR Screening, AA Screening, Natura Impact Statement (NIS) and the Project Particulars.

It is noted that at this pre-planning stage that a Main Contractor has not yet been appointed to carry out the proposed works. Once appointed, it will be the responsibility of the Main Contractor to prepare and submit a detailed construction management plan for the Client's submission to the local authority for approval prior to work commencing on the Site. It is the duty of the contractor to ensure that all works within their scope are carried out in accordance with reference to best practice guidelines and these requirements. The appointed contractor will be required to adopt and then adjust the CEMP as required prior to the commencement of works. The construction management plan will be a live document that will be updated throughout the project lifecycle by the Main Contractor as required. The CEMP due to its structure and nature will also require updating and revision throughout the construction period.

Some information (such as the specific mitigation measures in relation to the protection of Natura 2000 Sites) has already been provided in full in the NIS and is not repeated in full in this Outline CEMP. All of this information will be included in the Contractor's CEMP when finalised. Refer to the Avoidance and Mitigation Measures within the Natura Impact Statement for further details on the schedule of commitments.

The proposed construction works at 17-20 Merchants Road Lower, Galway City shall be carried out in accordance with best practice guidelines regarding environmental protection during construction to ensure that works are completed in a safe and controlled manner, whilst minimising disruption and impact on the local environment. In addition to the items listed above, the following information will also be provided by the Contractor when finalising the CEMP:

- Statutory consent - If approval is granted for the proposed development, the entire contents of the planning consent will be included in the CEMP.
- Comprehensively incorporate all Environmental Commitments set out in the Contract documents (in particular the Works Requirements), those presented in the NIS and any additional commitments which may arise as part of Statutory Part X consent
- Relevant Environmental Performance Criteria prescribed in environmental legislation and in contract documents
- Register of all applicable legislation, including relevant standards, Codes of Practice and Guidelines.

2.0 REGULATORY & POLICY FRAMEWORK

2.1 INTRODUCTION

Throughout the construction works at 17-20 Merchants Road Lower, construction and environmental management procedures will be required to ensure that all appropriate legislation, policy and construction best practice are complied with, and any environmental effects on the development are minimised as far as practicably possible. The CEMP is a dynamic document and the Contractor will ensure that it remains up to date for the duration of the construction period. The CEMP may need to be altered during the lifecycle of the construction period.

Through effective implementation of the CEMP, the works contractor(s) shall demonstrate how construction activities and supporting design will suitably integrate the requirements of: relevant environmental legislation, policy, good practice, environmental regulatory authorities and third parties.

2.2 LEGISLATION

The appointed works contractor(s) must comply with and implement all relevant Irish and EU safety, health and environmental legislation. The Contractor shall be responsible for ensuring that any developments or changes to regulation and environmental legislation are complied with, even if they are not noted within this outline CEMP.

2.3 POLICY & GUIDANCE

This outline CEMP refers to various industry standard best practice guidance and policy documents that can be used to address significant environmental risks. In addition, TII's Construction Guidance and CIRIA's 'Environmental good practice on site guide' (C741) and 'Control of water pollution from construction sites' (C532) should also be consulted for practical guidance about managing construction sites to control environmental impacts and how to deliver sustainable construction on site by effectively managing a range of environmental issues. At a minimum, the Contractor shall adhere to this guidance.

The works contractor(s) will be required to designate an Environmental Manager for the project whose duty it will be to identify and monitor all potential environmental impacts. He/she will be required to monitor and maintain registers for noise and dust impacts and shall be responsible for the integrity of the surrounding lands and their protection from potential impacts of the construction operations. The works contractor(s) will be responsible for ensuring that their works conform to the latest relevant guidance and policy.

3.0 PROJECT DESCRIPTION

3.1 EXISTING SITE AND CONTEXT

The subject site is currently a brownfield site of approximately 0.048 hectares in area and is located within Galway City Centre. The site is currently occupied by a terrace of vacant 2 storey dwelling houses (No17-20 Merchants Road Lwr) with associated outbuildings and gardens. The existing site is not accessible to vehicles and there is no designated car parking within the boundary of the site. The site is;

- bounded to the north by New Dock Street
- bounded by an adjoining site to the west of No17 Merchants Road Lower, an existing residential dwelling (No.16)
- bounded to the Northeast of No. 20 Merchants Road Lwr by a residential complex of apartments (Glor na Mara)
- bounded to the southeast by a vacant site
- bounded to the west by Merchants Road Lower. The House Hotel is located opposite at the intersection of Lower Merchant's Road with New Dock Street

3.2 PROPOSED DEVELOPMENT

Galway City Council intend to carry out development that will consist of demolition of No17-20 Merchants Road Lower terraced dwelling houses and all ancillary outbuildings and boundary walls and the construction of a proposed 5-storey (with part 1-storey) mixed use development comprising; a café, cultural venue, 12no social housing apartment units and accessible roof terrace at 17-20 Merchants Road Lower, Galway City.

The 5-storey (with part 1-storey) mixed use development will consist of:

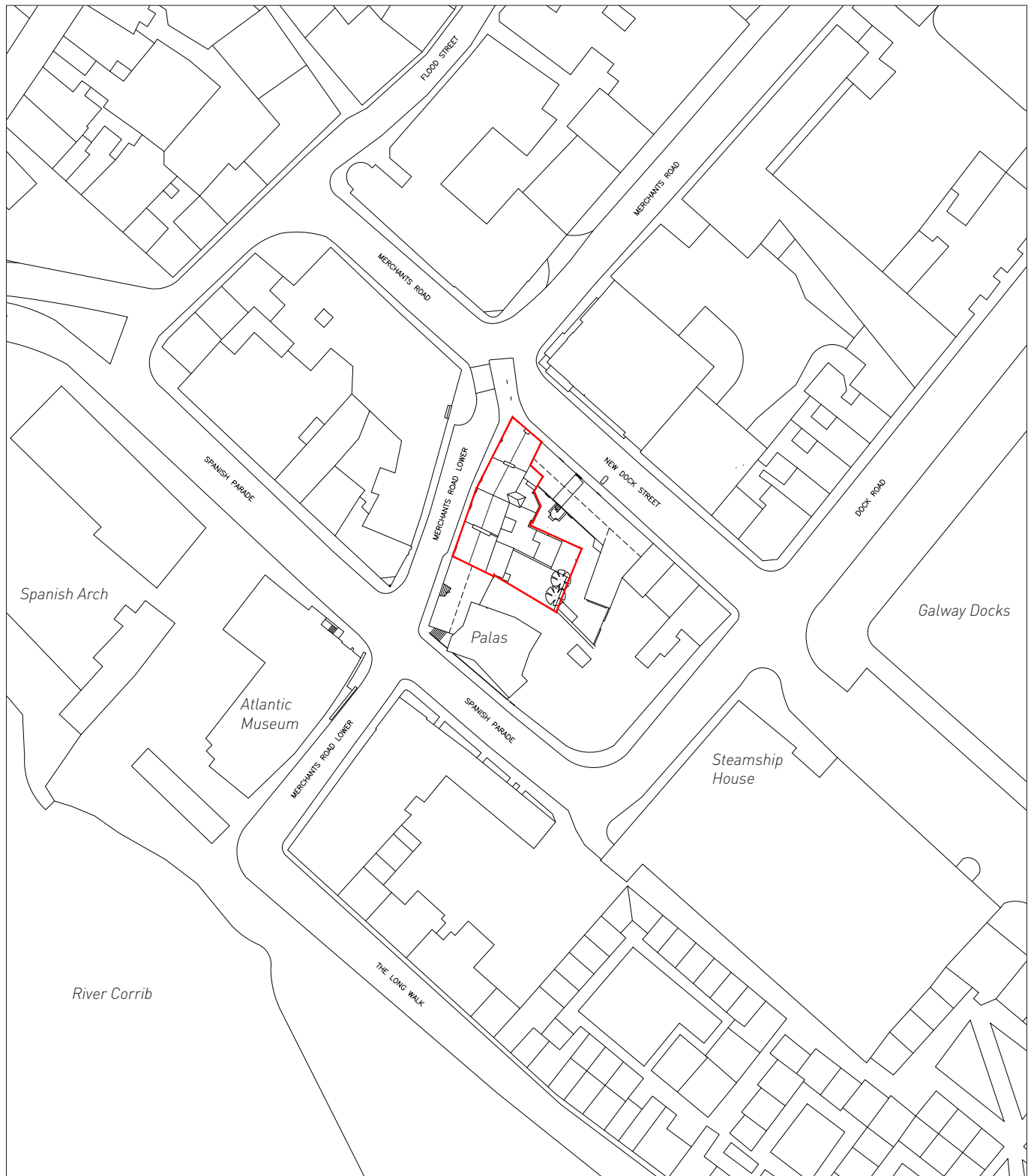
(a) Café, (b) Cultural Venue, (c) Covered Courtyard at ground floor, (d) 12 no. Social housing units comprising of: (i) 5no. one-bedroom apartments (ii) 7no two-bedroom apartments with (iii) accessible roof terrace; and (e) supporting development works including (i) access gate, (ii) signage, (iii) bin storage, (iv) plant equipment, (v) new site boundary treatment, and (vi) all other associated site development and ancillary works.

The proposed development is not accessible to vehicles and there is no car parking proposed within the boundary of the site. The proposed works are outlined in a series of architectural drawings prepared by Hall McKnight and engineering drawings prepared by MWP Consulting Engineers and supplied as part of the Part X planning documentation.

This scheme is being undertaken for the purpose of delivering social housing units to address local need and the provision of new and improved arts and culture facilities within the city, in line with Galway City Council Development Plan 2017-2023 policies.

3.0 PROJECT DESCRIPTION

3.3 SITE LOCATION



Site Location Plan
(Not to Scale)



Site Boundary

4.0 CONSTRUCTION PROGRAMME

4.1 OUTLINE CONSTRUCTION PROGRAMME

As the development is subject to the planning application process, it is not possible to confirm exact dates against a timeline at this stage. However, key project milestones are considered to be the following:

- Receipt of a Grant of Planning Permission;
- Progression through detailed design stage;
- Issue of tender documents to shortlisted Contractors followed by period for tender returns, assessment and award of contract;

There are then three stages identified for the development - these are Enabling Works/Demolition, Site Investigation Exploratory Campaign, and the Main Contract. A short narrative of each stage is discussed in the following subsections. Approximate programme duration and anticipated numbers of workers are outlined below for each respective stage but these will be confirmed by the appointed contractor for each phase of works.

1 Enabling Works/Demolition

It is envisaged that the demolition phase will take approximately 10 weeks after permission is received. It is expected that there will be between 10 and 20 staff involved in the demolition phase. Temporary Works will be installed as part of this phase to provide support to the adjacent structures, where required, in the period after demolition works to the Main Contract. Any Temporary Structures required in the period after demolition works and prior to the Main Contract shall be contained in the site in so far as reasonably practicable.

2 Site Investigation Exploratory Campaign

This phase is to confirm the ground conditions which exist under the site. It is envisaged that it would take 2 to 3 weeks once demolition is complete. The impact of these works is limited and would be readily accommodated in the receiving traffic environment. Typically, this could be between 2-5 number staff involved in this phase on site.

3 Main Contract

The Main works of the contract consist of the construction of the building foundations, including piling, laying of all underground services and the construction of the building superstructures. These works are proposed to take 18 months (estimate) and are expected to have approximately 25 to 40 staff members depending on the work being carried out at the different stages. Outline schedule of works;

- Commencement of foundation works
- Completion of super-structures for each of the buildings
- External facades and completion of internal fit-out works
- Completion of site works including final services connections
- Completion of all external landscaping works
- Final handover and certification

5.0 MITIGATING POTENTIAL CONSTRUCTION IMPACTS

5.1 CONSTRUCTION SEQUENCING

The demolition contract is envisaged to be tendered as an enabling works contract. This decision was taken after an extensive desktop review of the information available in the proximity of the site. This desktop review was undertaken by MWP Consulting Engineers during Stage (i). If the site investigation is to be conducted prior to the demolition works, MWP noted that the following options were available:

- Completing it within the footprint of the building would mean only lightweight dynamic probes would be used which would not provide certainty on the bedrock level or require extensive temporary works so to accommodate a rig thus increased cost. This may not be preferable to the council given the security concerns for this site. Any monitoring points installed could be disturbed by the demolition works.
- Completing the rotary cores on the street around the site would entail increased risk due to the traffic management required and the interaction with the public. Traffic management works element involved would also lead to an increased cost. While these boreholes would give an indication of rock levels beside the site there is potential the main contractor for the proposed works could claim unforeseen ground conditions as they would not be within the footprint of the site especially if hazardous material is uncovered. There is also a risk that there may not be a viable position on the street to conduct them as the streets are congested with utilities at present with the risk of unmapped utilities being present in the areas where mapped services are absent. It may not be feasible to conduct groundwater monitoring at these locations due to the public interaction/ traffic management.

MWP's recommendation therefore was to conduct the Site Investigations when the demolition works have been completed and prior to issuing of tender documents for the main works. The current site investigation information available for adjacent sites has provided a level of information that would be similar to what the site investigation would obtain if it was competed now while the terraced dwellings are in-situ. Undertaking an enabling works contract for demolition and subsequent Site Investigation Exploratory Campaign was judged to be the safest option from a PSDP due to the reduced traffic management requirements, less prolonged Temporary Works, reduced interaction with the public and overall mitigation of the impacts of prolonged temporary works on the site. Specialist contractors will be employed for the removal of ACM in line with the findings and recommendations of the refurbishment/demolition asbestos survey. The information from the Site Investigation Exploratory Campaign will be fed into the Detailed Design and Tender Documents for the project, further de-risking the project from claims by a Contractor on unforeseen ground conditions, allowing for more optimised design of the pile foundations and reducing time and disruption in the site environs due to efficient design solutions.

Conducting the site investigation on the cleared site after demolition with minimal height constraints is envisaged to be a more fruitful exercise providing a greater level of detail on the onsite conditions and geo-hydraulic regime than provide a revealed a greater level of information than what could be obtained now on the site. This strategy removes the disruption and inconvenience to neighbouring businesses and residents associated with an unsuccessful or uninformative Site Investigation Exploratory Campaign. Statutory Planning Permission will be in place prior to any demolition of the existing terraced dwelling houses.

5.0 MITIGATING POTENTIAL CONSTRUCTION IMPACTS

5.2 INFORMATION GATHERING OF LOCAL SITES TO INFORM DESIGN

The existing terraced dwellings on the site are proposed to be demolished under the Enabling Works Contract. Shoring of the existing structures along with underpinning including boundary structures are envisaged to be employed to ensure their temporary stability in the intervening period between demolition of the existing structures and the construction of the proposed development. A preliminary Temporary Works design was developed by MWP to facilitate pricing and programme projections. This design was developed in response to an information gathering effort into the foundation design of the surrounding buildings, in particular the reconstructed dwelling at No.16 which was rebuilt during the construction of the Palas Cinema. The Design Team had the benefit of understanding that the main 3 storey volume of No.16 to Merchants road was installed on piles, whilst the single storey extension to the rear and the garage building to the back were constructed on raft foundations. This information was built into the emerging foundation and preliminary temporary works design.

Geological maps for the area and site investigation reports for other developments in the vicinity of the site at the Atlantic Museum, and the Spanish Arch were reviewed. The interpretation of this information suggested that the soil overlying the Metagabbro and Orthogneiss bedrock is a very loose to loose sands and gravels. MWP concluded that it would not be feasible to use raft or pad foundations on this soil due to their low strengths along with the envisaged high-water table and the high loads to be supported by the proposed development. Therefore, MWP's current proposal of piling through these sands/gravels to the bedrock appears to be the most appropriate option for the proposed development. Further site investigation (proposed post demolition works) will further de-risk the project from unforeseen ground conditions as geology is inherent by its very nature. This would confirm with greater certainty the pile lengths required, bedrock quality and the geo-hydraulic regime within the site.

5.3 COMMS & LOCAL STAKEHOLDER MANAGEMENT

The Contractor will, as required, liaise with owners of the local properties in advance of works commencing onsite. The Contractor will use a competent sign provider and all signage used will meet the requirements of the Safety, Health & Welfare at Work (General Applications) Regulations 2007 and Chapter 8 Traffic Signs Manual. The Client, Galway City Council, as issued letters to immediate neighbours of the site to inform residents of the planning application and subsequent works, if approved.

5.4 CONSTRUCTION NOISE, DUST AND VIBRATION

The Main Contractor will be required to monitor noise, dust and vibration as will be outlined in the planning conditions. The Contractor will establish baselines for noise, dust and vibration in advance of works commencing onsite. As part of their detailed construction management plan, the Contractor will be required to clearly indicate how they plan on monitoring noise, dust and vibration throughout the course of the project. The Contractor will also be required to clearly outline the mitigation measures they plan on putting in place to ensure any breaches in the baselines are mitigated. The contractor shall arrange for maintaining site tidiness/cleanliness, including measures to minimise the movement of wind-blown material building materials and dust.

Noise and vibration monitoring to be in accordance with the following standards:

- BS 5228
- ISO 4866
- BS 7385
- BRE DIGEST 403

5.0 MITIGATING POTENTIAL CONSTRUCTION IMPACTS

5.5 ARCHAEOLOGICAL HERITAGE PROTECTION DURING CONSTRUCTION

The site lies within the Zone of Archaeological Potential (ZAP) for the historic town of Galway (GA094-100) and to the southeast the medieval city walls (GA094-100001). An Archaeological, Architectural and Cultural Heritage Impact Assessment was commissioned for the proposed development and completed by Rubicon Heritage. The results of this assessment indicate that the development site as a whole is an area of archaeological potential and recommended a number of mitigation measures to be undertaken;

- All ground reduction (including the removal of groundslabs as part of demolitions), should be subject to a programme of archaeological monitoring, under license, by a suitably qualified archaeologist.
- If archaeological material is encountered, then it will be investigated and fully recorded. However, if significant archaeological material is encountered the National Monuments Service (DoHLGH) will be notified. Resolution of any such significant material will be determined in consultation with the NMS (DoHLGH).
- A written report will be prepared detailing the results of all archaeological work undertaken.

The Design Team will incorporate these mitigation measures into the delivery strategy for the project. Copies of the Archaeological, Architectural and Cultural Heritage Impact Assessment will be submitted with the Part X Application to An Bord Pleanála. Archaeological monitoring of ground works during construction will be required. Archaeological features identified during monitoring will be fully resolved to professional standards of archaeological practice. Such material will be preserved in situ or preserved by record, as appropriate, as outlined in Policy and Guidelines on Archaeological Excavation – Department of Arts, Heritage, Gaeltacht and the Islands. Archaeological testing, excavation and monitoring must be carried out under licence or consent to the National Monuments Service (NMS) at the Department of Housing, Local Government and Heritage.

The site is not located within an ACA or in proximity to any building listed in the NIAH.

5.6 ENVIRONMENTAL IMPACT MITIGATION MEASURES

The primary method of mitigation for any development should be avoidance of that impact. Consideration was therefore given to avoiding any direct or indirect impacts on the sensitive ecological receptors Natura 2000 sites close to the application site. The requirement for an Environmental Impact Assessment (EIAR) was screened out by virtue of an EIAR Screening Report carried out by EcoFact. This is included within the Part X submission.

A Natura Impact Statement has been undertaken by Enviroguide for the proposed development in accordance with the initial AA Screening Report. An assessment of the likely significance of the identified impacts on Natura 2000 sites close to the application site is also made. Where a significant negative impact has been identified, then suitable remedial mitigation measures are provided in order to prevent, reduce or offset the impact. Please refer directly to the Natura Impact Statement by Enviroguide, furnished as part of this Part X submission to An Bord Pleanála.

5.0 MITIGATING POTENTIAL CONSTRUCTION IMPACTS

5.7 PRELIMINARY TRAFFIC MANAGEMENT PLAN

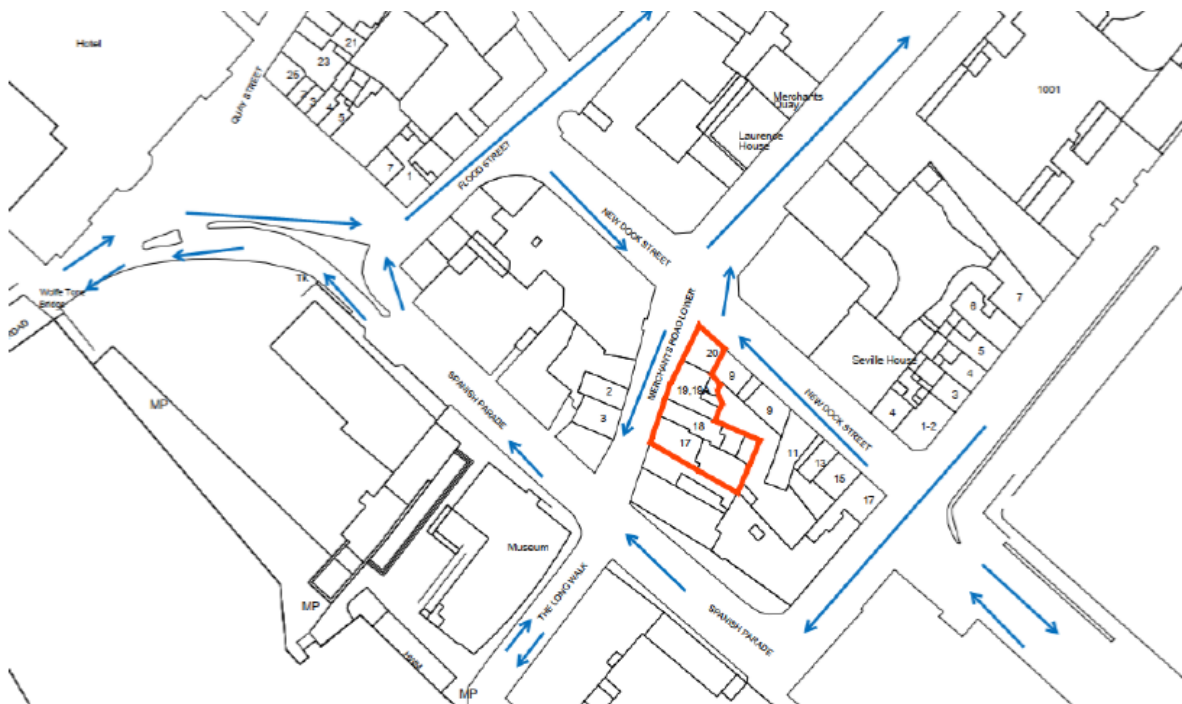
The proposed Preliminary Traffic Management Plan prepared by MWP is indicative and is subject to confirmation by the Contractor with their own methodology. The preliminary proposal is outlined below to allow the Local Authority to comprehend the potential impact of the development on the area and some of the mitigation measures that would be employed to reduce it. It has employed the two principals outlined at the start of this plan to:

- To maximise the safety of the workforce and the travelling public.
- To keep traffic flowing as freely as possible and reduce the impact of the construction traffic and road works to a minimum.

Facilities provided on the site will be kept to a minimum where reasonably and safely practicable to minimize the space required on the site. This would be achieved by having the site administration offices, meeting rooms, light tool storage, changing rooms off site in rented accommodation by the Contractor. Only essential welfare facilities such as WC's, security hut and onsite canteen would be provided. As the project evolves, the non-essential facilities could be relocated back on site when appropriate and safe to do so. This avoids the need for containers on the Merchant's Road to minimise impact on the traffic flows.

The Contractor should employ a "Just in Time" Approach for deliveries to minimise materials being stored on site. They shall co-ordinate their deliveries to minimise queuing on the public road by having deliveries wait at their source of journey origin till the site is in position to accept the material with minimal impact outside the site boundaries. All existing traffic, bus routes, cycle lanes and pedestrian footpaths are to be retained during all construction phases where it is safe to do so. Road closures will only happen where it is deemed necessary for the works to occur in a safe manner.

Please refer to the Preliminary Traffic Management Plan prepared by MWP and submitted as part of the Part X Planning Submission.



Existing vehicle movement directions in the vicinity of the site
(Not to Scale)

6.0 GENERAL SITE MANAGEMENT

6.1 SITE SET UP AND SECURITY

The Main Contractor will be required to submit a site layout plan that will detail the proposed location of the site compound. The Contractor will ensure that the site compound will be serviced as required and will be secured with appropriate fencing/hoarding. The site compound will be used as the primary location for the storage of materials, plant and equipment, site offices, and worker welfare facilities. As Project Supervisor Construction Stage (PSCS), the Contractor will be responsible for site security and they are to ensure that the site and site compound are adequately secured at all times. As with the other construction activities that are being carried out within the Main Contractor's remit, activities associated with the construction compounds will be subject to restrictions to the nature and timing of operations so that they do not cause undue disturbance to neighbouring areas and communities.

6.2 SITE ACCESS

Access to the development will be via Merchant's Road Lower. The Contractor is to create an entrance here for vehicles to enter and leave the site. A separate entrance will be provided for pedestrians accessing the site. The Main Contractor will be responsible for all site access and works activity and must ensure the continued operation of the roads surrounding the site.

The Design Team note that the site is quite constrained in terms of site access, deliveries, site storage and site welfare. As part of the contract tendering process the Design Team will seek examples and experience from contractors as to where they have operated under similar constraints including a requirement for the contractors to demonstrate experience and a site-specific strategy.

6.3 MATERIAL STORAGE AND DELIVERY

The primary lay down area will be within the site itself when feasible at the end phase of the enabling works, throughout the site investigation campaign phase, and in the initial stages of the Main Contract. Lay down areas will be confined to within the site when feasible. However, there may be a need to utilise Merchant's Road Lower as a lay down area at various stages during the project due to the restrictive and confined nature of the site such as the initial works of the demolition, and then during the Main Contract period. The pedestrian footpath will be closed during these periods to reduce the risk to the public. This will require the set down area opposite the entrance to close and become an active lane for the traffic.

Hoarding shall be employed to delineate the site, its set down area, and to protect the road users from construction traffic. It is envisaged that traffic would drive by the entrance and reverse into a protected area in front of the site entrance under the supervision of competent banksmen. The Contractor will have to expand in further detail in their Construction Traffic Management Plan.

6.0 GENERAL SITE MANAGEMENT

6.4 TYPICAL VEHICLES, PLANT AND MACHINERY

A non-exhaustive list of the anticipated vehicles, plant and machinery which is to be used on site is shown below. Note that these will vary throughout the phases and are dependent upon the Contractor's own methodology.

- Concrete Mixers
- Piling rigs
- Vans and personal vehicles for site personnel
- Teleporters
- Site dumpers
- Mobile Crane
- Mobile Elevated Working Platforms (MEWP)
- Low loader lorry
- Hiab lorry
- Excavator
- Long Reach Excavator
- Lift trucks
- Borehole Drilling Rig

6.5 SITE HOUSE KEEPING

The site is located within Galway city centre, surrounded by commercial/cultural and residential buildings and public streets. Good site housekeeping is an important part of good environmental practice and helps to maintain a more efficient and safer site. The site shall be tidy, secure, and have clear access routes that are well signposted. The appearance of a tidy, well-managed site can reduce the likelihood of theft, vandalism, complaints and/or specific hazards that could affect the safe operation of the other businesses in the area.

The works contractor(s) will implement the following steps:

- Adequately plan the site with designated areas of materials and waste storage;
- Segregate different types of waste as it is produced and arrange frequent removal;
- Keep the site tidy and clean;
- Ensure that no wind-blown litter or debris leaves the site, use covered skips to prevent wind-blown litter;
- Keep hoardings/protection fencing tidy and presentable;
- Keep roads free from mud by using a road sweeper;
- Ensure site is secure; and,
- Measures to protect existing services and utility infrastructure which adjoin the park (incl. foul and surface water drainage, water and electricity supply, and public realm areas).

6.0 GENERAL SITE MANAGEMENT

6.6 ADJACENT PROJECTS

The finalised CEMP developed by the Contractor will have to take cognisance of other developments in the area and liaise with them at the pertinent times if their Plan has the potential to impact on their works. There may be a number of PSCS's operating in the urban locality at any one time on individual sites. It will be responsibility of the appointed Contractor as PSCS to ensure that delivery and haul routes, site access and egress points and potential crossing points associated with the site are fully coordinated and agreed with other Contractors in advance of the works commencing.

These projects of significant scale known at present which may have an impact include:

- The House Hotel" located adjacent to the site.
- Atlantic Museum project in the vicinity of the site
- Former Topaz Oil Storage facility, located at Dock Road, Queen Street, and Bothar na Long
- Lands to the rear of Ceannt Train Station, Station Road
- The Galmont Hotel, Lough Atalia Road
- Coláiste Muire Máthair (formerly St. Mary's College), St.Mary's Road

6.7 TRAINING AND RAISING AWARENESS

As part of site induction for all personnel, a copy of the CEMP will be provided and discussed. This would include discussing the elements outlined in the CEMP including sensitive receptors on site and measures in place to mitigate impacts on these receptors. As part of toolbox talks relevant elements of the CEMP will be discussed particularly when working in areas where there is potential to impact sensitive receptors on site. Training records of all personnel on site will be reviewed and copies held centrally. This is particularly important for those operating excavators, other heavy machinery and with environmental certification to deal with incidents on site.

6.8 WASTE MANAGEMENT

The Main Contractor will be required to prepare a detailed waste management plan for the project. This will be included in the overall construction management plan that will be submitted to the local authority.

6.9 WORKING HOURS RESTRICTIONS

Typically, the permitted hours of construction work advised by Galway City Council on the noise nuisance section of the website is between 07:00 to 21:00, Monday to Friday and 09:00 to 20:00 on Saturdays. Early and later hours would be required to minimize traffic generated during peak hours for the import and export of materials from the site. The working hours set down by the Council will be adhered to during each of the construction phases from demolition to completion and handover unless written agreement is obtained from Galway City Council's planning authority in advance. There may be a need for some works to be facilitated outside of these hours to facilitate time critical elements such as concrete pours, and for the movement of abnormal loads to the site so to minimise impact on the existing traffic environment. The Contractor will comply with any adjustments to working hours set by planning conditions.

7.0 CONCLUSION

This document has provided an outline construction management plan for the proposed mixed use development of the site at 17-10 Merchants Road Lower, Galway City for Part X planning application purposes. The proposed development will consist of 12no. social housing units, a cafe and cultural centre on the ground floor and a shared residents roof terrace. The Main Contractor, once appointed, will be required to prepare a detailed construction management plan for the project, taking into account the requirements of this Outline Construction Environmental Management Plan and with due regard to the Natural Impact Statement and relevant legislation.