

EMPLOYER:

Sligo County Council

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# **Enniscrone Public Realm Construction Method Statement**



**Coleman Architects**  
Pearse St. Ballina Co. Mayo

<b>Client</b> Sligo County Council;	<b>Name:</b> Ray O'Grady	<b>Address:</b> Riverside Sligo	<b>Tel:</b> 087 6443753
			<b>E-mail:</b> <a href="mailto:rogrady@sligococo.ie">rogrady@sligococo.ie</a>
<b>Project Name</b>	Enniscrone Public Realm – Paving Works		
<b>Description of the Task/Activity</b>	The rehabilitation and improvement of existing roads, footpaths and related pedestrian forecourts by repaving, hard landscaping, new signage and street furniture at the junction of Main Street and Cliff Road		
<b>Site Address/Location:</b>	Main Street and Cliff Road, Enniscrone Co. Sligo.	<b>Start Date/Time:</b>	Upon receipt of funding
		<b>Finish Date/Time</b>	6 Weeks from Commencement
<b>Personnel Involved</b>	<b>Name</b>	<b>Role/Trade</b>	
	TBD – Main Contractor and Subcontractors	Civil Engineering Contractor: PSCS	
	TBD – Architect; Structural Engineer; Mechanical/Electrical Engineering Consultants	Design and Supervision; PSDP	
	TBD Archaeologist	Archaeologist: Monitoring of works	
	TBD Ecologist	Ecologist: Monitoring of works	
	Sligo County Council	Clerk of Works TBD; Technical assistance	
<b>Site Supervisor:</b>	TBD (Architect/Civil Engineer)	<b>Tel:</b>	
<b>Key Plant &amp; Tools (Attach Certification)</b>	Dumper, Digger, Roller		
<b>Key Materials</b>	Washed Stone fill (screened, free from invasive species and geologically compatible) Geotextile (as required)		
<b>Other Essential Equipment</b>	(i.e. access platforms/winch/ladders, etc)		
<b>Items Attached:</b>	<b>Yes</b>	<b>No</b>	
Sketches		X	
Certification of Plant etc.		X	
Programme of Work		X	
Risk Assessments		X	

**Detailed description of works**

Enniscrone Main street is a two-way carriageway road with a 30mph speed limit. Cliff Road is a single carriageway (one-way) road with a 30mph speed limit. The majority of the relevant section of Main Street does not allow parking on either side of the road and it also has double yellow lines to prevent parking in some areas.

The proposed works (see site location below) consists of the renewal of a portion of Enniscrone Main St. and Cliff Road from approximately the Southwestern end of Gilroys Bar to the Northeastern end of The Pilot Bar, and to the end of Gilroys Bar (Northwards) on the Cliff Road with view to providing a predominantly pedestrian plaza area. The relevant area is quite central to Enniscrone and consists of approx. 1580 sqm of public area, divided into two main paved areas: 800sqm of non-vehicular areas and 780 sqm of vehicular (the road) areas.

Vehicular traffic is generally of medium to high volume due to the town centre location. Pedestrian traffic is of a medium to high volume due to residential and commercial properties and the high tourist numbers throughout the year.

A detailed traffic management statement will be required to allow vehicular and pedestrian movements during the works contract period.

The entire works site will initially be tested for compaction levels in order to ascertain the exact works proposals. The results of these tests will determine the exact base materials and works required. It is envisaged that the existing thoroughfares, both vehicular and pedestrian are sufficiently compacted that removal of large amounts of existing materials and the construction of deep base layers will not be necessary.

Summary of the proposed works:

Remove and dispose of existing vehicular and pedestrian top layers, drainage channels and fixtures, kerbs, signage, fixtures.

Construct new base layers, new paving to vehicular and pedestrian areas, new raised and dropped kerbs, new traffic speed inhibitors (ramped paving), new tactile paving, new crossing points, removeable bollards.

**Construction strategy to minimise disruption**

Construction of the Project will cause a degree of disruption to the local environment, local people and to users of the town roadway network. Such disruption is unavoidable, although measures will be implemented to minimise the adverse effects. The most significant effects are likely to be temporary land take, visual intrusion, increased noise and vibration, disruption to road users and disruption to footways.

The strategic aim is to eliminate the sources of disruption and implement measures to minimise any unavoidable disruption where reasonably practicable. Prior to construction the detail of these measures would be further developed, and be location specific. As the detailed design, construction programme and philosophy are developed so too would be the measures to minimise disruption.

Risk Assessments and Method Statements (RAMS) to be developed before

<p><b>Sequence of Operations:</b></p>	<p>related works commence.  Construction managers and supervisors would brief operatives on each RAMS prior to related works commencing.  This, together with appropriate general and specific training, would ensure agreed measures are implemented.  Further constraints could be imposed on construction activities where disruption may cause particular local nuisance.</p> <p>Public liaison communication planning:  The Project Team will identify key stakeholders and develop the most appropriate methods of engaging with them throughout the Project lifecycle. These methods would be updated at key stages of the Project, incorporating insights gained at each stage, for example the results of feedback from the ongoing process. The Project Team will ultimately develop a construction phase Communication Plan, through which the main contractor will manage liaison with stakeholders during the site works.</p> <p>Emergency services liaison planning:  Liaison with the emergency services would be of paramount importance throughout the whole construction period, to keep the Police, Fire &amp; Rescue Service and Ambulance Service informed of our activities and local road restrictions or closures. Regular liaison meetings would be held, organised by the Project Team, and with all key parties invited.</p> <p>BS 5228 (part 1 and 2) provides guidance on best practice to minimise noise and vibration impacts during construction. It also advises on proactive measures that can be taken in terms of liaising with residents.  The following mitigation measures could be employed on site to ensure that noise and vibration levels are attenuated as far as possible:</p> <ul style="list-style-type: none"> <li>• the use of ‘best practicable means’ during all construction activities, as contained in BS 5228;</li> <li>• switching off plant and equipment when it is not in use for longer periods of time;</li> <li>• establish agreement with the local authority on appropriate controls for undertaking significantly noisy works or vibration-causing operations close to receptors;</li> <li>• programming works so that the requirement for working outside normal working hours is minimised;</li> <li>• use of low noise emission plant where possible;</li> <li>• the use of temporary noise screens around particularly noisy activities; and</li> <li>• regular plant maintenance.</li> </ul> <ol style="list-style-type: none"> <li>1. Carry out site compaction testing and complete design</li> <li>2. Set up site compound and materials storage area if required – locations to be agreed</li> <li>3. Implement all temporary works: road traffic management plan including safe pedestrian walkways</li> </ol>
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4. Remove and dispose of existing site materials:

The existing carriageway will be planed off to a nominal depth of 100mm or 40mm using a mechanical 2.0 metre wide tracked planer. All arisings (no waste arisings) will be conveyed directly onto 8 wheeled tipper lorries and carted immediately off site to the contractors approved tip

5. Establish all new proposed levels

6. Ensure maintenance of existing drainage patterns

7. Construct kerbs and drainage: Extend the existing drainage runs as required. For the new kerb lines and new drainage channels, gulleys etc. to be installed the existing carriageway and existing kerb line will be excavated using a JCB and breaker and materials carted to tip. New kerbs will be delivered on site on a grab lorry and laid adjacent to there finishing position. A 6m<sup>3</sup> concrete mixer lorry will deliver concrete and spread in new kerb line. The concrete will be levelled by hand kerb will be laid by 2 persons. Type 1 and sand will be delivered to site on a grab lorry and laid by hand on top of the existing carriageway and compacted. The existing paving will be relayed to new level and new paving will be laid.

8. Binder course/ regulating of carriageway: The sub base will be regulated to thickness/ tonnage as agreed by the Engineer. The surface will be compacted using a twin drum 120 roller or larger

9. Construct all new paved areas: granite, limestone and concrete pavers laid on sand blinding to manufacturers' specifications

10. Construct signage, hard landscaping; all required line marking works

11. Construction will be in accordance with appropriate Health and Safety standards and Sligo County Council's safety management system

12. Construction will be in accordance with low impact principles

13. Construction will be in off season period, eliminating local habitat impact

14. Completion of works: Test all drainage; test compaction; all plant, materials and traffic management removed from site; return the access routes and compound to pre-works conditions

Enniscrone town centre - Proposed Works Area shown in red