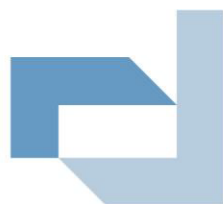


OLD PORTRUSH SLIPWAY – REMEDIAL WORKS

OUTLINE CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

Causeway Coast and Glens
Borough Council

30 June 2026



Doran
CONSULTING

DELIVERING ENGINEERING EXCELLENCE

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1.0 INTRODUCTION

1.1 Outline CEMP Overview

The information contained within this outline Construction Environmental Management Plan (CEMP) has been prepared by Doran Consulting on behalf of Causeway Coast and Glens Borough Council and specifies the minimum requirements to be carried out by the appointed Contractor to ensure safe and secure construction with the minimum possible environmental harm.

This outline CEMP provides the management framework required for the planning and implementation of construction activities in accordance with the environmental commitments identified as part of environmental assessments and to reduce the risk of adverse impacts on the environmental resources, local residents and businesses.

This document describes the checking, monitoring and audit processes that should be implemented by the appointed Contractor to ensure works are undertaken in accordance with these requirements, together with measures to enable appropriate corrective actions or mitigation measures to be taken.

This document is an outline CEMP and as such, activities described should be integrated with other Quality, Sustainability and Health & Safety Management processes set up by the Contractor. Prior to the commencement of works the appointed Contractor will be required to produce a finalised CEMP that complies with this document and all Statutory Consent Conditions. The final document will also detail the exact mitigation measures and controls which will be used during the works. The final CEMP will also detail the exact methodology for different aspects of the work.

1.2 Description of the Project

The site is located at the Old Slipway, Portrush Harbour, Portrush, County Antrim, BT56 8DF. The slipway has been constructed in a south-easterly direction. The slipway runs onto a small sandy beach with rock outcrops.

The condition of the existing slipway has been deteriorating in recent years and now presents a Health & Safety hazard, particularly at the slipway toe. Varying sand levels cause the toe of the slipway to be exposed at certain times of the year. At times when sand levels are low, a step forms at the toe of the slipway preventing disabled access or access with a pram etc.; this is also a trip

hazard. The existing surface of the slipway is a mixture of hardstanding concrete, cobbles and flagstones. Over time some of the cobbles have become loose, creating another trip hazard.

The proposed Works Comprises:

- Breaking out concrete patches within existing slipway surfacing and replacement with basalt flagstones / cobbles.
- Existing loose flagstones / cobbles to be lifted, cleaned and re-bedded.
- Installation of new precast reinforced concrete toe beam.
- Installation of new granular sub-base layer and cast in-situ reinforced concrete base slab at slipway toe extension.
- Installation of reclaimed basalt flagstones and cobbles atop new slipway extension to match existing.
- Repairs and re-pointing of existing masonry walls.



Figure 1.1: Site Location (from OSNI)



Figure 2.2: Old Slipway Aerial Photograph (from OSNI)

1.3 Supporting Documentation

The following documents are referred to in the Outline CEMP and should be read in conjunction with this document:

- Habitat Regulations Assessment (HRA) - Stages 1 and 2

2.0 RELEVANT LEGISLATION

As a minimum, works shall be carried out in accordance with the following legislation and guidance:

Topic	Legislation
Ambient Air Quality	• The Air Quality Standards Regulations (Northern Ireland) 2010 (SR 188) as amended by SR 2017/2 • Clean Air Act 1993 • Control of Pollution (Amendment) Act 1989
Additional Noise Legislation	• Environmental Noise Regulations (Northern Ireland) 2006 (SR 387) • Control of Noise (Codes of Practice for Construction and Open Sites) Order (Northern Ireland) 2002 (No 303) • The Construction Plant and Equipment (Harmonization of Noise Emission Standard) (Amendment) Regulations 1995
Climate Change	• Climate Change Act 2008
Archaeological Sites and Objects	• Historic Monuments and Archaeological Objects (Northern Ireland) Order 1995 No 1625 (N.I. 9)
Nature conservation	• Wildlife (Northern Ireland) Order 1985, No. 171 (NI 2) • Nature Conservation and Amenity Lands (Northern Ireland) Order 1985, No. 170 (NI 1) • Nature Conservation and Amenity Lands (Amendment) (Northern Ireland) Order 1989, No. 492 (NI 3) • Environment (Northern Ireland) Order 2002, No. 3153 (NI 7) (including amendments) • Wildlife and Natural Environment Act (Northern Ireland) 2011 • Conservation (Natural Habitats, etc.) Regulations (Northern Ireland) 1995 (SR 380) as amended by SR 2007/ 245; SR 2009/8; SR 2011/216; SR 2012/368 and SR 2015/182 • Planning (Trees) Regulations (Northern Ireland) 2015 (SR 84)

	• Foyle Fisheries Act (Northern Ireland) 1952 • GPP5 – ‘Works & Maintenance in or Near Water’ • GPP22 – ‘Dealing with Spills’ • The Control of Pollution (Oil Storage) Regulations
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Table 1: Key Environmental Legislation and Guidance Documents

3.0 METHODOLOGY

3.1 Mobilisation

- Access and egress to site will be via Kerr St, Portrush
- All plant shall be fitted with rubber tracks or temporary mats will be used to ensure that no damage is caused to roads or hard-standing areas when accessing the slipway.
- Prior to work commencing, the Site Manager will cordon off the working area with Heras fencing.
- The area surrounding the nearby buried drontheim shipwreck is to be fenced off ahead of works at the slipway toe.

3.2 Break Out and Disposal of Concrete Patches

- Breaking out and removal of previous repairs to the slipway surface (concrete patches) using a mechanical excavator positioned on the slipway.
- If required, the excavator will be fitted with a rock hammer to break up the concrete before lifting the broken material using an excavator bucket.
- The spoil will be loaded onto a dumper and discharged into a skip.
- Any spoil or excess material not suitable for re-use will be taken to a licensed waste facility.

3.3 Install New Concrete Toe Beam and Slipway Extension

- A trench for the concrete toe beam will be excavated and a levelled bed prepared for setting the pre-cast concrete units.
- Pre-cast toe beam sections will be lifted in, set into place and levelled.
- The pre-cast units will provide permanent formwork for the remaining in-situ concrete sections, protecting the in-situ concrete from early exposure to seawater/wave action and minimise working time within the tidal zone.
- Reinforcement will be fixed within the precast unit.
- All formwork and reinforcement will be washed down with clean water prior to placement of concrete.
- The concrete lorry will be positioned at the top of the slipway and a concrete skip will be used to transport the concrete to the works area.
- The void within the pre-cast units will be filled with in-situ concrete to stitch all units together and create a composite pre-cast/in-situ concrete toe beam.
- The formation level for the extended slipway section will be graded and compacted.

- 1000 gauge polythene separation membrane will be laid onto a prepared sub-base.
- Formwork will be installed and reinforcement fixed within the formwork.
- Construction of the concrete base slab between the new toe beam and edge of existing slipway will involve works within the tidal zone and will be planned to ensure concrete is not placed below water.
- All formwork and reinforcement will be washed down with clean water prior to placement of concrete.
- The concrete lorry will be positioned at the top of the slipway and a concrete skip will be used to transport the concrete to the works area.
- Concreting works shall stop in sufficient time to allow the concrete to harden to avoid potential damage to the surface or otherwise resulting from tidal inundation

3.4 Install Reclaimed Basalt Stones onto Mortar Bed

- Reclaimed basalt cobbles and flagstones will be cleaned, primed and laid onto a prepared mortar bed atop the concrete base slab.
- The stones will also be laid onto mortar beds within the existing slipway region to replace the broken out concrete patches.
- The reclaimed stones will be set tightly against one another in a pattern that closely resembles the existing.
- Liquid grout will be mixed in-situ and used to fill the gaps between the stones.
- Loose existing stones within the slipway surface will be lifted, cleaned and re-bedded onto a new mortar bed.

3.5 Repairs and Re-pointing of Existing Masonry Walls

- All exposed areas of masonry shall be cleaned to remove all marine growth and surface debris.
- All debris/marine growth shall be collected and contained within sealed bags and disposed of at a licensed waste facility.
- Voids shall be cleaned out to remove all marine growth and loose stones / pebbles.
- Defective masonry and voids should be filled with concrete and finished with stone masonry facing to match existing.
- Existing mortar shall be removed to a depth of 50mm and the joint repointed by hand using lime mortar.

4.0 MANAGEMENT OF THE WORK

4.1 Management Structure

Prior to the works commencing the Contractor shall provide details of the management structure and responsibilities. It is anticipated that the management structure and responsibilities will comprise:

1. Project Director
2. Health and Safety Manager
3. Environmental Compliance Manager
4. Contract Manager
5. Site Manager

4.2 Competence of Staff

The appointed Contractor shall deliver this project with a minimum negative impact on the environment as is reasonably practicable to achieve. This shall be accomplished through implementing appropriate mitigation measures, seeking advice from specialist advisors and suitable training of employees, sub-contractors and third parties.

The appointed Contractor should be responsible for overseeing all ecological and environmental aspects while constructing the Works.

Trainings of site staff shall be undertaken by an experienced Site Manager or by specialist advisors as necessary. Training shall take the form of Site Inductions, Briefings and Tool Box Talks. The Site Manager shall be responsible for ensuring that all personnel engaged in activities that may have an effect on the environment receive suitable training and are competent to carry out their duties.

All staff and contractors are to be made aware of the requirements set out in the CEMP. All staff must be briefed on their roles in the event of an environmental incident.

Training shall include:

- Risk Assessment and Method Statement (RAMS) site specific procedures, requiring all personnel to be aware of and sign off the appropriate RAMS for the task(s) in which they are engaged.
- Ecological precautionary working method statements to protect sensitive ecology during the works.

- Full Health and Safety induction with emphasis on the correct PPE which is to be provided by the Contractor.
- Awareness of the potential for harm to both personnel and the environment from the works.
- Awareness of the sensitivity of the environment surrounding the site.
- General public relations and the need for courtesy.

4.3 Risk Assessments and Method Statement

Risk Assessments and Method Statements (RAMS) shall be written by the appointed Contractor in consultation with environmental specialists (where necessary) and must include a review of the environmental risks and commitments so that appropriate control measures can be developed and included within the construction process. Risk assessments shall:

- Identify the significant environmental effects that can be anticipated;
- Assess the risk from these effects;
- Identify the control measures to be taken and re-calculate the risk; and
- Report where and inappropriate level of residual risk is identified so that actions can be taken through design changes, or alternative method of working to reduce the risk to an acceptable level.

The appointed Contractor's RAMS shall be submitted prior to works commencing. If the method of works is changed from the approved method, then works shall cease until suitable authorisation is obtained.

4.4 Programme

A detailed programme of works shall be developed by the appointed Contractor and submitted to Causeway Coast and Glens Borough Council for approval prior to works commencing. It is envisaged that the proposed Works will take approximately 8 weeks.

4.5 CDM Management Structure

The following table shall be completed by the Contractor prior to the work commencing.

Role	Company and Address	Contact	Telephone	E-mail
Client	Causeway Coast and Glens Borough Council	[REDACTED]	[REDACTED]	[REDACTED]
Project Manager	Doran Consulting	[REDACTED]	[REDACTED]	[REDACTED]
Principal Designer	Doran Consulting	[REDACTED]	[REDACTED]	[REDACTED]
Principal Contractor	TBC			

Table 2: CDM Management Structure – Key Contacts

5.0 SITE ENVIRONMENT DETAILS

5.1 Site Location

Portrush Harbour,

Portrush,

BT56 8DF

Irish Grid Reference: C 85452, 40856

Refer to the Site Location Plan included in Appendix A.

5.2 Protected Areas

European Designated Sites and their distance to the site are presented below and shown on Figures 5 and 6.

5.2.1 Designated Special Area of Conservation (SACs)

- Garry Bog SAC, circa 13km South-East
- North Antrim Coast SAC, circa 16km North-East
- Skerries and Causeway SAC, circa 0.1km West
- Bann Estuary SAC, circa 6km South -West



Figure 3: Natura 2000 Sites within 15km of Portrush Harbour

5.2.2 Special Protection Areas (SPAs)

- There are no SPAs within 15km of the Works.

5.2.3 Area of Special Scientific Interest (ASSI)

- Portrush West Strand ASSI, 0.1km South
- Ramore Head & The Skerries ASSI, 0.1km North
- White Rocks ASSI, 2.5km East
- Bann Estuary ASSI, circa 6.0km South-West

5.2.4 Ramsar Sites

- Garry Bog Ramsar Site: approx. 12.6km South-East of the Works.

5.2.5 Marine Conservation Zones

- There are no MCZs within 15km of the Works.

5.3 Archaeology and Cultural Heritage

There are remains of a buried Drontheim shipwreck approximately 10m south of the slipway toe. This area is to be fenced off during works at the slipway toe.

DAERA's Marine Historic Environment Advisor shall be contacted in advance of the works being undertaken and must be present on-site during excavation works at the slipway toe.

5.4 Local Community & Other Stakeholders

- Causeway Coast & Glens
- Residents

A Traffic & Pedestrian Management Plan for the interface of the works with the public shall be provided.

6.0 POLLUTION CONTROL & MITIGATION

6.1 Marine Mammals

Works shall be undertaken using a precautionary approach to minimise disturbance to marine mammals, including avoiding unnecessary noise, maintaining plant in good working order, and pausing works where safe to do so if a marine mammal is observed within the active works area.

6.2 Chemicals and Hazardous Materials

Chemicals and hazardous materials may be stored on site during the construction phase. These may include Fuels, Oils and Paints/Coatings. The site layout plan will show the storage location of the bunded fuel store and storage facilities for other small volume packaged material.

Strict adherence to relevant Guidelines for Pollution Prevention (GPP) is required:

- GPP2 (Above Ground Oil Storage)
- GPP5 (Works and Maintenance in or Near Water)
- GPP21 (Pollution and Response Planning)
- GPP22 (Dealing with Spills)
- GPP26 (Safe Storage/Drums and Intermediate Bunk Containers)

6.3 Fuelling Arrangements

The Contractor is to specify the fuelling arrangements.

- The fuel point is to be sited away from drains and watercourses;
- Fuelling on the foreshore is prohibited;
- Spill kit at key locations shall be made available;
- If provided, fuel tank shall be protected from accidental damage, collision or vandalism;
- If provided, the distribution hose shall be fitted with a shut off type filling nozzle and a security lock to prevent unauthorised use. A drip tray will be provided below the distribution hose and nozzle when not in use.

6.4 Washing Arrangements

6.4.1 Vehicle Washing

Temporary vehicle wash down is not allowed on site.

6.4.2 Concrete Wash water

A commitment to no ready-mix wash-out on-site (suppliers will be required to return to their ready-mix plants to wash-out).

6.5 Biosecurity Control Measures

It is the responsibility of the contractor to make every effort to reduce the risk of spreading harmful invasive non-native species. Clear and concise biosecurity protocols shall be implemented to minimise the risks of spreading invasive non-native species. The biosecurity protocols shall be supported by comprehensive training and with the necessary equipment and/or facilities.

The routine maintenance and the movement of vehicles, equipment and plant, can facilitate the spread of invasive species that are already present in or adjacent to the working environment. The rigorous implementation of good biosecurity practice will limit the introduction and spread of harmful invasive species.

The Contractor shall refer to standing advice and guidance from DAERA and Invasive Species Ireland:

- [Marine Invasive Non-native Species - DAERA Guidance](#)
- [Invasive Species Ireland - Biosecurity Guidelines](#)

Plant and equipment will be subject to the following prior to leaving its previous location:

Land based activities:

- CHECK: Plant & equipment, clothing for mud, aquatic animals or plant material. Remove anything you find and leave it at the site.
- CLEAN: Clean everything thoroughly as soon as possible, paying attention to areas that are damp or hard to access. Use hot water if possible.
- DRY: Dry everything for as long as you can before using elsewhere as some invasive plants and animals can survive for over two weeks in damp conditions.

Marine-based Activities:

- INSPECT all equipment that has been in a waterbody (boats, trailers, engines, outboards, dredgers, weed cutting or harvesting boats, cruisers or even clothing) or terrestrial site for

attached vegetation, contaminated soil or obvious animal life before moving to another waterway, catchment or site.

- REMOVE any adhering plant, soil or animal material from your equipment for disposal before relocating to another watercourse, section of waterway or site. Ensure that all water is drained from your boat and equipment before transportation to another site and all soil is removed from machinery, as this may contain seed or plant fragments.
- CLEAN all equipment with a power hose away from the waterbody. Use hot water (>60 degrees centigrade) where possible on site.
- DISPOSE of all plant and animal material in bags or containers for disposal in bins. Do not throw them back into the water or leave them lying at the water's edge. Any biofoul material will be disposed of in landfill sites away from the marine environment (including hydrological links).

6.6 Waste Management Plan

The following general best practices shall be adopted by the appointed Contractor:

- Waste management procedure in accordance with 'Duty of Care';
- The waste hierarchy shall be adhered to;
- Any waste materials arising from the works which are suitable for reuse on the proposed development shall be retained and stockpiled where possible to incorporate such materials into the subsequent remediation and construction process;
- Stockpiles shall be sealed or covered as far as reasonably practicable;
- Waste segregation shall be in place to help maximise the reuse and recycling rates;
- The site shall be assessed on a regular basis for the presence and accumulation of litter. The foreshore shall be assessed at the end of each shift and prior to the high tides; and
- Fires and the burning of waste shall be strictly prohibited at the work site.

6.7 Air Quality

Contractor to provide supporting documentation to comply with the relevant legislation outlined in Clause 1.4.

The key sources of these impacts will be vehicle emissions and sand from the movement of plant and materials around the site. The Contractor is to ensure that all vehicles and machinery are well-maintained, engines and machinery are not left running unnecessarily when not in use and that vehicles are kept clean.

Contractor to ensure damping down roads and construction areas if conditions become dry and sandy and also damping down areas to be demolished.

6.8 Noise and Vibration

Contractor to provide supporting documentation to comply with the relevant legislation outlined in Clause 1.4.

During the site set up and procurement phase of the works, where possible, preference shall be put on plant and equipment that emits lower levels of noise.

Contractor to adhere to all conditions set out in the Marine Construction Licence.

7.0 Transport and Access

Access and egress to and from Contractor's Compound will be via Kerr Street, Portrush.

Minimal impact on the users of the local road network is anticipated during the construction phase relating to the delivery of plant, equipment and materials associated with the Works. The main activities that will give rise in road vehicles accessing and egressing the site include:

- The delivery of materials for the proposed remedial works to the slipway; granular fill, concrete (including reinforcement) and reclaimed stone.
- The appointed Contractor shall assess these alongside the finalised programme of works and set out a traffic management plan. The traffic management plan shall include:
- Large scale vehicle movement shall be timed to avoid peak hours on the local road network;
- Appropriate speed limit shall be put in force around the site;

- Entrances to the site shall be kept clean of mud and other debris;
- Monitoring the surrounding streets and roads for mud and debris shall be carried out;
- Provide a suitable out of hours plant storage area;
- Provide a vehicular and pedestrian management plan for the interface of the site compound with the public. Road to be open for the public at all times.

8.0 WASTE MANAGEMENT PLAN

The following general best practices shall be adopted by the appointed Contractor:

- Waste management procedure in accordance with 'Duty of Care';
- The waste hierarchy shall be adhered to;
- Any waste materials arising from the works which are suitable for reuse on the proposed development shall be retained and stockpiled where possible to incorporate such materials into the subsequent remediation and construction process;
- Stockpiles shall be sealed or covered as far as reasonably practicable;
- Waste segregation shall be in place to help maximise the reuse and recycling rates;
- The site shall be assessed on a regular basis for the presence and accumulation of litter. The foreshore shall be assessed at the end of each shift and prior to the high tides;
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APPENDICES

APPENDIX A: SITE PLAN

