



**Old Slipway, Portrush
Essential Remedial Works
Habitats Regulations Assessment**

July 2026





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1.0 INTRODUCTION

Causeway Coast & Glens Borough Council (CC&GBC) is proposing to undertake a project at the Old Slipway, Portrush Irish Grid Reference (IGR) C 85611 40722 (Figure 1). The proposal is for essential remedial works to ensure the safe and practical operation of the slipway, within the operational harbour. The essential remedial works will involve: 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; and repairs and re-pointing of existing masonry walls. The works were preceded by Site Investigation Works to provide information on the adjacent ground conditions and to find the full extent of the subsurface slipway structure in order to facilitate the design of remedial works options.



Figure 1: Site Location, Old Slipway, Portrush

This report includes the HRA and takes cognisance of the Outline CEMP prepared specifically for this project (Section 6.0). The appointed approved Contractor will work to the requirements of the CEMP that takes into account the following DAERA 'Standing Advice' and Guidance:

- Development that may have an Effect on the Water Environment
 - Discharge to the Water Environment
 - Pollution Prevention Guidance
 - Marine Litter
- Development that may effect Natural Heritage Interests
 - Invasive Alien Species
 - Priority Habitats
 - Priority Species
- Marine Non-Native Species
- Marine Wildlife Disturbance

The HRA will be submitted in support of a Marine Licence Application for the proposed essential remedial works. The HRA is supported by the following summary methodology for the essential remedial works at Portrush Old Slipway, Portrush. In addition, the Outline CEMP and relevant engineering drawings are presented in Section 6.0 Supporting Documentation.

OLD SLIPWAY, PORTRUSH ESSENTIAL REMEDIAL WORKS

SUMMARY METHODOLOGY

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.

Break Out and Dispose 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.

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.
- Formation level for the extended slipway section will be graded and compacted.
- 1000 gauge polythene separation membrane will be laid onto 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.

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.

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.

The construction will not involve any piling works and the minimal break out works will be by conventional excavator. The works will be undertaken at low water (with the possible exception of installing the pre-cast units at the lowest level of the slipway).

2.0 HRA PROCESS

Where a proposal involves a project with potential to affect an area that contributed to the UK National Site Network, such as a Special Area of Conservation (SAC) or Special Protection Area (SPA), the appointed competent authority is legally obliged to carry out a HRA. SACs and SPAs contribute to a UK National Site Network on land and at sea, including both the inshore and offshore marine areas.

A HRA is a tool put in place to ensure that a project will not have an adverse effect on the integrity of any SAC and SPA sites and must be undertaken if there is any potential for the designated site to be affected. The outcome of the assessment is the responsibility of the competent authority.

In respect of this proposed project, the developer is a designated competent authority and therefore this submission is a HRA.

The first step under the HRA procedure is what is commonly referred to as The Test of Likely Significance or Screening Test and this is presented in Section 3.0. Where the competent authority deems a project not likely to have a significant effect on any SAC or SPA, either alone or in combination with other plans or projects, then the HRA procedure is complete. Where the competent authority deems that a project is likely to have a significant effect on any SAC or SPA then a further stage in the HRA process must take place. This involves conducting an Appropriate Assessment (AA) where the implications of the project must be considered in respect of the relevant designated sites' conservation objectives. The competent authority may then agree to the project if it decides that it will not adversely affect the integrity of the relevant SAC and SPA sites, having considered the mitigation measures proposed by the developer. For this proposed project an AA is presented in Section 4.0

This HRA has been prepared in accordance with Regulation 43(1) of the Conservation (Natural Habitats, etc.) (Northern Ireland) 1995 (as amended). It takes cognisance of the HRA requirement to take into account mitigation measures along with all legally enforceable obligations designed to avoid environmental effects. It also reflects the requirement for the competent authority to apply the precautionary approach set out in Commission Guidance: Managing Natura 2000 Sites and as required by the European Court of Justice in C 127/02 (Waddenzee).

3.0 STAGE 1: TEST OF LIKELY SIGNIFICANCE (SCREENING)

Screening Matrix

Name of Project or Plan:

Old Slipway, Portrush Essential Remedial Works

The site is located at the Old Slipway, Portrush, County Antrim IGR C 85611 40722 (Figure 1, Section 1.0). The proposal is for essential remedial works to ensure the safe and practical operation of the slipway, within the operational harbour. The essential remedial works will involve: 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; and repairs and re-pointing of existing masonry walls.

The works were preceded by Site Investigation Works to provide information on the adjacent ground conditions and to find the full extent of the subsurface slipway structure in order to facilitate the design of remedial works options. The essential remedial works will be undertaken by an approved contractor, who will be required to implement the robust CEMP (oCEMP included in Section 6.0) that takes into account the following DAERA 'Standing Advice' and Guidance: *Development that may have an Effect on the Water Environment (Discharge to the Water Environment; Pollution Prevention Guidance; Marine Litter); Development that may effect Natural Heritage Interests (Invasive Alien Species; Priority Habitats; Priority Species); Marine Non-Native Species; Marine Wildlife Disturbance*. Regarding potential water pollution risk, the appointed approved Contractor will work to strict protocols in place for chemicals and hazardous materials; fuelling arrangements; concrete washwater; and vehicle washing.

Recognising that there are currently approximately 100 invasive non-native freshwater and marine species established in Northern Ireland, strict protocols will be in place in respect of plant and equipment used on-site. These protocols will be based on the 'Inspect, Remove, Clean, Dispose & Report' approach promoted by DAERA and Invasive Species NI. Plant and equipment will be subject to the following prior to leaving its previous location:

- **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

- **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
- **Report** and take photos of species you think may be an INNS on INNI website

The above will also be applied to plant and equipment prior to removal from site on completion of works.

For the repairs and re-pointing of existing masonry walls, the following will be applied:

- 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.

The construction will not involve any piling and a Marine Licence application will be submitted. The works will be undertaken at low water (with the possible exception of installing the pre-cast units at the lowest level of the slipway).

Name and Location of National Site Network site:

Skerries & Causeway SAC

Maidens SAC (Grey Seal only)

North Channel SAC (Harbour Porpoise only)

**In respect of the features, conservation objectives and connection distances no conceivable effects on the following designated sites are envisaged: Garry Bog SAC; North Antrim Coast SAC; Bann Estuary SAC; Magilligan SAC.*

National Site Network site features (Figure 2a – 2c):

Skerries & Causeway SAC

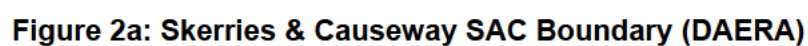
Sandbanks which are Slightly Covered by Sea Water all the Time; Reefs; Submerged or Partially Submerged Sea Caves; Harbour Porpoise

Maidens SAC

Grey Seal

North Channel SAC

Harbour Porpoise



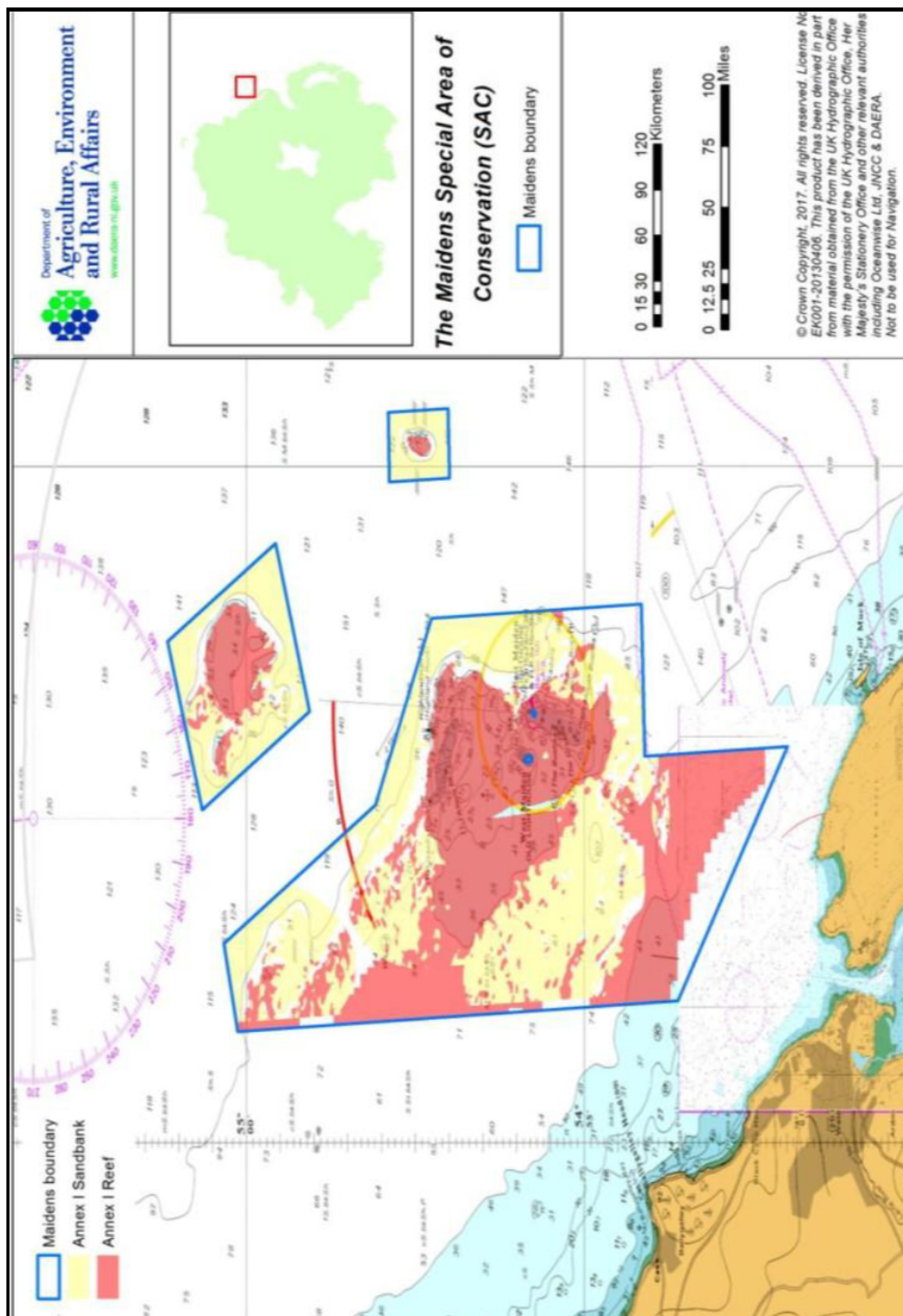


Figure 2b: The Maidens SAC Boundary (DAERA)

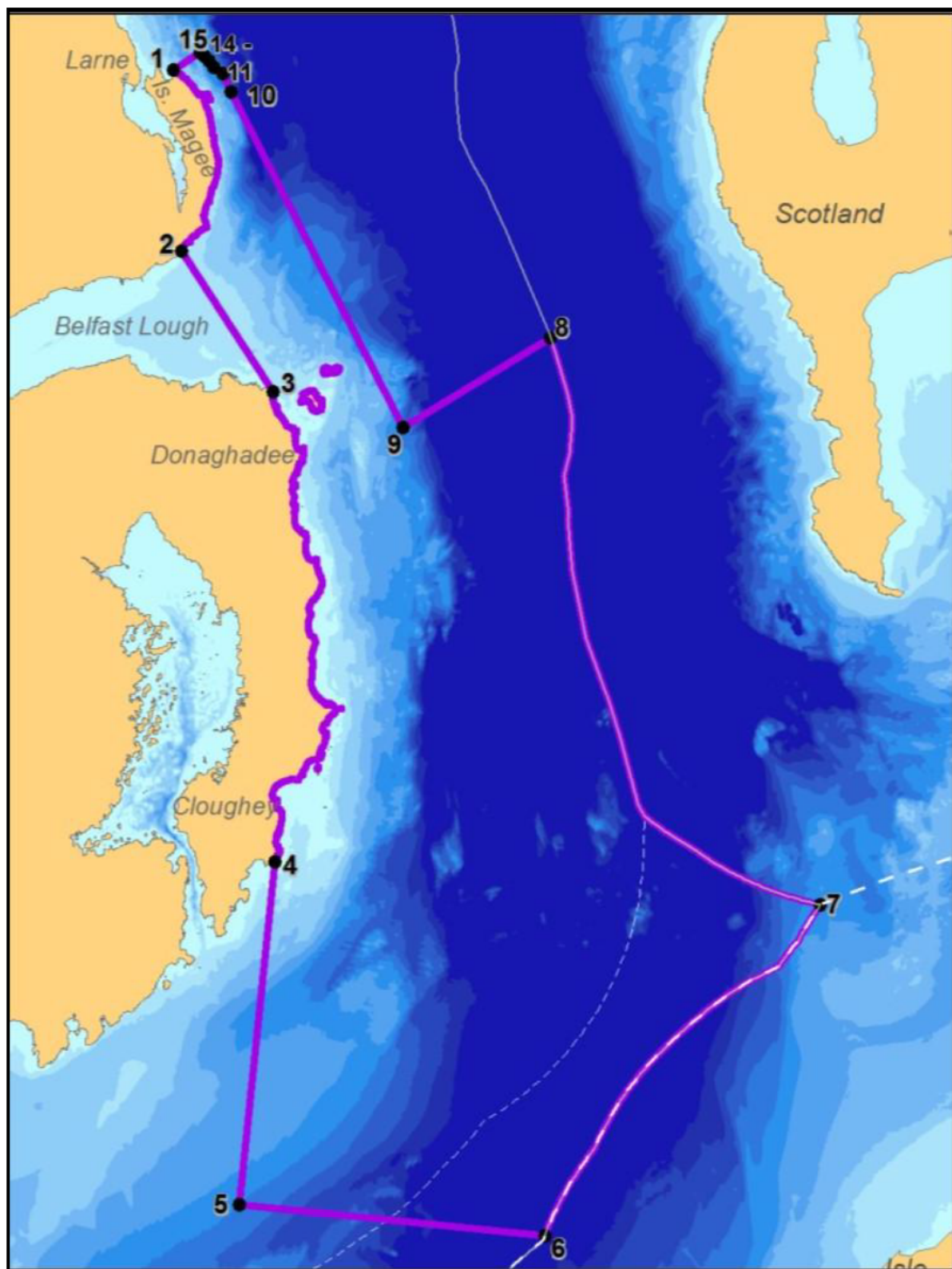


Figure 2c: North Channel SAC Boundary (DEFRA & JNCC)

Marine Habitats

Skerries and Causeway SAC is a 30 km wide embayment on the North Coast of Northern Ireland comprising an area of 10,862 ha. The site is bordering the coastline, which the towns of Portrush, Portstewart, Bushmills and the Giants Causeway World Heritage site reside. Within the SAC lies the Skerries Islands, located off Portrush. The marine habitats of the SAC are influenced by the warm Gulf Stream and strong currents which run through the North Channel, to which the SAC is exposed. The site is highly exposed to wave action as a result of its location, and regions of the SAC also experience a significant freshwater influence with large influxes from the River Bann and the River Bush. Skerries and Causeway was designated an SAC on the following features: reef, sandbanks slightly covered by seawater at all times, submerged or partially submerged sea caves and harbour porpoise. The closest Annex 1 marine habitats include reef (~0.2 km), submerged sandbanks (~0.3 km) and mudflats & sandflats not covered by seawater at all times (~0.4 km). The reefs of Skerries and Causeway SAC is sand scoured by the nearby sedimentary habitats and supports rare and priority species. The sandbank habitats have eelgrass communities and in some regions are comprised of large banks, up to 30 m high. Harbour porpoises are residents of the Skerries and Causeway SAC throughout the year. The Skerries islands within the SAC boundary are a breeding habitat for seabirds and also provide shelter to a bed of eel grass *Zostera marina*. The associated subtidal habitats are known to support species which normally only occur in more southern areas, because of the increased temperatures produced by the Gulf Stream.

Although these essential remedial works will be undertaken at low tide (with the possible exception of installing the pre-cast units at the lowest level of the slipway) there remains the potential for adverse impact from the project on water quality and spread of invasive species. Therefore, potential risk to the achievement of the conservation objectives.

Marine Mammals

Harbour porpoise is a selection feature of the adjacent Skerries & Causeway SAC and has been consistently recorded during more than 140 dedicated effort watches at six sites within the proposed boundary. These records span every month of the year, including months outside of the breeding and calving seasons and confirm the continuous presence of harbour porpoise within this area. Continuous or regular presence is graded A (excellent conservation). The SAC also contains non-qualifying Annex II species, grey seal, common seal, and bottlenose dolphin. Harbour porpoise is also a selection feature of North Channel SAC (~83 km), while grey seal is a selection feature of Maidens SAC (~71 km).

The essential remedial works will not involve any piling and the break out works will be by conventional excavator at low water. Therefore, there is no requirement to apply the JNCC, NRW, DAERA and Natural England '*Guidance for assessing the significance of noise disturbance against Conservation Objectives of Harbour Porpoise SACs*'. Given the nature of the proposed essential remedial works, including the absence of piling, the disturbance impact on harbour porpoise and other marine mammals is insignificant. However, there remains the potential for adverse impact from the project on water quality and therefore potential risk to the achievement of relevant conservation objectives in respect of harbour porpoise in the adjacent SAC.

Coastal Processes & Climate Change

These are essential remedial works necessary to ensure the integrity of an existing slipway. The works are located inside the working harbour, are essentially lie-for-like and will not impact the existing topography. The area is designated as 'low' in respect of the NI Coastal Erosion Risk Appraisal (DAERA Marine Map Viewer). There will be no land-take or impact on flood risk. Therefore, the proposed essential remedial works are deemed not to represent a detrimental impact on coastal processes, taking into account future sea level rise and coastal erosion.

Other Relevant Designations

In addition to SPA & SAC features, CC&GBC is aware that the project site is close to Portrush West Strand Area of Special Scientific Interest (ASSI). The ASSI is important because of the underlying geology. The area is underlain by layers of peat and dune sands that reflect a complex pattern of coastal changes in the area dating from at least 7,300 years ago. This means that the site allows us to understand better, and date, sea level changes on the north coast since the last ice age. The lowest of the buried dune sands are potentially some of the earliest known post-glacial dunes in the British Isles. The West Strand peat was first studied in 1949 by the pioneer Danish environmental scientist Professor Knud Jessen. In summary, the site suggests the following environmental history. More than 7,300 years ago low sand dunes developed at the site. As sea level began to rise waterlogging occurred between the dunes encouraging peat formation and growth. The peat was mainly formed from Common Reed but also contains abundant fossil wood especially of Alder and Birch. At its maximum height, some 5,900 years ago, the sea-level rose above the surface of the peat and deposited the beach sand. Following the subsequent fall in relative sea level, windblown sands were deposited inland, forming part of the old dune series east of the site. A borehole put down through the beach near Castle Erin has shown that an even older peat is present some 4.5 m below the beach. The evidence from the borehole confirms that this site can contribute further to our understanding of environmental change since the last Ice Age.

Ramore Head & The Skerries has been declared an ASSI because of its fauna and geological features. The site is located just north of Portrush Harbour.

Given the location, nature and scale of the proposed essential remedial works, and notwithstanding the proximity of Portrush West Strand ASSI and Ramore Head & The Skerries ASSI, potential impacts on the key ASSI features are deemed insignificant.

Description of the Project or Plan:

Size and scale

The proposal is for essential remedial works to ensure the safe and practical operation of the slipway, within the operational harbour. A methodology has been prepared for the proposed essential remedial works at the Old Slipway including: Mobilisation; Break Out & Dispose of Concrete Patches; Install New Concrete Toe Beam & Slipway Extension; Install Reclaimed Basalt Stones onto Mortar Bed; Repairs & Re-pointing of Existing Masonry Walls. The construction will not involve any piling works and the minimal break out works will be by conventional excavator. The works will be undertaken at low water (with the possible exception of installing the pre-cast units at the lowest level of the slipway).

The essential remedial works will be undertaken by an approved contractor, who will be required to implement the robust CEMP (oCEMP included in Section 6.0) that takes into account the following DAERA 'Standing Advice' and Guidance: *Development that may have an Effect on the Water Environment (Discharge to the Water Environment; Pollution Prevention Guidance; Marine Litter); Development that may effect Natural Heritage Interests (Invasive Alien Species; Priority Habitats; Priority Species); Marine Non-Native Species; Marine Wildlife Disturbance*. Regarding potential water pollution risk, the appointed approved Contractor will work to strict protocols in place for chemicals and hazardous materials; fuelling arrangements; concrete washwater; and vehicle washing.

Recognising that there are currently approximately 100 invasive non-native freshwater and marine species established in Northern Ireland, strict protocols will be in place in respect of plant and equipment used on-site. These protocols will be based on the 'Inspect, Remove, Clean, Dispose & Report' approach promoted by DAERA and Invasive Species NI. Plant and equipment will be subject to the following prior to leaving its previous location:

- **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
- **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
- **Report** and take photos of species you think may be an INNS on INNI website

The above will also be applied to plant and equipment prior to removal from site on completion of works.

For the repairs and re-pointing of existing masonry walls, the following will be applied:

- 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.

The construction will not involve any piling and a Marine Licence application will be submitted. The works will be undertaken at low water (with the possible exception of installing the pre-cast units at the lowest level of the slipway).

Land-take

There will be no land-take within any designated site.

Distance from NSN site or key features of the site

The proposed essential remedial works are not within a designated site and are within the confines of Portrush Harbour. Skerries & Causeway SAC surrounds the harbour (approximately 50 m at its closest). The site is approximately 71 km north west of Maidens SAC and approximately 83 km north west of North Channel SAC.

Resource requirements (water abstraction etc.)

There are no resources required for the proposed works.

Emission (disposal to land, water or air)

There will be no emissions during the construction phase of the project.

Excavation requirements

There will be no excavation in any designated site and works will be restricted to low water periods. Excavation works will be restricted to breaking out and disposal of existing concrete. The construction will not involve any piling works and the minimal break out works will be by conventional excavator. Any material not suitable for re-instatement will be disposed of in accordance with Duty of Care Regulations.

Transportation requirements

There will be no transportation issues in any designated site. Construction traffic will access from the local road network and will operate exclusively within the project boundary.

Duration of construction, operation, decommissioning etc.

The essential remedial works will take place between Q4 2026 and Q1 2027, taking 8-10 weeks. The minimal break out works will take a maximum of 1 week to complete.

Other: N/A

Is the Project or Plan directly connected with or necessary to the management of the site (provide details)?

No The proposed works are essential remedial works to ensure the safe and practical operation of the slipway, within the operational harbour.

Describe the individual elements of the project (either alone or in combination with other plans or projects) likely to give rise to effects on the SAC/SPA site:		
Feature affected:	Likely direct, indirect effects to the feature arising as a result of:	Significant/Not Significant (inc. explanation):
<i>Sandbanks which are Slightly Covered by Sea Water all the Time</i>	Reduction of habitat area: None Disturbance: No disturbance Habitat or species fragmentation: None Reduction in species density: None Changes in key indicators of conservation value (e.g. water quality, climate change): Water Quality	Not Significant: feature not impacted Not Significant: feature not impacted Not Significant: feature not impacted Not Significant: feature not impacted Potentially Significant: Contractor required to adhere to CEMP
<i>Reefs</i>	Reduction of habitat area: None Disturbance: No disturbance Habitat or species fragmentation: None Reduction in species density: None Changes in key indicators of conservation value (e.g. water quality, climate change): Water Quality	Not Significant: feature not impacted Not Significant: feature not impacted Not Significant: feature not impacted Not Significant: feature not impacted Potentially Significant: Contractor required to adhere to CEMP
<i>Submerged or Partially Submerged Sea Caves</i>	Reduction of habitat area: None Disturbance: No disturbance Habitat or species fragmentation: None Reduction in species density: None Changes in key indicators of conservation value (e.g. water quality, climate change): Water Quality	Not Significant: feature not impacted Not Significant: feature not impacted Not Significant: feature not impacted Not Significant: feature not impacted Potentially Significant: Contractor required to adhere to CEMP
<i>Harbour Porpoise</i>	Reduction of habitat area: None Disturbance: No disturbance Habitat or species fragmentation: None Reduction in species density: None Changes in key indicators of conservation value (e.g. water quality, climate change): Water Quality	Not Significant: feature not impacted Not Significant: feature not impacted (No piling or rock breaking) Not Significant: feature not impacted Not Significant: feature not impacted Potentially Significant: Contractor required to adhere to CEMP
<i>Grey Seal</i>	Reduction of habitat area: None Disturbance: No disturbance Habitat or species fragmentation: None Reduction in species density: None Changes in key indicators of conservation value (e.g. water quality, climate change): Water Quality	Not Significant: feature not impacted Not Significant: feature not impacted (No piling or rock breaking) Not Significant: feature not impacted Not Significant: feature not impacted Not Significant: feature not impacted (Contractor required to adhere to appropriate CEMP)

Describe any potential effects on the National Site Network site as a whole in terms of: interference with the key relationships that define the structure or function of the site	Effect considered significant/non-significant: Finding of No significant effects Matrix
Potential impact from construction activities in respect of pollution risk and spread of invasive species due to proximity to open water taking cognisance of hydrological linkage to Skerries & Causeway SAC.	Potentially significant - due to risk of pollution and spread of invasive species.
Provide details of any other projects or plans that together with the project or plan being assessed could (directly or indirectly) affect the site.	Provide details of any likely in-combination effects and quantify their significance -
<i>Projects / Plans in the vicinity of Portrush Harbour were reviewed including: ML2024020 / ML2024021VAR1: Dredge & Disposal to Sea ML2025039: Portrush CSO & Du Varren WwPS ML2025040: Portrush Harbour Bridge Repairs</i>	<i>Given the location, nature and scale of the works and taking cognisance of hydrological connectivity, no significant in-combination effects were identified.</i>
Is the potential scale or magnitude of any effect likely to be significant?	
Alone?	No ☐ Yes ☒
In-combination with other projects or plans?	No ☒ Yes ☐
List of Agencies Consulted: Provide contact name and telephone or email address.	DAERA Consultation & Data Provision
Summary of response to consultation received	Potential significant effects identified
Conclusion: Is the proposal likely to have a significant effect on an NSN site?	No ☐ Yes ☒

Who carried out the assessment?	██████████ Environmental Consultant
Sources of data	DAERA (Consultation & data provision) Doran Consulting (Project design)
Level of assessment completed	Test of Likely Significance & Appropriate Assessment Report
Where can the full results of the assessment be accessed and viewed?	Doran Consulting Flax House 83-91 Adelaide Street Belfast BT2 8FE
Summary of response.	Potential impact from construction activities in respect of pollution risk and spread of invasive species due to proximity to open water taking cognisance of hydrological linkage to Skerries & Causeway SAC.

4.0 STAGE 2: APPROPRIATE ASSESSMENT

Assessment of Effects of the Project or Plan on the Integrity of the Site	
Describe the elements of the project or plan (alone or in combination with other projects or plans) that are likely to give rise to significant effects on the site (from screening assessment)	Construction activities present potential risk of pollution and spread of invasive species.
Set out the Conservation Objectives of the site	From SKERRIES & CAUSEWAY SAC, UK0030383 CONSERVATION OBJECTIVES, DAERA 20th March 2017: For Sandbanks which are slightly covered by sea water all the time: To maintain (or restore where appropriate) to favourable condition and to: 1. Maintain the extent and volume of sandbanks which are slightly covered by sea water all the time, subject to natural processes. 2. Allow the natural processes which determine the development, structure and extent of sandbanks which are slightly covered by sea water all the time, to operate appropriately. 3. Maintain and enhance, as appropriate, the viability, distribution and diversity of typical species within this habitat. For Reefs: To maintain (or restore where appropriate) to favourable condition and to 1. Maintain and enhance, as appropriate the extent of the reefs. 2. Allow the natural processes which determine the development, structure, function and distribution of the habitats associated with the reefs, to operate appropriately. 3. Maintain and enhance, as appropriate, the viability, distribution and diversity of typical species within this habitat. For Sea Caves: To maintain (or restore where appropriate) to favourable condition and to 1. Maintain and enhance, as appropriate the extent of the sea caves. 2. Allow the natural processes which determine the development, structure, function and distribution of habitats associated with the sea caves, to operate appropriately. 3. Maintain and enhance, as appropriate, the viability, distribution and diversity of typical species within this habitat. For Harbour Porpoise: To maintain (or restore where appropriate) to favourable condition and to: 1. Ensure the species is a viable component of the site 2. Ensure there is no significant disturbance of the species 3. Ensure the supporting habitats and processes relevant to Harbour Porpoises and their prey are maintained.



Describe how the project or plan will affect key species, key habitats and the integrity of the site (determined by structure and function and conservation objectives). Acknowledge uncertainties and any gaps in information.	Potential impact from construction activities in respect of pollution risk and spread of invasive species due to proximity to open water taking cognisance of hydrological linkage to Skerries & Causeway SAC.
Describe what mitigation measures are to be introduced to avoid or reduce the adverse effects on the integrity of the site. Acknowledge uncertainties and any gaps in information.	1. Full adherence to Marine Licence 2. Full adherence to CEMP (Section 6.0) 3. Full adherence to Marine Non-Native Species 'Inspect, Remove, Clean, Dispose & Report' approach

Appropriate Assessment: Mitigation Measures			
List measures to be introduced	Explain how the measures will avoid the adverse effects on the integrity of the site.	Explain how the measures will reduce the adverse effects on the integrity of the site.	Provide evidence of how they will be implemented and by whom.
(i) Full adherence to Marine Licence	Marine Licence will impose appropriate conditions to protect SAC site designation features during construction phase.	Conditions will minimise potential for adverse pollution impacts.	Contractor will be required to adhere to all statutory licence conditions.
(ii) Full adherence to CEMP	Comprehensive CEMP established to maintain an ethos of environmental best practice throughout the project.	Procedural control over identified potential environmental risks.	Project Contractor will be required to retain evidence that CEMP is fully implemented and that appropriate 'Tool-Box Talks' have been delivered.
(iii) Full adherence to Marine Non-Native Species 'Inspect, Remove, Clean, Dispose & Report' approach	CEMP will include specific reference to marine non-native species.	Specific procedural control over marine non-native species risks.	Project Contractor will be required to retain evidence that CEMP is fully implemented and that appropriate 'Tool-Box Talks' have been delivered (including in relation to marine non-native species).

Appropriate Assessment: Mitigation Measures			
List mitigation measures (as above)	Provide evidence of the degree of confidence in their likely success	Provide time-scale, relative to the project of plan, when they will be implemented	Explain the proposed monitoring scheme and how any mitigation failure will be addressed
(i) Full adherence to Marine Licence	Statutory compliance will be a key requirement for Project Contractor.	Clear instruction on all statutory compliance issues will be delivered prior to commencement of works and will be audited during construction phase. Statutory Agencies will conduct site inspections at their discretion.	Project Contractor will be audited by Design Engineers. Issues identified will be subject to immediate corrective action.
(ii) Full adherence to CEMP	The specific CEMP procedures for pollution control and invasive species, including mitigation, represent current best practice techniques for pollution prevention.	The CEMP has been established prior to commencement of works.	The CEMP will be subject to appropriate review. Issues identified will be subject to immediate corrective action.
(iii) Full adherence to Marine Non-Native Species 'Inspect, Remove, Clean, Dispose & Report' approach	This approach is recommended by DAERA to ensure the risk of spread of marine non-native species is negligible.	This approach will be embedded in the CEMP which has been established prior to commencement of works.	The CEMP will be subject to appropriate review. Issues identified in respect of marine non-native species will be subject to immediate corrective action.

5.0 CONCLUSIONS

Following a Stage 1 Test of Likely Significance (Section 3.0) this found that the proposed essential remedial works at the Old Slipway, Portrush would result in:

‘Potential impact from construction activities in respect of pollution risk and spread of invasive species due to proximity to open water taking cognisance of hydrological linkage to Skerries & Causeway SAC.’

Consequently, a Stage 2 Appropriate Assessment (AA) was conducted (Section 4.0). This AA concentrated on the Skerries & Causeway SAC.

Conservation objectives relevant to the designated site selection features were considered, current site information assessed, and the precautionary principle applied. In addition, potential impacts were considered alone and in combination with other relevant projects.

In respect of potential water pollution risk, the appointed approved Contractor will work to the requirements of the CEMP that takes into account the following DAERA ‘Standing Advice’ and Guidance: *Development that may have an Effect on the Water Environment (Discharge to the Water Environment; Pollution Prevention Guidance; Marine Litter); Development that may effect Natural Heritage Interests (Invasive Alien Species; Priority Habitats; Priority Species); Marine Non-Native Species; Marine Wildlife Disturbance*. In addition, the Contractor will work to strict protocols in respect of chemicals & hazardous materials, fuelling arrangements, concrete washwater and vehicle washing.

Recognising that there are currently approximately 100 invasive non-native freshwater and marine species established in Northern Ireland, strict protocols will be in place in respect of plant and equipment used on-site. In accordance with DAERA ‘Standing Advice’ on Marine Non-Native Species, these protocols will be based on the ‘Inspect, Remove, Clean, Dispose & Report’ approach promoted by DAERA and Invasive Species NI. Plant and equipment will be subject to the following prior to leaving its previous location:

- **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

- **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
- **Report** and take photos of species you think may be an INNS on the Invasive Species NI website

The above will also be applied to plant and equipment prior to removal from site on completion of works.

For the repairs and re-pointing of existing masonry walls, the following will be applied:

- 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.

The AA concludes that in consideration of the appropriate mitigation measures proposed, there will be no adverse impact on the integrity of Skerries & Causeway SAC or any other designated site.

6.0 SUPPORTING DOCUMENTATION

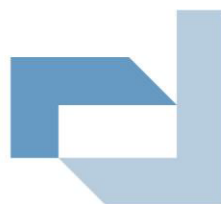
Outline CEMP Drawings

OLD PORTRUSH SLIPWAY – REMEDIAL WORKS

OUTLINE CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

Causeway Coast and Glens
Borough Council

30 June 2026



Doran
CONSULTING

DELIVERING ENGINEERING EXCELLENCE

OLD PORTRUSH SLIPWAY – REMEDIAL WORKS

OUTLINE CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN

Causeway Coast and Glens Borough Council

30 June 2026

Job no	Prepared by	Checked by	Approved by	Status	Rev	Date
221063C	■	■	■	S5	P01	30/06/2026

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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 Bulk 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:

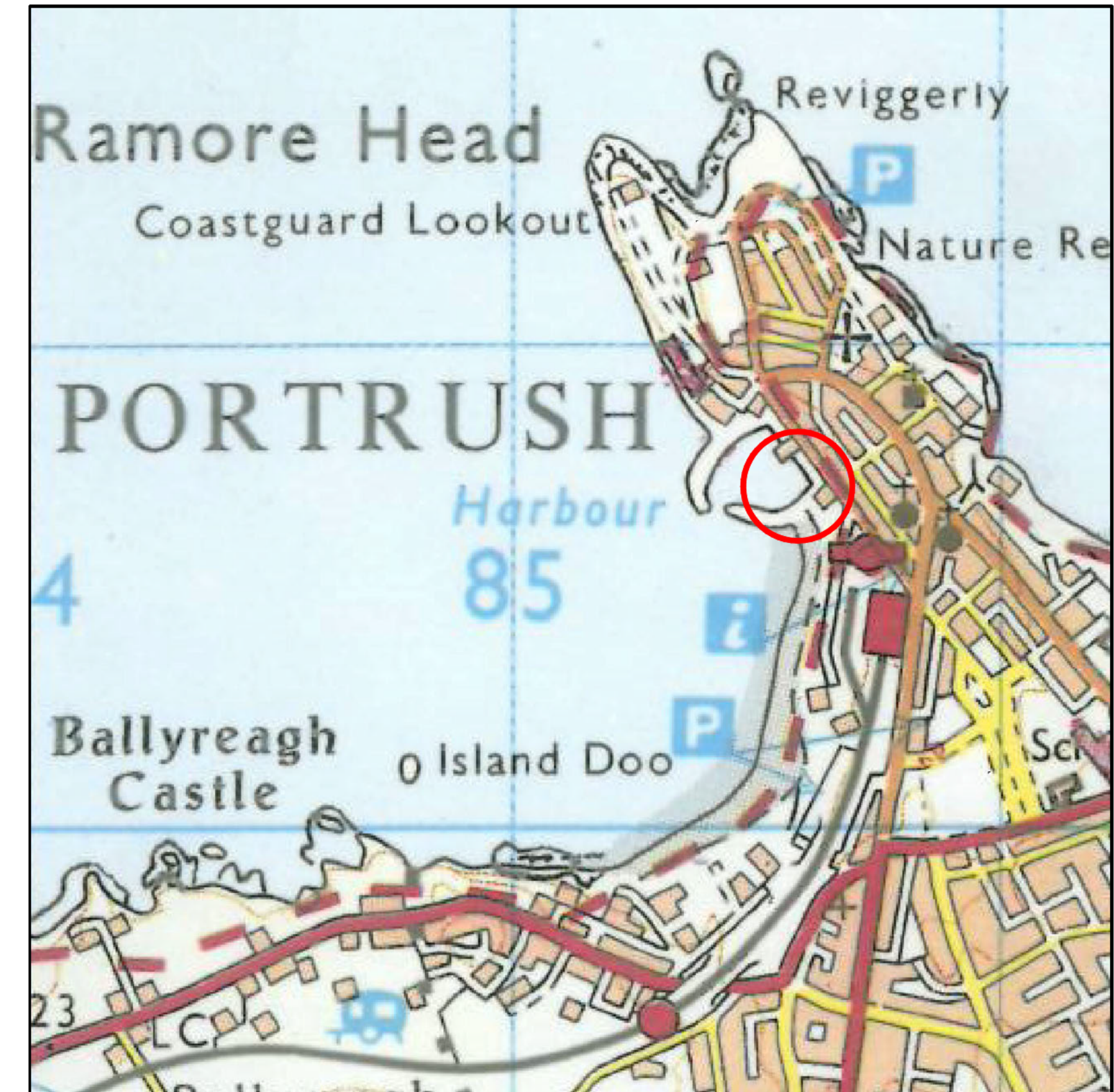
- Waste management procedure in accordance with 'Duty of Care';
- The waste hierarchy shall be adhered to;
- Any waste materials arising from the works which are suitable for reuse on the proposed development shall be retained and stockpiled where possible to incorporate such materials into the subsequent 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;
- Fires and the burning of waste shall be strictly prohibited at the work site.

APPENDICES

APPENDIX A: SITE PLAN



Rev.	Date	By	Check	Details	Appr.
P01	21/04/23	PDB	RH	First Issue	CD



Site Location Plan
1:10,000

Legend

— — — — M.H.W.M from Topographical Survey (+0.86m OD)

Notes:

1. All levels in metres to Ordnance Datum (OD) unless otherwise noted.
2. All dimensions in mm unless noted otherwise.
3. Ordnance datum (OD) at Portrush Harbour is 1.24m above Chart Datum (CD).

Tide Levels OD:

Tide Levels OD:

MHWS = +0.86m OD
MLWS = -0.74m OD



PRELIMINARY DRAWING

Project Title:

Old Slipway

Portrush Harbour

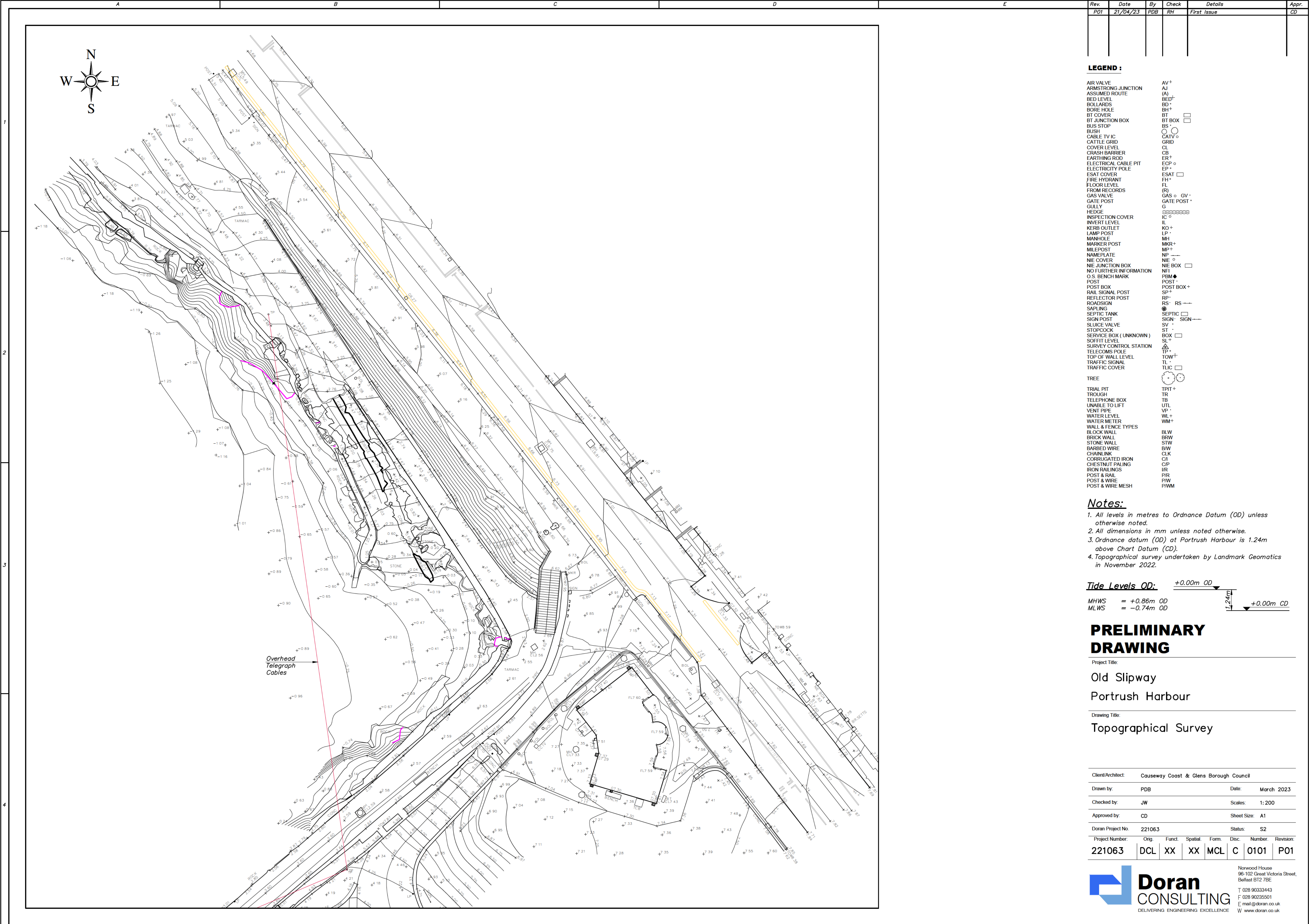
Drawing Title:

Site Plan and

Site Location Plan

Client/Architect:	Causeway Coast & Glens Borough Council						
Drawn by:	PDB			Date:	March 2023		
Checked by:	JW			Scales:	1:100		
Approved by:	CD			Sheet Size:	A1		
Doran Project No	221063			Status:	S2		
Project Number:	Orig	Funct.	Spatial	Form	Disc.	Number	Revision:
221063	DCL	XX	XX	MCL	C	0201	P01





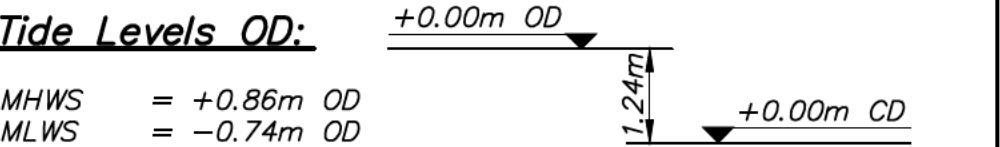
Rev.	Date	By	Check	Details	Appr.
P01	21/04/23	PDB	RH	First Issue	CD

LEGEND :

AIR VALVE	AV+
ARMSTRONGS JUNCTION	AJ
ASSUMED ROUTE	(A)
BED LEVEL	BED ⁺
BOLLARDS	BD+
BORE HOLE	BH+
BT COVER	BT
BT JUNCTION BOX	BT BOX
BUS STOP	BS
BUSH	○
CABLE TV IC	CATV ○
CATTLE GRID	GRID
COVER LEVEL	CL
CRASH BARRIER	CB
EARTHING ROD	ER+
ELECTRICAL CABLE PIT	ECF ○
ELECTRICITY POLE	EP
ESAT COVER	ESAT
FIRE HYDRANT	FH+
FLOOR LEVEL	FL
FROM RECORDS	(R)
GAS VALVE	GAS ○ GV+
GATE POST	GATE POST+
GULLY	G
HEDGE	=====
INSPECTION COVER	IC ○
INVERT LEVEL	IL
KEBAB OUTLET	KO+
LAMP POST	LP+
MANHOLE	MH
MARKER POST	MKR+
MILEPOST	MP+
NAMEPLATE	NP
NIE COVER	NIE ○
NIE JUNCTION BOX	NIE BOX
NO FURTHER INFORMATION	NFI
O.S. BENCH MARK	PBM
POST	POST
POST BOX	POST BOX+
RAIL SIGNAL POST	SP+
REFLECTOR POST	RP+
ROADSIGN	RS
SAPLING	●
SEPTIC TANK	SEPTIC
SIGN POST	SIGN
SLUICE VALVE	SV
STOPCOCK	ST
SERVICE BOX (UNKNOWN)	BOX
SOFFIT LEVEL	SL
SURVEY CONTROL STATION	△
TELECOMS POLE	TP+
TOP OF WALL LEVEL	TOW+
TRAFFIC SIGNAL	TL
TRAFFIC COVER	TLIC
TREE	○
TRIAL PIT	TPIT+
TROUGH	TR
TELEPHONE BOX	TB
UNABLE TO LIFT	UTL
VENT PIPE	VP
WATER LEVEL	WL+
WATER METER	WM+
WALL & FENCE TYPES	
BLOCK WALL	BLW
BRICK WALL	BRW
STONE WALL	STW
BARBED WIRE	BW
CHAINLINK	CLK
CORRUGATED IRON	CI
CHESTNUT PALING	C/P
IRON RAILINGS	IR
POST & RAIL	P/R
POST & WIRE	P/W
POST & WIRE MESH	P/WM

Notes:

1. All levels in metres to Ordnance Datum (OD) unless otherwise noted.
2. All dimensions in mm unless noted otherwise.
3. Ordnance datum (OD) at Portrush Harbour is 1.24m above Chart Datum (CD).
4. Topographical survey undertaken by Landmark Geomatics in November 2022.



PRELIMINARY DRAWING

Project Title:

Old Slipway

Portrush Harbour

Drawing Title:

Topographical Survey

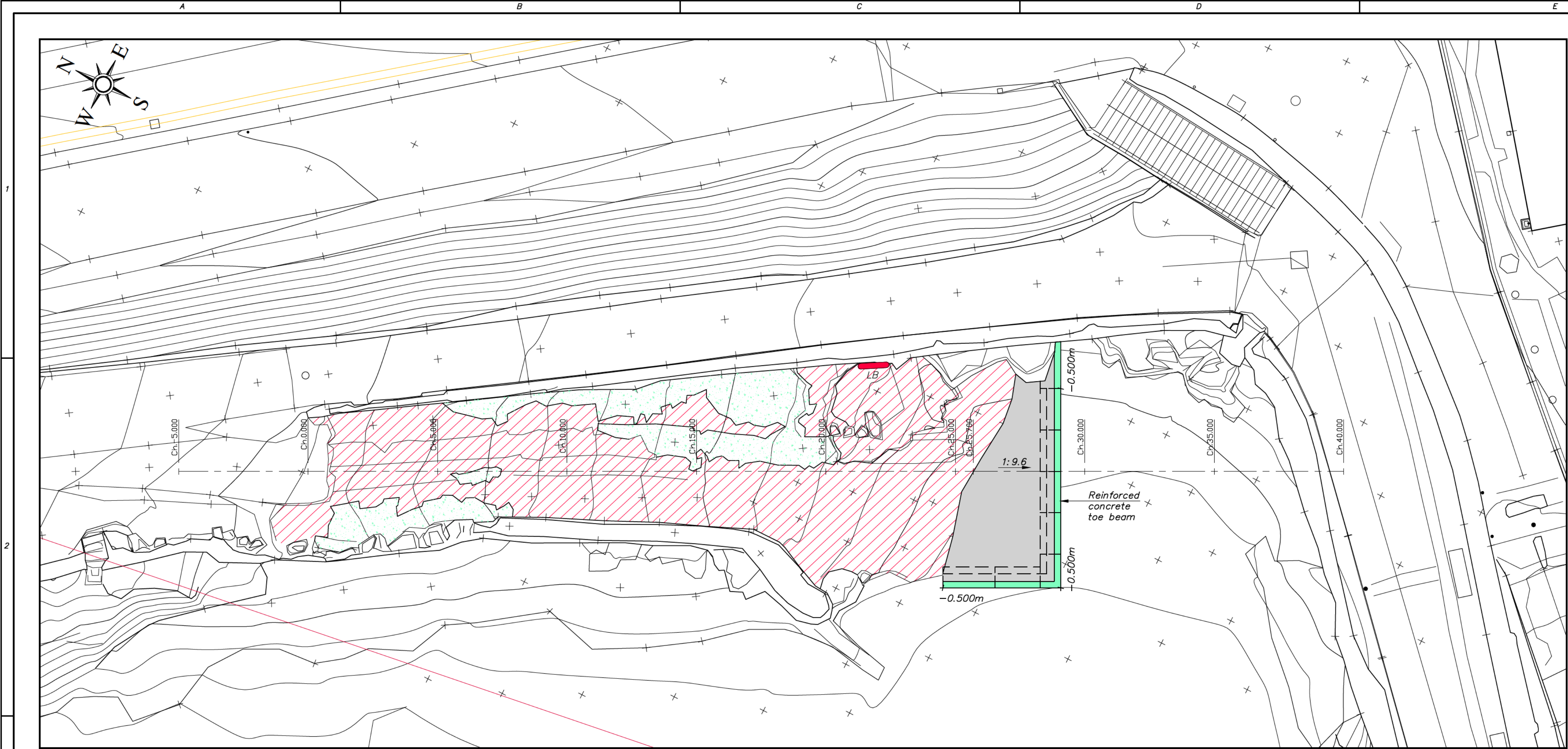
Client/Architect:	Causeway Coast & Glens Borough Council						
Drawn by:	PDB			Date:	March 2023		
Checked by:	JW			Scales:	1: 200		
Approved by:	CD			Sheet Size:	A1		
Doran Project No.	221063			Status:	S2		
Project Number:	Orig.	Funct.	Spatial.	Form.	Disc.	Number:	Revision:
221063	DCL	XX	XX	MCL	C	0101	P01



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Proposed Slipway Plan
1:100

Slipway Repair and Re-Pointing Notes:

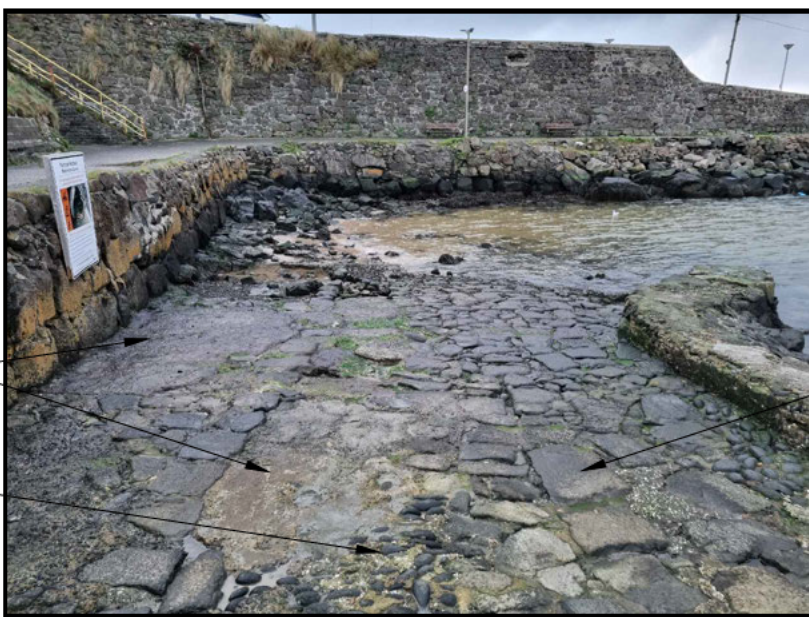
- Existing concrete patches shall be broken out and replaced with basalt flagstones / cobblestones to match existing.
- Existing loose flagstones shall be lifted and re-bedded.
- All areas of the slipway identified on the drawing shall be re-pointed.
- Bedding Mortar shall be Steintec Tuffset G or equal approved.
- Jointing Mortar shall be Steintec Tuffset G or equal approved mixed in accordance with the Manufacturer's Instructions.

Rev.	Date	By	Check	Details	Appr.
P01	21/04/23	PDB	RH	First Issue	CD
P02	02/11/23	PDB	RH	Extent of works revised	CD



Existing concrete patches
Existing cobbles to be re-pointed
Existing flagstones to be re-pointed

Existing concrete patches



Existing concrete patches
Existing cobbles to be re-pointed

Existing flagstones to be re-pointed

Legend:

- Existing concrete patch to be broken out and replaced with Basalt flagstones/cobbles to match existing
- Existing flagstone/cobbles to be re-pointed. Loose stones to be lifted, cleaned and re-bedded.
- Proposed slipway extension with Basalt cobblestones to match existing (25m²)
- Proposed 600mm (24\") life buoy c/w 30m throw line and fixing cabinet.

Notes:

- All levels in metres to Ordnance Datum (OD) unless otherwise noted.
- All dimensions in mm unless noted otherwise.
- Ordnance datum (OD) at Portrush Harbour is 1.24m above Chart Datum (CD).

Tide Levels OD:

MHWS	= +0.86m OD
MLWS	= -0.74m OD

PRELIMINARY DRAWING

Project Title:

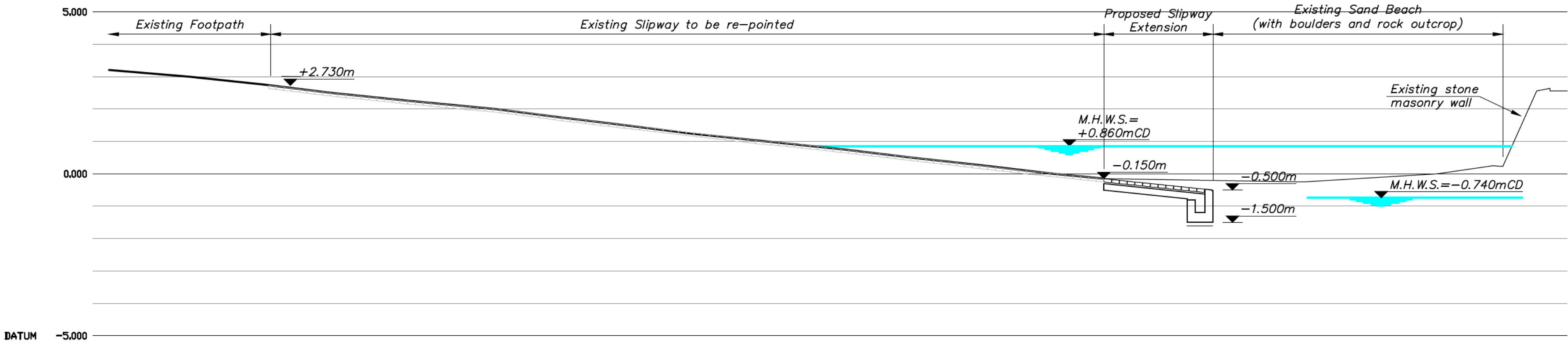
Old Slipway

Portrush Harbour

Drawing Title:

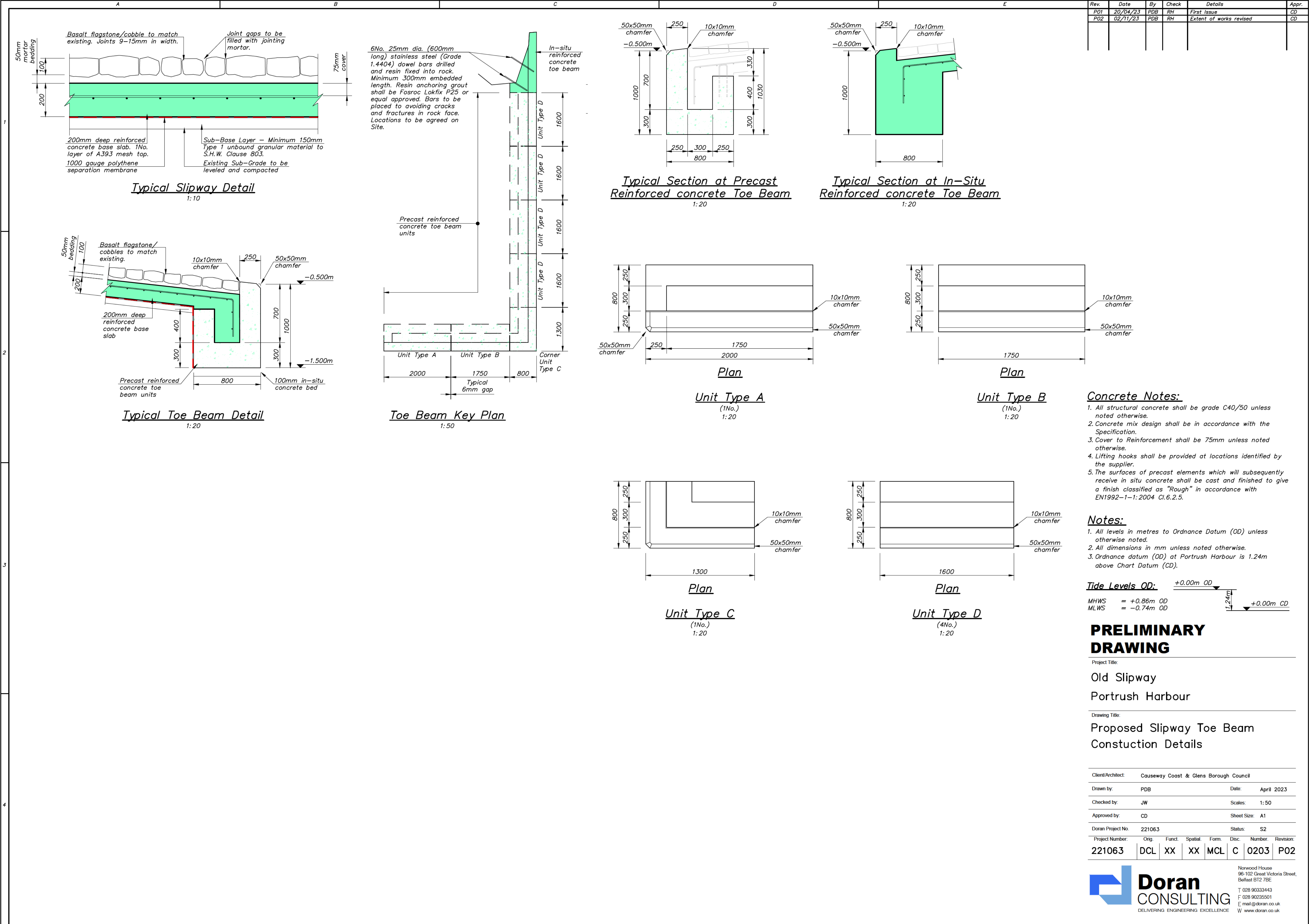
Proposed Slipway Plan and Longitudinal Section

Client/Architect:	Causeway Coast & Glens Borough Council									
Drawn by:	PDB					Date:	March 2023			
Checked by:	JW					Scales:	1:100			
Approved by:	CD					Sheet Size:	A1			
Doran Project No.	221063					Status:	S2			
Project Number:	Orig.	Func.	Spatial	Form.	Disc.	Status	Number	Revision		
221063	DCL	XX	XX	MCL	C	0201	P02			



CHAINAGE	3.209	5.000	2.730	0.000	2.183	5.000	1.616	10.000	1.034	15.000	0.477	20.000	-0.082	25.000	-0.150	-0.082	25.700	-0.500	29.070	-0.220	30.000	-0.060	35.000	2.560	40.000
EXISTING GROUND LEVEL	3.209	5.000	2.730	0.000	2.183	5.000	1.616	10.000	1.034	15.000	0.477	20.000	-0.082	25.000	-0.150	-0.082	25.700	-0.500	29.070	-0.220	30.000	-0.060	35.000	2.560	40.000
PROPOSED LEVEL																									

Proposed Longitudinal Section
Along Slipway Centre Line
1:100



Rev.	Date	By	Check	Details	Appr.
P01	20/04/23	PDB	RH	First Issue	CD
P02	02/11/23	PDB	RH	Extent of works revised	CD

- Concrete Notes:**
- All structural concrete shall be grade C40/50 unless noted otherwise.
 - Concrete mix design shall be in accordance with the Specification.
 - Cover to Reinforcement shall be 75mm unless noted otherwise.
 - Lifting hooks shall be provided at locations identified by the supplier.
 - The surfaces of precast elements which will subsequently receive in situ concrete shall be cast and finished to give a finish classified as "Rough" in accordance with EN1992-1-1:2004 Cl.6.2.5.

- Notes:**
- All levels in metres to Ordnance Datum (OD) unless otherwise noted.
 - All dimensions in mm unless noted otherwise.
 - Ordnance datum (OD) at Portrush Harbour is 1.24m above Chart Datum (CD).

Tide Levels OD:		+0.00m OD
MHWS	= +0.86m OD	
MLWS	= -0.74m OD	

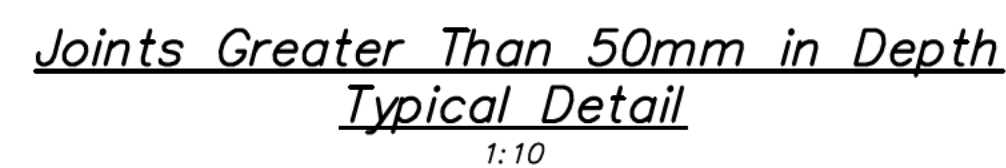
PRELIMINARY DRAWING

Project Title:
Old Slipway
Portrush Harbour

Drawing Title:
Proposed Slipway Toe Beam
Constuction Details

Client/Architect:	Causeway Coast & Glens Borough Council				
Drawn by:	PDB	Date:	April 2023		
Checked by:	JW	Scales:	1: 50		
Approved by:	CD	Sheet Size:	A1		
Doran Project No.	221063	Status:	S2		
Project Number:	Orig.	Funcl.	Spatial.	Form.	Disc. Number. Revision.
221063	DCL	XX	XX	MCL	C 0203 P02

1	
2	
3	
4	



4



Photograph 4

