

# **CONSTRUCTION AND DEMOLITION WASTE MANAGEMENT PLAN**

**A Residential Development consisting of the Construction offer 141 no. dwellings and a 2 storey creche (415sq.m). The residential dwellings consist of 131 no. 2 storey houses and 10 no. 1 bed apartments accommodated 4 no. 2 storey buildings. The proposed houses consist of 4 no. 4 bed detached houses, 18 no. 3 and 4 bed semi-detached houses, 102 no. 3 and 4 bed terraced houses and 7 no. 2 bed terraced houses. There are no basements proposed and including for all associated site development works, open spaces, landscaping, surface car parking, cycle paths, bin and bicycle storage, roadways, boundary treatments, and lighting.**

**The site is approx. 4.83ha in area and is located on (east of) Steeples Road and south of Larrix Street, to the north-west of Main Street, Duleek and in the townland of Commons, Co Meath.**

**BY  
DSPL LTD.**

**AT  
COMMONS, DULEEK, CO. MEATH.**

The information contained in this Plan has been prepared prior to the commencement of the work on site. It will be reviewed and updated on a continuous basis by the Project Manager. It does not take account any matter or information which was not brought to the attention of the Project Manager, or which occurred after the time of publication.

Signed: .....  
**Project Manager**

Date: ... ..

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1	2020	New Document	<b>Shane Reynolds</b> Ayrton Group
2	March 2022	Revision & Update of Initial Document	<b>Seán McGuire</b> Ayrton Group

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## 1.0 INTRODUCTION

Ayrton Group were commissioned by DSPL Ltd, to input and coordinate a “Construction & Demolition Waste Management Plan” for the proposed project at Commons, Duleek, Co. Meath. This plan identifies an indicative sequence of the works from initial enabling works through to construction.

The Construction & Demolition Waste Management Plan defines the physical and legal limitations within which a person or person can carry our development work that affect the exiting nature of public roads, footpaths, and the surrounding environment for a duration of time. All works will be planned to be as least disruptive as possible to the local area. The Project Team are seeking to endeavor to protect the right of all affected stakeholders in continuing their daily lives with limited interruption, as far is as reasonably practicable, which may be caused by traffic, vibrations, noise, dust, or by being otherwise inconvenienced by the construction operations. The Project Team’s experience on similar projects offers a high degree of confidence in prioritizing disruption minimization.

## 2.0 PROJECT DESCRIPTION

A Residential Development consisting of the Construction of 141 no. dwellings consisting of 131 houses and 10 apartments and a creche. There are no basements proposed and including for all associated site development works, open spaces, landscaping, surface car parking, roadways, boundary treatments, cycle paths, bin and bicycle storage, and lighting.

The site is approx. 4.83ha in area and is located on (east of) Steeples Road and south of Larrix Street, to the north-west of Main Street, Duleek and in the townland of Commons, Co Meath.

All works will be carried out in compliance with the site Construction and Environmental Plan.

The project will involve the following works:

### Site Preparation

- Erection of Site Boundary Fencing around areas of the site perimeter and the strengthening of the existing boundary fencing.
- Formation of a new Site Access from the existing local road.
- The site compound set up to include site office and the welfare facilities.
- Site clearance of bushes and overgrowth.

### Demolition Works

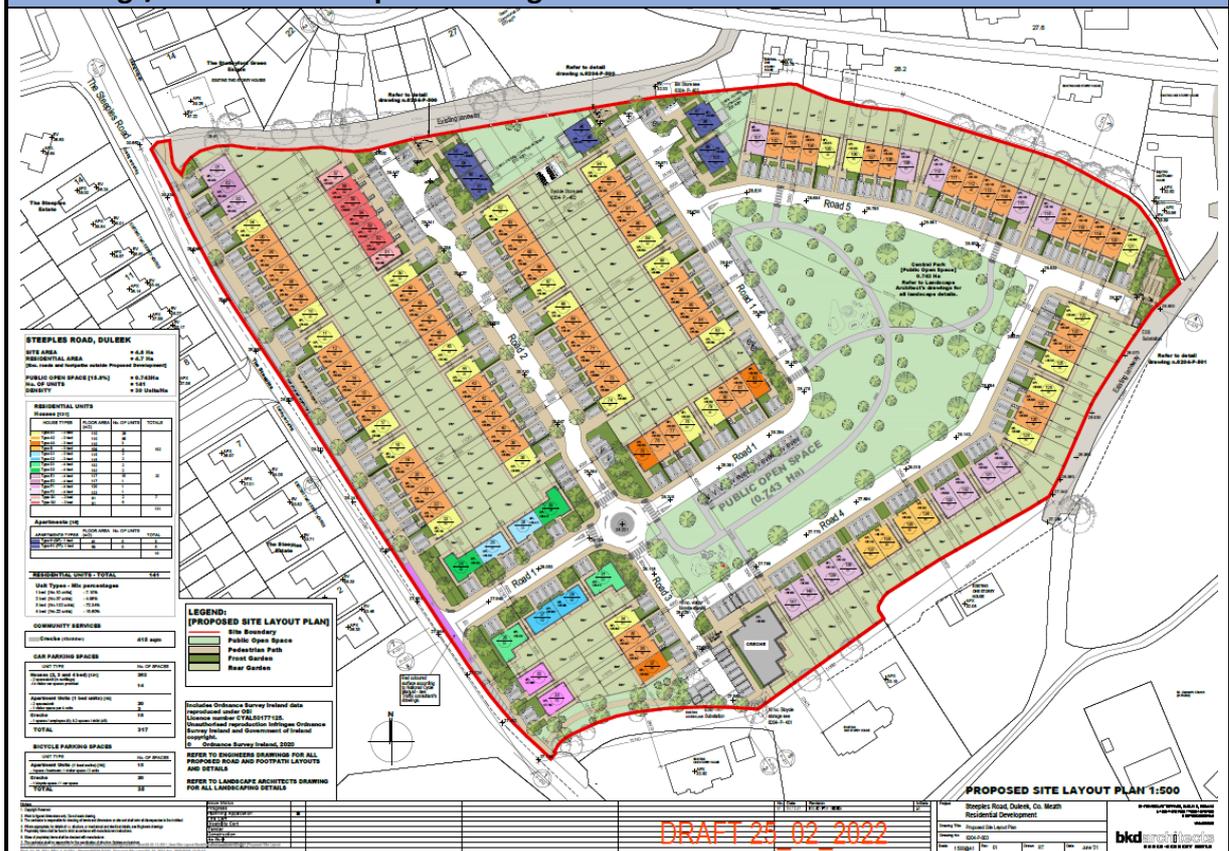
- There are no demolition works envisioned for this project as it is a greenfield site with no pre-existing buildings.

### Construction Works

- Identification and location of existing services including protection of same.
- Groundworks including drainage, foundations, kerbing, ducting, watermains, hard and soft surfacing.
- Construction of 141 new residential units and a children’s crèche including, Groundworks and foundations, External and Internal walls, Roof construction, Fitting of windows and doors, External and Internal Rendering, First and Second fixing of all Carpentry, Electrical and Plumbing works, Fitting of Kitchen and Bedroom fixtures, Decoration works and Landscaping

CONSTRUCTION TYPE		
Development	Quantity	Units
Housing	141	No
Commercial	0	No
Institutional	N/A	m <sup>2</sup>
Treatment Works	N/A	m <sup>2</sup>
Road & Footpath	Dwg's	m <sup>2</sup>
Parking	Dwg's	No
Services/Ducting/Mains	Dwg's	m <sup>2</sup>
Parks - Amenities	Dwg's	m <sup>2</sup>

**Drawings/Plans for development and give details of same below:**



## 2.1 Existing Environment

Proposed works at Commons, Duleek, Co Meath will be carried on in an area of uninhabited agricultural land with an approximate acreage of 4.83ha. The site falls within to overall geographical area controlled by Meath County Council. The site to the South and East side is bounded by existing housing estates and Duleek Village. The lands to the North and West are currently under agricultural and recreational use with the site bounded by several existing residential properties.

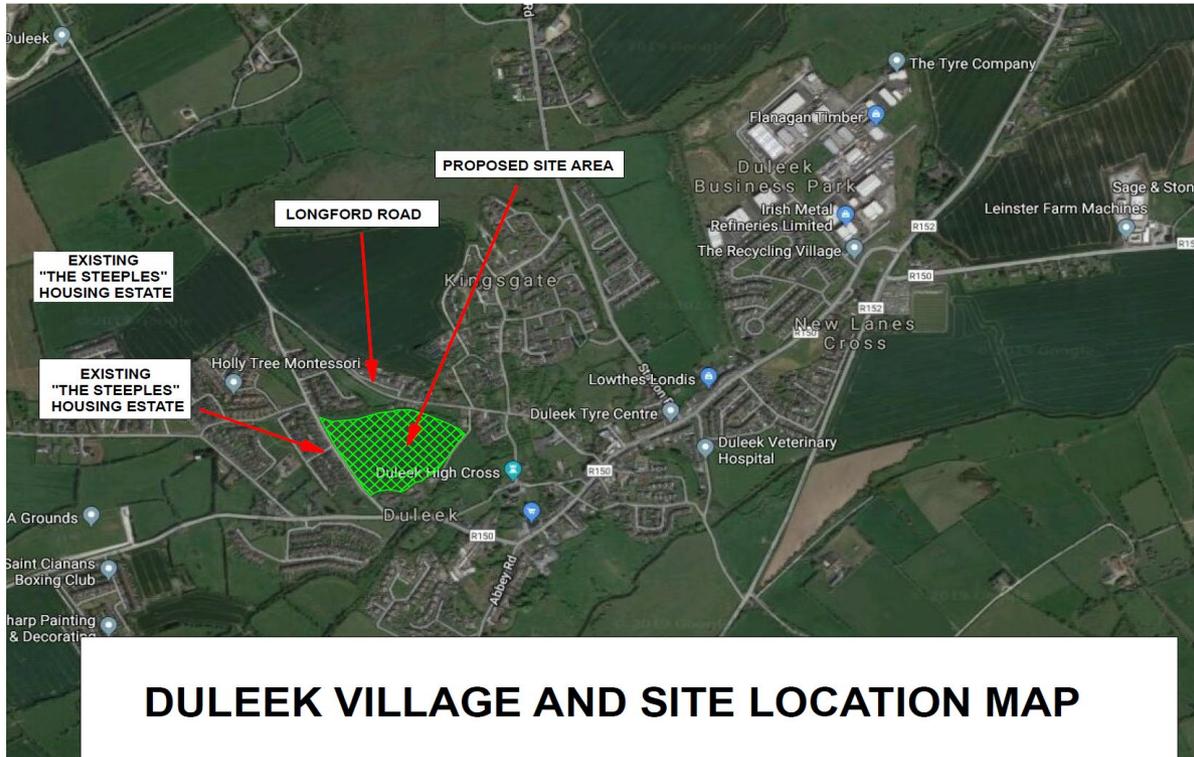
**2.2 ADJOINING ROADS AND LAND USES**

**North:** Longford Road and Residential Properties.  
**East:** Duleek Village  
**South:** The Steeples Residential Estate  
**West:** Agricultural Land and Residential Properties

**2.3 EXACT ADDRESS OF SITE**

Commons, Duleek, Co. Meath.  
 53°39'24.0"N 6°25'20.8"W

**SITE LOCATION MAP**



**SITE LAYOUT MAP**



**2.4 Client**

<b>DEVELOPERS OR CLIENT ORGANISATION NAME:</b>
DSPL Ltd
<b>DEVELOPERS ADDRESS AND CONTACT DETAILS:</b>
TBC
<b>NAME OF NOMINATED CONSTRUCTION AND DEMOLITION (C&amp;D) WASTE MANAGER AND CONTACT DETAILS:</b>
To be confirmed

### **3.0 DEMOLITION PROCEDURES**

#### **3.1 Demolition Works Planning**

There is no Demolition required as part of this Project.

### **4.0 CONSTRUCTION PROCESS**

#### **4.1 Compound and Welfare Facilities**

We will set up an office and welfare facilities within compliance with legislation prior to the commencement of any excavation/construction works on site. Plumbed toilets will be used, and arrangements will be made with Irish Water to connect site facilities to the water mains and foul systems. Welfare facilities will also include canteen areas, changing rooms and facilities for drying clothes. Service connections are available locally. We will also set up designated car/site traffic parking and material storage areas in advance of any site works in an area within the site.

#### **4.2 Site Parking**

Site Management wish to minimize the overall effect on the general public, local residents, services and the general environs within the area. The Site Manager will implement traffic management measures, to actively control the number of vehicles arriving/ departing from the site and the time at which they occur, particularly during the construction phase of this project. Pedestrian routes and access will also be considered and always accommodated.

Onsite parking will be provided. Arrangements will be made to ensure all workers/contractors coming to the site use the parking facilities provided or access the site via public transport to avoid congestion in the general area and avoid competition for parking spots with local residents. At no time will any operatives or contractors connected with the Project be permitted to park in any of the adjoining residential areas. At no time should construction-associated vehicles be stopped or parked along the Public Road area.

All signage relating to the proposed construction routes for construction traffic and pedestrians will be positioned such that they are clearly visible to all drivers of vehicles and pedestrians.

#### **4.3 Waste Management and Skip Storage on Site**

It is our aim to keep waste on site to a minimum. We plan to have sufficient skips/receptacles in the site compound to allow for segregation of general waste, recyclable waste and chemical/hazardous. These will be collected and emptied immediately when full. Waste will not be allowed to build up in any area of the site. A waste contractor has not been appointed at this time, but Thorntons Waste Disposal and Panda Waste are being considered.

#### **4.4 Vermin Control**

Site Management will employ the services of a specialist vermin control company. Bait boxes will be placed in strategic areas around the site including the site compound welfare areas, and skips etc.

#### **4.5 Excavation Works**

Excavation of the building foundations and underground services will involve the excavation and storage/removal from site of materials. Where possible excavated material will be retained for landscaping/ foundation works. Excess material will be removed immediately from site, there will be no large stockpiles or risk of material spilling/slipping outside of the site boundary at any time. Site Management will ensure that all material is disposed of at an appropriately licensed landfill site.

#### **4.6 Construction Sequence**

The construction of the structures on site will involve complex sequencing of activities and various construction methodologies could be adopted to deliver the contract. As noted, the construction methodology and therefore the programme of the construction activities will be dictated by the Contractor.

##### **Foundations**

Foundation strip foundations will be excavated, shuttering will be constructed, and a concrete floor slab will be poured.

##### **Building Structure**

The main structure of the residential buildings will be a traditional block build. External and internal block walls will be constructed. A scaffold will be erected around the building as it is being erected and the 1<sup>st</sup>-floor external walls will be constructed using blocks. Timber joists/ floors will be installed on the first floor along with internal stud partition walls. The roof will consist of a timber frame and natural slate. The wall façade of the buildings will be completed by installing the external render of concrete and sand as per design.

##### **Mechanical and Electrical fit-out**

The first and second fix mechanical and electrical fit out will take place for the following items:

- First and second fix Electrical fit out to the houses and apartments.
- First and second fix plumbing heating system fit to the houses and apartment.

##### **Fit-out**

- Internal partitions and dry lining activities including internal rendering.
- First second and third fix internal carpentry.
- Fitting of Kitchen and Bedroom fixtures.
- Decoration works.

##### **Commissioning:**

- The final commissioning period will commence during fit-out.

## **5.0 ENVIRONMENTAL ISSUES**

### **5.1 Dust Mitigation Measures**

Dust prevention measures shall be included for control of any site airborne particulate pollution as per the *Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects*. Site Management shall put in place and monitor dust levels in the vicinity using a Bergerhoff gauge instrument. The minimum criteria to be maintained shall be the limit for Environmental Protection Agency (EPA) specification for licensed facilities in Ireland, which is 350mg/m<sup>2</sup>/day. The Contractor shall continuously monitor dust over the variation of weather and material disposal to ensure the limits are not breached throughout the project. The site shall be dampened down as necessary to minimize windblown dust when necessary or during periods of dry weather. Wetting will be employed as the primary means of dust control. Equipment for the suppression of dust shall be provided on site this may include hoses, localized sprinkler systems or foggers. These will be operated by spraying water gets into the air above the affected area to create a rain-like mist that will dampen the area and suppress dust.

Additional controls will also include wetting at the site of works. E.g., the use of vacuum systems on woodworking equipment and wetting equipment affixed to consaws. Dusty materials such as concrete and plaster will be stored in their package will be kept in an enclosed storage space when not in use. Skips and waste storage containers will be covered over. Trucks will be required to keep their loads covered over when entering and leaving the site. Trucks will be washed down as necessary before leaving site.

### **5.2 Dirt**

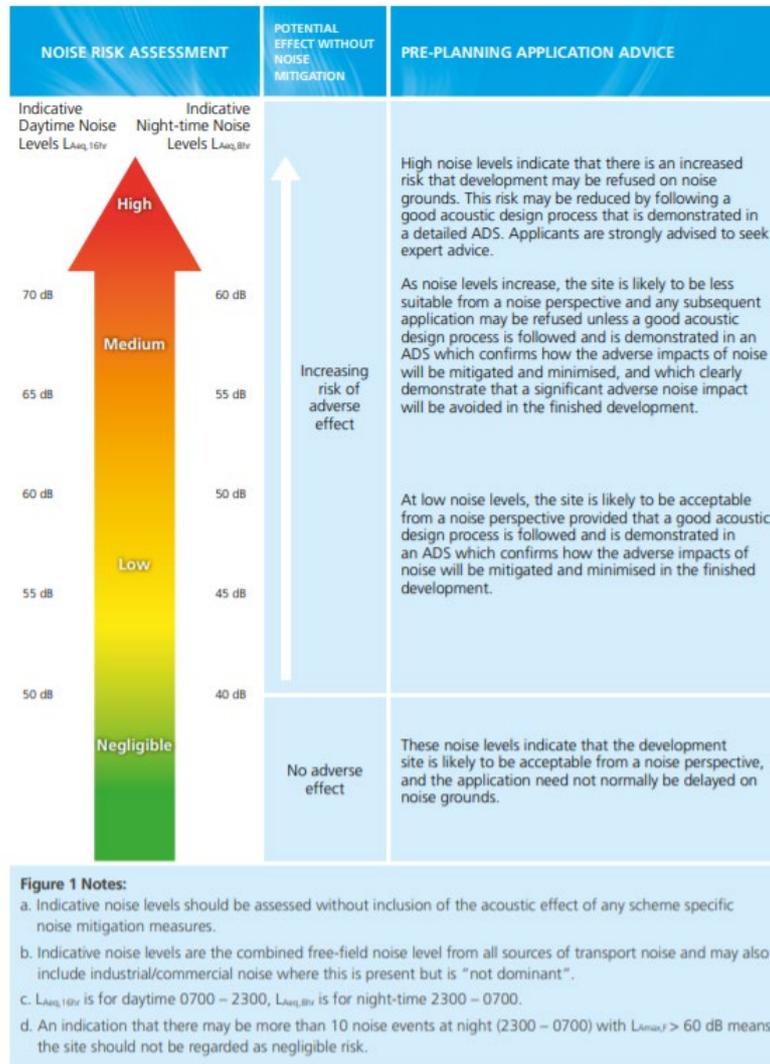
Given the volumes of construction traffic generated by the Site Works it shall be a requirement that the Contractor shall monitor the condition of the adjacent footpaths and roadways for the duration of the project and ensure that they are kept clean. All loads shall be covered over Roadway Maintenance and cleaning will be an ongoing operation. We will wash down trucks before they leave the site and make use of a road sweeper to clean adjacent roads if necessary.

### **5.3 Noise**

Control procedures for noise shall be developed in line with the *Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects* and *ProPG: Planning & Noise - Professional Practice Guidance on Planning & Noise for New Residential Development (DLR May 2017)*.

Noise monitoring will be carried out in accordance with *Safety, Health and Welfare at Work (Construction) Regulations 2013 – 2021 Safety, Health and Welfare at Work Act 2005, BS 6187:2011 - Code of Practice for Full & Partial Demolition, BS 5228:2009 Code of Practice for Noise & Vibration Control on Construction & Open Sites, Environmental Protection Agency Act 1992*.

The Contractor will monitor the baseline noise levels at the site prior to commencement of the project. A Noise Risk Assessment will be conducted at the earliest possible convenience to identify potential sources of noise and the required actions to be taken to control these. Noise monitors shall be erected on site and ensure levels are kept below those levels specified in the table below.



Some impact of noise is likely to occur because of the construction activity. Construction work is of a temporary nature and the resulting noise levels are usually acceptable, subject to typical management and time control procedures which are common to most urban-based development projects.

Site Management is aware of the cumulative effects of noise on the overall ambient noise level and will plan work to avoid having multiple noise-creating activities occurring simultaneously.

The construction plant and tools used on-site will comply with the relevant Irish regulations in relation to noise and vibration requirements. We will ensure that all equipment used on site is newer models equipped with noise dampening systems e.g., rubber pads, threads on plant, and that it is maintained in a good condition and serviced regularly.

Site Management will ensure that each item of plant and equipment complies with the noise limits quoted in the relevant European Commission Directive 2000/14/EC. All plant and equipment will be fitted with appropriate mufflers or silencers of the type recommended by the manufacturer. We will only use all plant and equipment only for the tasks for which it has been designed and ensure we shut down all plant and equipment in intermittent use in the intervening periods between work or throttle down to a minimum. We will locate movable plant away from noise-sensitive receptors.

Period over which criterion applies		Noise Impact Criterion (L <sub>Aeq, 1hr</sub> )
Monday to Friday	07:00 to 19:00	70 dB
	19:00 to 22:00	65 dB*
	22:00 to 07:00	No higher than 45dB or the ambient level*
Saturday	08:00 to 14:00	65 dB
	Out of work Hours	No higher than 45dB or the ambient level*
Sunday	08:00 to 14:00	65 dB*

Note: \*Construction activity at these times, other than that required for emergency works, will require the explicit permission of Meath County Council. All site staff shall be briefed on noise mitigation measures and the application of best practicable means to be employed to control noise in line with the DLR's "ProPG: Planning & Noise Professional Practice Guidance on Planning & Noise for New Residential Development".

#### 5.4 Vibration

Control procedures for noise shall be developed in line with the *Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects*. If works which are likely to produce vibration are taking place Site Management shall provide and maintain vibration monitoring equipment for the duration of the works. Condition surveys of adjoining buildings will be required before rock breaking works commence. Neighbouring residents and businesses will be notified of any works which are likely to cause vibration ahead of time.

Site Management is aware of the cumulative effects of vibration producing works on the overall ambient noise level and will plan work to avoid having multiple vibration-creating activities occurring simultaneously.

The construction plant and tools used on-site will comply with the relevant Irish regulations in relation to noise and vibration requirements. We will ensure that the lightest plant possible will be used on site, all equipment used on site is newer models equipped with equipment intended to dampen vibration such as insulating and shock absorbing systems and rubber threads on plant. Management will ensure that that it is maintained in a good condition and serviced regularly.

Vibrations shall be monitored in accordance with BS ISO 4866:2010: *Mechanical vibration and shock - Vibration of fixed structures - Guidelines for the measurement of vibrations and evaluation of their effects on structures*. Vibration monitors, of both aural and visual type, with real-time outputs to be located at agreed points.

Traffic light system to be in place consisting of:

- **Green**-vibrations below all threshold limits-OK to proceed.
- **Amber**-vibrations exceed first threshold limit-Stop and check.
- **Red**-vibrations exceed second threshold-Stop and action.

The vibration limits for the duration of the construction works are set out in the table below.

Allowable vibration (in terms of peak particle velocity) at the closest part of sensitive property to the source of vibration, at a frequency of		
Less than 10Hz	10 to 50 Hz	50 to 100 Hz and above
15mm/s	20mm/ s	50mm/s

Site Management will rotate works as necessary to ensure exposure limits are not exceeded.

**5.5 Harmful Material**

Harmful materials shall be stored on site for use in connection with the construction works only. These materials shall be stored in a controlled manner. Where on site fueling facilities are used there shall be a bunded filling area using a double bunded steel tank at a minimum. Spill kits will be provided and a designated bunded COSHH storage area for all oils and chemicals.

**5.6 Wastewater**

All water from excavations, etc. will be pumped into a designated settlement pond where it will be allowed to soak back into the water table. The boundary and any storm drains will be always protected so that silty water is not allowed to enter/exit.

**5.7 Oil and Chemical Storage Arrangements**

Within the site area there will be a designated bunded oil and chemical store set up. This will be a specially manufactured bunder and covered storage unit. All small containers of chemicals, oils and fuels will be stored securely, and the unit will be kept always locked after hours.

**5.8 On Site Fuel Storage**

Only approved ventilated Fuel Storage Containers are to be adopted for fuel storage. Fully bunded containers are required for fuel storage **in excess of 200L**.

**NOTE: Storage of PETROL on sites is to be restricted to no more than 40litres.**

**PETROL is to be stored separately from diesel fuels within enclosed ventilated containers on drip trays.** All Stored fuels are to be kept above ground level and at least 50m away from the nearest water course.

Fuel/oil storage must be sited within an enclosed bund to contain at least 110 per cent of the maximum capacity. All ancillary equipment (valves, hoses etc) should be contained securely within the bund when not in use. Ensure that tanks are properly labelled as to their contents and capacities.

Fuel storage containers must be located in well-ventilated areas and be protected against possible vehicle/plant impact, protected against vandalism / unauthorised access, protected against sources of heat/flame/spark impact, protected against static electrical impact.

Positioning / locating of fuel storage containers on site is to be considered for fire impact and means of practicable escape in event of an emergency.

Fuel storage containers to be landed upon an adequate load bearing sub-base, formed to an even footprint extending beyond the storage container by a minimum of 2m where practicable.

Warning signage is to be displayed in clearly visible locations about the storage container – E.G. NO SMOKING – NO NAKED FLAME – NO HOT WORK PERMITTED.

Fuel hoses are to be fitted with an automatic shut off valve.

The hose length should be at least 5m in length.

Hose attachments / couplers are to be securely fixed – in good order at all times.

Hoses are to be returned back within the secure container when not in use.

Avoidance of kinking and trapping of hoses is to be adopted to maintain fuel hoses in good order.

Provision of adequate spill containment is to be allowed for. The storage of this spill kit equipment / material is to be within accessible reach in an emergency.

Provision of adequate fire Point is to be allowed for.

**Fuel Fires require FOAM Class B Fire EXTINGUISHERS.** These are to be readily available within 10m of the Fuel Storage Container.

Spill Kits to be readily available at fuel storage areas.

## **5.9 On Site Refuelling**

### **Refuelling Procedure - Plant and Machinery**

- All refuelling shall be from diesel bowzers equipped with shut off fuel nozzles.
- No fuel should be decanted into cans or other unapproved containers.
- Never leave a vehicle unattended during refuelling.
- Only plant operators are permitted to refuel plant.
- Appropriate PPE to be used – wear gloves and glasses in addition to mandatory PPE of hard hat, hi-vis vest and boots.
- Ensure that the area around the diesel bowser is clear of obstructions and personnel.
- Position the plant as close as possible to the bowser.
- Place drip tray into position.
- Ensure that all booms, loading arms, etc. are lowered.
- Ensure that the tank is not overfilled during the process.
- Do not leave the vehicle running during the process. Switch off engine.
- Never prop open a delivery valve / never prop the filler mechanism in the open position.
- Ensure that the flow has stopped before removing the service pipe from the vehicle tank.
- Refit the fuel filler cap and tighten properly.
- Spillages (even minor ones) must be cleaned up immediately using the spill kit provided.
- Contaminated materials shall be removed from site for appropriate waste disposal.
- Make sure that the area is clear of obstructions and that the service pipe attached to the bowser is returned to its storage place.

### **Refuelling Procedure - Generators / Small Equipment**

- All small / mobile plant must be refuelled and serviced on a designated hard standing area min 50m from any drains or watercourses.
- Use only approved containers to transfer fuel to fixed plant.
- Appropriate PPE to be used – wear gloves and glasses in addition to mandatory PPE of hard hat, hi-vis vest and boots.
- Ensure that the area around the plant/equipment is clear of obstructions and personnel.
- Always use an appropriately sized funnel when refuelling from approved containers.
- Refuelling should only take place when the plant/equipment has been switched off and allowed to cool sufficiently – never refuel hot equipment – risk of fuel vaporising and causing an explosion.
- The plant/equipment should be filled before starting in the morning, switched off at lunch time and topped up before recommencing work.
- All small equipment must be stored in a drip tray or on a plant nappy.

## **6.0 CONSTRUCTION TRAFFIC MANAGEMENT PLAN**

### **6.1 Temporary Traffic Management**

Where any works impact on any public area, road or footpath Site Management will develop a specific Temporary Traffic Management Plan for this area/scope of works. Site Management will ensure this Temporary Traffic Management Plan is coordinated with Meath County Council, The Gardai, the local residents and any other effected party. All designs will be in compliance with Chapter 8 and the associated Guidance Document.

Temporary Traffic Management General Safety Rules.

Site management to consult with any local businesses which could be affected in advance of any Traffic Management works.

- All signs and equipment are to be loaded onto the vehicle in a safe manner and in the order, they are to be removed. Care should be taken to ensure that this can be achieved from the safe side of the vehicle, not the side adjacent to 'live' traffic when the crew are on site.
- The crew shall be briefed as to the job ahead and taken through the contents of this Method Statement after which they will be asked to sign the Method Statement Briefing Log to confirm that they have been briefed and understand what is expected of them.
- All vehicles will be correctly liveried and will have beacons that are visible through 360°.
- All crew will be wearing the appropriate Hi-Viz clothing and have safety boots with steel toe caps and insteps.
- On-site the crew will always enter and leave the vehicle on the safe side and not on the side adjacent to 'live' traffic.
- If crossing the road Operatives will obey the 3 second rule.
- All operations involving instillation or alterations to any Traffic Management set up must be controlled and supervised by appropriately trained person (Temporary Traffic Management Supervisor) who hold a valid CSCS card for Signing, Lighting and Guarding of Roadworks and adequate competence for the role.
- There must be at all times on site while Active Temporary Traffic Management arrangements are in operation on a road at least one person with a CSCS card in Signing, Lighting and Guarding of Roadworks or the one-day CSCS card "Safety at Roadworks".
- Road workers should receive the appropriate training in order to take reasonable care of their own safety and the safety of others. They should be conscious of their unique working environment and never place themselves or others at risk by their actions or inactions. Even when working in a works area protected by safety zones, the road worker must be aware of the potential hazards associated with road works.

### **6.2 Temporary Signage**

Site Management will provide appropriate signage which must conform to the requirements of Chapter 8 of the Traffic Signs Manual.

### **6.3 Temporary Road Markings**

There is no plan to alter any existing or create any new road markings as part of this project.

#### **6.4 Temporary Road Closure**

Currently there are no proposals for Temporary Road Closure Any road closure can only be operated under agreement with Meath County Council.

#### **6.5 Arrangements for Local Access, Pedestrian and Cyclist Access**

There are no proposals to alter the existing local access to the surrounding areas. The Steeples Road will be hoarded off along the site. A specific Traffic Management Plan has been developed for this which will be in accordance with Chapter 8 of the Traffic Signs Manual and in accordance with Traffic Management Guidelines.



Site Location

#### **6.6 Proposed Lighting Arrangements**

There are no proposals to alter the existing lighting arrangements in the area. Any proposals to alter existing lighting arrangements can only be carried out under agreement with the Local Authority. Adequate lighting should be provided within any temporary walkway. The site will be adequately lit at all times.

#### **6.7 Proposed Flagmen**

The use of Flag Men/Banks Men is to be incorporated into the Construction Management Plan to direct vehicles accessing/egressing and shall be agreed with the Local Authority as part of the Contractors construction traffic management plan.

#### **6.8 Proposed Use of Barriers**

The use of barriers is to be referred to in the Traffic Management Plan and the details of which are laid out in accordance with Chapter 8 of the Traffic Signs manual.

## **7.0 Construction Site Traffic**

### **7.1 Construction Traffic Impact**

The major construction items include site stripping, excavation and construction and fit out, instillation of site services, hard and soft landscaping. It is anticipated that the peak of HGV movements to and from the site will be during the excavation and during concrete pours. It is anticipated that the construction traffic during the AM and PM peaks will not exceed the turning movements observed in the general area, therefore the construction traffic impact on the surrounding local road network to proposed development site will be minimal. Delivery schedules will be organised so that haulage vehicles will enter a one-way system one at a time and only after a vehicle has left the site will the next vehicle driver be contacted and given the go ahead to arrive on site. All vehicle movements will be managed and controlled by the site foreman and the banksman controlling the site access. Strictly at no time should haulage vehicles be parked or stopped at the entrance to the site or at any other property/parking area along the one-way access route. All loading of excess material will occur within the site boundary. All off-loading of deliveries will take place within the site, away from the public road and will access via the construction site access. All construction traffic will need to be marshalled and regulated at the site entrance as required to ensure that potential conflicts are avoided as much as possible.

### **Delivery Route Traffic Management Plan**

All deliveries and construction to the site will be from the Steeples Rd, delivery vehicles will leave the site via the Steeples Rd. All truck drivers will liaise with management on site, Drivers will be met by the site contact on approaching the site and will be assisted in entering the site and assisted later when leaving the site. All delivery drivers must give notification to site management to avoid congestion. Delivery schedules will be agreed with suppliers to avoid key peak traffic flow times in the area.

Site Management wish to minimize the overall effect on the general public, local residents, services and the general environs within the area. The Site Manager will implement traffic management measures, to actively control the number of vehicles arriving/ departing from the site and the time at which they occur, particularly during the construction phase of this project. Pedestrian routes and access will also be considered and always accommodated.

All signage relating to the proposed construction routes for construction traffic and pedestrians will be positioned such that they are clearly visible to all drivers of vehicles and pedestrians.

### **Management of Deliveries:**

Delivery schedules will be booked to coincide with off peak road traffic flows as directed/advised by Meath County Council. Deliveries not booked in this manner will only be received at the discretion of site management should site and traffic flows allow this. Should deliveries arrive outside of the agreed delivery hours they will not be received and will be turned away.

It is the responsibility of the contractor who books the delivery to ensure the unloading area is clear to receive the delivery. To ensure free flowing traffic along this route deliveries must adhere to the following procedures when coming to site.

**Booking and Off-loading**

All deliveries must be scheduled through the site office.

A minimum of 24 hours' notice must be provided to the site office in advance of any delivery.

The delivery notification must include the following information:

1. The name and mobile number for the contractor's supervisor.
2. The delivery will be recorded at the site office and a specific time slot will be assigned to the load. The delivery must be made within the allocated time slot. It cannot be guaranteed that deliveries arriving either without a time slot or at the wrong time will be accommodated. Deliveries may be rejected in these instances.
3. Each delivery will be allocated the following:
  - Size and type of delivery vehicle (van, flatbed, rigid, etc.);
  - Load details including no. of lifts, lift weights, method of lifting (slings, chains), etc;
  - Certification must be provided for lifting eyes or other similar means used;
  - The proposed delivery time and date;
  - The estimated time required for off-loading;
  - Attendances required (crane, etc.);
  - Details of the materials being delivered;
  - The name and mobile number of the contractor's supervisor
4. The delivery will be recorded at the site office and a specific time slot will be assigned to the load. The delivery must be made within the allocated time slot. It cannot be guaranteed that deliveries arriving either without a time slot or at the wrong time will be accommodated. Deliveries may be rejected in these instances.
5. Each delivery will be allocated the follow:
  - A dedicated date and time period for off-loading, including earliest arrival and latest departure time.
  - The set down area from which the delivery will be off-loaded.
  - The attendances booked for that delivery (craneage etc.).
6. The delivery vehicle will be assisted onto and off site by a traffic marshal who will also assist with the safe management of pedestrians. All vehicles will drive onto and off site. VEHICLES ARE NOT PERMITTED TO REVERSE IN THIS AREA UNLESS THE CONTRACTOR PERSONNEL (RECEIVIGN THE DELIVERY), OR THE DESIGNATED TRAFFIC MARSHALL ARE IN PLACE TO ASSIST.
7. The driver of the delivery vehicle is obliged to wear minimum P.P.E including hard hat, hi-vis vest, safety footwear & gloves. Additional P.P.E may be required in certain instances, i.e., safety eyewear to be worn by concrete wagon drivers, etc.
8. Once the delivery has been off-loaded, the driver must follow the exit route as outlined by the traffic marshal on the day.
9. Contractor Personnel to ensure area is clean when delivery completed, and vehicle has pulled away.
10. Material and plant loading and unloading shall only take place during normal working hours unless the requirement for extended hours is for traffic management (i.e. road closure) or health and reasons (application must be made to Meath County Council a minimum of 4 days prior to proposed works).
11. All consignments containing material with the potential to cause air pollution being transported by skips, lorries, trucks or tippers must be covered during transit on and off site.

## **7.2 Site Access and Egress**

Access to the site for vehicles is via the proposed entrance that will be created along the Steeples Rd. It will not be possible to create an alternate access point at other site locations as it backs onto a strips of privately owned land adjoined by a residential buildings.

There will be security on site and a checkpoint at the entrance to the construction area. All personnel on site are obliged to scan/sign in and out both morning and evening.

## **7.3 Management of Pedestrians**

Pedestrians will be given a clearly defined access route where possible when and where necessary and will be diverted from the works by pedestrian barriers where required. Regular checks will take place through the working period to clean, replace and reposition pedestrian safety measures if necessary.

## **7.4 Site Parking**

Parking will be permitted on the site.

## **7.5 Working Hours**

The highest volumes of construction traffic will be organised occur outside of peak background traffic hours within a six-day week with minimal impact on the operation of the existing road network.

Proposed working hours have not been decided yet. These will be in line with the guidelines set out by Meath County Council.

## **8.0 ASSIGNMENT OF RESPONSIBILITIES**

The Project Manager shall be designated as the responsible person and have overall responsibility for the implementation of the on-site Waste Management Plan. The Project Manager will be assigned the authority to instruct all site personnel to comply with the specific provisions of the plan. At the operational level, the Site Engineers, Foremen and Gangers, shall be instructed on the operational procedures and shall be responsible for ensuring that personnel under their control are complying with the plan.

## **9.0 TRAINING**

Copies of the Waste Management Plan will be displayed in the site offices and site canteens for referral by site operatives. Environmental issues, site rules and waste management arrangements will be discussed as part of the Site Safety Induction, which all site personnel must attend. Toolbox Talks will also be held periodically to inform employees of their responsibilities under the plan and current waste management legislation. Any work involving Asbestos or hazardous materials should they be encountered will be undertaken by a specialist contractor who will have provided site management proof of the trainings and competencies of the crew for this work.

**10.0 WASTE AUDITING**

The Project Manager shall arrange for full details of all arisings, movements, and treatment of construction & demolition waste discards to be recorded during the construction stage of the project. Each consignment of C&D waste taken from the site will be subject to documentation, which will conform to the table below and ensure full traceability of the material to its destination.

Detail	Particulars
Name of Project of Origin	Networks Services and Works Contract
Material being Transported	e.g. Soil, Waste Oil, etc.
Quantity of Material	e.g. tonnes
Date of Material Movement	e.g.
Name of Carrier	e.g. Authorised Carriers Ltd.
Destination of Material	e.g. Landfill at TBC
Proposed Use	e.g. Landscaping, Hardcore, etc.

Details of the inputs of materials to the construction site and the outputs of wastage arising from the project will be investigated and recorded in a Waste Audit, which will identify the amount, nature and composition of the waste generated on the site. The audit will examine the manner in which the waste is produced and provide a commentary highlighting how management policies and practices may inherently contribute to the production of C&D waste. The measured waste quantities will be used to quantify the costs of management and disposal of waste, which will also record lessons learned from these experiences and which can be applied to future projects. The total cost of C&D waste will be measured using the table on next page:

**11.0 ESTIMATED C&D WASTE ARISING ON SITE**

The significant waste produced on this project will be surplus soil and timber demolition waste, unsuitable for placement in the works due to either the location of its source or the material not meeting specified requirements. There will also be a significant amount of packaging material and small amounts off-cuts from plastic pipes/ducts and some small amounts of timber waste from shuttering activities.

Site management with responsibility for ordering of material shall ensure that materials are ordered so that the quantity delivered the timing of the delivery, and the storage is not conducive to the creation of unnecessary waste.

<p><b>HAZARDOUS MATERIALS - Have there been any precondition surveys carried out that have identified Hazardous materials and if so please give details.</b></p>
<p>There have been no Hazardous materials identified on site to date.</p>

<b>CONSTRUCTION WORKS– ESTIMATED WASTE ARISING ON SITE.</b>				
In the course of the Project, it is estimated that the following quantities of C&D wastes/material surpluses will arise. The estimations are based on records of previous projects and assuming that the design for the project will ensure all soil arisings will achieve a cut and fill balance.				
<b>Waste Type</b> <i>(EWC Code)</i>	<b>Waste Type</b> <i>(Description)</i>	<b>Volume of waste generated</b> <i>(Estimated Tonnes)</i>	<b>Waste re-used within the works</b> <i>(Estimated Tonnes)</i>	<b>Waste exported off-site</b> <i>(Estimated Tonnes)</i>
<b>Construction and Demolition Waste. (Including excavated soil from contaminated sites)</b>				
17 01	Concrete, bricks, tiles and ceramics	TBC	TBC	N/A
17 02	Wood, glass and plastic	TBC	N/A	TBC
17 03	Bituminous mixtures, coal tar, and tarred products	N/A	N/A	N/A
17 04	Metals <i>(including their alloys)</i>	TBC	N/A	TBC
17 05	Soil <i>(including excavated soil from contaminated sites), stones and dredging spoil</i>	TBC	TBC	N/A
17 06	Insulation materials and asbestos-containing construction materials	N/A	N/A	N/A
17 08	Gypsum-based construction material	TBC	N/A	TBC
17 09	Other construction and demolition waste	TBC	N/A	TBC
20 01 01	Paper / Cardboard	TBC	N/A	TBC
20 01	Canteen Waste / Domestic	TBC	N/A	TBC
20 02	Green Waste	N/A	N/A	N/A
13 01	Waste Oil & Oil Filters	TBC	N/A	TBC
20 03 04	Septic Tank Sludge	N/A	N/A	N/A
	<b>TOTAL WASTE</b>	TBC	TBC	TBC

**11.1. Soil:**

Excavated soil will be carefully stored in segregated piles on the site for subsequent re-use or until removed from site for direct beneficial use elsewhere. It is anticipated that there will be no surplus soil arising from the development as the design calls for a fill/build up in garden and open areas which will take all expected soil arisings. In the unlikely event that a surplus will be realised it will be recycled to permitted agricultural disposal areas. Copies of these permits will be maintained in the Site Environmental Managers Office. If it is to be reused on another site as by-product (and not as a waste), this will need to be done in accordance with Article 27 of the EC (*Waste Directive*) *Regulations 2011* and in accordance with the “*Guidance on Soil and Stone By-products*” 2019 as issued by the EPA.

**11.2. Concrete Blocks, Bricks, Tiles & Ceramics:**

The majority of concrete blocks, bricks, tiles and ceramics generated as part of the construction and demolition works are expected to be clean, inert material and should be recycled, where possible. If this waste at any time does need to be removed from site it will be stockpiled in a segregated area until it can be collected for recycling by a licensed haulier.

**11.3. Wood, Glass Plastics:**

Timber waste will be kept to a minimum through the re-use of shutters, etc. throughout the job. At the end of the job, most of the timber will be sent on to the next site for re-use. Any timber that cannot be re-used because of poor quality, etc. will be segregated and stored for recycling in a skip. Where possible pallets will be stored for return to the supplier. In the case of hard plastic, it is a highly recyclable material, much of the plastic generated will be primarily from material off-cuts. All recyclable plastic will be segregated and recycled, where possible.

**11.4. Steel**

All waste steel, etc. such as off-cuts from reinforcement etc will be stockpiled and at the end of work on each structure, it will be collected for recycling by a scrap steel merchant.

**11.5. Packaging:**

Where possible, packaging will be segregated for recycling or returned to the supplier. Any waste stored on site, or any other activity carried out on-site must not cause a litter nuisance in a public place. Plastic wastes are highly visible and account for many reports of poor waste management on gas jobs. Some packaging materials are easily carried by the wind and represent a slip hazard, especially when wet. Ensure that all plastic packaging wastes are collected and covered/weighed down as work continues.

**11.6. Canteen Waste / Domestic Non-Hazardous:**

A licensed external waste disposal contractor, as required, transports this waste to a licensed tip. Records are maintained of the quantity of domestic waste generated. Containers are also to be provided for gathering plastic bottles, etc. at the main compound.

**11.7. Fuel Waste:**

Waste oil, filters, etc. are stored in labelled bunded containers or in a filter bin and will be collected by a licensed oil-recycling contractor (ENVA), as necessary. Records will be maintained of the volumes of waste oil generated.

**11.8. Hazardous Material:**

Hazardous material (Asbestos etc) will only be removed by a licensed specialised contractor and will be stored in the interim, as per their instructions and requirements. A Transfrontier Shipment Notification and Final Certificate of Disposal will be obtained by the disposal contractor.

**11.9. Paper & Cardboard:**

Office paper, cardboard and packaging will be collected in a recycling bin and will be collected by a company for recycling as necessary.

**11.10. Gypsum Based Construction Materials.**

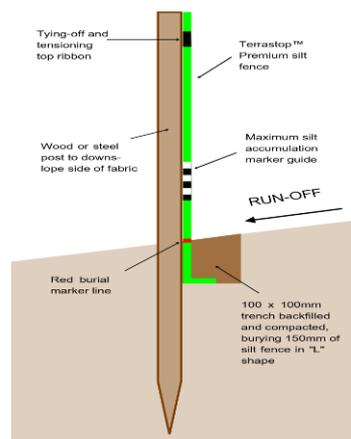
There are currently several recycling services for plasterboard and gypsum-based construction materials in Ireland. All such material from the construction phase will be stored in a separate skip, pending collection for recycling. The site manager will ensure that oversupply of new plasterboard is carefully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

**11.11. Encapsulant Waste:**

This includes containers of Encapsulant materials including cans, lids, primer bottles and lids, brushes, cardboard boxes and other contaminated materials. These should be bagged and placed with hazardous waste for correct disposal.

**11.12. Waste Water:**

All water from excavations, etc. will be pumped into a designated settlement ponds where it will be allowed to soak back into the water table. All boundaries will be protected at all times so that silty water is not allowed to leave the site. Water run off will be directed into settlement ponds or into silt fencing which will be set up at designated run off risk areas.

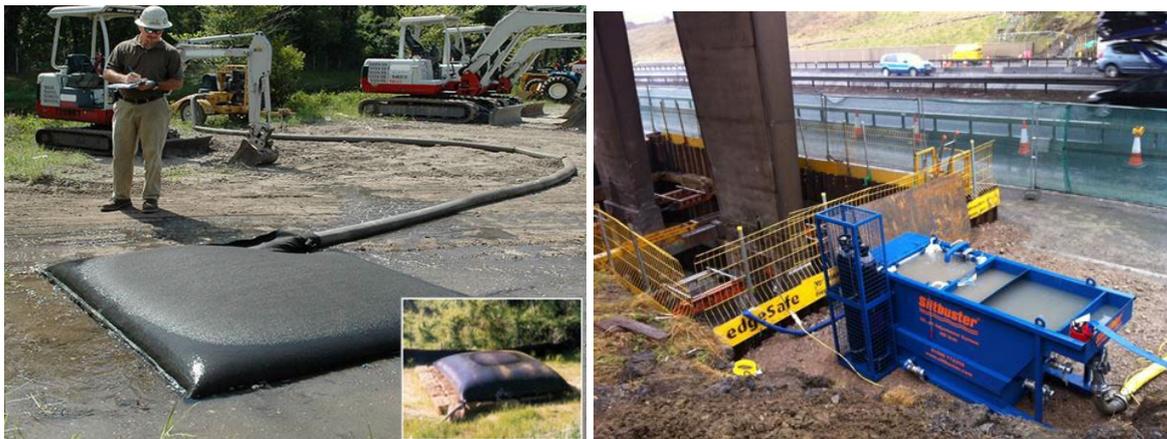


As the site boundary fencing is established on all site boundaries, we will also install silt fencing along the edges of the existing boundary where there may be a risk of run off. This fence will protect local properties and any watercourse from any rainwater or surface ground water runoff from the site.

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Ground water from excavations and water runoff from the site will be pumped/directed to treatment areas such as settlement ponds etc. If there is not room in any area of the site for settlement ponds, then the water will be pumped into a filtration bag or use a which traps and separates any silt or use a Mechanical system such as the Silt Buster system which also separates the silt.



Any areas of the site where there could be a risk of surface water runoff from the site into a watercourse or drain, we will set up protective silt fencing to protect the watercourse.



**11.13. Other Wastes:**

*Printer cartridges:* These cartridges will be stored in a marked container and brought for re-filling rather than being disposed of.

*Domestic Batteries:* All used batteries should be kept in a marked container and sent for proper disposal or recycling at the end of the project.

*Waste Electrical Equipment:* This type of waste must be brought to a licensed disposal site, if required.

*Fluorescent Bulbs:* All fluorescent tubes and bulbs will be set aside in a designated area and disposed of periodically.

**Typical Site Arrangement for Skips**



## 12.0 Proposals for Beneficial use of C&D Waste Material

Excavated soil and other C&D waste-derived aggregates are considered suitable for certain on-site construction applications including road construction and backfill of drainage lines etc. Where possible and when material is suitable it is intended to reuse as much material within the site boundary as possible.

## 13.0 PREPOSED WASTE TRANSPORTATION AND DESTINATION FACILITIES

All waste will be documented prior to leaving the site. Waste will be weighed by the contractor, either by weighing mechanism on the truck or at the receiving facility. These waste records will be maintained on site by the nominated Project Manager.

All movement of waste and the use of waste contractors will be undertaken in accordance with the *Waste Management Acts 1996 - 2011*, *Waste Management (Collection Permit) Regulations 2007* and Amendments and *Waste Management (Facility Permit & Registration) Regulations 2007* and Amendments. This includes the requirement for all waste contractors to have a waste collection permit issued by the NWCPO. The nominated project manager will maintain a copy of all waste collection permits on-site.

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

The Project Manager/C&D Waste Manager shall arrange for full details of all arisings, movements and treatment of construction and demolition waste discards to be recorded in our "Project Waste Tracability Register" during the construction stage of the Project. Each consignment of C&D waste taken from the site will be subject to documentation which will conform with the table below and ensure full traceability of the material to its final destination. Accordingly, it will be necessary to arrange the following waste authorisations specifically for the project:

Authorisation Type	Specific Need for Project (Y/N?)
Waste Licence	No
Waste Permit	No
Waste Collection Permit	Yes
Transfrontier Shipment Notice	Yes
Movement of Hazardous Waste Form	Yes

<b>Project Waste Tracability Register</b>				
<b>Waste Type</b> <i>(EWC Code)</i>	<b>Waste Type</b> <i>(Description)</i>	<b>Waste exported off-site</b> <i>(Annual amount Tonnes)</i>	<b>Authorised Waste Collector and NWCP0 number</b>	<b>Authorised Waste Facility and licence no.</b>
<b>17</b>	<b>Construction and Demolition Waste.</b> <i>(including excavated soil from contaminated sites)</i>			
17 01	Concrete, bricks, tiles and ceramics	TBC	KC Civil Engineering NWCP0-17-11938-01	Callans Sand and Gravel WFP-KE-16-009-0
17 02	Wood, glass and plastic	TBC	Callan Recycling NWCP0-14-11366-2	Thorntons Recycling W0044-02
17 03	Bituminous mixtures, coal tar, and tarred products	TBC	Nil	Nil
17 04	Metals <i>(including their alloys)</i>	TBC	Callan Recycling NWCP0-14-11366-2	Thorntons Recycling W0044-02
17 05	Soil <i>(including excavated soil from contaminated sites), stones and dredging spoil</i>	TBC	KC Civil Engineering NWCP0-17-11938-01	Callans Sand and Gravel WFP-KE-16-009-0
17 06	Insulation materials and asbestos-containing construction materials	TBC	Barnmore Demolition NWCP0-10-01305-02	RILTA Greenogue W0192-03
17 08	Gypsum-based construction material	TBC	Callan Recycling NWCP0-14-11366-2	Thorntons Recycling W0044-02
17 09	Other construction and demolition waste	TBC	Callan Recycling NWCP0-14-	Thorntons Recycling W0044-02

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			11366-2	
20 01	Canteen Waste / Domestic	TBC	Callan Recycling NWCPO-14- 11366-2	Thorntons Recycling W0044-02
20 01 01	Paper / Cardboard	TBC	Callan Recycling NWCPO-14- 11366-2	Thorntons Recycling W0044-02
20 02	Green Waste	TBC	Callan Recycling NWCPO-14- 11366-2	Thorntons Recycling W0044-02
13 01	Waste Oil & Oil Filters	TBC	RIALTA Environemenal W0185-01	RIALTA Environemenal W0185-01
20 03 04	Septic Tank Sludge	TBC	Nil	Nil
	<b>TOTAL WASTE</b>	TBC		

## 14.0 WASTE MANAGEMENT OBJECTIVES & TARGETS

The proposed waste management Objectives and Targets are as follows:

Implicit within these KPI’s are a number of key themes that form the basis of our Sustainable Resource Management Framework; these are:

- management of natural resources: which includes the re-use or recycling of materials;
- responsible sourcing: which includes sustainable sourcing, local sourcing reducing transportation, efficient logistics;
- supply chain management: including waste minimisation, management systems and site stewardship.

Indicators	Material	Target %
<b>% of materials recovered, re-used and recycled</b>	• Earthworks – cut and fill: soil	• 100%
	• Earthworks – cut and fill: imported materials	• 100%
	• Earthworks – rock and aggregate	• 100%
	• Steel	
	• Concrete	• 90%
	• Asphalt	• 90-100%
	• Timber	• 95-100%
<b>% of materials diverted from landfill</b>	• Earthworks – cut and fill: soils	• 0%
	• Earthwork’s – cut and fill: imported materials	• 0%
	• Earthworks – rock and aggregate	• 0%

## 15.0 APPLICABLE LEGISLATION & REGULATIONS FOR THIS PROJECT

- Waste Management Act 1996 (No. 10 of 1996) as amended 2001 (No. 36 of 2001), 2003 (No 27 of 2003) and 2011 (No. 20 of 2011). Sub-ordinate legislation includes:
  - European Communities (Waste Directive) Regulations 2011 (SI 126 of 2011) as amended 2011 (S.I. No. 323 of 2011) and 2016 (S.1315 of 2016)
  - Waste Management (Collection Permit) Regulations (S.I No. 820 of 2007) as amended 2008 (S.I No 87 of 2008), 2015 (S.I. No. 197 of 2015) and 2016 (S.I. No. 24 and 346 of 2016)
  - Waste Management (Facility Permit and Registration) Regulations 2007, (S.I No. 821 of 2007) as amended 2008 (S.I No. 86 of 2008) as amended 2014 (S.I No. 320 and No. 546 of 2014) and as amended 2015 (S.I. No. 198 of 2015)
  - Waste Management (Licensing) Regulations 2004 (S.I. No. 395 of 2004) as amended 2010 (S.I. No. 350 of 2010)
  - Waste Management (Packaging) Regulations 2014 (S.I. 282 of 2014) as amended 2015 (S.I No 542 of 2015)
  - Waste Management (Planning) Regulations 1997 (S.I. No. 137 of 1997)
  - Waste Management (Landfill Levy) Regulations 2015 (S.I. No. 189 of 2015)
  - European Union (Waste Electrical and Electronic Equipment) Regulations 2014 (S.I. No. 149 of 2014)
  - European Union (Batteries and Accumulators) Regulations 2014 (S.I. No. 283 of 2014) as amended 2014 (S.I. No. 349 of 2014) and 2015 (S.I. No. 347 of 2015)
  - Waste Management (Food Waste) Regulations 2009 (S.I. 508 of 2009), as amended 2015 (S.I. 190 of 2015) and European Union (Household Food Waste and Bio-waste) Regulation 2015 (S.I. No. 191 of 2015)
  - Waste Management (Hazardous Waste) Regulations. 1998 (S.I. No. 163 of 1998) as amended 2000 (S.I. No 73 of 2000)
  - Waste Management (Shipments of Waste) Regulations, 2007 (S.I. No. 419 of 2007) as amended by European Communities (shipments of Hazardous Waste exclusively within Ireland) Regulations 2011 (S.I No. 324 of 2011)
  - Waste Management (Movement of Hazardous Waste) Regulations, 1998 (S.I. No. 147 of 1998)
  - The European Communities (Transfrontier Shipment of Hazardous Waste) Regulations, 1988 (S.I. No. 248 of 1988)
  - European Union (Properties of Waste which Render it Hazardous) Regulations 2015 (S.I. No. 233 of 2015)
- Environmental Protection Act 1992 (S.I. No. 7 of 1992) as amended by the Protection of the Environment Act 2003, as amended.
- Litter Pollution Act 1997 (S.I. No. 12 of 1997).
- Eastern-Midlands Region Waste Management Plan 2015-2021 (2015).
- Department of Environment and Local Government (DoELG) *Waste Management - Changing Our Ways. A Policy Statement* (1998).
- Forum for the Construction *Industry-Recycling of Construction and Demolition Waste*.
- Department of Environment, Communities and Local Government (DoECLG), *A Resource Opportunity - Waste Management Policy in Ireland* (2012).
- Department of Environment, Heritage and Local Government, *Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects* (2006).
- SOLS and the Construction Industry Federation (CIF), *Construction and Demolition Waste Management - a handbook for Contractors and Site Managers* (2002).

- Directive 2008/98/EC of the European Parliament and of the Council of 19 November 2008 on waste and repealing certain Directives
- Fingal County Council (DCC), *Fingal County Council Development plan 2016-2022 (2015)*
- Planning and Development Act 2000 (S.I. No. 30 of 2000) as amended 2010 (S.I. No.30 of 2010) and 2015 (S.I. No. 27 and S.I. No. 413 of 2003)
- EPA, *Waste Classification - List of Waste & Determining if Waste is Hazardous or Non-Hazardous (2015)*
- Council Decision 2003/33/EC, establishing criteria and procedures for the acceptance of waste at landfills pursuant to Article 16 of and Annex II to Directive 1999/31/EC.
- Environmental Protection Agency (EPA), *National Waste Database Reports 1998 - 2012.*

## 16.0 PROJECT WASTE TRACABILITY

### 16.1 Project Waste Traceability Register

The project waste traceability register must be updated weekly by the Waste Manager as the job progresses with actual quantities of waste exported from site. Waste quantities must be broken down by category.

### 16.2 Project Waste Docket Register

The project waste docket register must also be updated weekly by the Waste Manager with a record of the actual waste dockets for materials removed from site. Copies of all waste dockets, Waste Collection Permits and Waste Facility License must be stored on site.

<b>Project Waste Trackability Register</b> <b>(To be Updated Weekly during the Project)</b>				
Waste Type <i>(EWC Code)</i>	Waste Type <i>(Description)</i>	Waste exported off-site <i>(Annual amount Tonnes)</i>	Authorised Waste Collector and NWCPO number	Authorised Waste Facility and licence no.
<b>17</b>	<b>Construction and Demolition Waste. (including excavated soil from contaminated sites)</b>			
17 01	Concrete, bricks, tiles and ceramics			
17 02	Wood, glass and plastic			
17 03	Bituminous mixtures, coal tar, and tarred products			
17 04	Metals <i>(including their alloys)</i>			
17 05	Soil <i>(including excavated soil from contaminated sites), stones and dredging spoil</i>			
17 06	Insulation materials and asbestos-containing construction materials			
17 08	Gypsum-based construction material			
17 09	Other construction and demolition waste			
20 01	Canteen Waste / Domestic			
20 01 01	Paper / Cardboard			

