



Clifton Scannell Emerson
Associates

Preliminary Health & Safety Plan

Stephenstown Infrastructure - Site Investigation (FCC307-26)

**Comhairle Contae
Fhine Gall**
Fingal County
Council



Client: Fingal County Council

Date: 12th of February 2026

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Structural
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Transport
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1 Introduction

This Preliminary Safety and Health Plan (PHSP) has been prepared for the works associated with the proposed Stephenstown Access Road and Services Scheme. This plan has been prepared on a preliminary basis in accordance with the requirements of the Safety, Health, and Welfare at Work (Construction) Regulations 2013. This revision of the preliminary plan has been prepared based on information received from designers to date as outlined in Appendix B of this document.

The purpose of the PSHP is to provide relevant health and safety information to the Project Supervisor for the Construction Stage (PSCS), which will be further developed and implemented by the PSCS prior to the commencement of works on site, and will be periodically reviewed to take account of any matter or information which may come to light after that date.

2 Parties Involved in The Project

Client:	Fingal County Council (FCC)
Project Supervisor Design Process:	Clifton Scannell Emerson Associates (CSEA)
Project Supervisor Construction Stage:	To be appointed.

3 General Description of The Project

3.1 Project Description

The proposed project comprises ground investigation works to inform and support the preliminary and detailed design of the road foundation, the installation of proposed services, and all associated ancillary works.

For specific locations of the proposed ground investigations, please refer to CSEA Tender drawings which are included under the Tender Package for this Ground Investigation Tender Volume A – Book 2.

The proposed site investigation works shall include the following

3.2 Site Location

The proposed scheme is located ca. 1.3km west of Balbriggan town centre and extends to approximately 6.2ha of mainly undeveloped greenfield lands.

The site is located within a road network primarily served by the R122 Regional Road, which connects Balbriggan Town Centre to the M1 Motorway. The surrounding network also includes the Balbriggan Outer Relief Road (BORR), linking the R132 to the R122; the Stephenstown Link Road, connecting the BORR to Clonard Street and providing access to Millfield Shopping Centre; and Naul Road, a local route linking the R122 to Clonard Road and serving Bremore Educate Together Secondary School.

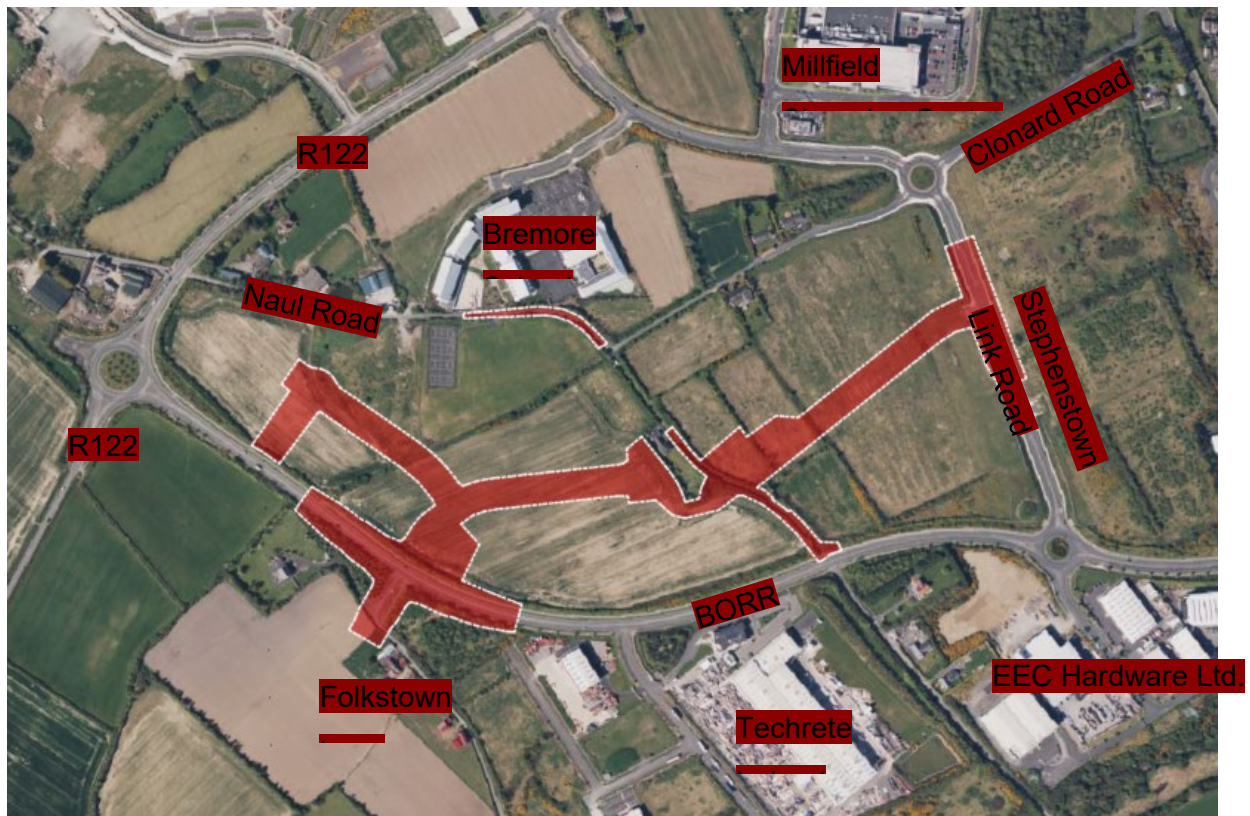


Figure 3.1 Location of Proposed Development Site

3.3 Site Restrictions

No parking by any personnel (i.e., contractor, clients, consultants, and visitors) will be permitted on any of the approach roads. The site compound area is to be determined by the Contractor and agreed with the Employers Representative and Fingal County Council.

No materials or plant are to be stored or parked on public roads within and outside the lands made available, including road shoulder or verges, unless where such storage is of no risk to the traffic, pedestrian or cyclist movements, and to the approval of the ER.

Special consideration should be given to keeping sightlines clear of obstructions especially near private entrances, junctions or bends.

The Contractor shall be cognisant of the fact that an Archaeological Test Trenching contract may potentially be in operation, within the same site, during the same period that the Site Investigation contract will be executed on site in Stephenstown Infrastructure. Details of the above referenced Archaeological Test Trenching contract will be made available to all tender applicants when the Contracting Authority is in receipt of the relevant details pertaining same

3.4 Drawings/Specification:

The following set of documentation is provided for the project:

Instructions to Tenderers

Public Works Investigation Contract

Form of Tender and Schedule

Pricing Document

Preliminary Health and Safety Plan

Preliminary Traffic Management Plan

Contract Drawings

Additional Information

3.5 Traffic Management

Traffic Management works shall be carried out in accordance with the Department of Transport Traffic Management Guidelines and the Department of Transport's "Guidance for the Control and Management of Traffic at Road Works" 2010. The Contractor shall be responsible for the provision and proper positioning of all warning and advisory signs, traffic cones, signal and warning lamps, barriers and any other equipment, apparatus, labour, or plant which may be necessary for the proper control of traffic and to minimise inconvenience to the general public/park residents caused by his operations.

Before commencing work on the site, the Contractor should ascertain the requirements of Fingal County Council and the Gardaí with respect to the control of traffic during his works, if applicable. They shall be responsible for all liaison with these authorities during the progress of the works. If applicable, they shall submit to the Local Authority a detailed Traffic Management Safety Plan a minimum of 1 no. weeks prior to any works commencing on site. If applicable, a Road Opening License for the works shall be applied for, from the Local Authority, a minimum of 2 No. weeks in advance of works commencing.

The detailed Traffic Management Safety Plan shall be site specific and include details of the traffic management procedures to be undertaken for these specific works. The Traffic Management Safety Plan should include drawings of the traffic management proposals.

The Contractor must always maintain traffic. In addition, pedestrian traffic along footpaths and pedestrian access to any place of business cannot be impeded.

Before any work is undertaken on or near a road by any Contractor or Authority, a person must be appointed to be responsible for ensuring that the following points are observed:

- Compliance with Clause 117 of the NRA Specification for Road Works.
- The Gardaí and the Local Authority are given at least two weeks' notice of your intention to commence road works.
- A suitable name, address and telephone number are supplied to the Local Authority, Employer's representative, and the local Gardaí so that you may be contacted outside normal working hours in an emergency.
- Conformance to conditions or times of working previously agreed.
- The accesses to the site have adequate sight lines and are kept clear of parked vehicles.
- Advance warning signs for the works both for traffic and pedestrians are placed.
- Only cones and signs of the prescribed shape and size are used.
- As work proceeds along the carriageway, the signs are repositioned as required.

- The lenses of lamps are kept clean and the batteries in flashing lamps are replaced before the light goes dim.
- The area of the works is marked out with clearly visible barriers and that the same type of barrier is used throughout.
- The site is kept tidy to increase the safety factor for the workmen.
- All plant, material and surplus excavated material are contained within the barriers.
- Mud and other debris deposited on the road surface by vehicles leaving the site are removed.
- Signs for the works and other equipment used are kept clean and are regularly maintained.
- Pedestrian walkways are provided and kept free from obstructions.
- Local residents/ businesses are considered when work is in progress outside normal working hours (ensuring that access to premises is maintained and that noise is kept to a minimum).
- Workmen or visitors park their private cars away from the confines of the site remembering that their vehicles are not exempt from any parking restrictions in force locally.
- All signs are removed from the carriageway when the work is complete.
- Account taken of additional tourist and other traffic using roadways at weekends.

3.5.1 General Methods of Control

The basic methods used to inform and warn drivers of any roadworks and to delineate the site are:

Traffic Signs

Signs and their placing are of the utmost importance in guiding traffic through obstructions. Legends and symbols must be clear and concise as the function of the sign is first to warn, then to inform motorists and finally to guide them safely around temporary work areas. The first sign is always the 'Roadworks Ahead' sign (WK 001) There are two sizes of traffic signs available, 600mm and 900mm.

Always place a 'Road Works' sign with an 'End' supplementary plate after the works, positioned so that it is clearly visible.

When placing the advance warning signs and regulatory signs, the following points should be noted:

- All signs should be of standard design.
- All signs should be of the same size, always reflectorized and kept clean.
- Signs must be mounted or fixed in such a way that they will remain firmly in position, unaffected by the wind and moving traffic.

Cones, Barriers and Demarcation Ropes

All siting layouts of roadworks (signs, cones etc.) to be in accordance with Chapter 8 of Department of Transport Traffic Management Guidelines.

Traffic Disruption

The Contractor shall arrange his operations so that obstruction to traffic is minimised. Where any obstruction is required for the satisfactory progress of the works, the Contractor shall consult the Employers Representative about the situation, in advance of commencing the work.

Traffic disruption will only be permitted between 10.00am and 16.00pm and flagmen or temporary traffic lights shall be used to control traffic if required. Where night works are required, the Contractor shall agree the relevant night working hours with Fingal County Council Traffic Department which shall comply with the relevant Road Opening Licence being sought by the Contractor.

4 Existing Environment Drawings and Information

4.1 Surrounding Environment

The proposed site is situated approximately at E 718996.721m and N 762964.326m coordinates of the Irish Transverse Mercator (ITM). The employer for the project is Fingal County Council.

The contractor is to note that there may be other third-party contractors (archaeological test trenching, topographical surveying, etc.) in the vicinity and within the bounds of the proposed site during the site investigation works.

4.2 Existing Services

Overhead Services:

The contractor must refer to the document issued by ESB titled: “Avoidance of Electrical Hazards when working near overhead electric lines (ref: DTIS 191203-BOI)” and adhere to all recommendations/suggestions when working near to existing ESB overhead lines.

Refer to the document “Site Investigation Specifications, 22_176-CSE-GEN-XX-DR-C-1265 COMBINED EXISTING SERVICES”.

Underground Services:

Existing underground services present along the proposed Stephenstown Infrastructure development can be found in the same document Appendix B mentioned above, “Overhead Services”.

This information was procured from third parties and CSEA takes no responsibility for its accuracy. The successful contractor shall confirm and verify the locations of all underground services with the relevant service providers.

Notes

- i. The information in the Contract as to the whereabouts of existing services and mains is based on preliminary information from statutory undertakers and there is no guarantee as to the accuracy of the information. The Contractor shall be deemed to
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have included in his rates and prices for taking measures for the locating of, support and full protection of pipes, cables and other apparatus during the progress of the Works and for keeping the Engineer informed of all arrangements he makes with owners of privately owned services, Statutory Undertakers and Public Authorities as appropriate and for ensuring that no existing mains and services are interrupted without the written consent of the appropriate Authority.

- ii. The Contractor shall make his own enquiries of the statutory undertakers and public authorities and satisfy himself as to the exact position, depth and gradient of any underground services or field drains at each location before borings/trial pits/slit trenches/road cores commence on site. The Contractor shall also make enquiries as to the presence and location of any privately owned services or land drains. All slit trenches located within the boundaries of public roadways, and elsewhere if the presence of underground services or field drains is suspected, shall start by means of a hand excavated inspection pit not less than one square meter in plan and 1.2 meters deep. Hand operated power tools may be used to assist excavation where hard strata such as road/concrete pavements cannot be broken without the use of such tools. Mechanical excavation of slit trenches shall not begin until the presence or otherwise of all such services has been established, and noted, and located for reference in the Contractor's Final Report. The Contractor shall be deemed to have included this in his rates, together with the full recording of strata and taking of samples and reporting as this is considered part of the exploratory hole.
- iii. The Engineer and appropriate authority/private body and/or individual, shall be notified immediately of any damage to existing public or private services. The Contractor shall insure the Local Authority and himself against all loss or damage to public and private services from whatever cause arising during the period of the site investigations contract.

THE CONTRACTOR MUST COMPLY WITH THE REQUIREMENTS AND CONDITIONS OF THE BODIES RESPONSIBLE FOR INDIVIDUAL SERVICES.

4.3 Existing Safety and Health Plans / Safety Files

N/A

4.4 Existing Drawings and Information

To be obtained by Contractor.

5 Coronavirus (COVID-19) Pandemic

The Coronavirus (COVID-19) Pandemic has forced society to rethink how even simple tasks are carried out to minimize the risk of catching or spreading the disease. It is vitally important that the construction sector also play their part in protecting their workforce and minimizing the spread of infection.

The contractor shall be cognizant of the requirements to protect the safety, health and welfare of both site staff, visitors and members of the public during the construction of the works. This shall include the planning of the construction stage for the works in compliance with Irish

Government Public Health Measures and Relevant Guidance and in accordance with the Safety, Health and Welfare at Work (Construction) Regulations 2013. If a conflict of information exists, then precedence shall be given to the Irish Government Public Health Measures and relevant guidance.

In the latest version of “Construction Sector C-19 Pandemic Standard Operating Procedures” available for download at <https://cif.ie/coronavirus/> The Construction Industry Federation has published a wide-ranging set of guidelines. Within this document there are several recommendations that are taken to be best practice that shall be followed by the construction industry in protecting their workforce. The Contractor shall provide a specific COVID-19 Plan and appoint a C-19 Compliance Officer in line with the CIF Guidance and updated guidance as it becomes available.

All work practices are to be subject to Risk Assessments / Method Statements to address the risk of COVID-19 and to establish the control measures required.

6 The Design

PRINCIPAL HAZARDS, IDENTIFIED BY THE DESIGN TEAM AND/ OR PROJECT SUPERVISOR (DESIGN)

Appendix A lists those hazards or work sequences identified by the designers and/or Project Supervisor (Design) which may be a risk during the construction and /or subsequent operation and maintenance of the building. It is not a comprehensive list of every hazard that may be present. The schedule of risks in **Appendix A** is based on the First Schedule of the SHWW (Construction) Regulations 2013. The schedule does not include or refer to normal risks, which occur regularly on construction works of this type. **Appendix A** also contains a schedule of Health and Safety matters identified during a review of design information which are not covered in the First Schedule but nevertheless constitute significant risks to the health and safety of persons at work on the site or other persons affected by the activities of the persons at work. The hazards are stated here only to the extent necessary to enable a competent Contractor to identify and assess the risks and to put in place appropriate methods to manage them. For all design hazards identified and assessed the design company’s risk assessments can be reviewed.

Many other risks on the project will arise out of working methods adopted by the Contractor and as such these cannot be determined by the Project Supervisor for the Design Process. These risks must be identified by the Project Supervisor appointed for the Construction Stage, who must prepare proposals for managing all risks associated with the construction stage of the project.

7 The Contractor’s Proposals

The Contractor must take appropriate measures to eliminate or control the risks posed by the above hazards. Explanation of the proposed measures must be included in the form of detailed method statements which will provide the basis for the management of the risk to health and safety, not only of the workers undertaking the work, but also of those who may be affected by the work.

In particular a clear explanation is required for the proposed methods and sequences of work having regard to the available access to and egress from the site, other contractors' site operations and working in proximity with the other adjacent construction projects (if applicable). Any other particular hazards in addition to those shown in **Appendix A** must be identified by the Contractor, who must submit proposals to the Project Supervisor (Construction) as to how their associated risks may be controlled.

8 Construction Materials

Materials and substances used during the construction stage may also present health and safety hazards. The Contractors must carry out risk assessments as required by Irish Health and Safety law (See Section 12 below) and introduce appropriate control measures. The materials specified by the design team are deemed to be within the normal experience of a competent contractor and have therefore not been specifically identified.

9 Timescale

It is anticipated that the works shall be completed within a **2-3 month period**, and it is envisaged to commence in Q2 2026.

Normal Working Hours: 8am – 4pm Monday – Friday

Weekend Working Hours: Not Envisaged and is at the discretion of FCC.

Night Working Hours: FCC Traffic Department Input Required

The successful tendering party that is appointed as PSCS must satisfy themselves that the works can be completed safely within the time period envisaged.

10 Continuing Liaison

Procedures for Assessment of the Health and Safety Implications of Contractors' Designs

Any temporary works that require temporary works design will be coordinated. The appointed PSCS will be required to carry out the following:

- Submit details of the hazards, and associated risk assessments, to the Project Supervisor Design Process for consideration in due time before execution of the work.
- Submit the details of hazards and risk assessments arising from the use of temporary works in advance of the execution of the work.
- Signed declarations for design of temporary works in accordance with HSA forms will be required for review by the PSDP before any work commences.
- Information necessary for inclusion in the Safety File is required to be highlighted in each contractor's temporary design package.
- Relevant drawings are required to be submitted as part of each contractor's temporary design package in electronic format.

Note: Temporary works must be designed by competent engineers.

Procedures for Dealing with Design Changes

Details of any redesign found to be necessary, together with details of the hazards and revised risk assessments, must be submitted to the Project Supervisor Design Process for consideration in due time before execution of the work.

Procedures for Dealing with Unforeseen during Project Execution which Results in Substantial Design Changes

- As soon as an unforeseen eventuality arises, the Contractor (PSCS) must inform the Project Supervisor Design Process and the Design Team.
- Details of the hazards, together with risk assessments, arising from the eventuality are to be submitted to the Project Supervisor Design Process as soon as possible after the occurrence.

11 Safety And Health Plan

During the construction phase, the Safety and Health Plan must be developed by the Project Supervisor Construction Stage.

The Contractor shall be required to consider the impact of the COVID-19 restrictions when completing their Safety and Health Plan for the construction phase.

12 Safety File

It is the responsibility of the Project Supervisor Design Process to prepare the Safety File. The Regulations require the Designers and the Project Supervisor for the Construction Stage to co-operate with, and provide information to, the Project Supervisor for the Design Process to enable the Safety File to be prepared.

The Guidelines to the Safety, Health and Welfare at Work (Construction) Regulations 2013 provide general details of the information that may be included in the Safety File. The layout and contents of the Safety File are to be established through consultation between the Project Supervisor for the Design Process and the Client. The contractor will be required to provide all relevant information in a timely and appropriate fashion to enable the timely preparation of the safety file. A draft safety file contents list is included as an appendix to this preliminary safety and health plan.

13 Relevant Statutory Legislation

Health & Safety Regulations:

- Safety, Health and Welfare at Work Act, 2005.
- Safety, Health and Welfare at Work (Construction) Regulations, 2013.
- Safety, Health and Welfare at Work (General Applications) Regulations, 2007 and its amendments 2007-2016.
- Safety, Health and Welfare at Work (Chemical Agents) Regulations, 2015

- Chemicals Act 2008
- Chemicals Act (Control of Major Accident Hazards involving Dangerous Substances) Regulations 2015 (S.I. No. 209 of 2015)
- Ionizing Radiation Regulations, 1991.
- Safety, Health and Welfare at Work (Confined Spaces) Regulations 2001.
- Safety, Health and Welfare at Work (Exposure to Asbestos) Regulations 2006 (S.I. No. 386 of 2006)
- Safety, Health and Welfare at Work (Exposure to Asbestos) (Amendment) Regulations 2010 (S.I. No. 589 of 2010)
- Safety Health and Welfare at Work (General Application) (Amendment) Regulations 2012 (S.I. No.445 of 2012) Safety Health and Welfare at Work (Biological Agents) Regulations 2013 (S.I. No. 572 Of 2013)
- Safety Health and Welfare at Work (Biological Agents) Regulations 2013
- Regulation (EC) No 1907/2006 of the European Parliament and of the Council of 18 December 2006, Concerning the Registration, Evaluation, Authorisation and Restriction of Chemicals (REACH).
- Safety, Health and Welfare at Work (Carcinogens) Regulations 2001.
- Safety, Health and Welfare at Work (Chemical) Regulations 2001.

Carriage of dangerous goods by road:

- European Communities (Carriage of Dangerous Goods by Road and Use of Transportable Pressure Equipment) Regulations 2011 (S.I. No. 349 of 2011) (As Amended).

Environment & Waste Management:

- European Communities (Control of Water Pollution by Asbestos) Regulations, 1990.
- Air Pollution Act (Emission Limit Value for Use of Asbestos) Regulations, 1990.
- Waste Management Act 1996 (As Amended),
- Waste Management (Hazardous Waste) Regulations, S.I No. 138 of 1998 make certain provisions for waste asbestos.
- Waste Management (Collection Permit) Regulations, S.I. No. 820 of 2007 (As Amended).
- Waste Management (Shipments of Waste) Regulations, S.I No. 419 of 2007.
- European Communities (Shipments of Hazardous Waste exclusively within Ireland) Regulations S.I. No. 324 of 2011.

Guidelines

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- Asbestos-containing Materials (ACMs) in Workplaces – Practical Guidelines on ACM Management and Abatement, Health and Safety Authority
 - latest version of “Construction Sector C-19 Pandemic Standard Operating Procedures” available for download at <https://cif.ie/coronavirus/>

14 Site Services

It is the responsibility of the contractor to provide welfare facilities in accordance with the Safety, Health and Welfare at Work (Construction) Regulations, 2013. The following must be in place as accordance to Safety, Health and Welfare at Work (Construction) Regulation, 2013.

- (i) Shelters and accommodation for clothing and for taking meals.
- (ii) Washing facilities.
- (iii) Sanitary conveniences.
- (iv) Covid-19 on site facilities



APPENDIX A – SCHEDULE OF PARTICULAR RISKS AND OTHER SIGNIFICANT RESIDUAL RISKS

Particular Risks (Identified during Design)

Description	Present	Design and other mitigation measures
1. Work which puts persons at work at risk of - (a) falling from a height, where the risk is particularly aggravated by the nature of the work or processes used or by the environment at the place of work or construction site. (b) burial under earthfalls where the risk associated with working in an excavation is aggravated by the presence of other significant underground services.	It is envisaged that this risk will be encountered during the completion of the project during the following operations: - A fall into an excavation. - A fall from digger/crane/dump truck or FWD vehicle. - Collapse/Slippage of sides of excavations. - Collapse/Slippage of sides of excavations due to ground loading adjacent to excavations by Crane, digger or other heavy objects. - Offloading of fill material by tipper truck/loading bucket. - Excavation in fill material and adjacent to or through free draining material. - Excavation adjacent to existing manholes and pipelines.	The following mitigation measures have been taken. - Temporary Fencing is allocated in the Bill of Quantities to fence around the excavated trial pits. - Contractor to instigate safety working methods, i.e., benching of trial pits or shoring of trial pits as required.
2. Work which puts persons at work at risk from chemical or biological substances constituting a particular danger to the safety and health of such persons or involving a statutory requirement for health monitoring.	It is envisaged that this risk will be encountered during the completion of the project during the following operations: - Bituminous products associated with road surfacing for reinstating slit trenches. - Contact with effluent from existing sewers when excavating bore holes/road cores.	The following mitigation measures have been taken. - Site investigation Contractor to assess risks and implement safe methods of working, i.e., use of relevant PPE (personal protection equipment)

Description	Present	Design and other mitigation measures
	- Health hazards due to Weil's Disease and other water-borne diseases.	
3. Work with ionizing radiation requiring the designation of controlled or supervised areas as defined in Directive 96/29/Euratom	It is not envisaged that this risk will be encountered during the completion of the project during the following operations.	
4. Work near high voltage power lines.	It is envisaged that this risk will be encountered during the completion of the project. - Existing underground ESB Cables. - Existing underground public lighting cables. - Existing overhead ESB and Public Lighting cables.	The following mitigation measures have been taken: - Contractor to take note of ESB guidance documents when working near of below existing overhead cables.
5. Work exposing persons at work to the risk of drowning.	It is envisaged that works are not to be carried out adjacent to any watercourse/stream which brings the risk of drowning.	The following mitigation measures have been taken: - Temporary Fencing is allocated in the Bill of Quantities to fence around the excavated trial pits. - Contractor to instigate safety working methods.
6. Work on wells, underground earthworks, and tunnels.	It is not envisaged that this risk will be encountered during the completion of the project during the following operations.	
7. Work carried out by divers at work having a system of air supply.	It is not envisaged that this risk will be encountered during the completion of the project.	
8. Work carried out in a caisson with a compressed-air atmosphere.	It is not envisaged that this risk will be encountered	

Description	Present	Design and other mitigation measures
	during the completion of the project.	
9. Work involving the use of explosives.	It is not envisaged that this risk will be encountered during the completion of the project.	
10. Work involving the assembly or dismantling of heavy prefabricated components.	It is not envisaged that this risk will be encountered during the completion of the project.	

Significant Risks

In addition to the particular risks identified above the following significant risks are foreseeable to the PSDP at the design stage. These risks must be addressed by the PSCS and contractors during the project works by means of detailed method statements and safe systems of work.

Description	Present	Design and other mitigation measures
Works that put persons at work at risk of impact with moving vehicular traffic, where the risk is particularly aggravated by the nature of the work or processes used or by the environment at the place of work or site:	It is envisaged that this risk will be encountered during the completion of the project. - Public roads are subject to speeding traffic. - Two-way traffic is to be maintained at all times. This is to be incorporated into the traffic management proposals, which should incorporate traffic calming and provide protection from traffic impact in the form of barriers or bollards. - Conflict with live traffic during geophysical survey.	The following mitigation measures have been taken: - Works on carriageway have been minimised. - Contractor to implement traffic management. - Contractor to ensure their operatives wearing high visibility PPE.

Project Number: 24_009

Project: Stephenstown Infrastructure – Site Investigation

Title: Preliminary Health and Safety Plan



Clifton Scannell Emerson
Associates

APPENDIX B - SAMPLE SAFETY FILE CONTENTS LIST

Sample Safety File Contents List

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4.4	Maintenance Schedule	
5	Handover Information (PSDP / Client)	

Clifton Scannell Emerson Associates Limited, Civil & Structural Consulting Engineers
3rd Floor The Highline, Bakers Point, Pottery Road, Dun Laoghaire, Co Dublin, Ireland A96 KW29

T. +353 1 288 5006 E. info@csea.ie W. www.csea.ie

