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**Project Title:** Drive Thru Coffee Unit, Lucan Retail Park,  
Lucan Road, Co. Dublin

**Report Title:** Outline Construction Management Plan  
Report

**Report Ref:** 21192-LDE-ZZ-ZZ-RP-0004\_CMP

**Project Ref:** 21192

**Client:** New Ireland Assurance Company PLC

Revision:	Status:	Author:	Date:	Approved By:	Date:
Rev 0	Issued for Planning Application	SR	16/11/2021	AD	23/11/2021

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## **1.0 Description of the Project**

### **1.1 Introduction:**

Lohan & Donnelly have been appointed by New Ireland Assurance Company PLC to prepare an Outline Construction Management Plan (OCMP) in support of the Planning Application for a new Coffee Pod unit with drive thru at Lucan Road, Lucan, Co. Dublin.

The current site is a brownfield site being used as a carpark for the Lucan Retail Park.

The proposed development of the site involves the construction of a single storey drive thru coffee shop pavilion within the existing car park of the Lucan Retail Park, Lucan Road, Ballydowd, Lucan, Co. Dublin. The building will have a total floor space of 170.45m<sup>2</sup> and would operate for the sale and consumption of food and beverages. The development will include the reconfiguration of a section of the existing carpark, to remove 45 spaces so as to make way for the proposed building, vehicle circulation route and collection point. The existing car parking will be reduced from 285 spaces to 240 spaces. The site boundary and proposed layout of the development is shown below in Figure 1 & 3.

### **1.2 Scope of Report**

The purpose of the report is to set out the main construction activities and to indicate in broad terms how these will be managed to control and mitigate risk and local impacts arising from the works.

The report covers all construction activities from the excavation of the site to allow for foundations and drainage to be installed, through to the final completion of the construction for the new development.

In due course, the main contractor will prepare and submit a detailed Construction management Plan for the execution of the works.

The report has been prepared to be read in conjunction with all other planning information.

This Construction plan will be subject to review if the nature of demolition and construction works for the development changes significantly from the anticipated at the time of the preparation of the Planning Application

### **1.3 Site Location**

The site is located within Lucan Retail Park on Lucan Road as per map extract shown in Figure 1 with national grid coordinates of E305011, N235423.

The site boundary will enclose a 0.1406 Ha area for the excavation and construction activities of the proposed development. Figure 2 below shows access to the site via Lucan Road to the east. Once the works are completed the drive thru will be accessed through the existing car park from the entry point on the Lucan Road.

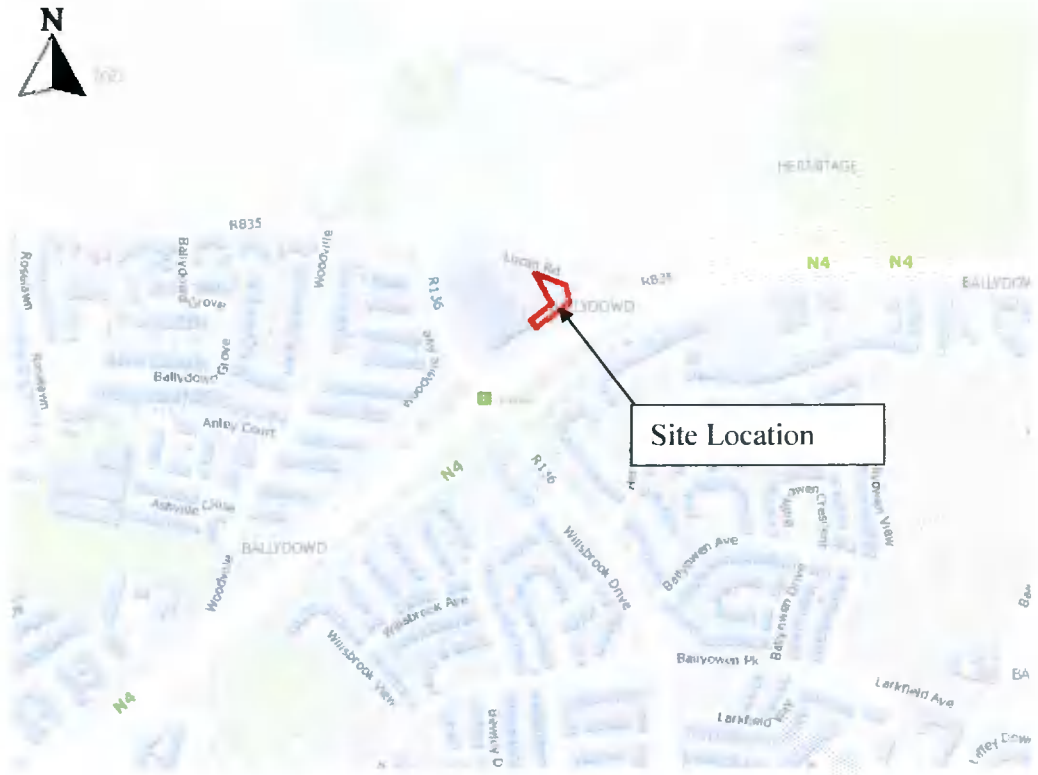


Figure 1 - Site Location (Google Maps View)



Figure 2 – Site Aerial View with Site Access from Childers Road and Bloodmill Road (Google Maps)

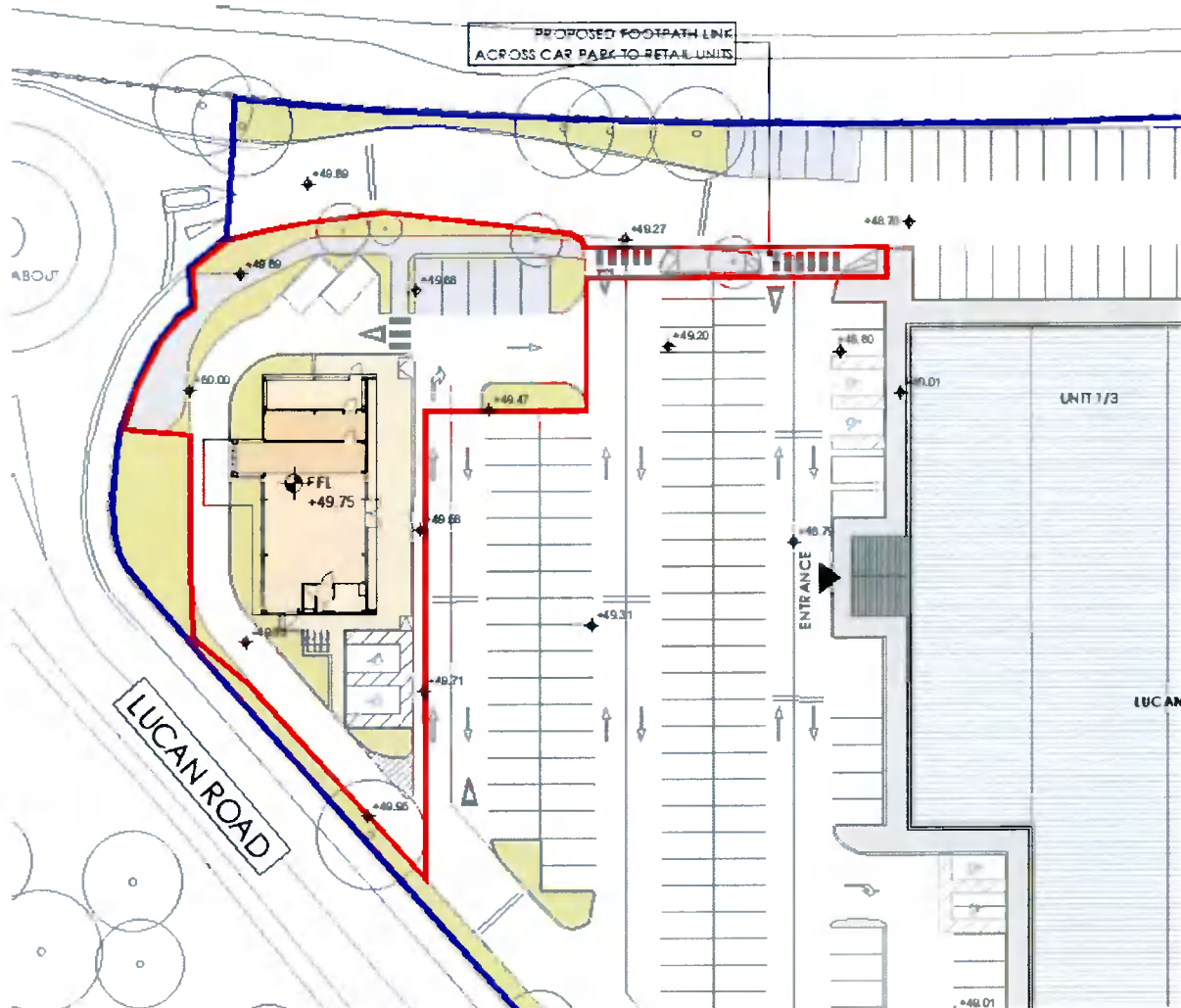


Figure 3: Proposed site plan

## 2.0 Outline Development Programme

### 2.1 Key Activities & Timelines:

We anticipate the construction programme taking approximately 8 months.

The table below shows a possible time schedule of the project activities (to be confirmed by the main contractor's construction program).

Table 2-1 Possible Project Duration Breakdown

Activity	Expected Duration (Months)
Site Setup	1
Excavation (for foundations and drainage works installations)	2
structure construction & shell and core fit out	5

### **3.0 Outline Construction Management Plan**

#### **3.1 Construction Access:**

Figures 1 & 2 (site locating images) show that the site has only 1 viable access points, which normally would lead traffic from the N4 and Lucan Road into the existing carpark. The access road is of adequate width for HGV access as it is designed as a two-way road capable of receiving and releasing cars from the carpark simultaneously.

The main contractor shall develop a robust and safe traffic management plan covering all stages of the build. The main contractor will develop proposals as part of their overall traffic management plan which will require liaison and agreement with the local authority.

Given the site access location it is essential that access requirements for all construction activities are planned well in advance, and the advance planning takes into account matters such as:

1. Causing as little disruption to the flow of traffic on the roundabout between the N4 and Lucan Road as well as inside the carpark
2. Manoeuvring (swept path) restrictions for long-vehicles and HGVs
3. Designated areas to unload and load HGVs to minimise space taken from the carpark

#### **3.2 Traffic Management Plan (TMP)**

Given the developments location, it will be a requirement for the main contractor to formulate and maintain a robust Traffic Management Plan (TMP) in compliance with the requirements of South Dublin County Council (SDCC) Transportation Department.

The contractors TMP may include diversions and temporary signage of which will be agreed with SDCC. It is likely that some element of the plan will apply throughout the excavation and construction phases of the development while other elements will adjust to suit the permanent works progress. The plan will include contact names and telephone numbers of the contractor's key responsible persons who will be on the ground site.

It is unlikely that certain elements of the construction work will interface with the present usage of the area beside the site which is still be used as an active carpark, however, the following measures could mitigate the risk of traffic congestion:

1. On-time delivery via a pre-arranged delivery schedule to minimise the risk of queuing.
2. A well planned 'just in-time' deliveries and logistics schedule to minimise the need for large areas of site storage of building elements.
3. The delivery schedule is planned to avoid peak hours.

4. As much off-site prefabrication works as is practical will be carried out in order to reduce the requirement for on-site work packages.
5. Consultation with neighbours to take place in advance of the works and where appropriate certain local agreements may be entered into.
6. As previously mentioned, the contractor will draw up a detailed TMP for the agreement with SDCC using this plan as a baseline.

In relation to Traffic Management and Access, the following is proposed:

1. Parking for Construction Operatives will be facilitated on site during the excavation and construction phase by allowing vehicles to make use of any excess space on the site.
2. Along both Lucan Road and Ballyowen Road, the site will be clearly defined and signposted. Parking restrictions will be enforced on the access road to the site by a combination of signage and traffic cones and notices will display 'towing of cars parked illegally' as these will block construction vehicles entering or leaving the site.

### 3.3 Permitted Working Hours

Unless in the case of emergency, all on-site construction will comply with normal standard permissible hours of operation for building sites as set by SDCC (and will most likely be included in the planning conditions) i.e.

Monday to Friday	07:00 – 18:00
Saturdays	08:00 – 14:00
Sundays & Public Holidays	No noisy work on site

Any planned works outside the standard working hours will be strictly by agreement in advance with SDCC.

### 3.4 Excavation Plan

The excavation of the existing site will begin with the removal and disposal of the layer of tarmac and sub-base stone currently paving the carpark. The area under the main structure will need small excavation works to allow for the construction of strip footings. A large area will also need to be excavated in the north of the site to allow for the construction of the attenuation tank.

### 3.5 Building Structure

Some areas of the site will need to be infilled to reinstate the appropriate ground level. This material will be reused from the excavation stage where possible. Local excavations are anticipated for foundations for the structure.



The main structure is to be a steel framed structure with an SFS inner leaf and brickwork masonry outer leaf. The roof will likely consist of steel purlins carrying waterproof coverings, insulation and a metal decking system.

### 3.6 Site Storage

A key element of construction on this site will be an organised, storage and construction sequence.

This will entail:

- A well planned 'just-in-time' delivery and logistics concept to minimise the need for the routine site storage of building materials;
- Detailed consultation and advance planning with materials suppliers so that they understand and work around the concept that materials will only be accepted on site when they are needed.
- Designating suitable areas on site for unloading and loading HGVs.

### 3.7 Site Security & Management

The contractor will be required hoard off the site from the public. Access to the site will be closely managed on a day-to-day basis by site management. Security and control will be provided at the main site access to record and control all personnel entering and leaving the site and to record and control all materials entering and leaving the site. Appropriate manned security will be maintained at the site access gates in order to secure the site, to any control vehicular access and to monitor and record all deliveries and removals operations.



*Figure 4 - Manned Security Gates*

Personnel access will be strictly controlled and the contractor may choose to adapt a manned turnstile system. The contractor will most likely restrict site access to Safepass accredited staff as required by the Safety Health and Welfare at Work (Construction) Regulations 2013.



*Figure 5 - Access Turnstiles*

All vehicular access will be controlled at the entrance gate where all access and egress movements will be recorded. All site personnel and delivery drivers will have to undergo site induction. A site Safety & Induction Room will be provided as part of the site set up.

Within the contractors detailed Construction Management Plan, the Contractor shall include specific measures addressing site security & management, in order to limit the risk of unauthorized persons or vehicles either willfully or inadvertently accessing the site

## **4.0 Environmental Issues**

### **4.1 General**

In recognition of both the cost and nuisance caused by general environmental pollution and waste it will be the responsibility of those involved in all construction activities to minimise and mitigate as far as is practical all environmental discharges, construction nuisance and waste arisings by appropriate plant selection and planning measures. All construction equipment shall either comply with EU regulations, including "Noise Emission by Equipment for Use Outdoors: Directive 200/14/EC" or else shall be fitted with appropriate noise suppression or acoustic housings. Plants not in use shall be throttled down or switched off to save fuel and to reduce both noise and other environmental discharges. The environmental planning shall encompass all site activities from deliveries to off-site removals and from site establishment to final snagging and site tidy-up processes.

### **4.2 Advance Neighbour Notifications**

Advance notifications will be made to potentially affected neighbours in the area as well as retail owners with shops in the Lucan Retail Park. The site shall display prominently contact details for the Site Manager and/or its Neighbourhood Liaison Officer. A Road sweeper and bowser will also be required to clean the roadways leading into the site as well as part of the Lucan Road.

### 4.3 Control of Off-Site Noise

Adequate Control of noise at all construction phases will be important and good practice in this regard will be adhered to.

The contractor will monitor base noise levels at the site location before commencing the works on site and will thereafter continue to monitor noise levels on site during all construction phases.

During excavation and construction, all contractors and activities on site shall comply with BS 5228-1:2009 "Code of Practice for Noise and Vibration control on Construction and Open Sites – Part 1: Noise" (or any further limits imposed by SDCC's Environmental Health Department).

Where appropriate, contractors will ensure adequate noise monitoring is in place at all appropriate times and that records will be kept and made available for inspection.



*Figure 6 - Noise Monitoring*

### 4.4 Control of Off-Site Dust

Regarding to off-site dust control scheme, the construction works shall comply with the requirements of the Air Pollution Act 1987 and with BS: 6187: Code of Practice for Demolition.

Adequate control of gaseous and fugitive dust emissions arising from all construction activities and vehicle movements will always be taken to suppress air borne particle pollution, including the use of water sprays and netting in accordance with published guidance. The contractor shall install and maintain on site a gauge instrument to monitor dust levels in vicinity of the site.

No open fires will be permitted on site and the burning of waste on-site will be forbidden.

Vehicle and plant exhausts will be monitored to ensure that adverse effects are minimized.

Cover systems will be used on all vehicles removing spoil from the site as to minimize dust arising on surrounding streets.



Figure 7 - Truck Covering System

The Construction Site Manager will be given the responsibility to implement further dust monitoring and control measures on site as necessary, including the implementation of any additional dust control measures.

#### 4.5 Control of Vibration

Adequate control of vibration at all construction phases will be important, and good practice in this regard will be adhered to. During excavation and construction, all contractors and activities on site shall comply with BS 5228-1:2009 "Code of Practice for Noise and Vibration Control on Construction and Open sites – Part 2: Vibrations" (Or any further limits imposed by SDCC's Environmental Health Department). The contractor will be required to include a detailed section in their CMP on how they monitor and controls vibrations. A green, amber, red level of warning alarm system will be required with monitors directly linked to the mobile phones of key construction personnel. The contractor will be required to produce a weekly vibration monitoring report with vibration levels directly linked to the construction activities that are taking place.



*Figure 9 - Air Quality Monitoring System*

#### **4.6 Fuel Storage**

Fuels for use during construction activities will be regarded as hazardous to the environment as well as potential sources of fire. Therefore, they will be appropriately stored in fully bunded storage containers accessible only to authorised machinery and construction vehicles and convenient for delivery.

#### **4.7 Pre-Commencement Condition Surveys**

A Visual Condition Survey (VCS) will be carried out on all surrounding streets and buildings prior to any site works commencing. The contractor may choose to install survey points on adjacent property (subject to adjacent owner agreement) to confirm no building movement occurs during construction. The appointed Main Contractor will have to liaise with SDCC Roads & Traffic Department to agree any changes to load restrictions and construction access routes for the site. Measures will be put in place as required to facilitate construction traffic whilst simultaneously protecting the built environment.

#### **4.8 Off-Site Roads**

During all construction stages, the contractor will have regard to the effect of construction activities on the public traffic. All deliveries and off-site removals will be conveyed in appropriate vehicles. Where necessary, additional measures will be taken to protect the roads from dust and dirt by, for example, the deployment of a road sweeper if necessary.

#### **4.9 Construction Waste Management**

The contractor will plan for and maintain appropriate receptacles for the 'at source' segregation and temporary storage of all construction waste arisings. This is likely to extend to separate skips, wheeled-bins, Euro-Bins, Wheeled Cages, (or other appropriate storage receptacles) for

residual (or general) waste, wet waste, missed food waste, food packaging, polystyrene, plastic, metals, hard plastics, contaminated cardboard, paper, etc.

Detailed advice on this will be taken from and agreed with the contractor's chosen Waste Collection Contractor. Where practical, these waste storage receptacles will be temporarily stored in a Central Waste Storage Area (CWSA) where they can be monitored, inspected and from which a licensed Waste Collection Contractor can collect them for off-site recycling and/or disposal.

All waste consignments leaving the site shall be individually documented, signed and recorded using a Waste Collection Permit issued under the Waste Management (Collection Permit) Regulations of 2007, and handled by an appropriately licensed Waste Haulier.

Since 2012, all Waste Collection permits in Ireland are issued by the National Waste Collection permit office at Offaly County Council. The Site Manager will retain a copy of all Waste Collection Permits along with a record of the final destination of waste materials.

It is expected that the contractor will confer with his own in-house or externally appointed Waste Manager on all aspects of best practice on site to maximise recycling and waste recovery as well as to reduce the environmental and other risks arising from inappropriate waste disposal practices. It is also expected that best practice for on-site waste management will feature frequently in the Contractor's Toolbox Talks as well as being prominent within on-site Staff and Visitor Induction procedures.

#### **4.10 Measures to Protect Groundwater & Watercourse.**

Specific measures to protect ground water generally during the construction works on site will be put in place under the control of the site Environmental Consultant. During bulk excavation stage, it is envisaged runoff from the site shall be controlled via temporary site drainage systems and directed to central catchpits. Runoff shall be pumped to a series of settlement tanks designed to reduce suspended solids to limits deemed acceptable by SDCC prior to discharge to surface water sewers at a rate agreed with SDCC. No runoff shall be permitted to enter any water body at any point during the proposed works.

### **5.0 Health & Safety**

Health & Safety issues during construction will be a primary concern for the Main Contractor. This will apply in respect of persons working on the site and in respect of passing pedestrians, motorists or other transport carriers. In this regard the highest possible care will be taken in providing properly designed scaffolding and other means of accessing the works.

The following general principles will apply:

- Pedestrian and traffic routes will be clearly defined.
- Toe boards will be provided to the edges of any temporary works
- There will be no lifting of materials over live footpaths or roadways
- Debris netting will be provided as required

- Fully recorded inspections will be carried out on any scaffolding or access ladders/platforms for the full duration of construction.

## **6.0 Construction Stage Community Liaison**

### **6.1 Introduction**

The appointed Main Contractor will be required to follow best practice 'Considerate Constructor' guidelines. The considerate Constructor experience in Ireland and UK has been that early positive and proactive engagement with businesses and residents impacted by building works is the best approach.

### **6.2 Code of Considerable Practice**

Considerate Constructors seek to improve the image of the construction industry by striving to promote and achieve best practice under the Code. The Code of Considerate Practice outlines the Scheme's expectations and describes those areas that are considered fundamental for registration with the Scheme. The Code of Considerate Practice applies to all registered sites, companies and suppliers regardless of size, type or location.

### **6.3 Respect the Community**

Constructors should give the utmost consideration to their impact on neighbours and the public by informing, respecting and showing courtesy to those affected by the work. This shows itself in minimising the impact of deliveries, parking and work on the public traffic. It also contributes to and supports the local community and economy. Finally, it works to create a positive and enduring impression, and promoting the Code.

### **6.4 Community Liaison Manager**

A Community Liaison Officer (CLO) will be appointed by the Main Contractor to lead and manage all community related issues. The CLO will initially host and attend regular community meetings. Following the initial meetings, the CLO will compile a list of stakeholders in the area. These stakeholders will be kept informed of progress and planned works on the site through the publication and distribution of a Monthly Progress Newsletter.

Follow through is a vital attribute for successful community liaison so it will be a fundamental element of the CLO's job description that the continually engage with the community, follow through on promises and deliver results



Figure 10 - Community Newsletter

## 6.5 Updated Construction Programme

An important element of community liaison will be the provision of updates to the construction programme.

In this regard, each edition of the community Newsletter will feature updates to the construction programme along with details of any upcoming Exceptional Activities which may impact on traffic, short term accessibility for business or residents or have the potential to be disruptive. It is intended that by implementing a strong community liaison relationship that the environmental impacts of the proposed development on the community can be minimised and the social impacts, by way of local employment or business opportunities may be maximised.

## 7.0 Contractor's Construction Management Plan

### 7.1 Content of Construction Management Plan

As a minimum, the Contractor's Construction Management Plan shall cover the following matters: -



- All matters set out in this construction Plan
- Site compound area and welfare facilities
- Detailed Construction Waste Management Plans & Construction Sequencing and Methods etc
- Comprehensive Health and Safety matters
- Other matters normally included in the Contractor's own standard approach to Construction management Plans

## 7.2 Application of Construction Management Plan

It is expected that after the Contractor's Construction Management Plan has been prepared, it will be made available and widely circulated to all relevant parties, including but limited to SDCC (if requested), The Design Team, Construction Team, Sub-contractors, and Suppliers.

The Plan should be maintained and developed/updated in light of:

- Any routine comments that are received that are considered sufficiently relevant to merit an amendment to the Plan.
- Any design changes, alternative construction proposals or methods or any new findings that alter or render inappropriate assumptions or construction methods that the latest or current version of the Plan was based on.
- The Contractor should ensure that any amended version of the Plan should be made available and widely circulated to all relevant parties who have a site role or duties relevant to the construction project.

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Date: 23<sup>rd</sup> November 2021

For Lohan & Donnelly Civil & Structural Consulting Engineers