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CIVIL & STRUCTURAL
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Operational Service Access Strategy

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Prepared by:

BMCE

52-54 Lower Sandwith Street
Dublin 2
D02WR26

Prepared for:

Camgill Property a Tri Limited

88 Harcourt Street
Dublin 2
D02DK18



BARRETT MAHONY
CONSULTING ENGINEERS
CIVIL & STRUCTURAL
www.bmce.ie



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1. INTRODUCTION

1.1 SCOPE AND PURPOSE OF REPORT

Barrett Mahony Consulting Engineers (BMCE) have been appointed by Camgill Property A Tri Ltd. to prepare an Operational Service and Delivery Access Strategy for a proposed residential apartment development at Site 10, Mayne River Avenue, Northern Cross, Malahide Road, D17.

BMCE has made reference to the following in the preparation of this report:

- Dublin City Development Plan 2016 – 2022
- Dublin City Development Plan 2022 – 2028

The purpose of this report is to set out the intended strategy for managing vehicular servicing of the proposed development. Servicing shall principally comprise of the collection of municipal waste generated by the development.

1.2 SITE LOCATION

The site consists of approximately 0.76ha which is intended for residential development. The site is bound by an existing office building (Rosemount House) to the south, the Mayne River corridor to the north, the Site 2 development site and nursing home building to the east and undeveloped lands and the Bewley's factory to the west.

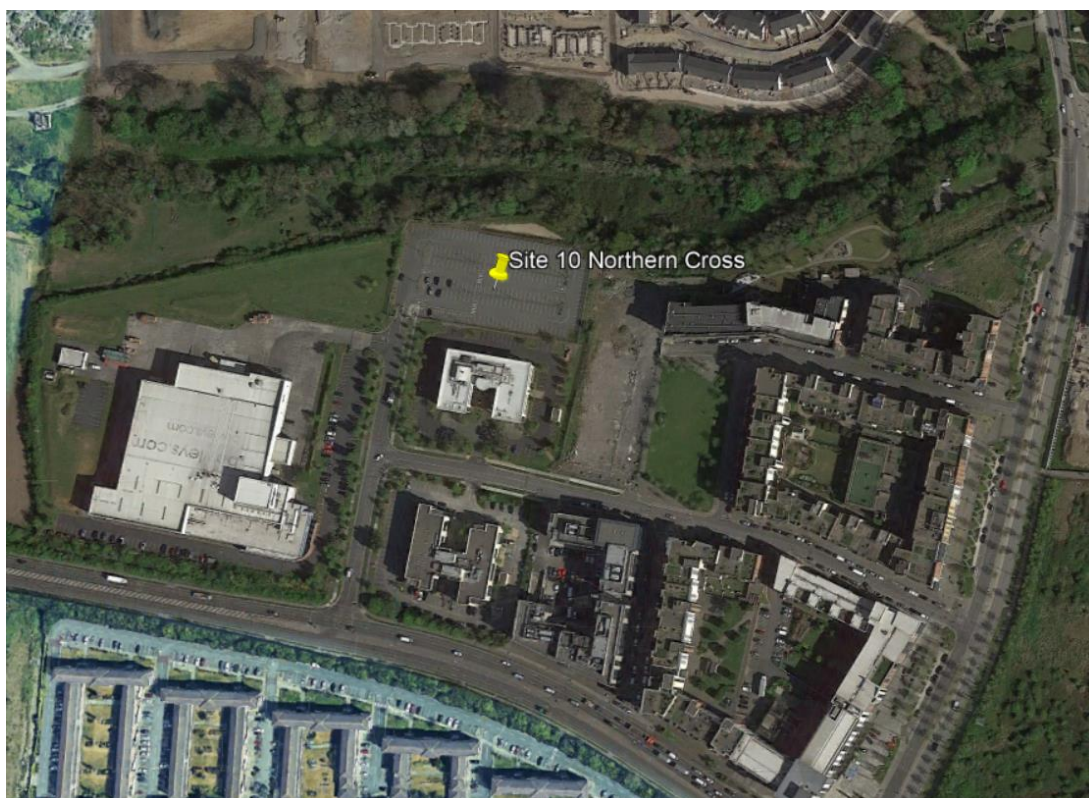


Figure 1.1: Aerial view of the proposed site

1.3 DESCRIPTION OF PROPOSED DEVELOPMENT

The development comprises of 156 no. residential units in 2 no. apartment blocks. Block 10A, containing 71 no. apartments, has a height of part eight and part ten storeys, and Block 10B, containing 85 no. apartments, has a height of part ten and part eleven storeys, all above a common basement area. The unit mix consists of 75 no. 1 beds and 81 no. 2 beds (32 no. 1

bed units and 39 no. 2 bed units within Block 10A, and 43 no. 1 bed units and 42 no. 2 bed units within Block 10B).

The development includes a total of 94 no. car parking spaces (49 no. at surface level and 45 no. at basement level) and 322 no. bicycle parking spaces (78 no. visitor spaces at surface level and 244 no. secure spaces at basement level). Access to the development is provided from Mayne River Avenue to the south and from Mayne River Street to the east (road extension currently under construction under ABP Ref.: 307887-20).

Bin stores, plant rooms, ancillary residential facilities, storage rooms and block cores are located at basement level. The proposed development includes private amenity space in the form of balconies / terraces for all apartments, public and communal open space, including external communal roof terraces at 8th floor level of Block 10A and 10th floor level of Block 10B, children's play area, PV panels and green roofs at roof level of both blocks, the provision of new telecommunications infrastructure at roof level of Block 10B including shrouds & antennas (6 no. antennas, enclosed in 2 no. shrouds together with all associated equipment), foul and surface water drainage, hard and soft landscaping, lighting, an ESB Substation and all associated and ancillary site works.

2. SERVICING AIMS AND GENERAL MATTERS

2.1 OBJECTIVES

This outline Operational Servicing Access Strategy will specifically aim to ensure that servicing of the development can be carried out efficiently, whilst minimising both:

- Conflicts between vehicular servicing traffic and internal pedestrian and cyclist traffic, and
- Any effects on the operational performance of the surrounding road network.

The proposed development has been designed to ensure that all regular servicing activities are undertaken within designated areas in order to ensure that traffic flows on the surrounding road network are not impeded by the operation of the site, and that the site's servicing operations are efficiently conducted and do not prejudice the safety of vulnerable road users.

All incoming and outgoing servicing of the development (including deliveries, refuse collection, tradespeople, and passenger collection/set-down) shall be conducted within the Site 10 development, to avoid obstruction of vehicular or pedestrian traffic on the external road network.

2.2 MANAGEMENT COMPANY ROLE

Upon completion of the development, a Management Company shall be constituted, with the remit to provide and maintain common areas and communal facilities within the development, including all necessary servicing and delivery access. As such the Management Company and their appointed Managing Agents are key stakeholders in the implementation of the delivery and servicing strategy for the development, and as such will be responsible for monitoring performance during the lifecycle of the building, and if necessary amend / update Servicing and Access Delivery Strategy document.

3. ANTICIPATED SERVICING TYPES AND ARRANGEMENTS

3.1 WASTE GENERATION AND COLLECTION

The proposed development shall generate quantities of waste during its operational phase. The principal types of waste generated by the development will include waste from periodic maintenance and cleaning, used packaging/containers and general domestic waste generated by occupants of the residential building. These waste types will be non-hazardous and may be generally classed as municipal waste.

Municipal waste comprises household waste as well as commercial and other waste that, because of its nature or composition, is similar to household waste. It excludes municipal sludges and effluents. In the context of this report, municipal waste consists of three main elements: household, commercial (including non-process industrial waste), and street-cleansing waste (street sweepings, street bins and municipal parks and cemeteries maintenance waste, electoral campaign material).

Typical municipal waste streams are expected to be produced during the operation of the proposed development. These include:

- Cardboard and paper
- Plastics (including bottles and other containers)
- Food waste
- Glass (including green, brown, and clear)
- Metals (including aluminium cans and tin cans)

Periodic maintenance and repair activities will generate small quantities of wastes such as green waste, inert building materials (e.g. textiles) and certain chemicals (cleaning products, paints, pesticides, etc).

The estimated volumes of waste to be generated by the proposed development are given in Table 3.1.

Table 3.1 – Estimated Waste Generation

Waste Type	Approx. Waste Volume (m³/week)
	All Residential Units
Organic Waste	2.5
Dry Mixed Recyclables	17
Glass	0.5
Mixed Non-Recyclables	10
TOTAL	30

Each waste stream shall require collection once per week. As shown in Table 3.2, this is expected to result in approximately 3no. vehicular trips per week to the site for waste collection. All waste collection is expected to be conducted by refuse collection vehicles.

Table 3.2 – Estimated Waste Collection Vehicle Trips

Vehicle Type		Vehicular trips per week
Refuse Vehicle	Collection	3

For the subject development it is proposed to create a bin staging/collection area at the basement entrance, within the curtilage of the Phase 1B building (i.e. not on street). Refer Figure 3.1 Extract of JSA Architects Drawing (Bin Staging Area). Which allows direct access onto the street.

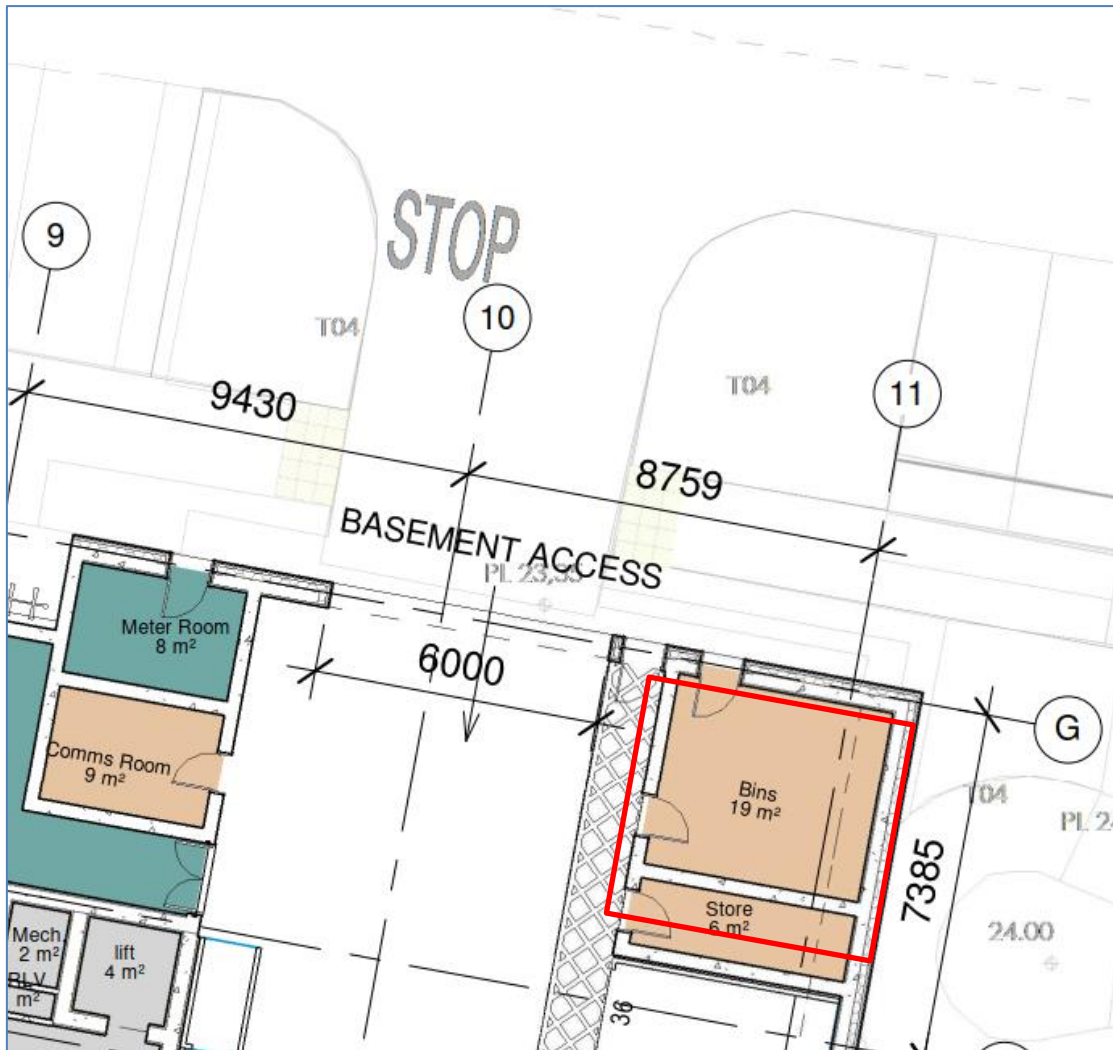


Figure 3.1 Extract of JSA Architects Drawing

All waste generated by the subject development shall be gathered and segregated at designated waste storage rooms located internally at basement level in proximity to building cores. These facilities shall also include equipment for the compaction and baling of certain waste. Prior to the scheduled collection of a given waste stream, the relevant waste storage bins shall be transferred to the bin staging area at the entrance ramp (this room is a short distance from the roadside kerb, as evident in the plan above); following collection, these bins shall be promptly returned to their storage locations. The development’s Management Company shall be responsible for the movement of all bins between the waste storage rooms and the collection staging areas.

The development's Management Company shall be responsible for establishing and enforcing restrictions on the nature and scheduling of permitted vehicular servicing operations within the site. The Management Company shall maintain records of all large deliveries and shall coordinate with all development occupants to ensure that regular scheduled servicing operations are conducted at suitable times and do not conflict with one another.

The Management Company shall take enforcement measures where such operations are conducted without its approval; these may include vehicle clamping or towing. The Management Company shall also be responsible for preventing unauthorised vehicle parking within areas of the development under its control, which may obstruct servicing operations and could endanger vulnerable road users.

3.2 BUILDING ROOF AND FAÇADE MAINTENANCE

It is not anticipated that there will be any regular or frequent maintenance to the exterior of the building facades. However in the event of periodic maintenance being required to the building elevations, 'cherry picker' mobile elevated working platforms (MEWP's) with either telescopic or articulated booms, can access all elevations of the buildings. Refer example image below of Genie Telescopic Boom S100 (platform height 30.38m, outreach length 22.86m, stowed weight 18T)



All building roof areas, including extensive green roof areas, PV panel areas, intensive green roof areas shall be accessed from within stairwells and/or access hatches within the buildings. Upper roof / terrace areas requiring maintenance access shall have either inherent edge protection to 1100mm height (by way of parapets) or fall arrest systems

3.3 BUILDING SERVICES MAINTENANCE AND SERVICING

All servicing of mechanical and electrical building services shall be carried out from within the curtilage of the proposed building (including, electrical, plumbing, fire alarm, cctv, lifts). Small maintenance vans shall be allowed to enter the basement, by prior appointment agreed with the Managing Agents, to conduct their normal business of servicing and maintenance.

3.4 FIRE TENDER ACCESS

Fire tender access is available to 2 sides of the building, from the new access roads along the north and west of building.

3.5 GENERAL ACCESS

General servicing access to the building (for day to day servicing of residents needs) is catered for 2 setdown / loading bays, along the north elevation and at the southwest corner. These will cater the following:

- Taxi setdown / pickup
- Take-away food deliveries
- Online shopping deliveries (Amazon etc)
- Online grocery deliveries (Tesco etc)
- Post van
- Furniture delivery / removals

3.6 ESB SUBSTATION ACCESS

The ESB substation is easily accessed directly off the new estate road, via a dropped kerb.

Barrett Mahony Consulting Engineers

Dublin:

Sandwith House,
52-54 Lower Sandwith Street,
Dublin 2,
D02 WR26, Ireland.
Tel: +353 1 677 3200

London:

12 Mill Street,
London, SE1 2AY,
United Kingdom
Tel: +44 203 750 3530.

Sofia:

19 Yakubitsa Street,
Lozenets,
Sofia 1164,
Bulgaria
Tel: +359 2 494 9772

WWW.BMCE.IE