



Service and Delivery Access Strategy

Project:
**Carlisle Residential
Development, Kimmage Road
West, Kimmage, Dublin 12**

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1. INTRODUCTION

1.1 SCOPE AND PURPOSE OF REPORT

Barrett Mahony Consulting Engineers (BMCE) have been appointed by '1 Terenure Land Ltd' to prepare a Service and Delivery Access Strategy for a proposed mixed residential and commercial development at Carlisle, Kimmage Road West, Kimmage, Dublin 12.

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

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

Permission was granted, under ABP 313043 on the 22/09/2022, for an SHD on the subject site comprising 208 no. apartment units in 5 no. blocks. The current proposed LRD application provides the same layout and quantum of units as this permitted development.

The purpose of this report is to set out the intended strategy for managing both incoming and outgoing vehicular servicing of the proposed development. Outgoing servicing shall principally comprise of the collection of municipal waste generated by the development, while incoming servicing shall include deliveries to the development, along with taxi set down and passenger collection, general maintenance.

1.2 SITE LOCATION

The site consists of approximately 1.25ha net site area which is intended for residential development. The site is bounded by residential dwellings along the north, west and east, and Ben Dunne Gym to the southwest. The site is currently a greenfield site with no existing structures. Access to the site is from Kimmage Road West via a shared access road (also serving Ben Dunne Gym Carlisle). Refer to figure 1 for the site location.

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A detailed topographical survey of the existing site has been carried out. The site slopes from the west of the site towards the east of the site by approximately two metres.

1.3 EXISTING LAND USE

The subject site is currently a greenfield and as such, generates no vehicular traffic.

1.4 DESCRIPTION OF PROPOSED DEVELOPMENT

The proposed Large Scale Residential Development will consist of the construction of 5 no. blocks of development and will range in height up to 6 storeys. This will provide 208 no. residential units (104 no. 1 beds and 104 no. 2 beds) all of which will have associated private balconies/terraces. Car, cycle and motorbike parking will be located at undercroft and surface level. Vehicular/pedestrian/cyclist access is provided off Kimmage Road West via the existing Ben Dunne Gym access route. All associated site development works, open spaces, landscaping, boundary treatments, plant areas, waste management areas, and services (including ESB substations) shall be provided. A full description is set out in the statutory notices included with this application.



Figure 1.1: Site Location

2. DELIVERY AND SERVICING AIMS AND GENERAL MATTERS

2.1 OBJECTIVES

This outline Servicing and Delivery 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.

All incoming and outgoing servicing of the development (including deliveries, refuse collection, tradespeople, and passenger collection/set-down) shall be conducted within the Carlisle site, 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.

The 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.

2.3 GENERAL ROADS ACCESS

The site is accessed via an existing access road off Kimmage Road West, which also serves the adjacent Ben Dunne Gym. Certain alterations are proposed to this access road to improve pedestrian and cyclist connectivity to the proposed development. All vehicle traffic shall use this access road (cars, emergency vehicles, refuse trucks, taxis, deliveries, maintenance vehicles).

2.4 DELIVERY SCHEDULING

Peak hour deliveries and servicing operations will be generally discouraged across the development. On the basis that the AM peak is often the busiest hour for servicing, the operation of the development will spread deliveries throughout the day wherever possible.

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 building. These waste types will be mainly 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 residential elements of the proposed development are given in Table 3.1.

The estimated volumes of waste to be generated by the amenity elements of the proposed development are given in Table 3.2

Table 3.1 – Estimated Waste Generation - Residential

Waste Type	Waste Volume (L/week)					Total
	Block 1	Block 2	Block 3	Block 4	Block 5	
Organic Waste	220	225	225	165	225	1060
Mixed Dry Recyclables	3040	3125	3195	2000	2950	14310
Mixed Municipal Waste	3040	3125	3195	2000	2950	14310
Glass	220	225	225	165	225	1060
Total	6520	6700	6840	4330	6350	30,740

Table 3.2 – Estimated Waste Generation - Amenity

Non-Residential Floor Areas	Location	Area (sq.m)	Area (sq.) GIA	Area (sq.) (NIA)	DMR Recycling	Food Waste	MNR Residual	Glass	Total (L)
Communal Open Space	West of Site @ GF	657	623.8	522.06	1305.15	1305.15	1305.15	1305.15	2610.30
	Green deck between Block 1 & 2	291	267.7	224.07	560.18	560.18	560.18	560.18	1120.35
	Green deck between Block 2 & 3	293	269.6	225.61	564.03	564.03	564.03	564.03	1128.05
	Rooftop in Block 2 & 3	164	150.9	126.28	315.70	315.70	315.70	315.70	631.40
		1,405	1292.6	1081.8	2704.63	2704.63	2704.6	2704.6	5409.2

Each waste stream shall require collection once per week, resulting in c. 5 refuse vehicle trips per week. Refer to Fig 3.1 below for location of Waste Storage Areas

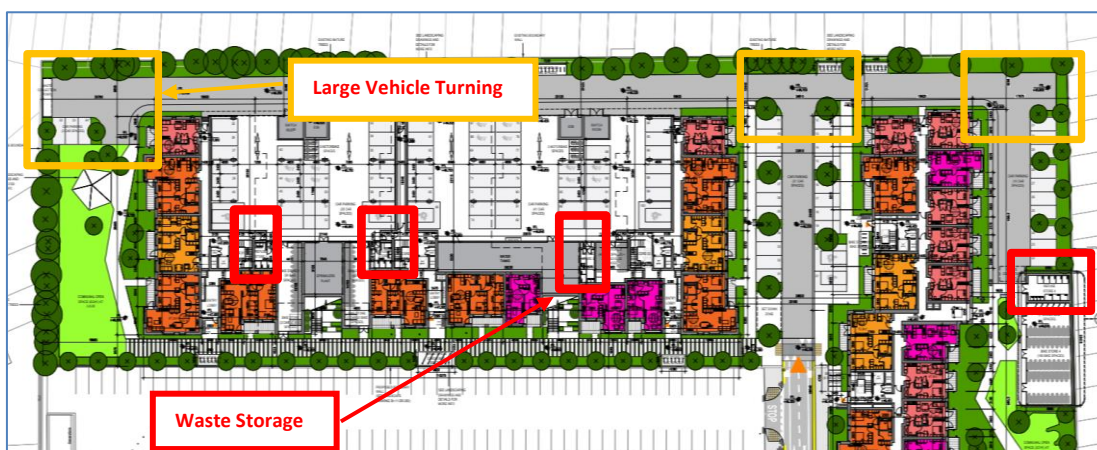


Figure 3.1 Extract of BKD Architects Drawing (Waste Storage Areas) and Large Vehicle Turning Areas

Prior to the scheduled collection of a given waste stream, the relevant waste storage bins shall be transferred from the waste storage areas, to the waste collection areas; 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.

3.2 TAXI DROP OFF / PICK UP

Taxis dropping off / picking up shall utilise the drop set down zone inside the development entrance

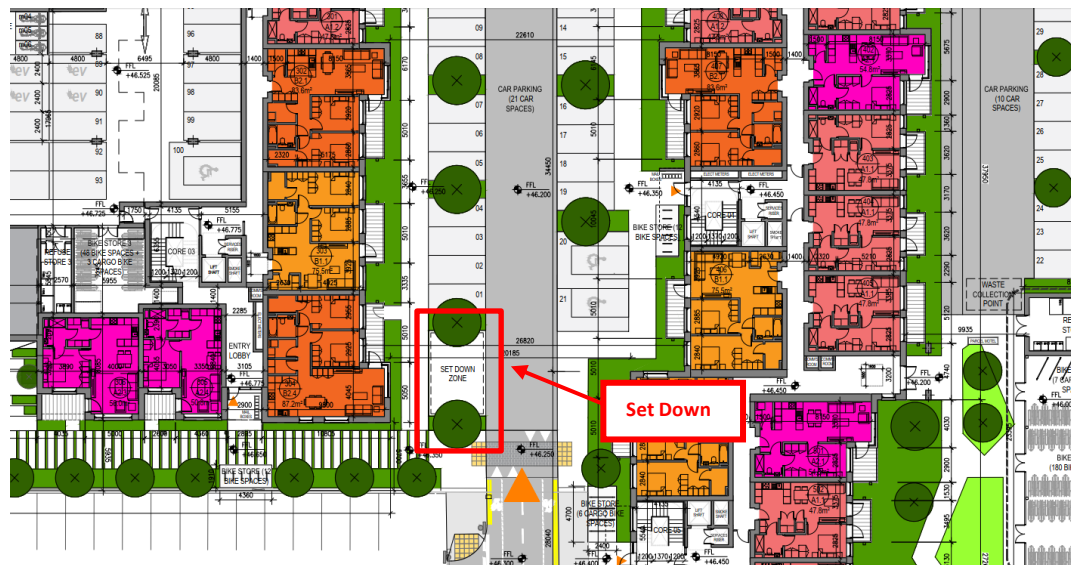


Figure 3.2 Extract of BKD drawing showing Set Down

3.3 BUILDING FAÇADE MAINTENANCE

It is not anticipated that there will be any regular or frequent maintenance to the exterior of the building facades. Window cleaning can be achieved by way of pole 'reach and wash' systems for all blocks (with such systems being able to reach up to circa 6 floors).

All building roof areas, including extensive green roof areas, PV panel areas, intensive green roof / podium areas shall be accessed from within the buildings.

3.4 BUILDING SERVICES MAINTENANCE AND SERVICING

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

3.5 POST DELIVERIES

Each block within the development shall have letter boxes for each apartment, located at the ground floor level of each access stairwell. Postal workers shall deposit post in these boxes in the normal manner. Refer to Architects ground floor drawings for details of each general access core and letter box arrangements.

3.6 FURNITURE REMOVALS / LARGE ITEMS

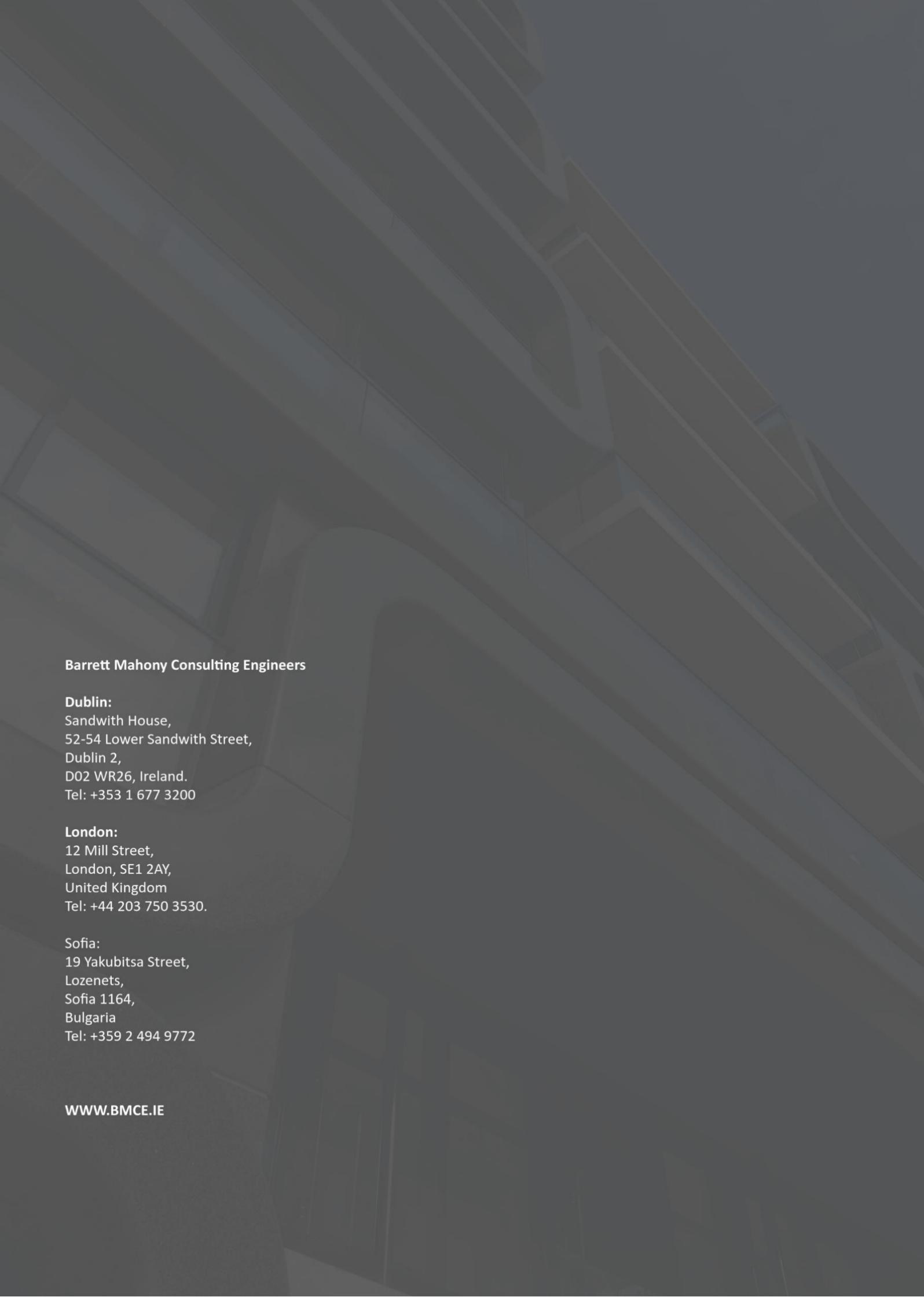
Any special deliveries to the subject development will need to be arranged by the residents, with the Managing Agents in advance. Special deliveries are defined as unusually large items which would arrive on an infrequent basis and also furniture removal vehicles associated with residents moving in/out of the subject development. The delivery time and duration will be agreed with the development's Management Company / Managing Agents to minimise the impact upon the routine daily servicing requirements of the proposed development and the operation of the surrounding road network. All special deliveries should be arranged for off-peak periods, where possible.

3.7 FIRE TENDER ACCESS

Fire tender access requirements have been coordinated with the fire consultant and fire tender turning has been verified by 'Autotrack' analysis – refer to drawings submitted with this application.

3.8 ESB SUBSTATION ACCESS

The ESB substation and switch room have been positioned such that the doors are accessible off the internal roads



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