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SERVICE AND DELIVERY ACCESS STRATEGY

CLONGRIFFIN WIDER LANDS – PHASE 2

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1.0 INTRODUCTION

1.1 Scope and Purpose of Report

Cronin & Sutton Consulting Engineers (CS Consulting) have been commissioned by the Land Development Agency (LDA) to prepare a Service and Delivery Access Strategy Report for the masterplan-led development of LDA lands at Clongriffin, Dublin 13

In preparing this report. CS Consulting has made reference to the following:

- Dublin City Development Plan 2022 – 2028

The purpose of the present 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 the collection of municipal waste generated by the development. While incoming servicing shall include deliveries to the commercial element of the development, as well as taxi set down and passenger collection.

1.2 Site Location

The overall site comprises zoned development lands in Dublin 13. It is an undeveloped site of 3.47ha at Main St, Clongriffin, Dublin 13. The site is bound by Main St to the south, Friar St to the west, Park St and the under-construction Blocks 5 & 6 and Market St to the north and Station Square and Clongriffin Road to the east. The subject site is in the administrative jurisdiction of Dublin City Council (DCC), adjacent to the City Council's boundary with Fingal County Council.

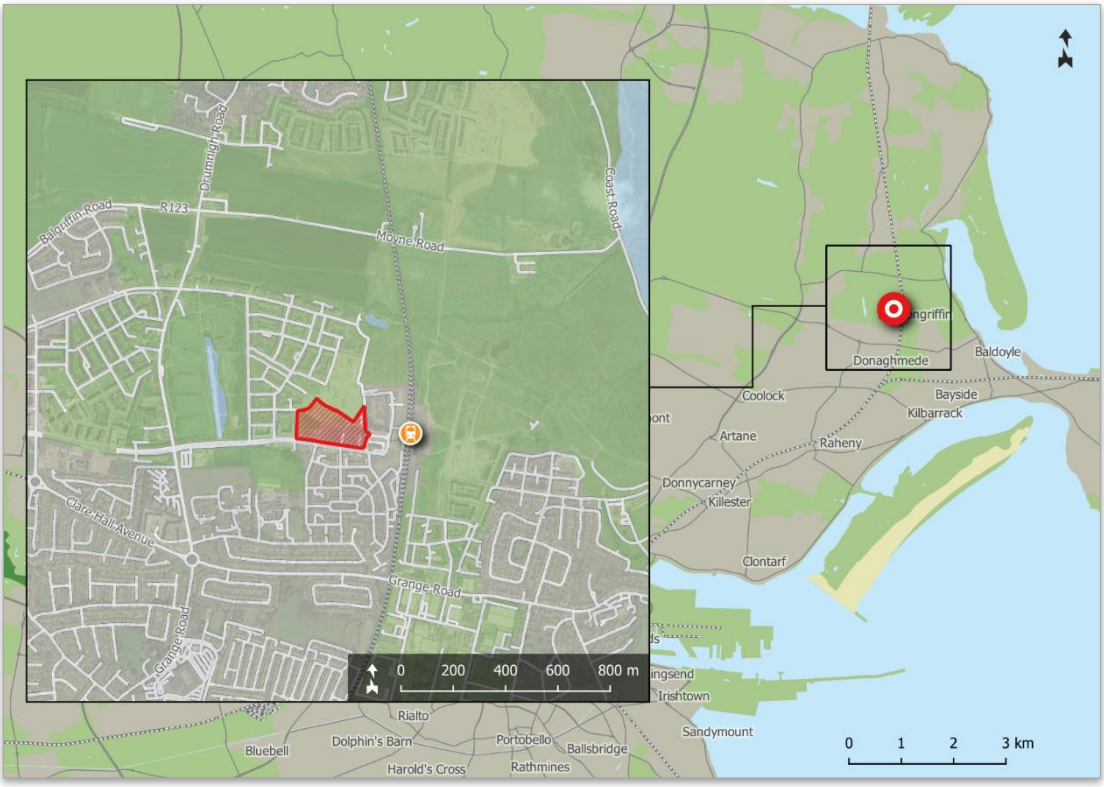


Figure 1 – Location of subject lands
(sources: EPA, OSi, OSM Contributors, Google)

The location of the subject lands is shown in **Figure 1**; their extents and environs are shown in more detail in **Figure 2**.



Figure 2 – Subject lands extents and environs
(sources: NTA, GoCar, OSi, OSM Contributors, Microsoft)

1.3 Existing Clongriffin Development

Development of the wider Clongriffin area has thus far been carried out largely in accordance with a 10-year masterplan planning permission granted to Gannon Homes on the 27th of June 2003 under DCC Reg. Ref. 1302/02 (An Bord Pleanála ref. PL29N.131058). This provided for development consisting of a total of 3,576no. dwellings and 80,600m^2 of mixed retail, commercial, leisure, and community uses, associated car parking and engineering works, and provision for a new railway station.

These previously permitted development proposals (referred to hereafter as the 'masterplan parent permission') comprised:

- 838no. houses, 428no. duplex units, and 2,310no. apartments.
- Commercial uses including 73no. retail units, a supermarket, offices (44,036m^2) and media-associated uses (8,386m^2), 2no. banks, 2no. restaurants, 3no. public houses, a 70-unit aparthotel, 2no. hot food take-aways, a cinemaplex (5,700m^2), a gym-fitness centre, a pharmacy, 2no. off-licences, a betting office, motor showrooms, 3no. motor service units, and 19no. enterprise units (1,542m^2).
- Medical facilities including a 25-bed day hospital with 2no. operating theatres, a doctor's/dentist's surgery, and a veterinary surgery.

- 4no. childcare facilities (875m^2 in total).
- A community centre and provision for a Garda Services unit.
- 3no. kerbside recycling centres.
- The masterplan parent permission also provided for the following associated infrastructure works:
- Services infrastructure including water supply, foul drainage, surface water drainage, and internal roads.
- A new access road to the development from the Hole in the Wall Road through Father Collins Park [Main Street] and a new east-west access road parallel to the Mayne River [Marrsfield Avenue].
- A public stairway and lift and escalator enclosure for the proposed over-track railway station.
- An underground town carpark and park and ride carpark (420no. spaces), taxi rank, drop off points, and a bus interchange associated with the railway station.
- Civic town squares and spaces, and a linear park along the south side of the Mayne River with attenuation pond.
- Site development works for reserved sites for future uses.

Much of this development has been constructed in the intervening years, whether under the original masterplan parent permission, amendments thereto, or separate planning permissions for individual sites within the masterplan area. Infrastructure so far completed includes:

- Clongriffin Railway Station and its associated infrastructure.
- The 2no. access roads from the Hole in the Wall Road (Clongriffin Main Street and Marrsfield Avenue).
- The majority of the masterplan area's internal roads.
- Comprehensive internal foul drainage and surface water drainage networks, including a foul pumping station and a stormwater attenuation pond in the north-east corner of the masterplan area.
- A well-developed internal potable water supply network.

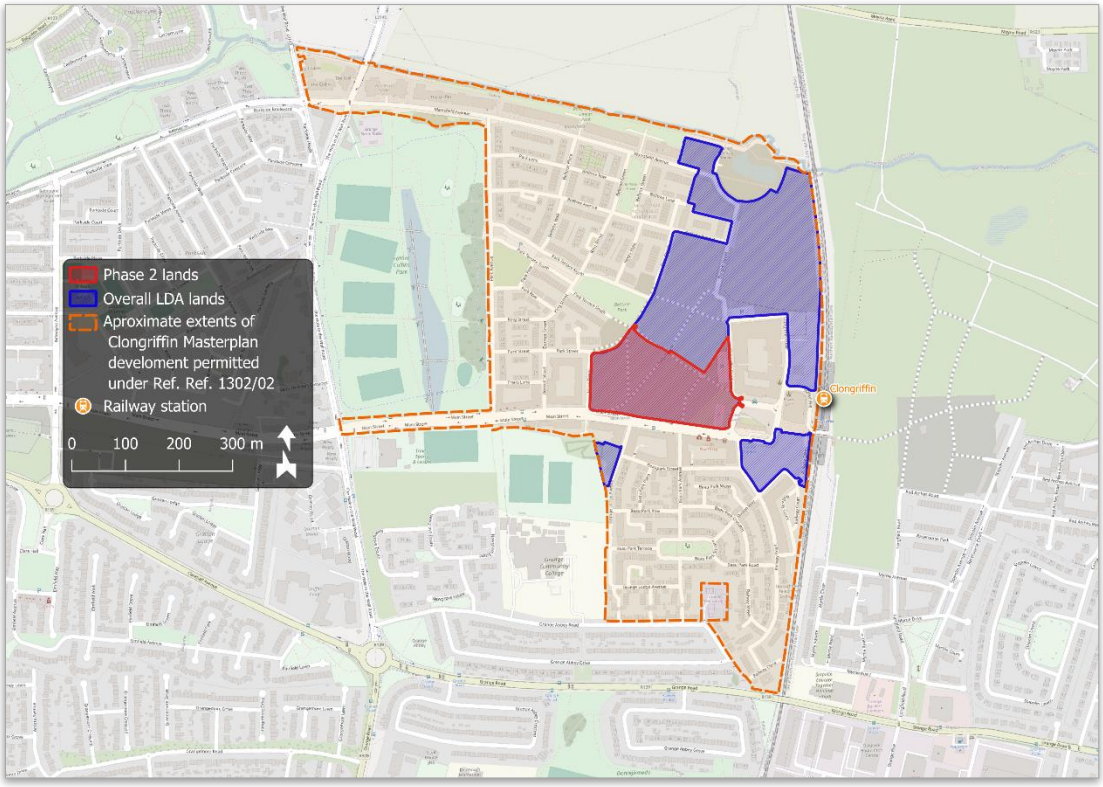


Figure 3 – Clongriffin masterplan extents and neighbourhoods
(sources: OSi, OSM Contributors)

1.4 Description of Proposed Development

The development will consist of the construction of a residential development set out in 3 no. blocks (identified as Zone 7, 8 & 9), ranging in height from 5 to 10 storeys, to accommodate 711 no. apartments including café/restaurant/retail units, community/cultural spaces, a standalone creche building and the completion of Market St.

The 3 no. residential buildings are arranged around podium courtyards accommodating communal amenity spaces for future residents. Zone 7 is a 5 to 7 storey block onto Main St, Friar's St, Park St and Market St containing 280 apartments. Zone 8 is a 6 to 8 storey block between Main St and Market Street containing 263 apartments. Zone 9 is a 6 to 10 storey block located on Main St, Station Square and Market Street containing 168 units.

Car and cycle parking for both residents and visitors is provided below podium and at surface level throughout the scheme. The proposed development includes all site landscaping works, open space, green roofs, lighting, servicing and utilities, signage, and associated and ancillary works, including site development works above and below ground.

The proposed development sits as part of a Masterplan for a wider Clongriffin landbank which includes the under-construction Block 5 & 6 to the north of Market Street.

For a more detailed description please refer to the Statutory Notices.

2.0 ESTIMATED WASTE GENERATION AND SERVICING DEMAND

2.1 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 waste generated by the guests and staff 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.).

2.2 Servicing and Delivery Demand

Servicing demand for the subject development has been determined using the TRICS database for similar developments.

In the case of the subject development, it has not been possible to directly extract servicing trips from TRICS. However, in order to ensure a robust assessment of servicing demand is carried out, it has been assumed that all light goods vehicles (LGV) constitute servicing and delivery trips. Taxi set down has also been included within the assessment below.

	Arrival Per hour per dwelling	Departures per hour per dwelling
LGV Peak	0.017	0.014
Taxi Peak	0.007	0.005

Table 1: TRICS Subject Development Trip Generation Rates

Trip numbers in this instance have been calculated as a function of the TRICS trip rates given in **Table 1** and the total number of dwellings (711no. apartments) within the proposed development. The following trip generation figures are calculated:

	Arrival	Departures
LGV Peak	12	10
Taxi Peak	5	4
Total	**17**	**14**

Table 2: Subject Development Trip Generation from TRICS

As shown above, it is expected that peak delivery trip generation shall equal an average to 11no. trips per hour. It is also expected that 5no. taxi trips shall occur during at peak times. As a worst case-scenario, it is considered within this assessment that peak delivery trip generation and peak taxi trip generation shall occur concurrently although this is shown not to be true. As such, an hourly delivery, servicing and taxi trip rate of 16 trips within the peak hour has been considered, this results in an average of 1 trip every 4 minutes.

3.0 SERVICING AND WASTE COLLECTION PROPOSALS

All incoming and outgoing servicing of the development (including deliveries, refuse collection, and passenger collection/set down) shall be conducted within the development site, to avoid obstruction of vehicular or pedestrian traffic on the external road network. All servicing operations, including all refuse collection and HGV deliveries shall take place at surface level within the site.

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 waste collection and segregation facilities. The Management Company shall prepare an Operational Waste Control Strategy for the development, which shall detail specific operational arrangements for these.

3.1 Vehicular Servicing Access

It is proposed that waste collection points shall be provided within the development, allowing for refuse collection to occur internally within the subject development site. Refer to CS Consulting drawing no. **L106-CSC-XX-XX-DR-C-0124** for details of swept path analysis of refuse vehicles manoeuvring within the proposed development.

3.2 Waste Collection Arrangements

For the subject development, it is proposed to create temporary staging/collection areas on the internal road network. The temporary storage locations / collection points have been sized and located as not to impede pedestrian (1.8m passing distance as the minimum distance set out in the Design Manual for Urban Roads and Streets) or vehicle access. These shall be positioned in proximity to the proposed bin stores and loading bays on the internal road network. Refer to Figure 4 for their locations.

All waste generated by the subject development shall be gathered and segregated at designated waste storage rooms.

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 staging 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. Please refer to CS Consulting drawing no. **L106-CSC-XX-XX-DR-C-0124** for details of waste collection swept path arrangements.

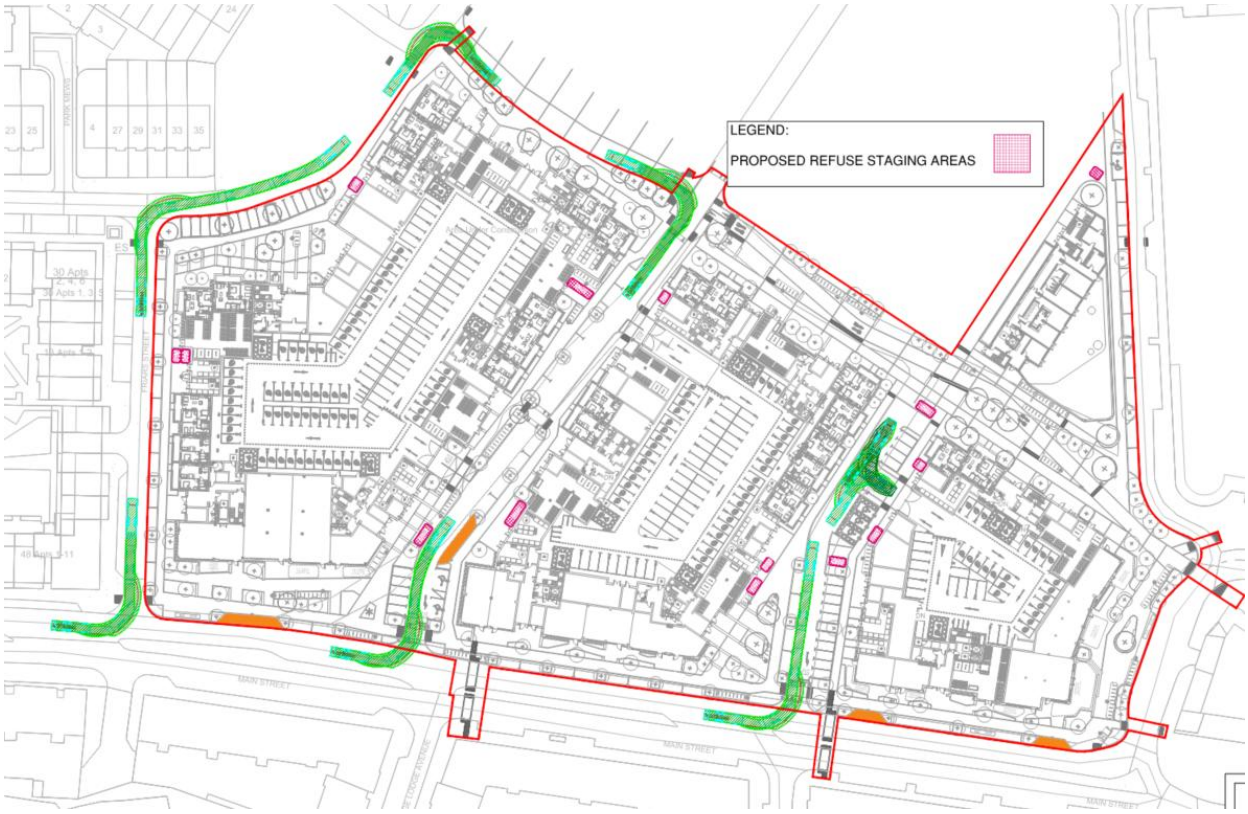


Figure 4 – Clongriffin Waste Collection Arrangements
(sources: OSi, OSM Contributors)

3.3 Delivery and Servicing Management Measures

This Servicing and Operation Management Plan 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.

3.3.1 Servicing Facilities

The proposed development has been designed to ensure that all 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. These designated servicing areas for the proposed development are shown in Figure 4.

3.3.2 Delivery Scheduling

Peak hour deliveries will be discouraged throughout 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. Postal deliveries shall be made to grouped mailboxes or to reception areas, reducing delivery time in this instance.

3.3.3 Waste Management

The development shall provide sufficient facilities for storage and collection of segregated waste. Refuse collection will be undertaken outside of peak hours where possible, with the specific collection times being arranged with the private waste contractors to minimise the impacts on the operation of the site. A just in time approach shall be applied to the staging of bins within the Temporary Waste Collection Area to minimise impact on the operation of the proposed development.

3.3.4 Operation Coordination, Restrictions and Enforcement

The development's Management Company shall be responsible for establishing and enforcing restrictions on the nature and scheduling of vehicular servicing operations within the site.

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.

3.3.5 Accommodation Special Deliveries

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



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