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RESIDENTIAL DEVELOPMENT APPLICATION	
Document Title:	Proposed Service Strategy
Application Location:	Saint Andrews Court, Dublin
Applicant:	Dublin City Council (DCC)
Job Ref. No.	MHL- 21055TT
Date:	05 September 2024
Author:	David Murphy, BEng Hons, MA, MIEI, MHL & Associates Ltd.
Doc Name:	21055TT-MHL-SAC-Doc03-SAS-Rev E_Service Strategy (For: PART VIII Planning)

Introduction

M.H.L. & Associates Ltd. Consulting Engineers have been engaged Dublin City Council to act as transport and mobility consultants to supplement the planning application process (Part VIII) for a proposed residential development on existing brown field site. This document presents details on the Service Strategy for the site located at Saint Andrews Court, Fenian Street. The proposed development consists of 33no. residential units comprising of a mix of 1-, 2- and 3-bedroom apartments.

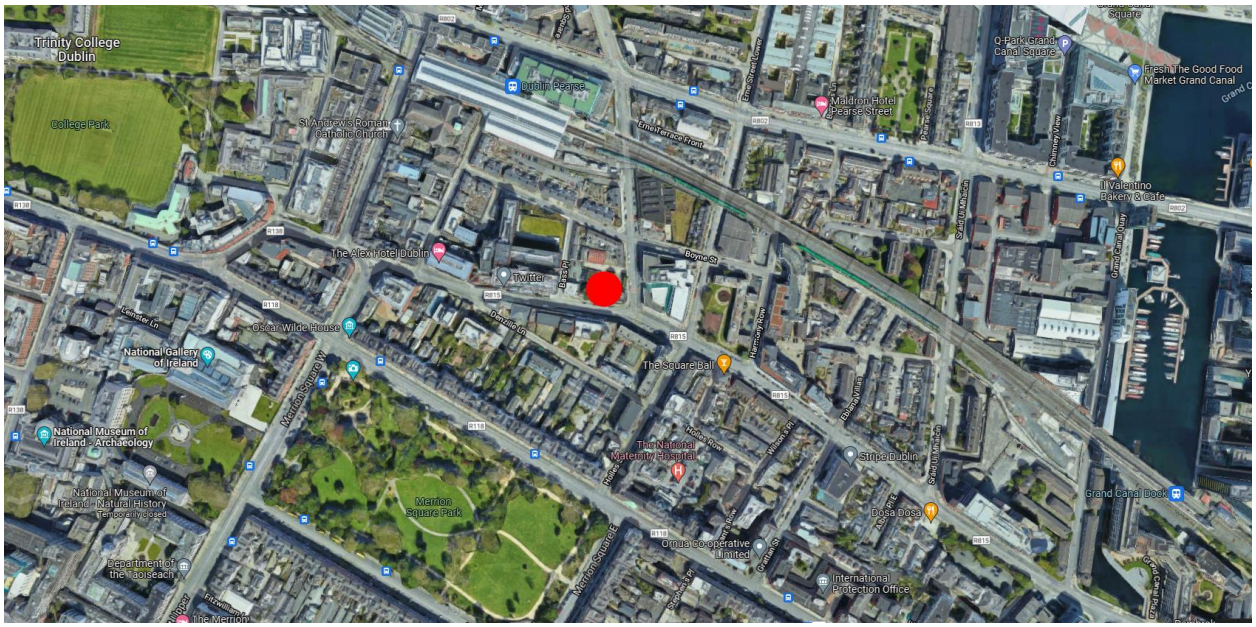

Fig 1. Site Location (Google Earth)

The Saint Andrew's Court planning application is to consists of:

- The demolition of existing structures on site.
- The construction of new residential apartments (comprising a mix of 1,2 and 3 bed apartments).
- The provision of landscaping and amenity areas including an enclosed courtyard.
- The provision of the access adjoining footpath network, and

- All associated ancillary development including pedestrian/cyclist facilities, lighting, drainage, boundary treatments, bin and bicycle storage, ESB Sub-station and plant at ground floor level.

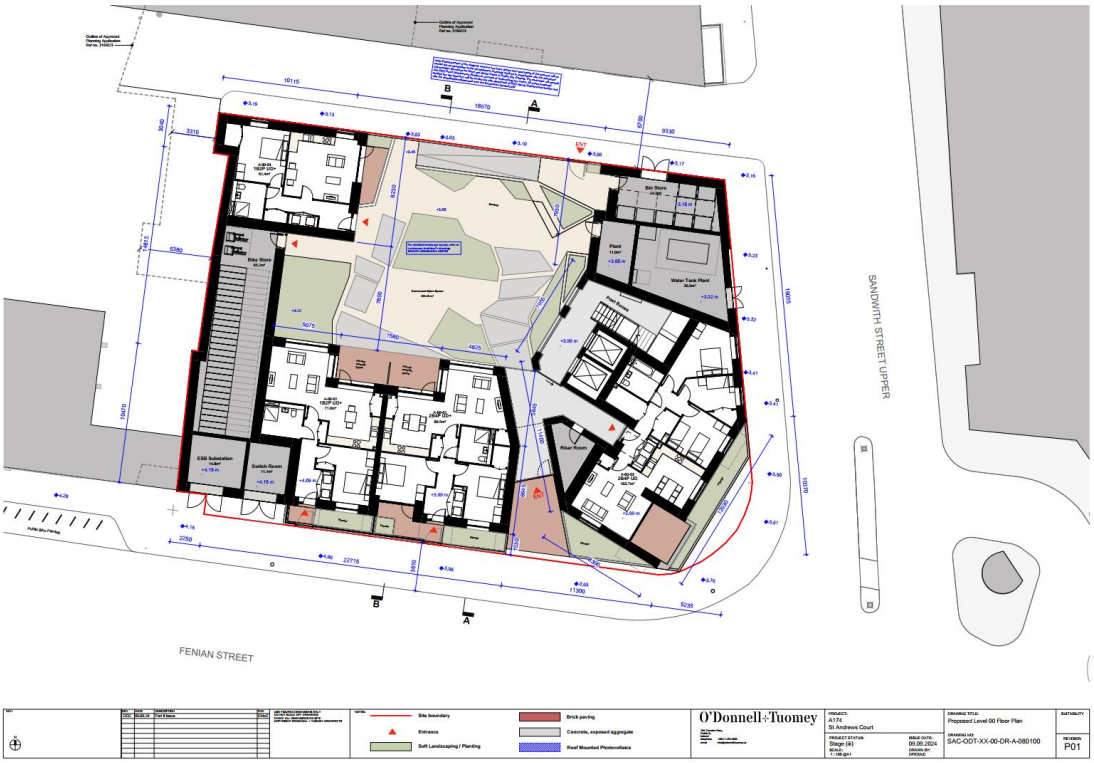

Fig 2. Proposed site (ODT)

SERVICE/ EMERGENCY VEHICLE ACCESS STRATEGY

Access requirements

Connectivity throughout the scheme is heavily weighted towards the pedestrian. Access for certain service / emergency vehicles is necessary for the future management of the site. These are listed as follows:

ID	Location	Vehicle	Frequency
1	Fenian St.	Fire Tender	In the event of an emergency.
2	Fenian St.	Sewer maintenance/ cleaning	Infrequent/
3	Fenian St.	Façade maintenance/cleaning	Infrequent/
4	Fenian St.	ESB substation access/servicing	Infrequent/
ID	Location	Vehicle	Frequency
1	Sandwith St. Upper	Fire Tender	In the event of an emergency.
2	Sandwith St. Upper	Sewer maintenance/ cleaning	Infrequent/
3	Sandwith St. Upper	Façade maintenance/cleaning	Infrequent/
4	Sandwith St. Upper	Service collection	Bi-weekly

Fig 3. Servicing

This will fulfil the design aspirations of DMURs as outlined above, providing enhanced access to both our client's development and adjoining properties in the event of an emergency. Emergency/ Service vehicles would utilise the existing road infrastructure to facilitate access to the building.

Fig 4. Existing Site (Google Earth)

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Fig 5. Emergency Access Zone

The integration of pedestrian facilities will increase footfall in the area. Closer interconnection will provide benefit to future residents and those of adjacent permitted development (Reg. Ref. 3164/23, 79 apartments) and associated live amendment application (Reg. Ref. 3861/24).

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Fig 6. Pedestrian Permeability.

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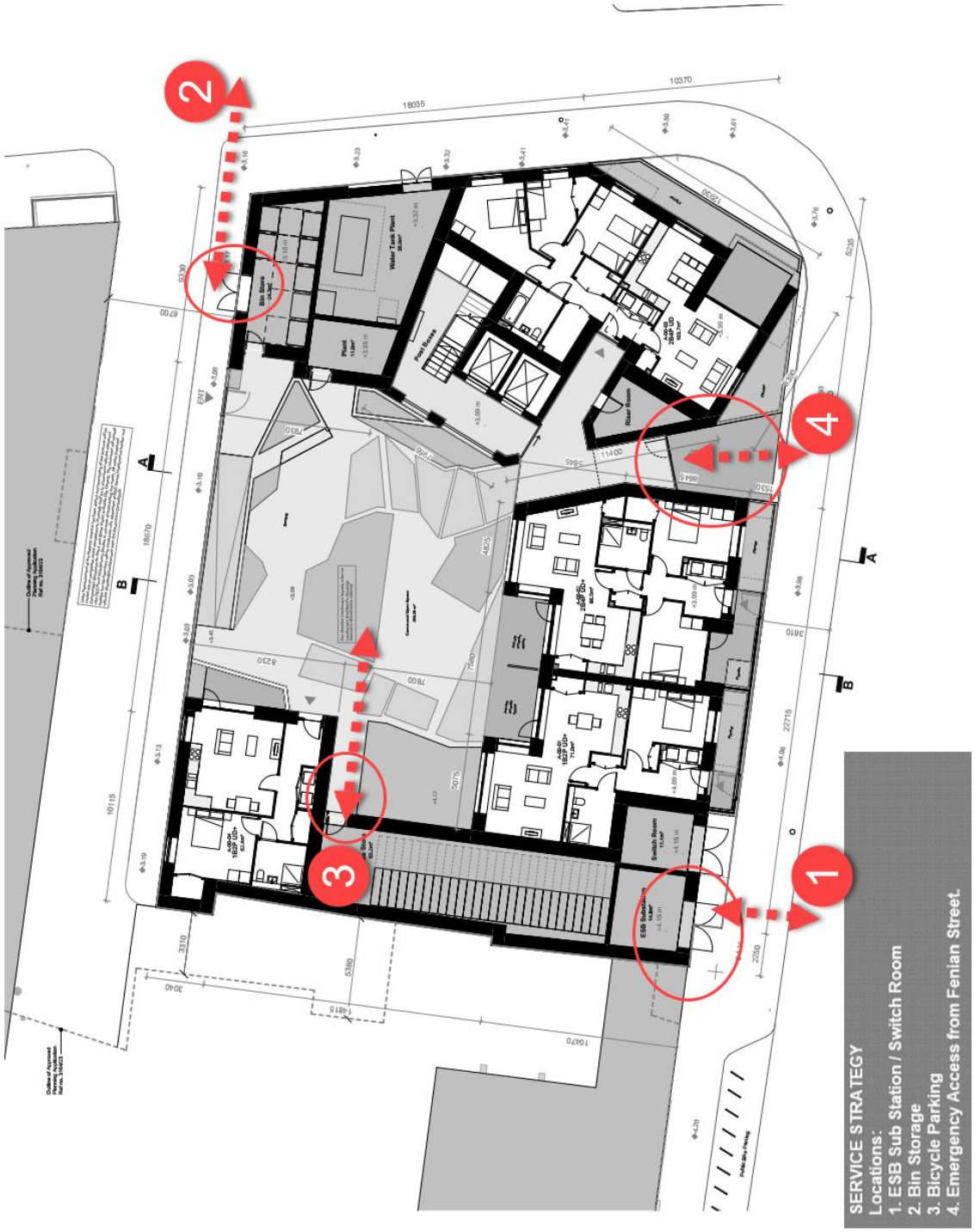

Fig 7. Proposed Service/ Emergency Locations

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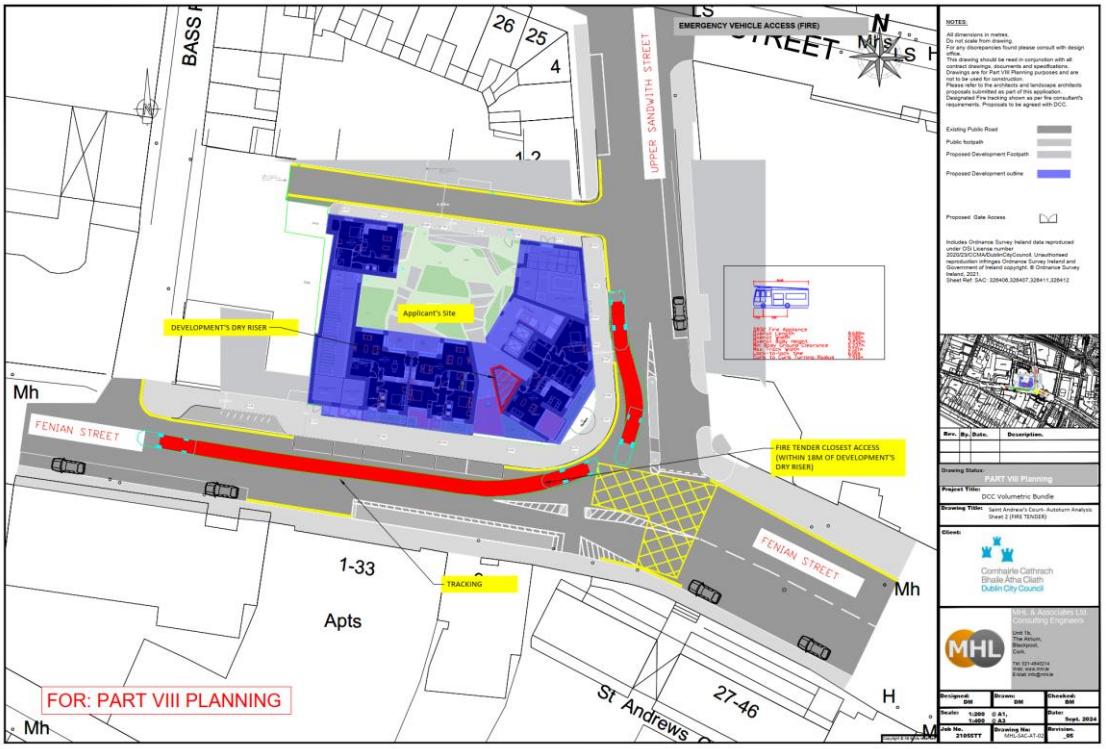

Fig 8. Proposed Fire vehicle Tracking

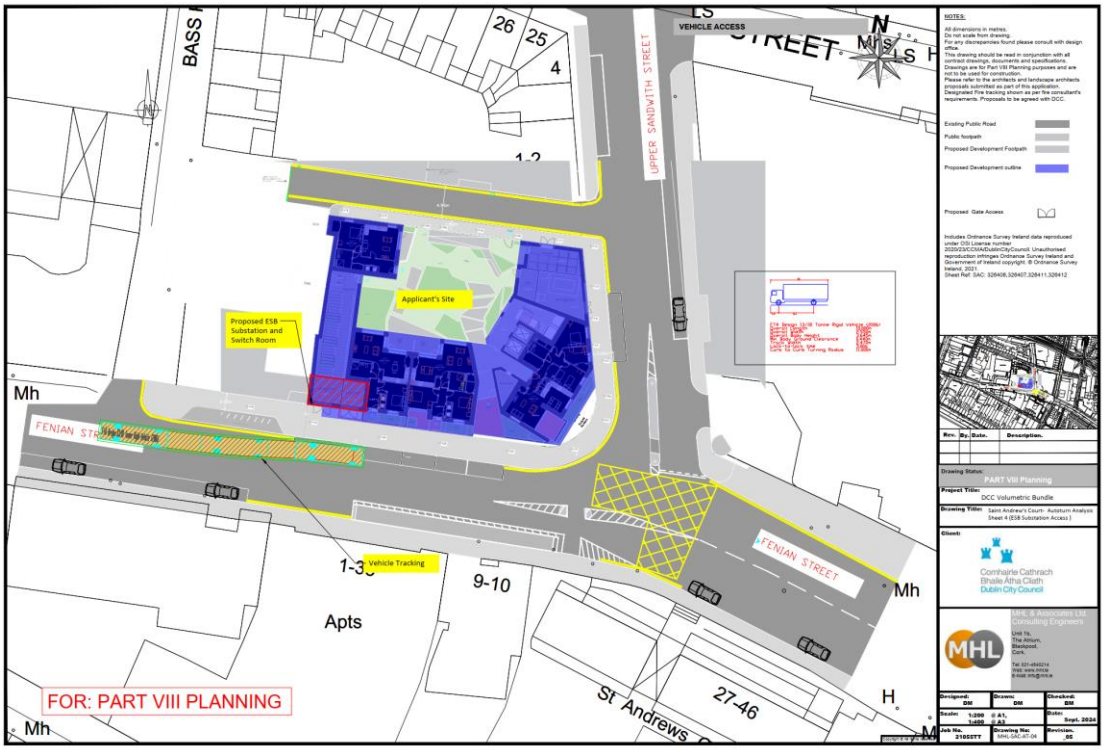

Fig 9. Proposed ESB HGV vehicle tracking to substation

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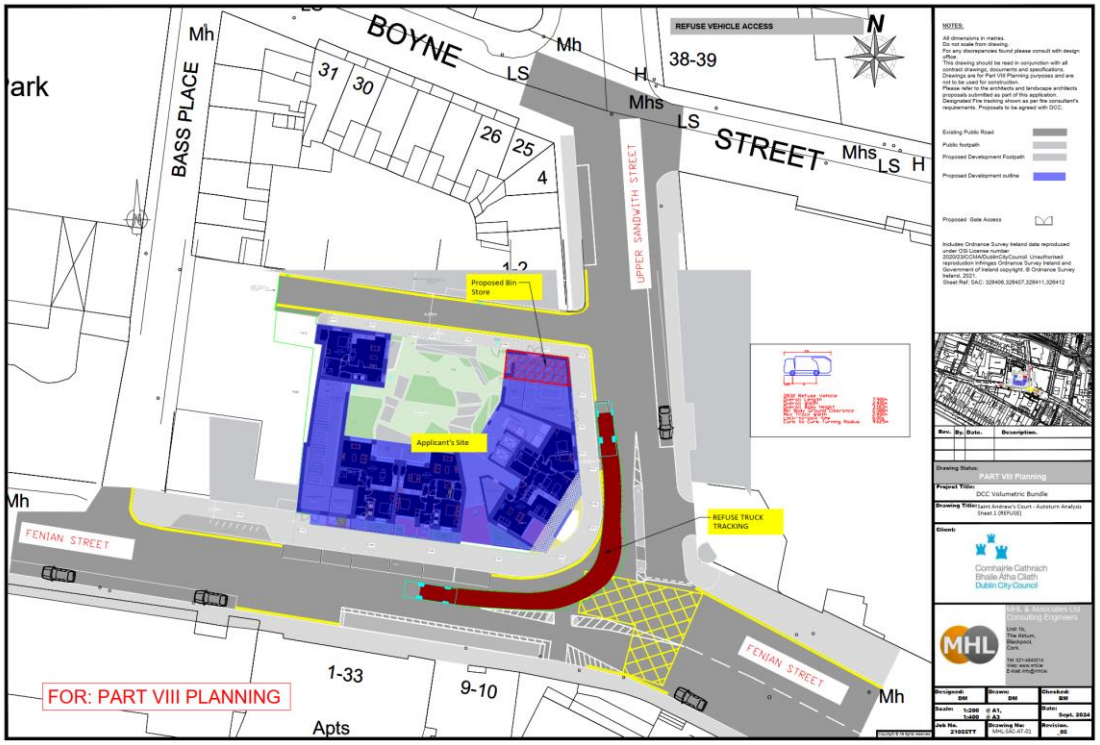

Fig 10. Proposed refuse vehicle tracking

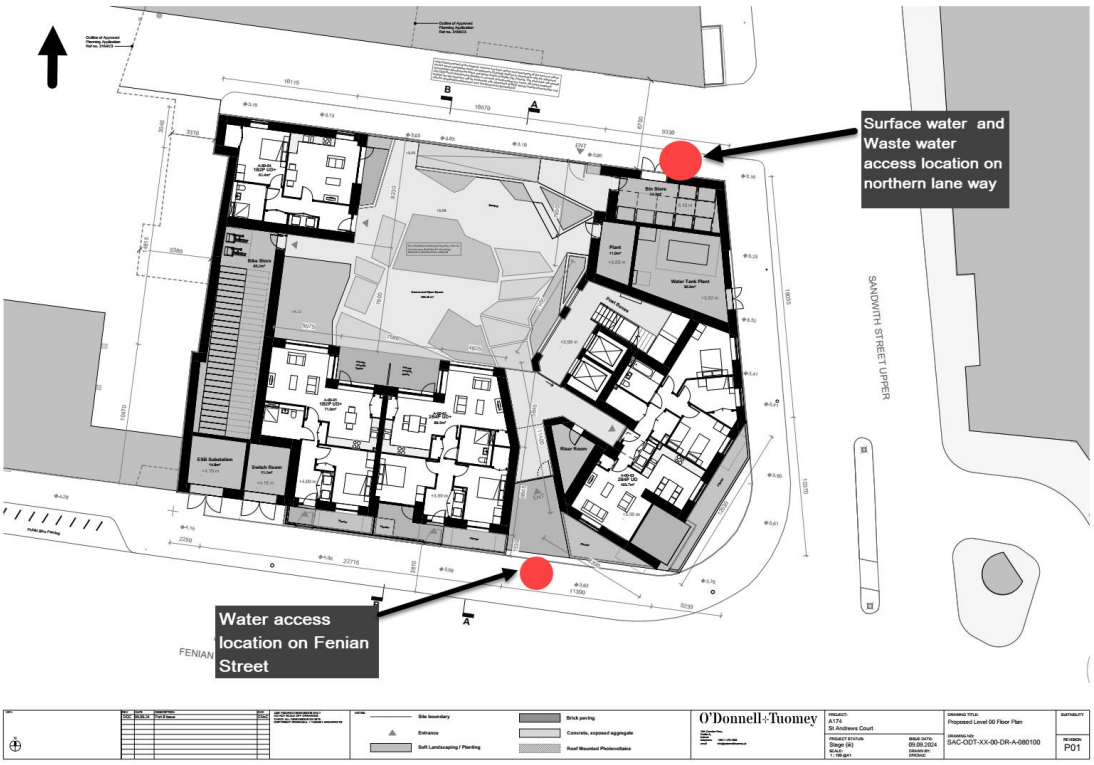

Fig 11. Proposed service access locations (Refer to Drainage Layout by Horgan Lynch)

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NTA Active travel scheme (Future third party scheme)

As noted above, this strategy is based on the existing street network of Upper Sandwich St. and Fenian St., which currently facilitates two-way traffic flow. At the time of writing, a proposed NTA active travel project between Grand Canal to Lincoln Place is in the early stage of design. The 1.75km walking and cycling scheme is proposed to provide protected cycle tracks and improved facilities for pedestrians.

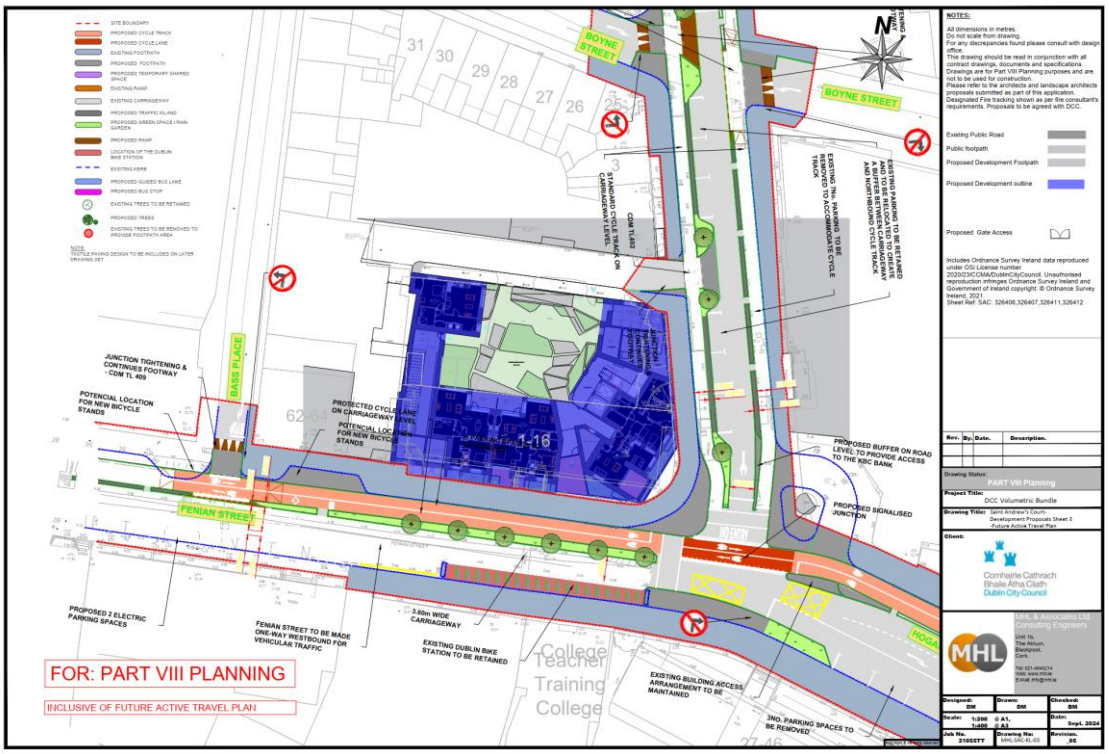

Fig 12. Proposed Future Active Travel Plan in context with the applicant's development site

Due to the plot's strategic location at the corner of both streets, the future potential changes in street character and traffic flow can be effectively accommodated by the proposed residential development scheme. The design will ensure that access to all main service locations is maintained, enhancing connectivity and integration with the surrounding area. This approach will support a transition in street configuration, while prioritizing accessibility and minimizing any potential disruption to traffic and pedestrian movement.

Coordination with the NTA/DCC active travel team and the residential development design team is to ensure that the NTA scheme accommodates the service provision of the SAC site going forward.

Laneway works

Reinstatement of the footpath where it has been dished and resurfacing of the laneway will be carried out on completion of the development. Materials shall be in accordance with the document Construction Standards for Road and Street Works in Dublin City Council.

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Fig 13. Laneway location

The contractor will consult with DCC Road Maintenance Section in advance of undertaking any works. All works proposed outside the site boundary will be carried out with agreement of DCC Roads Maintenance section and with the direction/permit/consent from the Roadworks Control Unit.

Reference material

Please refer to the design proposals submitted as part of this application, listed below:

Development Proposal Sheet 1-MHL-SAC-KL-01
Development Proposal Sheet 2-MHL-SAC-KL-02

Development Proposal Sheet 3 (Future Active Travel Plan) -MHL-SAC-KL-03
Development Proposal Sheet 4 (Future Active Travel Plan) -MHL-SAC-KL-04

Vehicle Tracking Assessment-(Refuse Vehicle)-MHL-SAC-AT-01
Vehicle Tracking Assessment-(Fire Vehicle)-MHL-SAC-AT-02
Vehicle Tracking Assessment-(Maintenance Truck)-MHL-SAC-AT-03
Vehicle Tracking Assessment-(ESB Vehicle)-MHL-SAC-AT-04

Future Active Travel Plan road layout
Vehicle Tracking Assessment-(Refuse Vehicle)-MHL-SAC-AT-05
Vehicle Tracking Assessment-(Fire Vehicle)-MHL-SAC-AT-06
Vehicle Tracking Assessment-(Maintenance Truck)-MHL-SAC-AT-07
Vehicle Tracking Assessment-(ESB Vehicle)-MHL-SAC-AT-08