

Preliminary Site Servicing Assessment

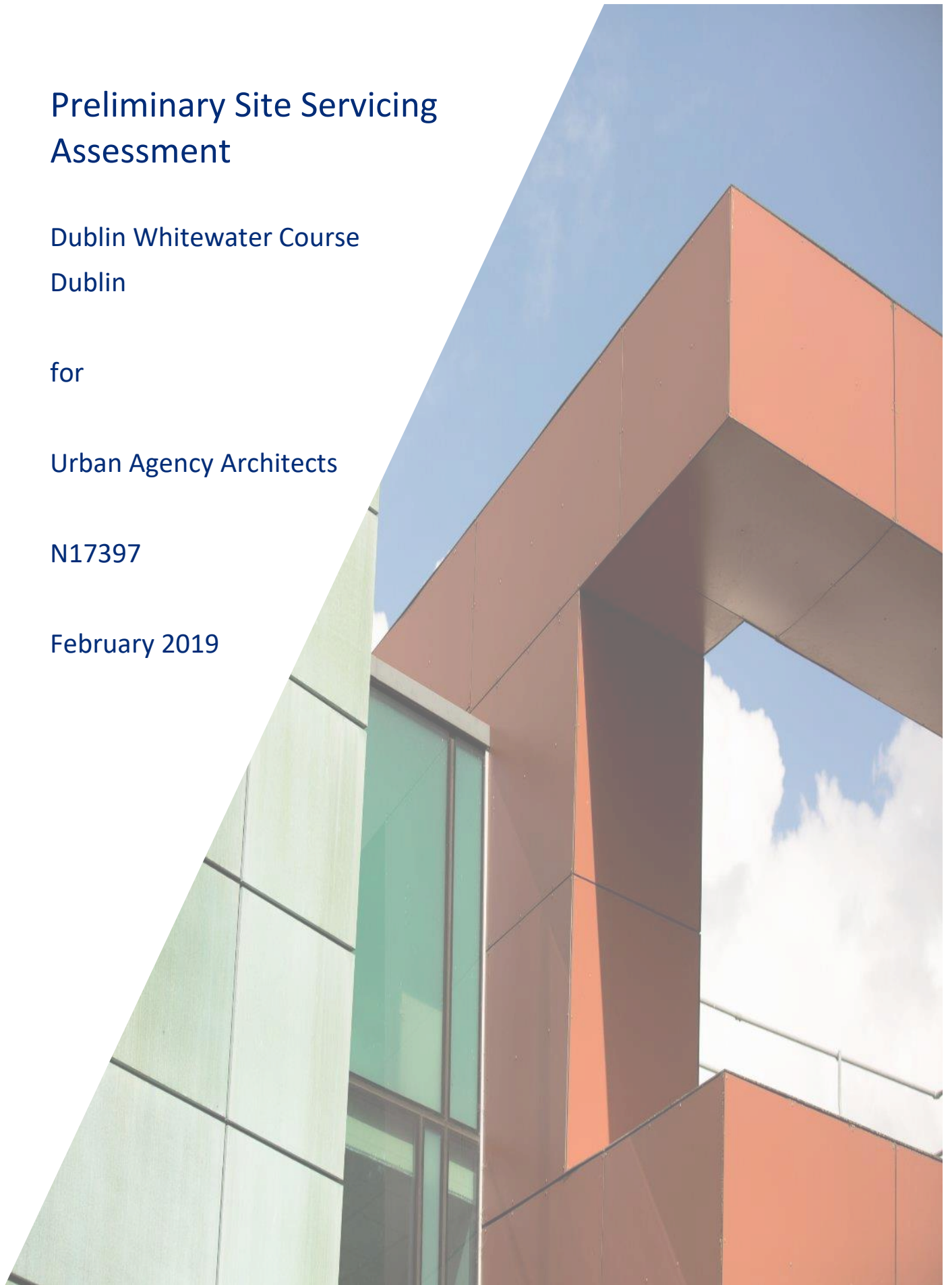
Dublin Whitewater Course
Dublin

for

Urban Agency Architects

N17397

February 2019



Preliminary Site Servicing Assessment
Dublin White Water Course
for
Urban Agency Architects

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Contents

1.0	Quayside Buildings Site Servicing	1
2.0	Whitewater Course Site Servicing	3

1.0 Quayside Buildings Site Servicing

Servicing of this part of the development is proposed via nearby on-street parking and / or loading bays, like other commercial premises in the area.

Developments of the nature proposed are for the most part serviced using transit vans, and short wheel-base trucks. Large articulated heavy goods deliveries would not be expected. We anticipate in the order of 1-2 deliveries per day. These can be off-peak, scheduled-deliveries, with staff ready to receive the delivery, minimising the time the vehicles are parked.

1.1 Servicing and refuse collection

The subject sites location in Docklands. We believe that the servicing requirements of the proposed buildings is less onerous than the many surrounding commercial premises (e.g. the nearby pubs, bars, convenience shops and restaurants) in this environment in terms of servicing requirements.

Notwithstanding the multitude of adjacent existing shops, offices, pubs and restaurants, the current permitted use of the site as offices would have had similar servicing to the proposed use as a facilities centre.

The frequency and type of delivery should, we believe, be considered in the context of the current and permitted use of the site itself, and of adjoining sites, whereby deliveries are made mainly at off-peak times to many types of retail and business developments in the heart of Dublin Docklands. We are not aware of any adverse capacity, safety or nuisance effects associated with existing arrangements for servicing adjacent developments.

Modern commercial operators actively promote an efficient use of their service vehicles, often using central distribution warehousing with state-of-the-art logistics systems. Service vehicles, where possible, are fully laden, making either single deliveries or multi-drops to several destinations. The principal delivery to the development will be ½ small vans per day serving the Café element, in addition to refuse collection.

Deliveries will be normally scheduled outside peak hours. This minimises the potential for delays to the delivery vehicle and avoids disruption to customers. Scheduled deliveries are planned and are expected at the business with staff ready to receive the delivery, minimising the time the vehicles are parked in the public loading bay.

Facilities of this nature proposed are for the most part serviced using transit vans, and short wheel-base trucks. Large articulated Heavy Goods Deliveries would not be expected.

This is standard practice in such business districts or city environments.

Goods can be transferred from the vehicles parked in the loading bay to the premises using hand-wheeled trucks.

1.2 On-site Refuse Management

The development contains a dedicated self-contained & managed refuse collection area. This is within an enclosed secure area that can be accessible by lock/fob or possibly by key

pad. The bin storage area will contain dedicated colour coded bins for recyclable, normal waste and organic waste in accordance with best practice.

The internal Management will be responsible for the weekly movement of the bins to a collection point at the street frontage on Hanover Quay to the loading bay on the days of refuse collection. The proposed bin types are of a sufficiently small size so that they can be easily propelled by hand to the road edge for collection and can also be removed in a similar manner.

1.3 Emergency access

Emergency access requirements are by their nature infrequent but important to consider. Due to the Quayside Buildings city centre location and small area a dedicated emergency access bay has not been possible to provide. Ambulance and first responders could use the existing nearby provided loading bays / drop off bays or park on the adjacent road. Due to the proximity of the adjacent road, fire access provisions are acceptable.

2.0 Whitewater Course Site Servicing

2.1 Servicing and refuse collection

No servicing or refuse requirements are associated with the Whitewater Course itself, as all deliveries and refuse generated will be from the associated facilities at the Quayside Building.

2.2 Equipment Drop off

Localised drop offs of kayaking equipment can be made next the proposed substation and MCC building which has a secure area to the rear. Vehicular access will be infrequent and will only use the existing left hand turn when travelling east on the R801

2.3 Maintenance access

Maintenance and construction access for an appropriately sized mobile crane has been provided on the East Quayside adjacent to the Pumping Station. The primary purposes of this is to enable removal of the Axial Pumps in the event of failure or off-site maintenance being required. Refer to Urban Agency drawing PP-11.

Maintenance access is also required to the Rescue Village, a clear through route has been provided with appropriate turning allowance. The primary reason access is required to the Rescue Village would be to Manhole adjacent North Weir Terrace in order to remove the pump inside this manhole in the event of failure or offsite maintenance. Typically, this operation is undertaken by a hand winch, and then transferred to Quad Bike with a trailer attached.

2.4 Emergency access

As the area allowed for mobile crane access on the East Quayside will be used very infrequently, emergency service vehicles could park in this area. Clear access to the Central Island is provided.

2.5 Pedestrian movement between Course and Quayside Buildings

Pedestrian access and movement between the Quayside Buildings and the course will be via the existing pedestrian crossing at the west end of the building. Access and movement around the facility is covered in the Architects report and further in the Mobility Management Plan.

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Newcastle upon Tyne

London

Manchester

Glasgow

Huddersfield

Chester

Birmingham

Guildford

International locations:

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