

SERVICE & DELIVERY ACCESS STRATEGY

ST. VINCENT'S HOSPITAL FAIRVIEW REDEVELOPMENT

St. Vincent's Hospital Fairview
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OCSC

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Multidisciplinary
Consulting Engineers

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1 INTRODUCTION

APPOINTMENT

O'Connor Sutton Cronin & Associates (OCSC) have been appointed by St. Vincent's Hospital Fairview to carry out the design of the civil engineering services associated with the proposed development of a site at St. Vincent's Hospital, Richmond Road and Convent Avenue, Fairview, Dublin 3.

The purpose of this report is to set out the strategy for the management of vehicular servicing at the proposed development. This includes both outgoing servicing, which mainly includes municipal waste transportation, and incoming servicing, which includes deliveries, set-down spaces, maintenance, etc.

This plan has been prepared with reference to the Dublin City Development Plan 2022 – 2028.

ADMINISTRATIVE JURISDICTION

The proposed development is located primarily in the jurisdiction of the Dublin City Council (DCC).

STUDY AREA

The site fronts Richmond Road. The site is bound by the Grace Park Wood residential development to the northwest, Griffith Court and the 'Fairview Community Unit' nursing home to the north, the An Post depot on Lomond Avenue and residential properties on Inverness Road to the east, existing residential and commercial properties on Richmond Road and Convent Avenue to the south and Charthouse Business Centre, Dublin Port Stadium / Stella Maris FC and Ierne Sports and Social Club to the west of the site.

The exact location of the development can be seen in the figure overleaf:

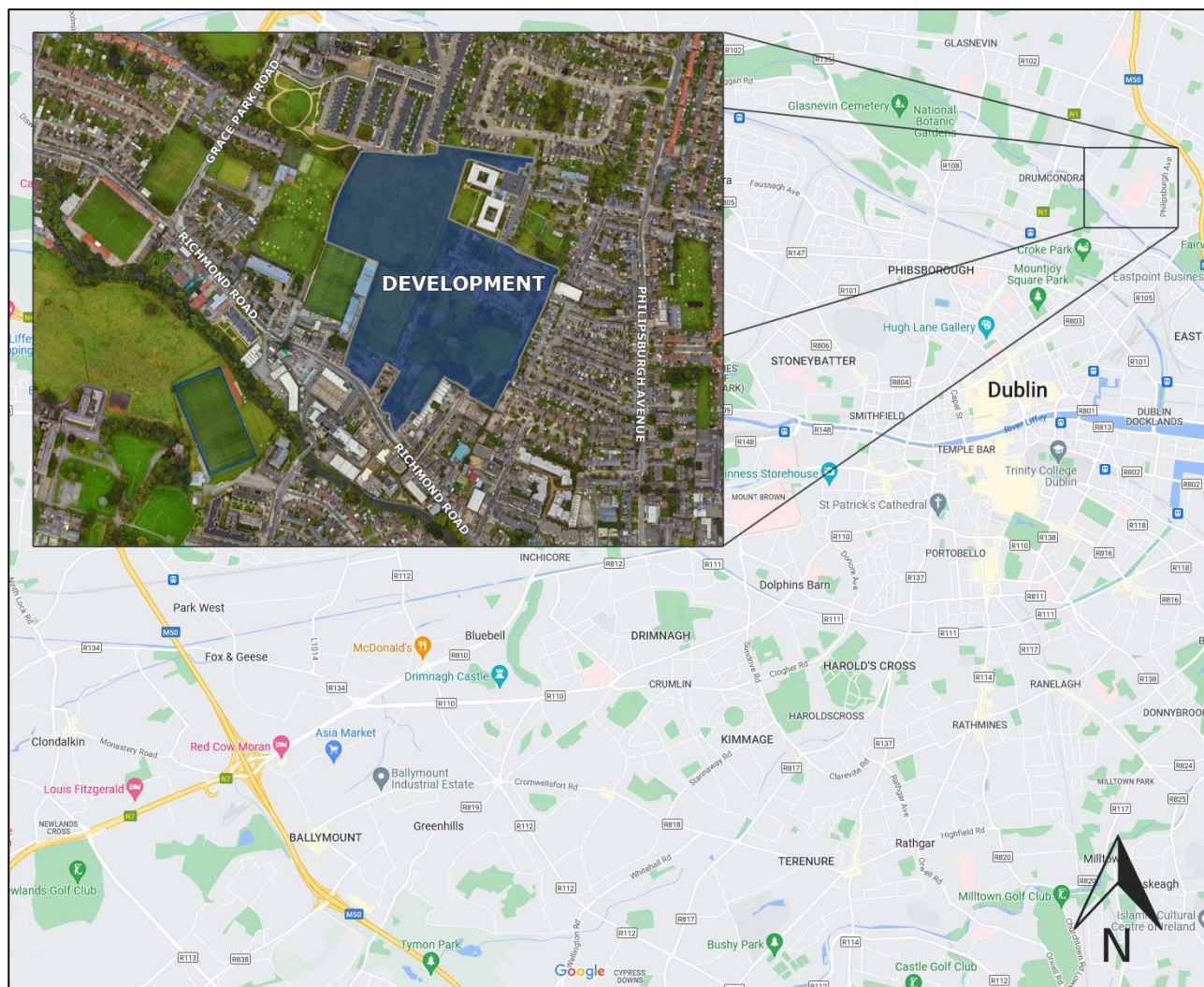


Figure 1: Locality Plan

DEVELOPMENT DESCRIPTION

A **ten-year planning permission** is sought for the proposed development comprising of the following (see public notices for the detailed description):

- Provision of a new part two and part three storey hospital building, providing mental health services, accommodating 73 no. beds, associated facilities, a single storey facilities management building, plant rooms and service areas, associated car and cycle parking, access roads, and open space, all on a proposed hospital site of c. 2.67 ha.
- Refurbishment and repurposing of existing buildings on site including Brooklawn (RPS Ref.: 8789), Richmond House, including chapel and outbuildings (RPS Ref.: 8788), the Laundry building and Rose Cottage for ancillary uses associated with the new hospital. The existing

gate lodge building will remain in residential use and used by visiting members of staff to the new hospital.

- Change of use, refurbishment, alterations and extensions, to the existing hospital building (part protected structure under RPS Ref.: 2032), to provide residential amenity areas, a gym, a café, co-working space, a library, a childcare facility, and a community hall (referred to as Block K).
- The proposal includes the demolition of existing structures on site with a GFA of 5,872 sq.m, including the (1) westernmost range of the hospital building, which includes St. Teresa's and the Freeman Wing, (2) extensions to the south and north of the main hospital building, including the conservatory extension, toilet block extension, an external corridor, toilet core, lift core, and stair core (which are all part of / within the curtilage of RPS Ref.: 2032), (3) hospital buildings and outbuildings located to the north of the existing main hospital building, (4) St. Joseph's Adolescent School located in the southeast of the site, (5) Crannog Day Hospital located in the southwest of the site, and (6) extensions to the Old Laundry Building and Rose Cottage.
- Provision of 9 no. residential buildings (Blocks A, B, C, D-E, F, G, H, J, and L) providing a total of 811 no. residential units, including 494 no. standard designed apartments (in Blocks A, B, C, G, H, J, and L) and 317 no. Build to Rent apartments (in Blocks D-E and F). Residential amenities and facilities are proposed in Block C, D-E, J and K. A retail unit is proposed in Block A and a café in Block F. Block J is proposed as an extension of the existing hospital buildings (protected structure RPS Ref.: 2032- referred to as Block K).
- The building heights of the proposed residential blocks range from part 2 to part 13 storeys. A proposed basement / lower ground level, containing car and cycle parking and plant areas, is located below and accessed via Blocks C, D-E and F.
- Access to the new hospital and associated grounds is provided from Richmond Road and Convent Avenue, with separate internal access points. A separate vehicular access to the residential development is provided from Richmond Road. The development includes a proposed pedestrian / cycle connection to Griffith Court, requiring alterations to the service yard of the Fairview Community Unit, pedestrian / cycle connections to the Fairview Community Unit campus to the north (providing an onward connection to Griffith Court), a pedestrian / cycle connection to Grace Park Wood, and makes provision internally within the site for a potential future connection to Lomond Avenue / Inverness Road.
- The proposal includes public open space, including allotments, children's play areas, a central park, a linear park and an entrance plaza, with a set down area at Richmond Road, and communal open space at surface level. The proposal includes communal roof terraces on Block C and Blocks D-E and private balconies / terraces for the apartments.

- The proposal also includes provision of internal access roads, car and cycle parking, pedestrian and cycle infrastructure, associated set down areas, alterations to existing landscape features, landscaping, boundary treatments, lighting, telecommunications infrastructure at roof level of Block B, green roofs, lift overruns and plant at roof level, site services, including a watermain connection / upgrade via Griffith Court, Philipsburgh Avenue and Griffith Avenue, site clearance, and all associated site works.

2 DELIVERY AND SERVICE OVERVIEW

PURPOSE OF THE PLAN

The objectives of the plan include that servicing and delivery are carried out effectively at the development, while impacts are minimal. These impacts include the effects of the surrounding road network, as well as the conflicts between different transport modes operating at the development. This can be achieved by:

- Ensuring the appointed delivery companies follow best practices, and structure their loads and delivery methodology in a manner which will promote time-saving;
- Management of deliveries to reduce the number of required trips during peak hours; and
- Clearly demarcating and promoting areas which have been identified for service and delivery operations.

All servicing and delivery operations for the mixed-use development, the commercial development as well as the hospital development will be executed on-site. No operations will be required on the external road network. Service and delivery vehicles will access the various elements of the development via the two access junctions on Richmond Road.

ROLE OF THE MANAGEMENT COMPANY

Once the development is completed, a Management Company should be employed to manage all service and delivery operations. The purpose of the Management Company will in principle be to monitor all service and delivery areas within the development, ensuring these areas are accessible and clean, and to also engage with tenants and service providers in order to provide the following services:

- Appointment of a Delivery and Service Management Plan Controller. The purpose of this Controller will be to regulate deliveries and waste collection. This can be done by implementing a booking system;
- Monitoring of delivery operations to ensure these occur outside of peak hours, to minimise the impact on the external and internal road network;
- Engagement with service providers and tenants to reduce the number and frequency of deliveries at the development. This could be done by combining loads destined for different tenants at the development;

- Communication with tenants and service providers detailing the servicing and delivery spaces, routes, and times within the development.

Furthermore, the Management Company will also ensure that unregulated parking is prohibited which could impede the service and delivery operations. This can be enforced by measures such as vehicle clamping and towing.

3 WASTE GENERATION, STORAGE AND COLLECTION

A key aspect of the servicing of the development will be waste management. A detailed Operational Waste Management Plan (OWMP) has been prepared by AWN for this development.

The OWMP has been prepared to ensure the management of waste during the operational phase of the development is undertaken in accordance with current legal and industry standards.

WASTE GENERATION

A waste generation model (WGM) developed by AWN, has been used to predict waste types, weights and volumes arising from operations within the proposed development. The WGM incorporates building area and use and combines these with other data including Irish and US EPA waste generation rates.

The estimated quantum/volume of waste that will be generated from the residential units and the mental care facility has been determined based on the predicted occupancy of the units and floor area of the shared spaces, while waste generation estimates for the mental care facility, co-working office, retail, café and gym units is based on the floor area.

The estimated waste generation for the development of the main waste types is presented in the tables below.

Waste Type	Waste Volume (m ³ /week)			
	Block A (combined)	Block B (combined)	Block C (combined)	Block DE (combined)
Organic Waste	0.85	1.20	1.19	3.02
DMR	6.06	8.52	8.43	21.42
Glass	0.17	0.23	0.23	0.58
MNR	3.19	4.48	4.43	11.26
Total	10.27	14.43	14.29	36.29

Table 1: Estimated Waste Generation for the Residential Units – Blocks A to DE

Waste Type	Waste Volume (m ³ / week)			
	Block F (combined)	Block G (combined)	Block H (combined)	Block J (combined)
Organic Waste	1.79	2.04	0.45	0.19
DMR	12.70	14.44	3.18	1.34
Glass	0.35	0.39	0.09	0.04
MNR	6.68	7.59	1.67	0.70
Total	21.52	24.46	5.39	2.26

Table 2: Estimated Waste Generation for the Residential Units – Blocks F – J

Waste Type	Waste Volume (m ³ / week)			
	Block L (combined)	Mental Health Facility & Associated Buildings	Block K Commercial Combined (Café/Creche/Co- working/Gym)	Brooklawn Building
Organic Waste	1.28	0.26	0.47	0.03
DMR	9.07	1.62	5.58	0.56
Glass	0.25	0.07	0.22	<0.01
MNR	4.77	0.71	4.68	0.24
Confidential Paper	-	-	0.36	0.10
Medical/Biological Waste	-	0.77	-	-
Medical Waste (Sharps)	-	0.04	-	-
Total	15.37	7.21	11.31	0.94

Table 3: Estimated Waste Generation for the proposed residential and commercial units

Waste Type	Waste Volume (m ³ / week)		
	Richmond House	Rose Cottage	Laundry Building
Organic Waste	0.03	0.01	0.05
DMR	0.89	0.30	0.89
Glass	0.01	<0.01	0.02
MNR	0.38	0.13	0.37
Confidential Paper	0.16	0.06	-
Total	1.49	0.50	1.34

Table 4: Estimated Waste Generation for the proposed commercial units

The BS5906:2005 Waste Management in Buildings – Code of Practice was considered in the estimations of the waste arising. It has been assumed that hotel, retail, and café units will generate similar waste volumes over a seven-day period, while the office will operate over a five-day period.

WASTE STORAGE AND COLLECTION

The waste receptacles from the residential Waste Service Areas (WSAs) and commercial WSAs will be collected by facilities management or the waste contractor (agreement dependant), at the time of collection and brought through the development, to the staging areas, within the development redline boundary.

The staging/collection areas are such that they will not obstruct traffic or pedestrians (allowing a footway path of at least 1.8m, the space needed for two wheelchairs to pass each other) as is recommended in the Design Manual for Urban Roads and Streets (2022). The proposed bin store and collection areas are shown in the figure below which has been extracted from the Architectural Design Statement.



Figure 2: Site Servicing (Architectural Design Statement SVRD-STW-XX-XX-RP-A-020001)

It is envisaged that Dry Mixed Recyclables (DMR), Mixed Non-Recyclables (MNR), organic waste, glass and all medical waste will be collected on a weekly basis.

Using the predicted waste generation volumes, waste receptacle requirements have been established for the WSAs. This is presented in the table below.

Area/Use	Bins Required				
	MNR ¹	DMR ²	Organic	Glass	Medical
Residential Block A (combined)	3 x 1100L	6 x 1100L	4 x 240L	1 x 240L	-
Residential Block B (combined)	4 x 1100L	8 x 1100L	5 x 240L	1 x 240L	-
Residential Block C (combined)	4 x 1100L	8 x 1100L	5 x 240L	1 x 240L	-
Residential Block DE (combined)	11 x 1100L	20 x 1100L	13 x 240L	3 x 240L	-
Residential Block F (combined)	7 x 1100L	12 x 1100L	8 x 240L	2 x 240L	-
Residential Block G (combined)	7 x 1100L	14 x 1100L	9 x 240L	2 x 240L	-
Residential Block H (combined)	2 x 1100L	3 x 1100L	2 x 240L	1 x 240L	-
Residential Block J (combined)	1 x 1100L	2 x 1100L	1 x 240L	1 x 240L	-
Residential Block L (combined)	5 x 1100L	9 x 1100L	6 x 240L	1 x 240L	-
Mental Health Facility & Laundry Building	3 x 1100L	5 x 1100L	2 x 240L	1 x 120L	Roll Cage 770L
Block K Commercial Combined (Café/Creche/Co-working/Gym)	5 x 1100L	5 x 1100L	2 x 240L	1 x 240L	-
Brooklawn Building	1 x 240L	1 x 1100L	1 x 120L	1 x 120L	-
Richmond House	2 x 240L	1 x 1100L	1 x 120L	1 x 120L	-
Rose Cottage	1 x 240L	2 x 240L	1 x 120L	1 x 120L	-

Table 5: Waste Storage Requirements for the Proposed Development

There are numerous private contractors that provide waste collection in the Dublin City Council area.

All waste contractors servicing the proposed development must hold a valid waste collection permit for the specific waste types collected. All waste collected must be transported to registered/permitted/licensed facilities only.

Waste will be taken to the nearest waste staging point by facilities management, to await the waste contractor. Facilities management may avail of a mechanical aid in the form of a manual or electronic tug machine to assist with the movement of bins. Travel paths for bins to staging areas can be seen in the Site Servicing drawing (Figure 2 of this report).

The waste receptacles from the WSAs will be collected by facilities management, immediately prior to collection and brought to where the bins will be staged temporarily awaiting collection.

All residents and tenants should be made aware of the waste collection arrangements and all waste receptacles must be clearly identified and maintained in good condition as required by waste legislation and the requirements of the DCC Waste Bye-Laws.

It shall be the responsibility of the Facilities Management Company to ensure that all domestic waste generated by apartment residents is managed to ensure correct storage prior to collection by an appropriately permitted waste management company.

A Swept path analysis has been done to ensure refuse vehicles can access all required areas. The swept path analysis can be seen in the following drawings which have been submitted as part of this development:

- R517-OCSC-XX-XX-DR-C-0160 (Swept Path Analysis – Refuse Vehicle Access – Sheet 1 of 2)
- R517-OCSC-XX-XX-DR-C-0161 (Swept Path Analysis – Refuse Vehicle Access – Sheet 2 of 2)

4 DELIVERY MANAGEMENT

RESIDENTIAL, COMMERCIAL AND HOSPITAL DELIVERIES

A number of set-down areas have been provided throughout the development to facilitate resident move-ins and deliveries. The location of these are shown in Figure 3 of this report. The planned delivery van access routes are shown in the Site Servicing drawing (Figure 2 of this report).

The property management team will stagger planned move-ins during the initial occupancy period to allow sufficient time for residents to use the set-down area closest to their core. It is anticipated that maximum stay limits will be implemented and enforced via the parking control company.

Deliveries for the creche, cafés and retail units will be by way of set-down areas located in close proximity to the units.

It is anticipated that restrictions on the times that deliveries are permitted to these units will be implemented in the interest of good estate management and to prevent undue nuisance to the residential element.

Deliveries to the mental health facility will be made directly to the facility.

A Swept path analysis has been done to ensure delivery vans can access all required areas. The swept path analysis can be seen in the following drawings which have been submitted as part of this development:

- R517-OCSC-XX-XX-DR-C-0162 (Swept Path Analysis – Delivery Van Access – Sheet 1 of 2)
- R517-OCSC-XX-XX-DR-C-0163 (Swept Path Analysis – Delivery Van Access – Sheet 1 of 2)

POSTAL DELIVERIES (AN POST)

Postboxes will be situated in the lobbies of each residential core. These areas will be accessible to all residents and the postal services via a key fob.

A fob will be provided to An Post which will be restricted to allow access within the development.

Residents will be able to collect their post with their post box keys. An Post will not be permitted to enter the residential corridors of the building.

PARCEL STORAGE LOCKERS

Bespoke storage locker systems for the use of residents will be available and located in Blocks J and D/E, adjacent to the reception, for collections and deliveries. This will accommodate oversized items and courier deliveries. This facility will be supervised by the Residents Management Team.

SPECIAL DELIVERIES

All furniture or large items are classified as special deliveries which occur infrequently. All 'special deliveries' should be arranged and approved through the Management Company prior to delivery. These should ideally be scheduled for off-peak times where possible to ensure the minimum impact on the internal road network and other residents.

DROP-OFF AND SET-DOWN AREAS

A number of drop-off and set-down areas are available throughout the development for use by residents and service providers. These areas are also available for any deliveries to the various elements of the development. The location of these areas aligns with the routes shown in the Site Servicing drawing (Figure 2 of this report).

These locations in the context of the development are shown in the figure overleaf.

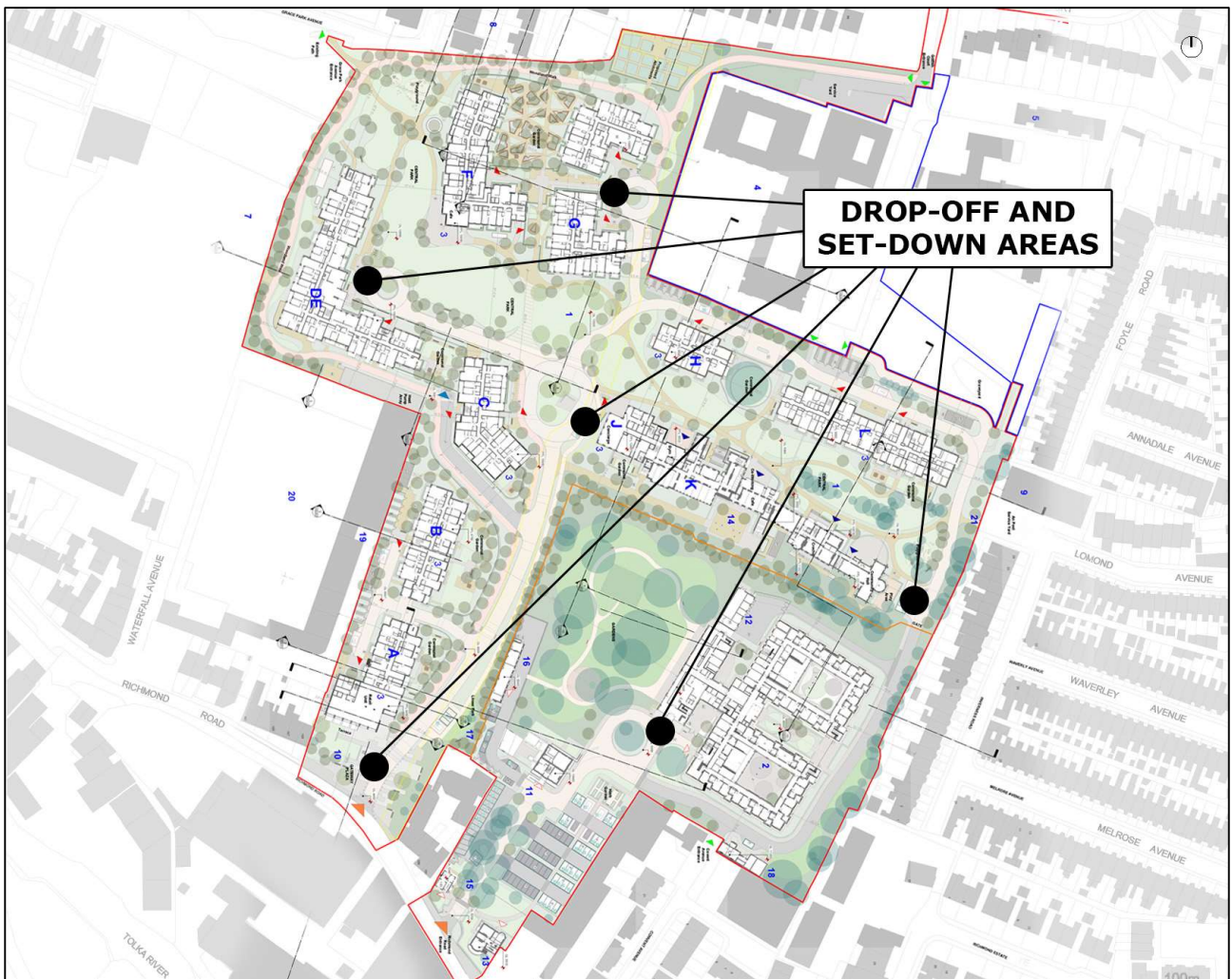


Figure 3: Location of Set-Down and Drop-Off Locations in Development

5 FIRE TENDER ACCESS

Fire tender access requirements have been designed according to standards, and in collaboration with the fire consultant. Fire tender access routes can be seen in the Site Servicing drawing (Figure 2 of this report).

A Swept path analysis has been done to ensure the fire tender can access all required areas. The swept path analysis can be seen in the following drawings which have been submitted as part of this development:

- R517-OCSC-XX-XX-DR-C-0150 (Swept Path Analysis – Fire Tender Access – Sheet 1 of 8)
- R517-OCSC-XX-XX-DR-C-0151 (Swept Path Analysis – Fire Tender Access – Sheet 2 of 8)
- R517-OCSC-XX-XX-DR-C-0152 (Swept Path Analysis – Fire Tender Access – Sheet 3 of 8)
- R517-OCSC-XX-XX-DR-C-0153 (Swept Path Analysis – Fire Tender Access – Sheet 4 of 8)
- R517-OCSC-XX-XX-DR-C-0154 (Swept Path Analysis – Fire Tender Access – Sheet 5 of 8)
- R517-OCSC-XX-XX-DR-C-0155 (Swept Path Analysis – Fire Tender Access – Sheet 6 of 8)
- R517-OCSC-XX-XX-DR-C-0156 (Swept Path Analysis – Fire Tender Access – Sheet 7 of 8)
- R517-OCSC-XX-XX-DR-C-0157 (Swept Path Analysis – Fire Tender Access – Sheet 8 of 8)

6 CONCLUSION

This DSMP has shown that the proposed development has adequate facilities to cater to all delivery and servicing requirements. The impact on the external and internal road networks, and the surrounding environment, can be minimised by combining the management measures set out in this report with the planned facility operations.

It is intended for this plan to be expanded should more, relevant information become available regarding the needs of the various elements of the development.

7 VERIFICATION

This report was compiled and verified by:

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