



<b>RESIDENTIAL DEVELOPMENT APPLICATION</b>	
<b>Document Title:</b>	Proposed Service Strategy
<b>Application Location:</b>	Crumlin / Rafter's Road, Dublin
<b>Applicant:</b>	Dublin City Council (DCC)
<b>Job Ref. No.</b>	21055TT- MHL
<b>Date:</b>	05th June 2025
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<b>Doc Name:</b>	21055TT-MHL-CRR-DOC03-SS-Rev D _ Service Strategy- (For: PART VIII Planning)

### **1.0 Introduction**

M.H.L. & Associates Ltd. Consulting Engineers have been engaged by Dublin City Council to act as transport and mobility consultants to supplement the planning application process (Part VIII) for a proposed residential development on an existing brown field site. The project name is Crumlin Road / Rafters Lane. This document presents details on the Service Strategy for the site, located on the Crumlin Road / Rafter Road. The proposed development consists of 38no. residential units comprising of a mix of 1-, 2- and 3-bedroom units.



**Fig. 1 Site Location (Google Earth)**

The proposed development involves the demolition of all existing buildings on site and to replace them with new buildings.

The list below sets out proposed development details:

- The scheme is to construct an apartment complex with 10no. 1-bed units, 22no. 2-bed units and 6no. 3-bed units, for a total of 38no. apartments.
- 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. Existing Site (Google Earth)



Fig 3. Proposed site (Proctor & Matthews Architects)



**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.

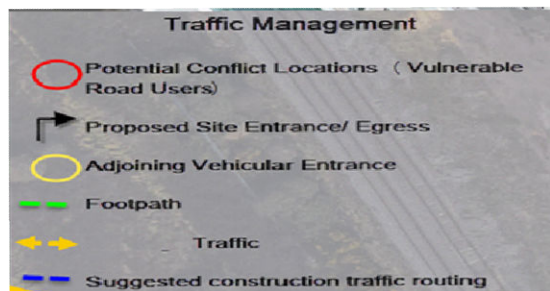
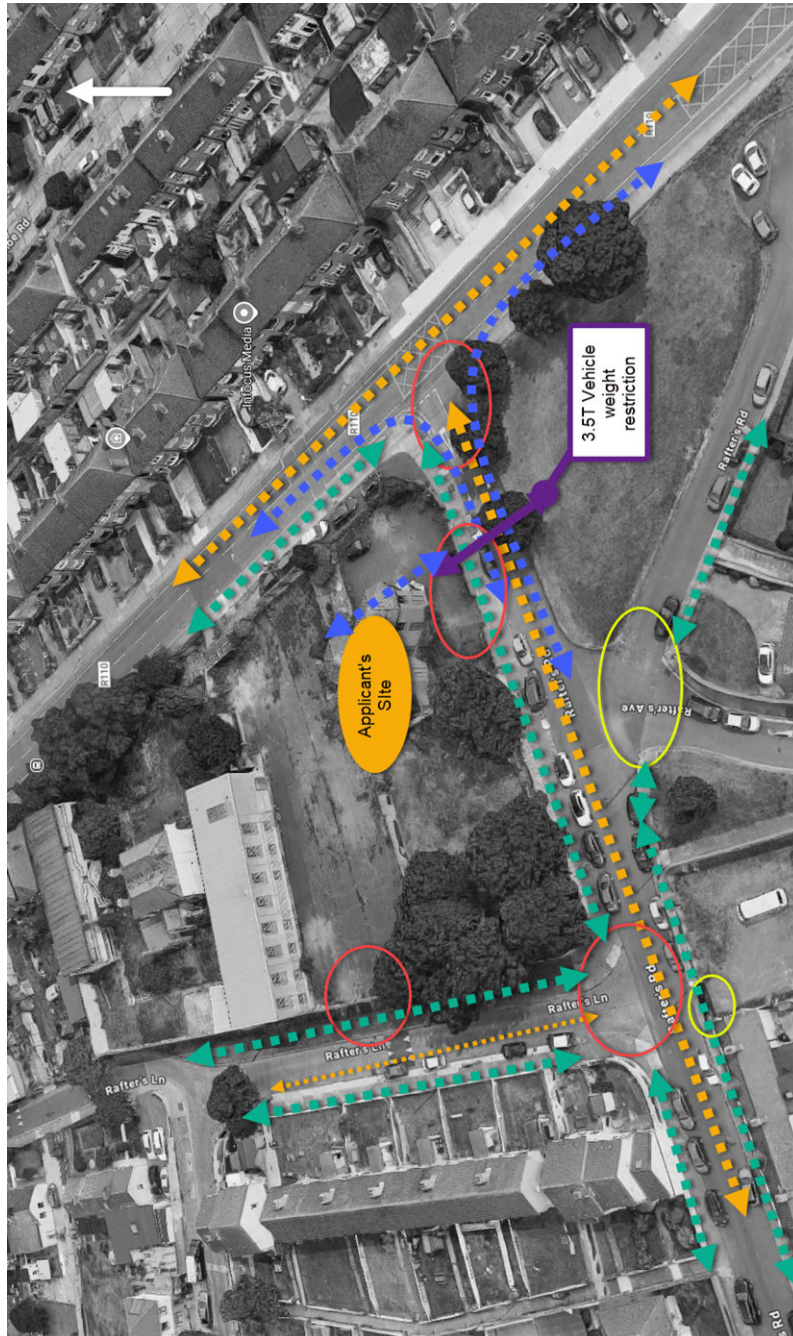
Vehicles to be restricted to 3.5 Tonne weight limit on Rafter’s Road/ Rafter’s Lane. Permission by service providers sought ahead of time from Dublin City Council if larger vehicles are proposed.

Emergency vehicles are generally exempt from tonnage weight limits in residential areas when they are responding to an emergency or performing their official duties. The Road Traffic (Construction & Use of Vehicles) Regulations 2003, which govern vehicle weight and dimension limits, allow for specific exemptions for vehicles used for emergency services, such as ambulances, fire brigade vehicles, and Garda (police) vehicles.

Access for emergency /services are listed as follows:

ID	Location	Vehicle	Frequency
1	Service Access with Rafter’s Lane	Sewer maintenance/ cleaning	Infrequent/
2	Service Access with Rafter’s Lane	ESB Service vehicle to development’s sub station	Infrequent/
3	Rafter’s Lane	Delivery/ Taxi	Daily/Weekly
4	Rafter’s Lane	Fire Tender	In the event of an emergency.
5	Rafter’s Road	Façade maintenance/cleaning	Infrequent/
ID	Location	Vehicle	Frequency
1	Rafter’s Road	Fire Tender	In the event of an emergency.
2	Rafter’s Road	Sewer maintenance/ cleaning	Infrequent/
3	Rafter’s Road	Service collection	Bi-weekly

**Fig 3. Servicing**



**Fig 4. Existing Site (Google Earth)**



Please refer the proposed design layout designed by Proctor Matthews Architects and the associated development entrance and pedestrian crossing improvement works at the Rafter's Lane / Rafter's Road junction. These design elements will fulfil the 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. Emergency Access Zone

Emergency access is via a vehicular access on Rafter's Lane and pedestrian/cycle access from Rafter's Road. The Emergency Fire Tender set down on Rafter's Road is as per the fire consultants requirements.



**Fig 5. Pedestrian Permeability within the area.**

The integration of pedestrian facilities will increase footfall in the area.



**Fig 6. Proposed Service Locations**

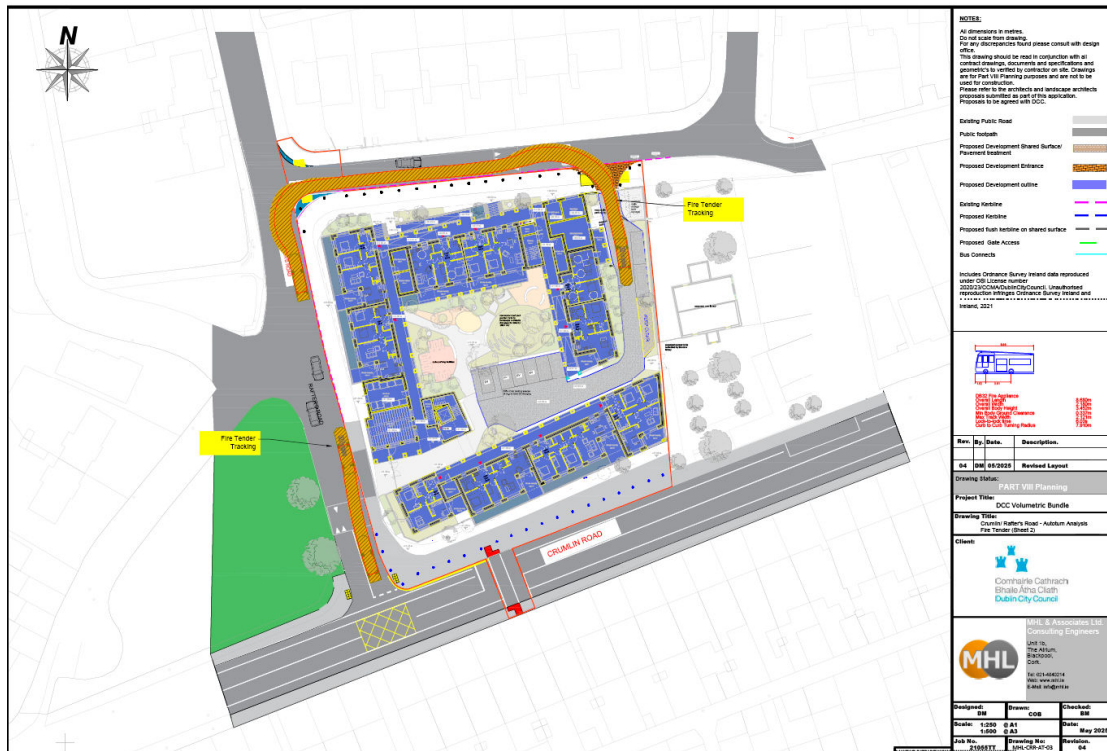


Fig 8. Proposed Fire vehicle Tracking

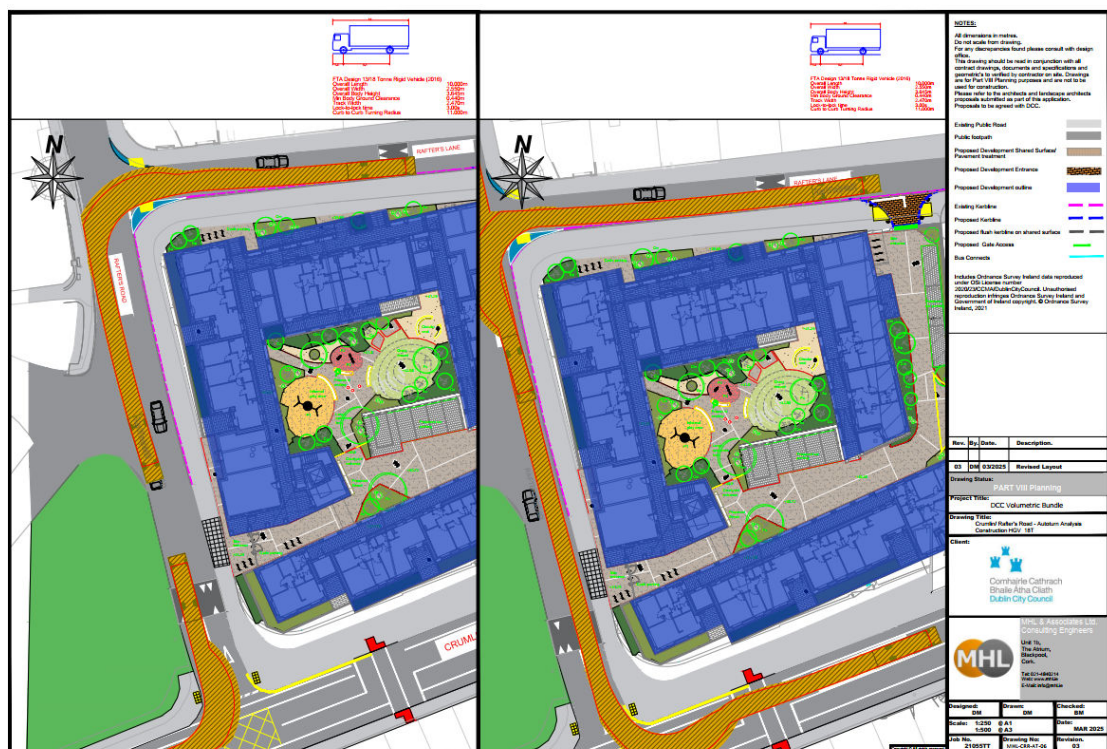
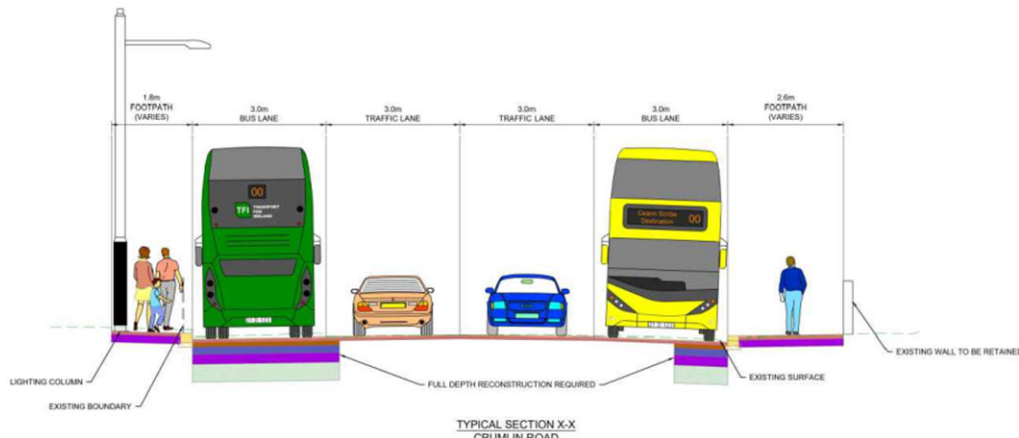
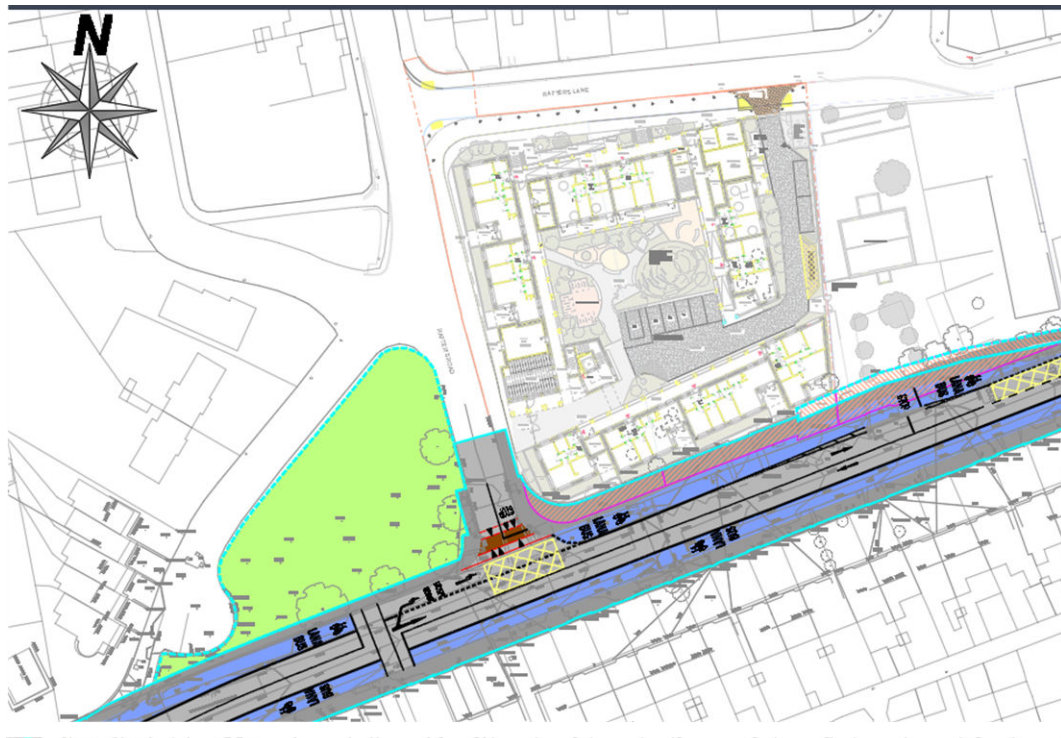


Fig 9. Proposed ESB HGV vehicle tracking to substation







**Fig 12. Proposed Building / Future Bus Connects Corridor interaction**

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 Crumlin/Rafter's Road site going forward.



### **Proposed Access Works/ Junction /Road Upgrade Works**

As part of the discussions with DCC, works to improve pedestrian connectivity northward along Rafter's Road/ Rafter's Lane was highlighted as an appropriate improvement accessing the adjoining road linkage to facilitate the development and wider neighbourhood. Noting the coming BusConnects improvements works along Crumlin Road, the following is proposed:

1. The development access to the north of the site will be construction to maintain pedestrian priority of the existing Rafter's Lane footpath.
2. It is proposed to improve the pedestrian crossing across Rafter's Lane by tightening the existing junction kerb radii and installing an appropriate pedestrian crossing, in line with the main pedestrian walking desire line along Rafter's Road.
3. The existing entrance to the site is to be incorporated into the new development access with Rafter's Road, with the existing entrance drop kerb and ramp to remain as part of future servicing access from Rafter's Road.
4. Upgrade of the existing controlled pedestrian crossing on Crumlin Road, subject to confirmation from DCC Transport/ TAG and Bus Connects design team.
5. New potential pedestrian gated connection with neighbouring Library site.

Reinstatement of the footpath where it has been dishd and resurfacing of the laneway access/ internal development carriageway 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.



**Fig 13. Laneway location**

The contractor will consult with DCC Road Maintenance Section and Parking Control 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.



## Design Build

This is a design and build contract, the design team will be required to engage with TAG & Road design and construction division again at detail design stage. As per DCC request, the application proposes to include the upgrade of an existing pedestrian crossing on Crumlin Road in our proposals. These proposals are to be agreed with DCC Traffic Dept. and coordinated with the BusConnects team at detailed design. At detailed design stage, the applicant /design teams is to be in regular contact with the Bus Connects team/ DCC Transport to ensure construction of both schemes are aligned, construction timelines, traffic management, design proposals. This application has been designed with sufficient offset back from the existing road kerb line to ensure that the new design layout will not impact the delivery of Bus Connects, contractors will be informed about Bus Connects in the tender documents to ensure coordination.

## Reference material

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

ID	Name	Drawing No.
1	Visibility Splays	MHL-CRR-VS-01
2	Crumlin / Rafter's Road Development Proposals Sheet 1	MHL-CRR-KL-01
3	Crumlin / Rafter's Road Development Proposals Sheet 2	MHL-CRR-KL-02
4	Crumlin / Rafter's Road – AutoTurn Analysis Refuse Truck	MHL-CRR-AT-01
5	Crumlin / Rafter's Road – AutoTurn Analysis Fire Tender (Sheet 1)	MHL-CRR-AT-02
6	Crumlin / Rafter's Road – AutoTurn Analysis Fire Tender (Sheet 2)	MHL-CRR-AT-03
7	Crumlin / Rafter's Road – AutoTurn Analysis Sewer Maintenance Truck Access	MHL-CRR-AT-04
8	Crumlin / Rafter's Road – AutoTurn Analysis Car access/ parking	MHL-CRR-AT-05
9	Crumlin / Rafter's Road – AutoTurn Analysis Construction Routing	MHL-CRR-AT-06

### T2. Existing road network / development site

### Future Active Travel Plan road layout

ID	Name	Drawing No.
11	Crumlin / Rafter's Road – BusConnects Impact	MHL-CRR-BC-01
12	Crumlin / Rafter's Road Development Proposals Sheet 3	MHL-CRR-KL-03
13	Crumlin / Rafter's Road – AutoTurn Analysis Fire Tender (Bus Connects upgrade)	MHL-CRR-AT-07
14	Crumlin / Rafter's Road – AutoTurn Analysis ESB (Sheet 1) (Bus Connects upgrade)	MHL-CRR-AT-08

### T2. Bus Connects / development site

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