Planning Department
Dublin City Council
Civic Offices
Wood Quay
Dublin 8

Date: 07th September 2026

Re: Amendment Application to increase residential units to 120x units

To whom it concerns,

We provide this operational management strategy to confirm the management arrangements for this proposed development which does not differ from that already granted under the parent permission and subsequent amendment also granted. This should be read in conjunction with the rest of the planning documentation submitted.

On-site management suite

The location of the management suite & parcel room is shown **(highlighted in yellow)** in Appendix 1. Oversized parcels can be stored here for residents to collect.

Delivery / service drivers will use the service set down area **(highlighted in blue Appendix 1)** to park their vehicles. Gates to the service set down area will be open daily from 8am-8pm (or earlier or later if required). All apartment blocks will have post boxes within the lobby areas for smaller mail & parcels. Regular delivery & service operators can also be provided with fob / pin access to the main gates and internal apartment lobbies if required (at the discretion of management).

We have considered the Traffic Assessment by Martin Rogers Consulting Ltd of 2026 and the TRICS analysis contained in the Assessment. The TRICS analysis outlines the following estimates of arrivals / deliveries to the development. As per below extract from the Traffic Assessment report:

> *Table 2-3 demonstrates the low level of servicing, taxi and OGV activity associated with the proposed development, with a total of approximately 21 no. such vehicle arrivals predicted across a typical weekday.*

Overall, this estimates there will be 21 arrivals to the development per day. The McGrath Group manage over 900 apartments across similar sized developments in Dublin (such as Baileys Court & Palmers Gate), London and Germany and have a professional inhouse management department. From our experience, 21 arrivals is a low volume and these arrivals do not all coincide at the same time and the stays are generally short in nature for deliveries, taxi drop offs etc.

For maintenance vehicles which may generate longer duration stays, Drawing 2403-LDE-ZZ-00-DR-SC-2011-REV0 WIP 05-12-24 illustrates a worst-case scenario in terms of vehicle size. In practice, our experience is that many maintenance and trade visits are undertaken using smaller vans, which would provide greater flexibility within the service set-down area. In such circumstances, a maintenance vehicle could be accommodated while still retaining capacity for a separate short-duration drop-off or delivery vehicle. In addition, the onsite management team will have oversight of maintenance scheduling and can coordinate visits to avoid peak activity periods and minimise any potential conflict with other site operations, such as deliveries, resident drop-offs, or waste collection activities.

In the scenario where two vehicles are in the service set down area and another vehicle arrives, the on site management team will instruct the driver to come back in 10 minutes. From our experience, the

provision of an on-site management presence assists greatly in the successful management of developments in scenarios such as these.

Out of hours deliveries will be managed by on-site staff who will maintain a 24hr presence in the management suite and allow deliveries, taxis, service vehicles into the development by opening the gates on request. A window is provided in the management suite to allow on-site staff to see vehicles arriving and give them quick access which will avoid traffic hazards on Prussia Street.

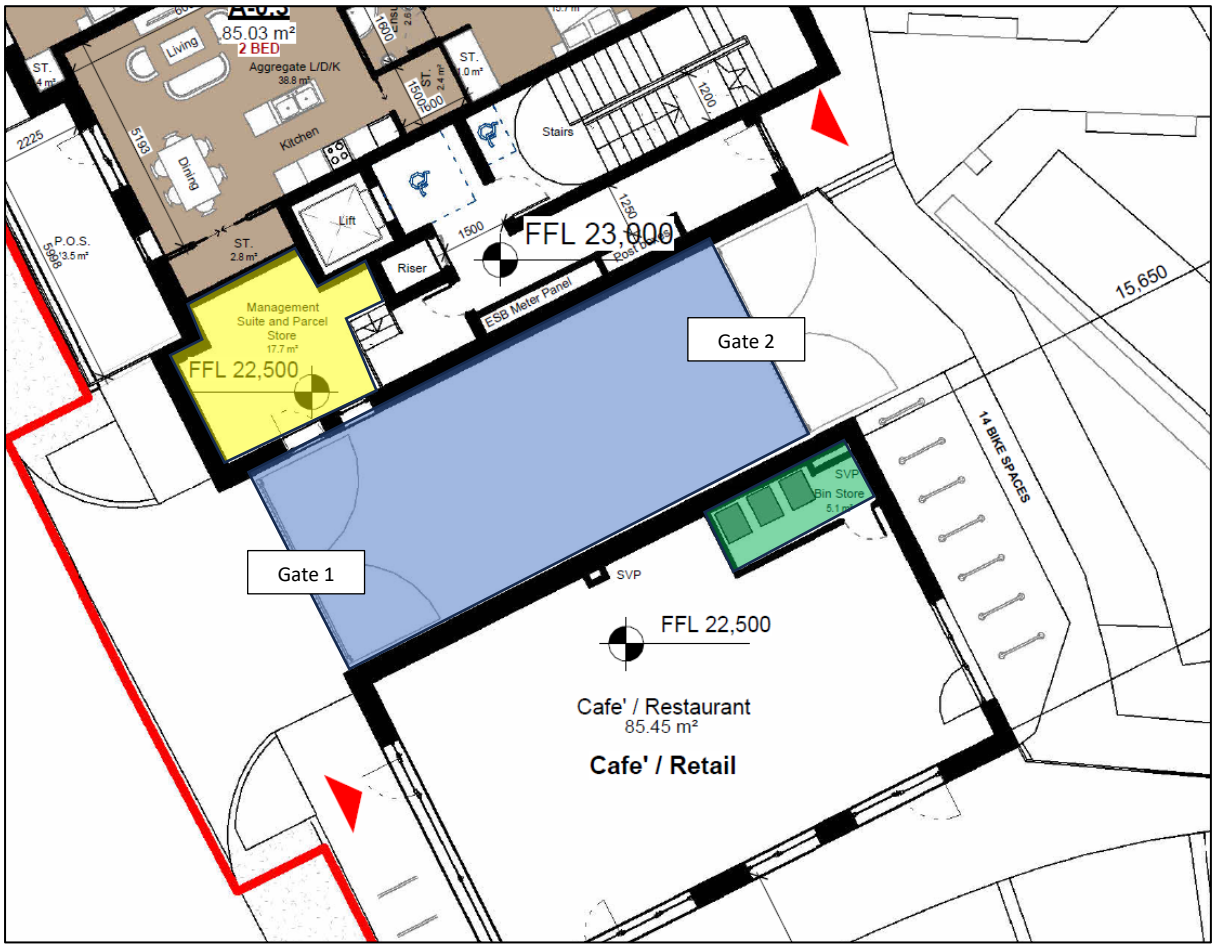
Deliveries of bulky goods will be facilitated by the on-site staff who will open gates 1 & 2 **(as shown in Appendix 1)** to allow delivery personnel access to the internal courtyard so that bulky goods can be delivered within the development. On site staff will open the gates for taxis so that they can drop off residents in the set down area outside the hours of 8am – 8pm.

Waste Collection
The waste operator will access the services set down area from Prussia Street. The gates to the services set down area will be open daily from 8am-8pm (or earlier or later if required) to facilitate deliveries and/or refuse collection days. Waste operators may also have fob or pin access to the gates which is similar to other developments across the city.

Café Refuse storage
Refuse for the café will be stored within the refuse storage area provided in the café unit **(highlighted in green in Appendix 1).** Under the terms of any lease with an occupier of the unit, they will be required to empty their refuse into the same bins as the rest of the development so as to avoid additional refuse vehicles visiting the development.

Yours sincerely
Randalswood Construction Ltd

Appendix 1



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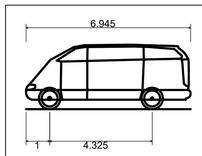
APPENDIX 2
Drawing 2403-LDE-ZZ-00-DR-SC-2011-REV0 WIP 05-12-24 showing worst case van sizes
(Extracted from grant of planning permission LRD6057-24-S3)



SERVICING, LONG-STAY DELIVERY, SET-DOWN & MAINTENANCE PARKING PLAN

SCALE 1:50



Mercedes Sprinter Traveliner Van 315CDI Long High Roof	
Overall Length	6.945m
Overall Width	1.993m
Overall Body Height	2.715m
Min Body Ground Clearance	0.400m
Track Width	1.993m
Lock to lock time	5.00s
Wall to Wall Turning Radius	7.800m

Rev	Date	Drn	Chk'd	Description
0	31/01/25	KH	FW	Issued in response to FI Request

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Project:	Prussia Street LRD for Randalswood Construction Ltd
Drawing:	Servicing, Maintenance and Long-Stay Delivery Operational Plan

Project No.	2403	Drg. No.	2011
Scale	1:50@A1	Date	Feb '24
Drawn	KH	Rev.	0

Model Reference:	2403-LDE-ZZ-ZZ-M2-SC-0001	Model Rev:	P01.03
Drawing Reference:	2403-LDE-ZZ-00-DR-SC-2011	Suitability:	S0