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Nenagh Machinery Yard and Recycling Centre

For

Tipperary County Council

Part VIII Planning Report

Comhairle Contae Thiobraid Árann
Tipperary County Council

Project	Document	Revision	Issue	Prepared	Checked	Date
19264	6003	D	Planning	DC	IB	22.03.2021

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Appendix A – Drawings

1 Introduction

1.1 Project Context

The town of Nenagh is the largest town in North Tipperary and forms an important hub for both the county and the surrounding catchment area. Given this context, it is identified that the existing recycling centre in Nenagh is in need of a substantial upgrade. Also located on the site is the existing Machinery Yard for North Tipperary. As part of the development, this existing facility will undergo a substantial upgrade, with the construction of a new Weigh Bridge Office.

1.2 Planning Context

The Nenagh Town & Environs Development Plan 2013 identifies the need to "*further increase the use of recycling while decreasing the dependence on landfill as a means of depositing waste*". Illegal dumping was also identified as a problem. In order to address these issues, it is absolutely necessary to increase the capacity and accessibility of recycling facilities in Nenagh.

1.3 Part 8 Planning Process

The Part 8 Planning process is submitted in line with Part 8 of the Planning and Development Regulations 2001.

2 Design Proposals

2.1 General

The key design constraints are to meet the required needs of both the recycling centre and the Machinery Yard, as well as maximising the area of the site (1.4Ha). It is imperative that the design of one facility compliments the other and doesn't restrict its functioning. This is especially important in terms of accessibility given that one vehicular access is shared by both facilities.

2.2 Machinery Yard

The Machinery Yard acts as a servicing and maintenance facility for the Northern Tipperary fleet of vehicles. The yard houses the bitumen storage as well as other road maintenance materials. Located within this yard is a Weigh Bridge Office, used as a changing facility for the operatives and as an office base for a number of Local Authority Engineers and staff.

The new Machinery Yard facility makes more efficient the space available by relocating the Weigh Bridge Office to the rear of the site. This opens up the maintenance yard to allow for enhanced vehicle movements both within the yard, and allowing for manoeuvrability in and out of the Machinery Yard building. The Machinery Yard building will be split level, with administrative staff based on the first floor and site operatives based on the ground floor. The split level will allow separate access points for both disciplines. A new car park will be located to the north of the building. This will be for visitors and administrative staff. Operational staff will access from the ground floor via the main Machinery Yard.

2.3 Recycling Centre

The existing recycling centre has a number of different collection facilities which has gradually grown over time to its current capacity. Access is limited and the facilities are beginning to deteriorate.

The proposed recycling centre relocates the recycling centre to the front of the site. Given the majority of the traffic movements during the day will be accessing the recycling centre, it makes absolute sense to relocate the facility so that the public do not have any interaction with the Machinery Yard behind.

The new centre will have increased capacity for waste storage, and expand on the types of waste currently processed on the existing site. A set of weigh bridges will be introduced at the entrance and the exit, with a Weigh Bridge Office adjacent. The yard is split level, with top fed skip units being located on a north-south axis in a herringbone arrangement. Additional waste facilities will be located at this low level.

3 Design Components

3.1 Surfaces

There are two predominant surfacing requirements throughout the facility. The main access road to the site will be asphalt, as will the administrative and visitor car park. Both the Machinery Yard and the recycling centre will have a concrete pavement. This is due to the corrosive nature of the usage and the tight turning movement required by heavy vechicles.. It also offers a more suitable surface for frequent cleaning. The pedestrian footpath will be concrete.

3.2 Accessibility

Given the nature of the facility, the predominant means of access will be by vehicle. Due to potential for vehicle queues at the weigh bridge whilst accessing the recycling facility, an additional lane has been introduced at this access point. Given the majority of vehicle access movements to the Machinery Yard will be prior to the opening of the recycling facility opening, it is not anticipated that any congestion will occur here.

The recycling centre is operated by means of a one-way system. Recycling facilities will be located adjacent to the central loop, with laybys introduced to ensure suitable space for parking. Where collection of the top-filled skips is required, an access ramp is availed of. This is located to the north of the site, and allows access to the lower level.

The machinery yard layout is designed to enable an articulated truck to turn without the need for a reversing manoeuvre. It is imperative that this reversing manoeuvre risk is removed where possible. The yard/building interface is also sited to allow suitable space for access and egress to the building. The visitor car park's capacity allows for the staff vehicles from the recycling centre in addition to those working within the Machinery Yard Building.

3.3 Utilities and Drainage/Waste Management

Existing storm drainage attenuation exists on the site, to the south of the Weigh Bridge. The foul drainage outlet is located on the Limerick road outside the northern boundary. The existing outlets will be reused in both cases. A new attenuation system will be introduced, replacing the existing system. One attenuation system will accommodate the storm drainage from both the Machinery Yard and the Recycling Centre.

The foul drainage from the Machinery Yard building will discharge to the existing outlet on the Limerick Road. Due to the proposed levels, it will be required to pump the foul drainage until a positive head is achieved. This pumping station will be located adjacent to the Machinery Yard.

The existing substation to the north of the site will need to be relocated as part of the works in order to facilitate the revised layout. The revised location will be within the existing site boundaries.

4 Supporting Information

4.1 Traffic Management

A Traffic Management Plan will be completed by the PSDP (Malachy Walsh & Partners) and submitted as part of the detailed design tender package.

During construction, the existing traffic arrangements and permissions on the R445 will be maintained. The Plan will take consideration of sequencing the works so to maintain the existing facilities during Construction.

The new facility requires the realignment of the existing access junction. The junction will be moved slightly to the west of the boundary extents to accommodate the new internal layout. This will require modification of the existing layouts on the R445, with the right-hand turn requiring a minor realignment.

4.2 Appropriate Assessment and Environmental Impact Assessment Screening

Both an appropriate assessment screening and Environmental Impact assessment screening were undertaken as part of the Part VIII process. These are included with this submission.

4.3 Health and Safety

Part of the reason for the upgrade of the Machinery Yard and recycling centre was to create a safer environment for both visitors and operatives. The biggest risk identified is lack of segregation between vehicle and pedestrian movements.

The new design allows for segregated pedestrian and vehicular access, and increased designated pedestrian crossing points. Secondly, the new system removes the need for frequent reversing movements. The recycling centre operates on a one-way system, with separate entry and exit gates. This allows for an uncongested flow of traffic whilst also providing sufficient space for the turning circles of articulated vehicles without a reversing requirement. The Machinery Yard is also designed to accommodate an articulated vehicle's turning circle without the need for a reversing manoeuvre.

The split level design of the Machinery Yard building further segregates operational staff and visitors. There are separate vehicle access points for the Machinery Yard and for the Machinery Yard car park. Visitors and administrative staff will now have a completely segregated access to the Machinery Yard building independent of the Machinery Yard itself.

Appendix A – Drawings