

**The Chairman and Members of
Environment SPC**

Meeting: 30th November 2016

Item No: 8

DEPOT CONSOLIDATION PROJECT - BALLYMUN

OVERVIEW

Dublin City Council has an extensive depot network across the City to support essential city operations. The network evolved over a number of years and although some changes have been made, it was felt that a review of the existing depot network should be carried out with a view to improving the working conditions of the operational staff while also using advances in transport and technology to achieve a major rationalisation with resulting operational efficiencies and savings.

There were 37 Depots in scope overall, 31 of which are owned and 6 leased. They cater for approximately 1,400 Staff and 616 Vehicles.

In the context of Ballymun and North side operations, 18 depots are in scope. The goal of this project is to consolidate 18 depots in 1 location (see Appendix A) to create a more integrated operational environment.

The following areas were outside the scope of the project:

- Parks - there is a separate proposal to reorganise this structure.
- Fire Brigade, with the exception of the Stanley Street site which is in scope
- It is not proposed to relocate the Joinery Workshop (Ballyfermot) or Bow Lane & O'Rahilly Parade (Waste Management Depots)

The proposal is to develop a consolidated depot in Ballymun incorporating Waste Management, Housing, Public Lighting, Traffic, Water, Drainage and Roads Maintenance operations. The consolidated depot will operate on a shared basis with shared stores, staff and welfare facilities, parking, workshops, fleet management and office accommodation. The consolidation of operations into a greatly reduced number of locations will facilitate the release of Council owned lands for more appropriate uses.

The project also examines the opportunity to provide community gain at the locations selected.

Benefits of Consolidation

- Purpose built facility with the appropriate facilities for staff. Conditions in a number of depots are poor and require upgrading and investment.
- Efficiencies associated with sharing stores, administration and resources / fleet
- Reduction in operational costs
- Improved health & safety compliance
- Better co-ordination & access to staff in emergency situations
- Freeing up sites for more appropriate uses & economic development. Many of the depot locations conflict with current land use zoning - 14 of the depots are located in Z1 residential zonings, 2 are in prime urban centres (Z4) e.g. Collins Avenue
- Community benefits by locating facilities in more appropriate sites
- Improve service delivery models to take advantage of developments in technology

Project Approach

- Research
 - Examined previous depot reviews
 - Identified information requirements
 - Each Department was surveyed to ascertain the number of depots, staff, ownership etc. Follow up meetings were arranged with all Operational Leads to discuss the project and develop the requirements.
 - Visited and interviewed depot staff at a number of locations
 - Mapped the location of all depots
 - Planning report on zoning of the depots
 - Survey and Valuation Reports for all current depot sites
- Looked at Other models
 - Visited 2 consolidated models that were purpose built in Fingal County Council & Dun Laoghaire Rathdown County Council
 - Examined Private sector models – In general they don't have depots for staff however one private sector depot was visited.
- Explored Options

A workshop was arranged in November 2014 with a wider group of stakeholders, attendees included local inspectors from each of the operational areas. The workshop was held in Ballyogan, Dun Laoghaire's operations centre, so that Dublin City Council staff could experience firsthand a consolidated model, view the facilities and speak to some of the staff there. They then identified benefits and concerns in relation to a consolidated model and brainstormed how this model could be adapted to DCC's operations. There was consensus that all Northside operations could be consolidated in an area around Ballymun. It was also agreed that City wide services e.g. Public Lighting and Traffic could operate from that location.
- Identified potential sites for consideration

Development Department identified a couple of sites in Ballymun which might be suitable. The site on St Margaret's Road was chosen for the reasons outlined below.

St. Margaret's Road, Ballymun

Site Selection

- Currently a vacant site in Ballymun which is an integral part of the Ballymun Regeneration Masterplan.
- Sufficient size and capacity for consolidation of operations
- Excellent accessibility, adjacent to the M50
- Dublin City Council own the land
- The Old St. Margaret's Road is now closed, therefore increasing size of site

Approach

- When this site was suggested some preliminary work was carried out to determine the feasibility of using this site from an operational point of view.
- Preliminary discussions took place with the area office. During discussions it was requested that we examine the possibility of having a civic amenity site co-located with the depot.
- A topographical survey was carried out by Survey and Mapping.
- An outline design to demonstrate that the site can accommodate the requirements of these depots was drawn up by City Architects.
- An assessment, that the site is feasible in principle for the proposed use was carried out by our Planning & Property Development Dept.
- In discussion with staff, concerns were raised about electromagnetic fields (EMF's) from the ESB substation near the site so testing was carried out which found that levels were well within the limits allowed in international standards.

Proposed Facilities

This facility will comprise of:

- Office accommodation to include shared meeting rooms and training room
- Facilities support, including the management of CCTV security systems and the Building Management System (BMS) & IT infrastructure.
- Staff facilities to include Canteen Facilities, Washing Facilities, Drying room, Lockers, Washing machines and dryers, Staff Parking,
- Parking of Fleet including multi storey car park
- Indoor & Outdoor Storage
- Waste separation areas including an area for a compactor,
- Workshop space
- Fleet maintenance bays (garage), Fleet Washing Bays / Area,
- Salt Barn (capacity for 2,200 tonnes of salt).

There will be over 600 staff associated with this depot, however, not all staff report to depot. It is estimated that of the 600 staff, 150 will require office accommodation / are depot based during the day.

Civic Amenity Site

The design of a civic amenity site also forms part of the proposal. This will be completely separate to the depot as members of the public will be gaining access on foot and by car. However, as part of the design consideration will be given to joint waste disposal arrangements.

Policy Context

The site lies within the administrative boundary of Fingal County Council and is subject to the provisions of the Fingal County Development Plan.

The site is zoned 'GE' (General Employment), the objective of which is to provide opportunities for general enterprise and employment. The land use zoning is intended to *"facilitate opportunities for compatible industry and general employment uses, logistics and warehousing activity in a good quality physical environment. General Employment areas should be highly accessible, well designed, permeable and legible"*.

A planning application for the Operations Depot will be made to Fingal County Council and therefore, the design proposal must have regard to the zoning and other relevant provisions of the Fingal County Development Plan. This will be done after the tendering process is complete and the contract has been awarded.

Traffic and Transportation Impact

An assessment on the road network in the area (including capacities) will be required. Any impact and necessary mitigation can be identified through the preparation of a Traffic Impact Assessment which may form part of a future planning application.

Sustainability

The project will aim to be an example of best practice in terms of sustainability and aim to minimise energy consumption. The heating system should seek to maximise use of renewable energy sources in the interests of sustainability.

Funding of Project

Quantity surveyors have estimated the cost of the Ballymun depot at €25 million, this was based on an outline design by City Architects. It is anticipated that the funding will largely come from the release of capital through disposal of sites, however the funding model will need to be reviewed with Council in the context of all depots, and not just those relocating to Ballymun.

The Active Land Management Group are analysing all depot sites and will be preparing a development proposal for presentation and discussion to the Corporate Policy Group.

Progress:

- A tender was issued to create a multiparty framework for an Integrated Design Team. The closing date for receipt of tenders is 13th December 2016.
- Once appointed, the design team will work in conjunction with a DCC Project Manager. The DCC Project Manager together with the Design Team will be responsible for stakeholder management.
- Unions have been briefed on the plans to consolidate. Multiple meetings were held with staff in operational areas to discuss the project, get feedback and identify concerns.

Ruth Dowling
Administrative Officer
Transformation Unit

28th November 2016.

APPENDIX A → Proposed Depot Relocation Summary

Ballymun
Waste Management (4 depots) <ol style="list-style-type: none"> 1. Collins Avenue 2. Cromcastle Court 3. Slaney Road 4. Aldborough Parade
Road Maintenance <ol style="list-style-type: none"> 1. Orchard Road 2. Collins Avenue
Housing <ol style="list-style-type: none"> 1. Portland Row 2. Unit 5 /E 1 Ballymun Industrial Estate 3. 3 Units in North Ring Business Park Santry (Fleet, Steel & Paint Squad) 4. Unit F2 Newtown Industrial Estate, Coolock 5. Broombridge Road, Cabra 6. Coleraine Street
Water <ol style="list-style-type: none"> 1. Unit E 4 North City Business Park
Drainage <ol style="list-style-type: none"> 1. Bannow Road (includes signage)
Traffic <ol style="list-style-type: none"> 1. Unit 29, Cherry Orchard Industrial Estate
Public Lighting & Electrical Services <ol style="list-style-type: none"> 1. Marrowbone Lane

Note: It is not proposed to relocate the Joinery Workshop (Ballyfermot) or Bow Lane & O’Rahilly Parade (Waste Management Depots)

APPENDIX B → BALLYMUN SITE MAP

