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## Service and Operation Management Plan

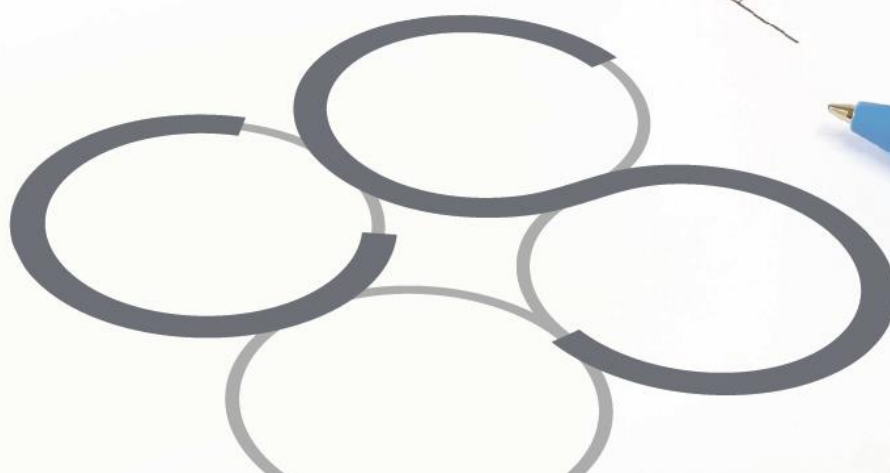
### Proposed Mixed-Use Development

### Belgard Square East, Belgard Road and Blessington Road, Dublin 24

Client: Ravenbrook Limited

Job No. Q003

June 2022





**SERVICE AND OPERATION MANAGEMENT PLAN**

**PROPOSED MIXED-USE DEVELOPMENT,**

**BELGARD SQUARE EAST, BELGARD ROAD AND BLESSINGTON ROAD, DUBLIN 24**

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**BS 1192 FIELD**      **Q003-CSC-ZZ-XX-RP-C-0008 Service Operation Management Strategy 20220602**

Job Ref.	Author	Reviewed By	Authorised By	Issue Date	Rev. No.
Q003	LJ	FB	NB	02.06.2022	P1
Q003	LJ	FB	NB	27.05.2022	-



## **1.0 INTRODUCTION**

### **1.1 Scope and Purpose of Report**

Cronin & Sutton Consulting Engineers (CS Consulting) have been commissioned by Ravensbrook Limited to prepare a Service and Operation Management Plan for a proposed mixed-use development at Belgard Square East, Belgard Road and Blessington Road, Dublin 24.

In preparing this report, CS Consulting has made reference to the following:

- South Dublin City Development Plan 2016–2022
- Draft South Dublin City Development Plan 2022-2028

The purpose of the present report is to set out the intended strategy for operation of both incoming and outgoing vehicular servicing of the proposed development. Outgoing servicing shall principally comprise the collection of municipal waste generated by the development, while incoming servicing shall include deliveries to the residential element of the development, as well as taxi set down and passenger collection.

### **1.2 Site Location**

The proposed development site is located on Belgard Square East, Blessington Road and Belgard Road Tallaght, Dublin 24. The site is located in the administrative jurisdiction of South Dublin County Council (SDCC) and has a total area of circa 1.26 ha.



Figure 1 – Site Location  
(map data: EPA, NTA, OSM Contributors)

The location of the proposed development site is shown in Figure 1 above; the indicative extents of the development site, as well as relevant elements of the surrounding road network, are shown in more detail in Figure 2.

The development site is bound by Belgard Square East to the west, Blessington Road to the north, Belgard Road to the east and existing commercial developments to the south.



Figure 2 – Site Environs  
(map data: EPA, NTA, OSM Contributors)

### 1.3 Existing Land Use

The site is currently a brownfield site consisting primarily of hardstanding surfacing. No existing buildings are present on site. The site does not currently generate any vehicular traffic. A topographical survey has been carried out and survey information is shown on CS Consulting drawing no. **Q003-CSC-ZZ-XX-DR-C-0001**.

### 1.4 Description of Proposed Development

The proposed development will consist of the demolition of existing boundary wall and construction of:

c. 2,289 sqm of retail/commercial floor space across 10 no. units including retail, restaurant/café and Class 2 financial/professional services and office use, and a crèche (257sqm) at ground and first floor levels;

310 no. build to rent residential apartments including 99 no. one bedroom units, 203 no. 2 bedroom units and 8 no. three bedroom units within a part 6 to part 12 no. storey development across 3 blocks over partial basement;

c. 2,223 sqm of communal external amenity space provided in the form of a ground floor garden and external terraces at fifth, sixth, seventh and eighth floor levels; c. 1,026 sqm of public open space provided in the form of a central courtyard with landscaped areas at site perimeters;

c. 1,785 sqm of resident support facilities and services and amenities provided at basement, ground and first floor levels;

Vehicular access to the basement development from a new access point at Belgard Square East;

A new tertiary route will be provided in the southern part of the site linking Belgard Square East and Belgard Road;

Provision of 130 no. car parking spaces (including 8 no. club car spaces and 6 no. disabled access spaces) at basement level in addition to 5 no. set down spaces (4 no. serving creche) and 1 no. disabled access space at ground level, layby on Belgard Square East, 6 no. motorcycle spaces and a total of 763 no. bicycle parking spaces;

Provision of 4 no. Ø0.3m microwave link dishes to be mounted on 2 no. steel support pole affixed to lift shaft overrun, all enclosed in radio friendly GRP shrouds, together with associated equipment at roof level at Block B;

Provision of 3 no. ESB substations with switch rooms and plant rooms at basement level, hard and soft landscaped areas, bin and bicycle stores, public lighting, attenuation, green roof, plant at roof level, service connections and all ancillary site development works.



## **2.0 ESTIMATED WASTE GENERATION AND SERVICING DEMAND**

### **2.1 Waste Generation and Collection**

The proposed development shall generate quantities of waste during its operational phase. The principal types of waste generated by the development will include waste from periodic maintenance and cleaning, used packaging/containers and general waste generated by the residents and staff of the development. These waste types will be mainly non-hazardous and may be generally classed as municipal waste.

Municipal waste comprises household waste as well as commercial and other waste that, because of its nature or composition, is similar to household waste. It excludes municipal sludges and effluents. In the context of this report, municipal waste consists of three main elements: household, commercial (including non-process industrial waste), and street-cleansing waste (street sweepings, street bins and municipal parks and cemeteries maintenance waste, electoral campaign material).

Typical municipal waste streams are expected to be produced during the operation of the proposed development. These include:

- cardboard and paper;
- plastics (including bottles and other containers);
- food waste;
- glass (including green, brown, and clear);
- metals (including aluminium cans and tin cans).

Periodic maintenance and repair activities will generate small quantities of wastes such as green waste, inert building materials (e.g. textiles) and certain chemicals (cleaning products, paints, pesticides, etc.).

The estimated volumes of waste to be generated by the commercial elements of the proposed development are given in Table 1.

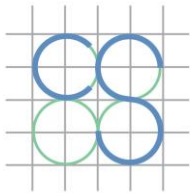


Table 1 – Estimated Waste Generation

Waste Type	Volume generated per week <sup>1</sup>	
	Residential	Commercial
Mixed Dry Recyclables	34.4 m <sup>3</sup>	7.96 m <sup>3</sup>
Glass	0.97 m <sup>3</sup>	0.22 m <sup>3</sup>
Mixed Municipal Waste	19.99 m <sup>3</sup>	8.13 m <sup>3</sup>
Organic Waste	5.03 m <sup>3</sup>	1.26 m <sup>3</sup>
TOTAL	60.39 m <sup>3</sup>	17.57 m <sup>3</sup>

Waste stream shall require collection four times per week. As shown in Table 2, this is expected to result in approximately 4no. vehicular trips per week to the site for waste collection. All waste collection is expected to be conducted by refuse collection vehicles.

Table 2 – Estimated Waste Collection Vehicle Trips

Vehicle Type	Vehicular trips per week	
	Residential	Commercial
Refuse Collection Vehicle	2	2

<sup>1</sup> Data from Operational Waste Management Plan prepared by AWN.

### **3.0 SERVICING AND WASTE COLLECTION PROPOSALS**

All incoming and outgoing servicing of the development (including deliveries, refuse collection, tradespeople, and passenger collection/set-down) shall be conducted within the development site, to avoid obstruction of vehicular or pedestrian traffic on the external road network. The majority of such servicing operations, including all refuse collection and HGV deliveries) shall take place at podium level within the site.

Upon completion of the development, a Management Company shall be constituted, with the remit to provide and maintain common areas and communal facilities within the development, including all waste collection and segregation facilities. The Management Company shall prepare an Operational Waste Control Strategy for the development, which shall detail specific operational arrangements for these.

#### **3.1 Vehicular Servicing Access and Waste Collection Arrangement**

It is proposed that a waste collection point will be provided at the southern edge of the proposed internal tertiary road, allowing for refuse collection to occur internally within the subject development site. Refer to CS Consulting drawing no. **Q003-CSC-ZZ-XX-DR-C-0009** for details of swept path analysis of refuse vehicles manoeuvring at surface level within the proposed development.

2no. loading bays are proposed within the subject development. 1no. on Belgard Square East and one on the proposed tertiary road within the subject development to facilitate servicing of the proposed commercial/retail units.

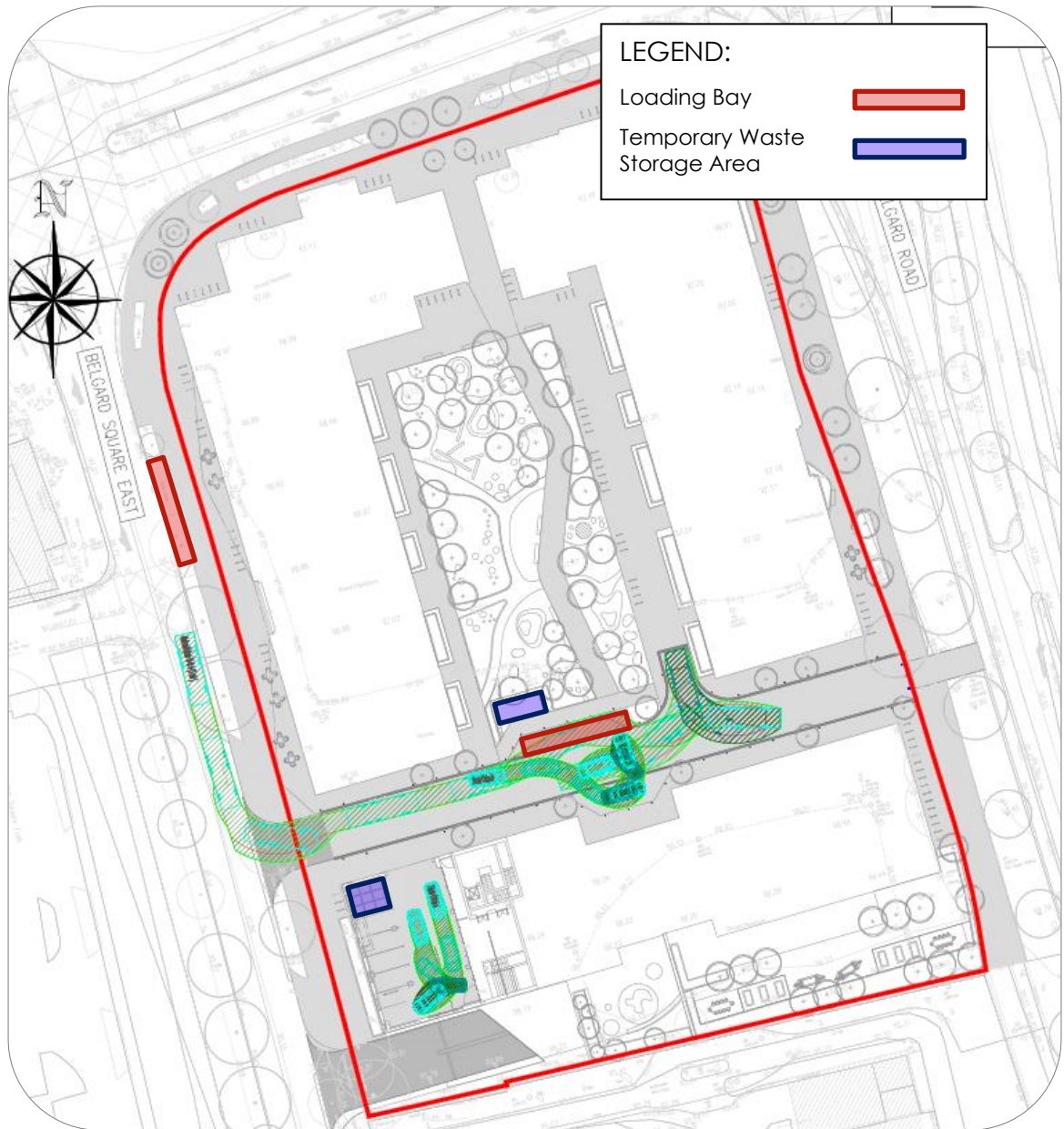


Figure 3 – Waste Storage Area and loading bays

### 3.2 Delivery and Servicing Management Measures

This Servicing and Operation Management Plan will specifically aim to ensure that servicing of the development can be carried out efficiently, whilst minimising both:

- conflicts between vehicular servicing traffic and internal pedestrian and cyclist traffic, and

- any effects on the operational performance of the surrounding road network.

### 3.2.1 Servicing Facilities

The proposed development has been designed to ensure that all servicing activities are undertaken within designated areas in order to ensure that traffic flows on the surrounding road network are not impeded by the operation of the site, and that the site's servicing operations are efficiently conducted and do not prejudice the safety of vulnerable road users. These designated servicing areas for the proposed development are shown in Figure 3.

### 3.2.2 Delivery Scheduling

Peak hour deliveries will be discouraged throughout the development. On the basis that the AM peak is often the busiest hour for servicing, the operation of the development will spread deliveries throughout the day wherever possible. The majority of postal deliveries will be made to grouped mail boxes or to reception areas, reducing delivery time in this instance.

### 3.2.3 Waste Management

The development shall provide sufficient facilities for storage and collection of segregated waste. Refuse collection will be undertaken outside of peak hours where possible, with the specific collection times being arranged with the private waste contractors to minimise the impacts on the operation of the site.

### 3.2.4 Operational Coordination, Restrictions and Enforcement

The development's Management Company shall be responsible for establishing and enforcing restrictions on the nature and scheduling of vehicular servicing operations within the site. The Management

Company shall maintain records of all large deliveries and shall coordinate with all development residents and staff to ensure that regular scheduled servicing operations are conducted at suitable times and do not conflict with one another.

The Management Company shall take enforcement measures where such operations are conducted without its approval; these may include vehicle clamping or towing. The Management Company shall also be responsible for preventing unauthorised vehicle parking within areas of the development under its control, which may obstruct servicing operations and could endanger vulnerable road users.

### 3.2.5 Accommodating Special Deliveries

Any special deliveries to the subject development will need to be arranged with site management in advance. Special deliveries are defined as unusually large items which would arrive on an infrequent basis. The delivery time and duration will be agreed with the development's Management Company to minimise the impact upon the routine daily servicing requirements of the development and the operation of the surrounding road network. All special deliveries should be arranged for off-peak periods, where possible.