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Service and Operation Management Plan

Proposed Residential Development

Glover Court, York Street, Dublin 2

Client: Dublin City Council

Job No. D117

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SERVICE AND OPERATION MANAGEMENT PLAN

PROPOSED RESIDENTIAL DEVELOPMENT,
GLOVER COURT, YORK STREET, DUBLIN 2

CONTENTS

1.0 INTRODUCTION _____ 1

2.0 SITE LOCATION AND PROPOSED DEVELOPMENT _____ 2

3.0 WASTE GENERATION AND SERVICING DEMAND _____ 5

4.0 SERVICING AND WASTE COLLECTION PROPOSALS _____ 7

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1.0 INTRODUCTION

1.1 Scope and Purpose of Report

Cronin & Sutton Consulting Engineers (CS Consulting) have been commissioned by Dublin City Council (DCC) to prepare a Service and Operations Management Plan for a proposed residential development at Glover Court, York Street, Dublin 2.

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

- 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.

2.0 SITE LOCATION AND PROPOSED DEVELOPMENT

2.1 Site Location

The site of the proposed development is located at Glover court, York Street, Dublin 2, in the operational area of Dublin City Council. The area enclosed by the planning application boundary extends to approximately 0.3ha.

Figure 1 – Location of proposed development site
(*map data sources: EPA, 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**.

Figure 2 – Environs and indicative extents of development site
(*map data and imagery sources: NTA, OSM Contributors, Google*)

The development site falls immediately south of Marlin Hotel and is bound to the east by Mercer Street Lower, to the south by York Street, and to the west by existing commercial buildings.

2.2 Existing Land Use

The subject site currently comprises of existing residential units which shall be refurbished under this planning application.

2.3 Description of Proposed Development

The project comprises of the retrofit and amalgamation of the existing blocks, with the addition of new bays, additional floors, new vertical cores, new access decks and balconies. The proposal is to provide 53 residential units comprising of 15 no. 1 bed apartments, 30 no. 2 bed apartments, 8 no.

3 bed apartments. The York Street block will be extended at both ends and by one additional upper floor. The upper floor on the York Street block will be held back on the new build section of the western boundary to create a stepping down in height in respect of the protected structure context to Aungier Street which includes the Swan Bar. The Mercer Street block will be extended on the corner with York Street and by two additional upper floors. The amalgamated building will comprise of a 5 and 6 storey block to York Street and a 7-storey block to Mercer Street. New stairs and lift cores are to be accommodated within the grid of the existing frame, one in each block. A new external façade is introduced throughout the building with access provided by a new access deck to the internal courtyard and balconies to the street facing facades.

3.0 WASTE GENERATION AND SERVICING DEMAND

3.1 Waste Generation and Collection

The principal types of waste generated by the proposed 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 aluminum 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.).

3.2 Servicing and Delivery Demand

Servicing demand for the subject development has been determined using the TRICS database for similar developments.

In the case of the subject development, servicing trips have been extracted from TRICS.

Table 1 – TRICS Subject Development Trip Generation Rates

	Arrivals per hour per dwelling	Departures per hour per dwelling
Servicing Peak	0.023	0.025

Trip numbers in this instance have been calculated as a function of the TRICS trip rates given in Table 1 and the total number of dwellings (53no. apartments) within the proposed development. The following trip generation figures are calculated:

Table 2 – Subject Development Trip Generation from TRICS

	Arrivals	Departures
Servicing Peak	1.2	1.3

As shown above, it is expected that peak delivery trip generation shall equal an average to 1.25 trips per hour. As such, an hourly servicing trip rate of 1.25 trips within the peak hour has been considered, this results in an average of 1 trip every 48 minutes.

As such it is unlikely that multiple vehicle delivery trips shall regularly be on site simultaneously.

4.0 SERVICING AND WASTE COLLECTION PROPOSALS

The collection of waste generated by the proposed development shall be conducted kerbside along York Street, in the same manner as existing premises on this street. Refuse bins shall be collected by the waste contractors from the development's bin storage area along the southern boundary of the development and promptly returned to the storage area after collection. Management company shall be responsible to stage the bins at the bin storage area on the collection days. A just-in time approach shall be adopted in relation to waste storage and collection.

All incoming and outgoing servicing operations (including deliveries) of the development shall be conducted at the proposed loading bay along York Street to the south of the subject development, to avoid obstruction of vehicular or pedestrian traffic on the external road network.

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.

4.1 Vehicular Servicing Access and Waste Collection Arrangement

A loading bay is proposed along the southern boundary of the subject development. All deliveries for the proposed development shall take place at this proposed loading bay.

It is proposed to provide 1no. bin storage room/waste collection points within the proposed development. This bin storage shall allow waste to be stored internally within the subject development. The bins from the storage areas shall be staged at the bin storage area on collection days for waste

contractors to collect. Refer to CS Consulting Drawing **D117-CSC-ZZ-XX-DR-C-0004** for the location of bin storage area.

4.2 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.

4.2.1 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.

4.2.2 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. Postal deliveries shall be made to grouped mailboxes or to reception areas, reducing delivery time in this instance.

4.2.3 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.

4.2.4 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 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.

4.2.5 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.