

**OUTLINE SERVICING AND
OPERATIONS
MANAGEMENT PLAN FOR
A PROPOSED LARGE
SCALE RESIDENTIAL
DEVELOPMENT**

**NO. 158A RICHMOND ROAD,
DUBLIN 3, D03 YK12**

Report Prepared For

Malkey Limited

Report Prepared By

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LIMITATIONS

The outline Servicing and Operations Management Plan / Delivery and Service Management Plan detailed in this document is based on information obtained from the design team and our own experience. This document has been prepared with all reasonable skill, care and diligence in the performance of the agreed scope of services. If additional information becomes available, which might alter AWN's recommended strategy for managing the deliveries, we reserve the right to review such information, reassess the strategy and modify this document, if warranted. This plan should be reviewed and revised prior to operation of the development or when more information becomes available.

This strategy has been prepared by AWN Consulting Ltd. for Malkey Limited. in support of a planning application to Dublin City Council for a mixed-use development, No. 158a Richmond Road, Dublin 3, D03 YK12. Any third party using this strategy does so entirely at their own risk. AWN Consulting Ltd. makes no warranty or representation whatsoever, express or implied, with respect to the use by a third party of any information contained in this document or its suitability for any purpose. AWN assumes no responsibility for any costs, claims, damages or expenses resulting from the use of this document or any information contained in this document by a third party.

| CONTENTS | | Page |
|-----------------|---|-------------|
| LIMITATIONS | | 3 |
| 1.0 | INTRODUCTION | 6 |
| 1.1 | Location, Size and Scale of the Development | 6 |
| 1.2 | Delivery and Servicing Management Plan Background | 7 |
| 1.3 | Waste Management | 8 |
| 2.0 | DELIVERY AND SERVICING APPROACH | 8 |
| 2.1 | Servicing locations | 8 |
| 3.0 | PREDICTED DELIVERY, SERVICING SCHEDULE AND WASTE QUANTITIES | 8 |
| 3.1 | Waste Collection Requirements | 11 |
| 3.2 | Delivery Requirements | 12 |
| 3.3 | Building Servicing Requirements | 14 |
| 4.0 | STORAGE | 14 |
| 4.1 | Waste Storage | 14 |
| 4.2 | Incoming Goods Storage | 15 |
| 5.0 | WASTE COLLECTION | 15 |
| 6.0 | GREASE TRAP WASTE AND WASTE COOKING OIL REMOVAL | 16 |
| 7.0 | CONCLUSION | 16 |
| APPENDIX A | | 17 |

EXECUTIVE SUMMARY

AWN Consulting Ltd. (AWN) has prepared this Outline Servicing & Operations Management Plan (SOMP) for Malkey Limited. in support of a planning application to Dublin City Council for a mixed-use development, No. 158a Richmond Road, Dublin 3, D03 YK12.

The proposed development will consist of the demolition of existing structures on site (c. 3,359 sq m) and the construction of a mixed-use development including including artist studios, a creche, and a gym, and 133 No. residential units (65 No. one bed units and 68 No. two bed units). The development will be provided in 3 No. blocks ranging in height from part 1 No. to part 10 No. storeys on a 0.55 hectare site at Leyden's Cash and Carry, No. 158A Richmond Road, Dublin 3, D03 YK12.

The SOMP assess the quantity, frequency and nature of servicing and deliveries to each area of the development. It identifies the practical logistics of the deliveries and provides a walkthrough and schedule as to how these deliveries will be managed – minimising disruption to neighbouring developments, foot traffic around the development, impact on the local road network etc.

Where any logistical obstacles or difficulties have been identified during preparation of the plan, practical mitigation measures have been applied by AWN and the design team to address them.

In summary, this SOMP presents an outline servicing and delivery strategy that complies with all legal requirements and best practice guidelines.

1.0 INTRODUCTION

AWN Consulting Ltd. (AWN) has prepared this Outline Servicing & Operations Management Plan (SOMP) for Malkey Limited. in support of a planning application to Dublin City Council for a mixed-use development, No. 158a Richmond Road, Dublin 3, D03 YK12. Any third party using this strategy does so entirely at their own risk. AWN Consulting Ltd. makes no warranty or representation whatsoever, express or implied, with respect to the use by a third party of any information contained in this document or its suitability for any purpose. AWN assumes no responsibility for any costs, claims, damages or expenses resulting from the use of this document or any information contained in this document by a third party.

The SOMP is based on the design information for the development including architectural drawings, provided by RKD Architecture (RKD), discussions with the project engineers (DBFL Consulting Engineers) and the applicant, Malkey Limited.

This plan has been prepared to provide an efficient delivery and collection strategy with minimal impacts on the environment. It will be submitted to Dublin City Council (DCC) in support of the planning application for the development.

1.1 Location, Size and Scale of the Development

Malkey Limited intend to apply for permission for development (Large-scale Residential Development (LRD)) at this c. 0.55 hectare site at the former Leydens Wholesalers & Distributors, No. 158A Richmond Road, Dublin 3, D03 YK12. The site is bounded to the north-east by Richmond Road, to the west/south-west by No. 146A and Nos. 148-148A Richmond Road (pending application ABP Reg. Ref. TA29N.312352), to the south/south-west by a residential and commercial development (Distillery Lofts) and to the east/south-east by the Former Distillery Warehouse (derelict brick and stone building). Improvement works to Richmond Road are also proposed including carriageway widening up to c. 6 metres in width, the addition of a c. 1.5 metre wide one-way cycle track/lane in both directions, the widening of the northern footpath on Richmond Road to a minimum of c. 1.8 metres and the widening of the southern footpath along the site frontage which varies from c. 2.2 metres to c. 7.87 metres, in addition to a new signal controlled pedestrian crossing facility, all on an area of c. 0.28 hectares. The development site area and road works area will provide a total application site area of c. 0.83 hectares.

The proposed development will principally consist of: a Large-scale Residential Development (LRD) comprising the demolition of existing industrial structures on site (c. 3,359 sq m) and the construction of a mixed-use development including artist studios (c. 749 sq m), a creche (c. 156 sq m), a retail unit (c. 335 sq m), and a gym (c. 262 sq m), and 133 No. residential units (65 No. one bed apartments and 68 No. two bed apartments). The development will be provided in 3 No. blocks ranging in height from part 1 No. to part 10 No. storeys as follows: Block A will be part 1 No. storey to part 4 No. storeys in height, Block B will be part 1 No. storeys to part 10 No. storeys in height (including podium) and Block C will be part 1 No. storeys to part 9 No. storeys in height (including podium). The proposed development has a gross floor area of c. 14,590 sq m and a gross floor space of c. 13,715 sq m.

The development also proposes the construction of: a new c. 204 No. metre long flood wall along the western, southern and south-eastern boundaries of the proposed development with a top of wall level of c. 6.4 metres AOD to c. 7.15 metres AOD (typically c. 1.25 metres to c. 2.3 metres in height) if required; and new telecommunications infrastructure at roof level of Block B including shrouds, antennas and microwave link dishes (18 No. antennas enclosed in 9 No. shrouds and 6 No. transmission dishes, together with all associated equipment) if required. A flood wall and telecommunications infrastructure are also proposed in the adjoining Strategic Housing Development (SHD) application (pending decision ABP Reg. Ref.

TA29N.312352) under the control of the Applicant. If that SHD application is granted and first implemented, no flood wall or telecommunications infrastructure will be required under this application for LRD permission (with soft landscaping provided instead of the flood wall). If the SHD application is refused permission or not first implemented, the proposed flood wall and telecommunications infrastructure in the LRD application will be constructed.

The proposed development also provides ancillary residential amenities and facilities; 25 No. car parking spaces including 13 No. electric vehicle parking spaces, 2 No. mobility impaired spaces and 3 No. car share spaces; 2 No. loading bays; bicycle parking spaces; motorcycle parking spaces; electric scooter storage; balconies and terraces facing all directions; public and communal open space; hard and soft landscaping; roof gardens; green roofs; boundary treatments; lighting; ESB substation; switchroom; meter room; comms rooms; generator; stores; plant; lift overruns; and all associated works above and below ground.

1.2 Delivery and Servicing Management Plan Background

The concept of SOMP has been developed by Transport for London (TfL) to ensure efficient servicing of developments in city centre locations. A SOMP provides a framework to make sure that vehicle activity to and from a building is working effectively to minimise impacts by:

- Proactively managing deliveries to reduce the number of delivery and servicing trips, particularly in the morning peak;
- Identifying and promoting areas where safe and legal loading can take place; and
- Selecting delivery companies who can demonstrate their commitment to following best practice and who prepare loads which are ready to be off-loaded directly and transferred to the development, and which do not require assembly at the kerbside.

The scope of this SOMP is as follows:

- Deliveries and collections;
- Servicing trips, including maintenance of lift systems and fire detection systems;
- Cleaning and waste removal; and
- Catering and vending.

A SOMP has the following key data-sets:

- Number of deliveries received each day;
- Optimum delivery time;
- Delivery duration; and
- Details of vehicles required.

Dublin City Council Requirements

For larger developments (residential and non-residential), a Delivery and Service Management Plan shall contain, but is not limited to, the following information:

- Details how the proposed development will be accessed and served by deliveries, including refuse vehicles and emergency vehicles;
- Confirm the number, type and frequency of service vehicles envisaged for the development and detail the locations from which servicing will occur and how it will be managed;
- Swept-path analysis demonstrating the safe manoeuvrability of all vehicles servicing the site.

1.3 Waste Management

As waste management is a key impact on the servicing of a development, a detailed assessment of operational waste management has been undertaken by AWN and a separate Operational Waste Management Plan has been prepared (AWN Report ref. DD/227501.0195WMR02).

The OWMP identifies requirements to ensure the maximum reuse, recycling and recovery of waste with diversion from landfill, where possible. The OWMP also seeks to provide guidance on the appropriate collection and transport of waste to prevent issues associated with litter or more serious environmental pollution (e.g. contamination of soil or water resources).

The OWMP accompanies the planning application for the proposed development.

2.0 DELIVERY AND SERVICING APPROACH

It is proposed that the facilities management company for the development will work with tenants to provide the following service for the commercial tenants:

- A person appointed to be the SOMP Controller – responsible for scheduling and management of all deliveries and waste collections;
- A designated delivery space and time allotted which is communicated to delivery, maintenance and waste service providers;
- A commitment to working with tenants to work with suppliers to minimise the number of deliveries and delivery frequency;
- A commitment to minimising service vehicle delivery during peak hours;
- A booking system for service vehicles, controlled by the SOMP Controller;
- A commitment to work with tenants to work with suppliers to ensure, where practicable and safe from a food hygiene point of view to do so, that mixed loads are delivered so as to minimise the number of service vehicle trips required; and
- A commitment to work with tenants to work with suppliers to investigate the possibility of the supplier using electric or hybrid vehicles for certain deliveries, where practicable.

2.1 Servicing locations

The development will have 2 servicing zones allocated for deliveries, servicing, and waste collection. The locations of these zones can be viewed in the drawings in Appendix A of this SOMP. 1 no. of these locations are located within the developable site, while 1 no. will be located off site in a loading bay, on Richmond Road.

Zone 1 – Off Street – Level 00 adjacent to Block C

Zone 2 – On Street – Level 00 Richmond Road

3.0 PREDICTED DELIVERY, SERVICING SCHEDULE AND WASTE QUANTITIES

It is assumed for the purpose of preparation of this SOMP that the development will have multiple varied uses including residential, retail, gym, cultural and creche uses.

The proposed delivery schedules as part of this SOMP are provided in the following Tables. Tables 3.3 and 3.4 presents the waste collection schedule for daily/weekly routine vehicles to the proposed development; Table 3.5 and 3.6 presents the delivery requirements for the commercial units. While Table 3.7 presents the service requirements for maintenance and emergency vehicles for the development.

Building & Emergency Services Requirements

All buildings will require servicing and maintenance and it would be envisaged that routine maintenance would generally be carried out for the buildings at or around the same time. Emergency responses or building services breakdowns may require separate servicing events, each of these may trigger a service vehicle event:

- *Lift maintenance (routine)*
- *Fire detection system maintenance (routine)*
- *Fire extinguisher inspection (routine)*
- *HVAC system maintenance (routine)*
- *Electrical system maintenance (routine)*
- *Lift service – emergency response*
- *HVAC system – emergency response*
- *Electrical system – emergency response*
- *Fire / Police / Ambulance – emergency response*

Creche

The following service categories are potentially applicable to the creche element of the development and each of these may trigger a service vehicle event:

- *Student Drop Off*
- *Post delivery*
- *Courier delivery*
- *Food delivery*
- *Fresh fruit delivery*
- *Stationary delivery*
- *Cleaning products delivery*
- *Organic waste collection*
- *MNR (mixed non-recyclables) collection*
- *DMR (dry mixed recyclables) collection*
- *Glass waste collection*
- *Cardboard/Plastic Bale collection*
- *Confidential waste paper collection*
- *Waste light elements, batteries and WEEE collection*
- *Waste cartridges, chemicals, furniture collection (occasional)*

Gym

The following service categories are potentially applicable to the creche element of the development and each of these may trigger a service vehicle event:

- *Client Drop Off*
- *Post delivery*
- *Courier delivery*
- *Product delivery*
- *Stationary delivery*
- *Cleaning products delivery*
- *Organic waste collection*
- *MNR (mixed non-recyclables) collection*
- *DMR (dry mixed recyclables) collection*
- *Glass waste collection*
- *Cardboard/Plastic Bale collection*
- *Confidential waste paper collection*
- *Waste light elements, batteries and WEEE collection*
- *Waste cartridges, chemicals, furniture collection (occasional)*

Artist Studios (Cultural)

The following service categories are potentially applicable to the creche element of the development and each of these may trigger a service vehicle event:

- *Post delivery*
- *Courier delivery*
- *Product delivery*
- *Stationary delivery*
- *Cleaning products delivery*
- *Organic waste collection*
- *MNR (mixed non-recyclables) collection*
- *DMR (dry mixed recyclables) collection*
- *Glass waste collection*
- *Cardboard/Plastic Bale collection*
- *Confidential waste paper collection*
- *Waste light elements, batteries and WEEE collection*
- *Waste cartridges, chemicals, furniture collection (occasional)*

Retail

The following service categories are potentially applicable to the other proposed uses (i.e. retail unit) and each of these may trigger a service vehicle event for the units:

- *Post Delivery*
- *Diary delivery*
- *Bread delivery*
- *Fresh fruit and vegetables delivery*
- *Fresh meat/fish delivery*
- *Fresh cooking oil delivery and waste cooking oil collection*
- *Bottled/canned beverages delivery*
- *Snacks/confectionary delivery*
- *Alcohol Delivery*
- *Dry goods delivery*
- *Disposables delivery*
- *Cleaning products delivery*
- *Organic (food) waste collection*
- *MNR (mixed non-recyclables) collection*
- *DMR (dry mixed recyclables) collection*
- *Cardboard/Plastic Bale collection*
- *Glass waste collection*
- *Waste light elements, batteries and WEEE collection*
- *Waste cartridges, chemicals, furniture collection (occasional)*

Residential

The following service categories are potentially applicable to the residential element of the development and each of these may trigger a service vehicle event:

- *Post delivery*
- *Courier delivery*
- *Food shopping delivery*
- *Take-away deliveries*
- *Organic (food) waste collection*
- *MNR (mixed non-recyclables) collection*
- *DMR (dry mixed recyclables) collection*
- *Glass waste collection*

3.1 Waste Collection Requirements

As noted in Section 1.2, a detailed assessment of operational waste management has been undertaken by AWN. In order to estimate the volume of waste arising from the development, AWN prepared a Waste Generation Model (WGM) to predict waste types, weights and volumes arising from the proposed development. The WGM incorporates building area, use and combines these with other data including Irish and US EPA waste generation rates.

It is envisaged that most of the waste collection will occur from Zone 1, however the less frequent collection of such items as cooking oil, WEE, lightbulbs and batteries may occur in zones closer to the units concerned to prevent spill hazards.

The estimated waste volumes (un-baled/un-compacted), equipment/receptacle requirement and frequency of collections for the main waste types to be generated at the proposed development are presented in Table 3.1 & 3.2.

| Waste type – Commercial | Volume (m ³ /week) | Equipment Required | Receptacles Collected each time | Collection Frequency |
|-------------------------|-------------------------------|--------------------|-------------------------------------|----------------------|
| Organic Waste | 0.36 | Nil | 2 no. 240 L bins | Weekly |
| Dry Mixed Recyclables | 2.15 | Nil | 2 no. 1100 L bins 1 no. 240L bin | Weekly |
| Mixed Non-Recyclables | 1.79 | Nil | 3 no. 1100 L bins | Weekly |
| Glass | 0.12 | Nil | 2 no. 120 L bins | Weekly |
| Cardboard/Plastic Bale | 1.62 | Bailer | 3 no. Bales | Weekly |

Table 3.1 Estimated commercial waste generation, equipment/receptacle requirement and collection frequency for the development

| Waste type - Residential | Volume (m ³ /week) | Equipment Required | Receptacles Collected each time | Collection Frequency |
|--------------------------|-------------------------------|--------------------|--------------------------------------|----------------------|
| Organic Waste | 1.74 | Nil | 8 no. 240 L bins | Weekly |
| Dry Mixed Recyclables | 11.90 | Nil | 11 no. 1100 L bins 1 no. 240L bin | Weekly |
| Mixed Non-Recyclables | 7.92 | Nil | 8 no. 1100 L bins | Weekly |
| Glass | 0.34 | Nil | 3 no. 240 L bins | Weekly |

Table 3.2 Estimated residential waste generation, equipment/receptacle requirement and collection frequency for the development

The strategy for managing the waste is described in the Operational Waste Management Plan which also accompanies the planning application.

The waste collections will be managed by the property management company as per the waste collection requirements. Table 3.3 & 3.4 contains a recommended and potential servicing strategy for waste collections for the development, however these are subject to variation based on the waste contractor selected and their servicing time availability.

| Commercial Service Requirements | Arrival Period | Vehicle Type Delivering/ Collecting | Maximum Duration of Activity | Frequency of Activity | Nature of Delivery/ Collection | Vehicle Set-down Area |
|---|----------------|-------------------------------------|------------------------------|-----------------------|-----------------------------------|-----------------------|
| Organic Waste Collection ¹ | 2pm -3pm | REL Truck | 5 mins | Weekly | no. 240 L bins | Zone 1 |
| MNR (Mixed Non-Recyclables) Collection ¹ | 2pm -3pm | REL Truck | 10 mins | Weekly | no. 1100 L bins | Zone 1 |
| DMR (Dry Mixed Recyclables) Collection ¹ | 2pm -3pm | REL Truck | 10 mins | Weekly | no. 1100 L bins no. 240 L bins | Zone 1 |

| | | | | | | |
|--|-------------|---------------|---------|--------------------------------|----------------------------------|-----------------|
| Glass Collection ¹ | 9am - 10am | Glass Truck | 5 mins | Weekly | no. 240 L bins no. 120 L bins | Zone 1 |
| Waste light elements, batteries and WEEE | 11am – 12pm | 3.5 tonne van | 20 mins | Every two months | Coffin Trolley or WEEE Cage | Zone 1 & Zone 2 |
| Waste cartridges, chemicals, furniture collection, if required | 11am – 12pm | 3.5 tonne van | 20 mins | Every two months / as required | Various | Zone 1 & Zone 2 |

Notes:

¹ Collection time period for waste materials as proposed above will be subject to the collection schedule of the appointed waste contractor. However, waste collection schedule will be agreed which does not impact on other services and avoid the busiest delivery periods.

Table 3.3 Potential commercial waste collection schedule and proposed servicing requirements for the development.

| Residential Service Requirements | Arrival Period | Vehicle Type Delivering/ Collecting | Maximum Duration of Activity | Frequency of Activity | Nature of Delivery/ Collection | Vehicle Set-down Area |
|---|----------------|-------------------------------------|------------------------------|-----------------------|--------------------------------|-----------------------|
| Organic Waste Collection ¹ | 2pm -3pm | REL Truck | 5 mins | Weekly | no. 240 L bins | Zone 1 |
| MNR (Mixed Non-Recyclables) Collection ¹ | 2pm -3pm | REL Truck | 10 mins | Weekly | no. 1100 L bins | Zone 1 |
| DMR (Dry Mixed Recyclables) Collection ¹ | 2pm -3pm | REL Truck | 10 mins | Weekly | no. 1100 L bins | Zone 1 |
| Glass Collection ¹ | 9am - 10am | Glass Truck | 15 mins | Weekly | no. 240 L bins | Zone 1 |

Notes:

¹ Collection time period for waste materials as proposed above will be subject to the collection schedule of the appointed waste contractor. However, waste collection schedule will be agreed which does not impact on other services and avoid the busiest delivery periods.

Table 3.4 Potential residential waste collection schedule and proposed servicing requirements for the development.

It will be the aim of management and the SOMP Controllers for the development to ensure that the agreed delivery and servicing schedules are adhered to so as to ensure that delivery events and durations are minimised.

3.2 Delivery Requirements

The delivery and servicing requirements of the development are structured such that deliveries will be limited to no more than two routine deliveries or servicing events happening in anyone-hour period, per zone during week days (i.e. Monday to Friday), where practical. The key hours will be 6am – 8am & 10am - 12pm for daily/weekly deliveries and 12pm – 3pm for waste collections, with a target of two servicing events per hour period.

It is anticipated that any small service vehicles, which are required to attend the development for routine and emergency maintenance, will be allowed to park in a designated location with the Block B & C car park for the duration of the works. The SOMP Controller, or other appointed persons, will ensure that a suitable parking space in the loading bay is reserved for the maintenance vehicle(s).

It will be the aim of management and the SOMP Controller to ensure that these schedules are adhered to ensure that delivery events and durations are minimised and that delivery events are scheduled to coincide with least busy traffic periods.

It should be noted that the proposed delivery vehicles and specific time slots allocated may be subject to change pending contractual agreements with service suppliers prior to commencement of operations of the development.

Block B & C Retail and Creche

Vehicles servicing the Block B & C Retail, Gym, Creche units of the development (other than waste collections) will temporarily set down in Zone 1.

It is envisaged that the majority of clients for the development will be residents or people within the local community and a limited amount will be arriving by vehicle.

The delivery and servicing requirements have been developed through discussions with the project design team, the applicant and from our experience of servicing requirements for other Dublin City developments. The tables below are estimated on a worst-case scenario basis for the units, and it is expected that there will be less deliveries required.

| Service Requirements (Delivery or Collect) | Arrival Period | Vehicle Type Delivering/ Collecting | Maximum Duration of Activity | Frequency of Activity | Nature of Delivery/ Collection | Vehicle Set-down Area |
|--|----------------|--------------------------------------|------------------------------|-----------------------|--------------------------------|-----------------------|
| Post | 7 – 10am | Bicycle - 3.5 tonne Van | 10 mins | Daily | Various – envelopes to parcels | Zone 1 |
| Couriers | Various | Bicycle - Motorbikes - 3.5 tonne Van | 10 mins | Several times a day | Various – envelopes to boxes | Zone 1 |
| Food, Beverages, Dry Goods and Disposables | 6 – 9 am | 3.5 tonne Van | 15 mins | Three days Weekly | Boxes | Zone 1 |
| Stationary | 12pm - 1pm | 3.5 tonne Van | 10 mins | Weekly | Boxes | Zone 1 |
| Sanitary supplies/Cleaning products delivery | 11-12pm | 3.5 tonne Van | 10 mins | Weekly | Boxes | Zone 1 |

Table 3.5 Proposed delivery and collection schedule for commercial units (combined) for daily/weekly/monthly routine vehicles.

Artist Studios / Cultural Units

Vehicles servicing the Artist Studios of the development (other than waste collections) will temporarily set down in Zone 1 or Zone 2.

The delivery and servicing requirements have been developed through discussions with the project design team, the applicant and from our experience of servicing requirements for other Dublin City developments. The tables below are estimated on a worst-case scenario basis for the studios and it is expected that there will be less deliveries required.

| Service Requirements (Delivery or Collect) | Arrival Period | Vehicle Type Delivering/ Collecting | Maximum Duration of Activity | Frequency of Activity | Nature of Delivery/ Collection | Vehicle Set-down Area |
|--|----------------|--------------------------------------|------------------------------|-----------------------|--------------------------------|-----------------------|
| Post | 7 – 10am | Bicycle - 3.5 tonne Van | 10 mins | Daily | Various – envelopes to parcels | Zone 2 |
| Couriers | Various | Bicycle - Motorbikes - 3.5 tonne Van | 10 mins | Several times a week | Various – envelopes to boxes | Zone 2 |
| Materials, Stationary, Dry Goods and Disposables | 6 – 9 am | 3.5 tonne Van | 15 mins | Weekly | Boxes | Zone 1 or Zone 2 |
| Sanitary supplies/Cleaning products delivery | 11-12pm | 3.5 tonne Van | 10 mins | Monthly | Boxes | Zone 1 or Zone 2 |

Table 3.6 Proposed delivery and collection schedule for the artist studios (combined) for daily/weekly/monthly routine vehicles.

Residential Units

The main deliveries to the residential units are anticipated to be post, courier, food shopping deliveries and take-away deliveries. It is not feasible to prepare a reliable schedule for these type of deliveries as they are likely to occur at various time of the day. It is expected that food shopping deliveries and take-away deliveries are more likely to occur in the evenings. These deliveries are expected to be carried out by bikes, small vans and 3.5 tonne trucks and are anticipated to be of a short duration.

Vehicles will set down in either Zone 1 or Zone 2 loading bays while the goods are delivered to the appropriate postal/courier drop off point or residential unit, as appropriate.

3.3 Building Servicing Requirements

It is anticipated that any small service vehicles, which are required to attend these buildings and units for routine and emergency maintenance, will be allowed to park in the Loading Bay within the Block B & C car park for the duration of the works. The SOMP Controllers, or other appointed persons, will ensure that a suitable parking space is reserved for the maintenance vehicle(s).

| Service Requirements (Delivery or Collect) | Arrival Period | Vehicle Type Delivering/ Collecting | Maximum Duration of Activity | Frequency of Activity | Nature of Deliver | Vehicle Set-Down Area |
|---|------------------------------------|-------------------------------------|------------------------------|-----------------------|-------------------|-----------------------|
| Lift maintenance (routine) | During day outside peak | Small van | 1 day | Once per quarter | Servicing | Zone 1 |
| Fire detection system maintenance (routine) | During day outside peak | Small van | 1 day | Once per quarter | Servicing | Zone 1 |
| Fire extinguisher inspection (routine) | During day outside peak | Small van | 1 day | Twice per year | Servicing | Zone 1 |
| HVAC system maintenance (routine) | During day outside peak | Small van | 1 day | Once per quarter | Servicing | Zone 1 |
| Electrical system maintenance (routine) | During day outside peak | Small van | 1 day | Once per quarter | Servicing | Zone 1 |
| Lift system maintenance emergency | Non-routine – any time is possible | Small van | Unknown | n/a | Emergency | Zone 1 |
| HVAC system maintenance emergency | Non-routine – any time is possible | Small van | Unknown | n/a | Emergency | Zone 1 |
| Electrical system maintenance emergency | Non-routine – any time is possible | Small van | Unknown | n/a | Emergency | Zone 1 |

Table 3.7 Proposed maintenance visits schedule and emergency servicing requirements for each building

4.0 STORAGE

4.1 Waste Storage

The strategy for storing waste is described in the Operational Waste Management Plan which also accompanies the planning application. In summary, four dedicated Waste Storage Areas (WSAs) will be provided for this development. The WSAs will be located

on ground level. The location of the WSAs is illustrated on the architectural drawings submitted with the planning application.

The recommended servicing requirements for the WSAs are summarised in Table 3.3 & 3.4 of this strategy.

4.2 Incoming Goods Storage

The majority of incoming goods deliveries to the, yet undefined commercial units will be made using 3.5 tonne vans which will set down in Zone 1, with building maintenance using the loading bay as required. The Art studio units will avail to the Zone 2 loading bay, however deliveries to these units is expected to be limited.

A SOMP Controller for the development or other nominated personnel will oversee and record all incoming deliveries to the development. Goods will be delivered to the relevant units via the internal paths and lifts as appropriate. They will be delivered to the relevant unit (e.g. for post or courier deliveries) or storage areas.

5.0 WASTE COLLECTION

The strategy for collection waste is described in the Operational Waste Management Plan which also accompanies the planning application. In summary, waste will be collected from the development by suitably authorised private waste contractors. Bins/bales will be conveyed either by nominated personnel (or the appointed waste contractors) from the WSAs to the temporary waste collection point between at the Zone 1 loading bay pending collection/emptying. A bin tug/cart may be required to convey the bins to/from the WSAs to the collection points. Waste receptacles should only be transferred to the temporary collection point immediately prior to collection/emptying and should be returned promptly to the appropriate WSAs upon emptying. The collection in Zone 1 within the development will be readily accessible by the waste contractor(s) during the designated collection days/times. It is not envisaged that regular waste collection will take place from the Zone 2 loading bay, however infrequent collections of bulking items or alternative waste types from Block A may require use of the Zone 2 Loading Bay.

As the development is located within Dublin City and in accordance with the DCC Waste Bye-Laws, the waste collection will be undertaken (unless otherwise agreed with DCC) such that:

- Kerbside waste presented for collection shall not be presented for collection earlier than 5.00 pm on the day immediately preceding the designated waste collection day;
- All containers used for the presentation of kerbside waste and any uncollected waste shall be removed from any roadway, footway, footpath or any other public place no later than 10:00am on the day following the designated waste collection day, unless an alternative arrangement has been approved in accordance with Bye-law 2.3;
- Documentation, including receipts, is obtained and retained for a period of no less than one year to provide proof that any waste removed from the premises has been managed in a manner that conforms to these Bye-laws, to the Waste Management Act and, where such legislation is applicable to that person, to the European Union (Household Food Waste and Bio-Waste) Regulations 2015; and
- Adequate access and egress onto and from the premises by waste collection vehicles is maintained.

6.0 GREASE TRAP WASTE AND WASTE COOKING OIL REMOVAL

All food service establishments are required to apply to Irish Water for a wastewater discharge licence to discharge kitchen effluent to sewer. The licence is also known as a Trade Effluent Discharge Licence and is made under the *Local Government (Water Pollution) Acts 1977*, as amended, and associated Regulations.

The licence will typically include a criterion that a grease separator(s) must be installed and the total FOG concentration (Fats, Oils and Greases) of the kitchen wastewater, at the point before it enters the sewer, will be not more than 100 mg/l, when measured using the *AWWA/APHA Standard Methods for the Examination of Water and Wastewater 21st Edition*, (2005) – FOG test.

Under sink and passive grease removal units will be installed within the food preparation areas, where appropriate. Undersink grease removal units require daily removal of oil which would be transferred to a clip and seal bucket or drum in a bunded area within kitchen areas.

Waste cooking oil will be collected and disposed of by a suitably permitted/licenced contractor.

In order to improve delivery efficiencies, it is assumed that waste cooking oil collections will be coordinated with the delivery of fresh cooking oil.

7.0 CONCLUSION

It can be concluded that this SOMP sets out a methodology for managing the servicing of the proposed development in a structured manner which minimises the impacts on the surrounding environment and which minimises use of the loading/unloading area.

Prior to occupation of the development or when further information becomes available with regard to tenants and delivery requirements, the SOMP should be updated or supplemented to include this new information and submitted to DCC for their consideration.

APPENDIX A

Servicing Zones No. 1 – No. 2 – Locations

Road Sweep Analysis for Delivery and Waste Vehicles

