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**OUTLINE DELIVERY AND
SERVICING MANAGEMENT
PLAN FOR
A PROPOSED LARGE
SCALE STUDENT
DEVELOPMENT

GOWAN HOUSE**

Report Prepared For

Malclose Limited

Report Prepared By

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Our Reference

CB/237501.0134WMR04


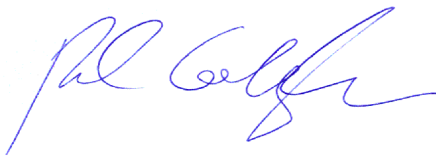
Date of Issue

11 October 2023

Document History

Document Reference		Original Issue Date	
CB/237501.0134WMR04		11 October 2023	
Revision Level	Revision Date	Description	Sections Affected

Record of Approval

Details	Written by	Approved by
Signature		
Name	Chonai Bradley	Fergal Callaghan
Title	Principal Environmental Consultant	Director
Date	11 October 2023	11 October 2023

LIMITATIONS

The outline Delivery and Servicing Management Plan (DSMP 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 Malclose Limited. in support of a planning application to Dublin City Council for a student development, at Gowan House, Carriglea Business Park, Naas Road, Dublin 12, D12 RCC4.

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EXECUTIVE SUMMARY

AWN Consulting Ltd. (AWN) has prepared this Outline Delivery & Servicing Management Plan (DSMP) for Malclose Limited. in support of a planning application to Dublin City Council for a student development, at Gowan House, Carriglea Business Park, Naas Road, Dublin 12, D12 RCC4.

The proposed development will principally consist of: the demolition of the existing two-storey office/warehouse building; and the construction of a development in two blocks consisting of student units, commercial/retail space, community units and all associated hard and soft landscaping.

The DSMP 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 DSMP 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 Delivery & Servicing Management Plan (DSMP) on behalf of Malclose Limited. in support of a planning application to Dublin City Council for a student development at Gowan House, Carriglea Business Park, Naas Road, Dublin 12, D12 RCC4.

The proposed development will principally consist of: the demolition of the existing two-storey office/warehouse building; and the construction of a development in two blocks consisting of student units, commercial/retail space, community units and all associated hard and soft landscaping.

The DSMP is based on the design information for the development including architectural drawings, provided by HKR Architects, discussions with the project traffic engineers (Barrett Mahony Consulting Engineers) and the applicant, Malclose 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

Malclose Limited intend to apply to Dublin City Council for a 7-year permission for a large-scale residential development principally comprising student accommodation at this 0.962 Ha site at Gowan House, Carriglea Business Park, Naas Road, Dublin 12, D12 RCC4.

Works to upgrade of the access road to the west of the site on an area measuring c. 0.081 Ha are also proposed comprising new surfacing to the carriageway, the provision of inbound and outbound bicycle lanes from the development entrance to the Naas Road, the provision of a controlled pedestrian crossing on the access road at the Naas Road junction, and the provision of a further uncontrolled pedestrian and bicycle crossing linking the subject site with the approved Concorde SHD development (ABP Ref: TA29S.312218) to the west.

On the Naas Road, works are proposed on an area measuring c. 0.086 Ha comprising the realignment and widening of the existing pedestrian footpath along the westbound carriageway of the Naas Road and the provision of linkages from the realigned footpath to the development site, and the provision of new controlled pedestrian crossings across the eastbound and westbound carriageways of the Naas Road and the provision of a new uncontrolled crossing of the Luas tracks.

The development site area and roadworks areas will provide a total application site area of c. 1.13 Ha.

The proposed development will principally consist of: the demolition of the existing two-storey office/warehouse building and outbuilding (5,172 sq m); and the construction of a development in two blocks (Block 1 (eastern block) is part 2 No. storeys to part 15 No. storeys over lower ground floor and basement levels with roof plant over and Block 2 (western block) is part 9 No. storeys to part 11 No. storeys over basement with roof plant over) principally comprising 941 No. Student Accommodation bedspaces (871 No. standard rooms, 47 No. accessible studio rooms and 23 No. studios) with associated facilities, which will be utilised for short-term lets during student holiday periods. The 871No. standard rooms are provided in 123 No. clusters ranging in size from 3 No. bedspaces to 8 No. bedspaces, and all clusters are served by a communal living/kitchen/dining room.

The development also provides: ancillary internal and external communal student amenity spaces and support facilities; cultural and community floor space (1,422 sq m internal and 131 sq m external) principally comprising a digital hub and co-working space with ancillary cafe; a retail unit (250 sq m); public open space; the daylighting of the culverted River Camac through the site; an elevated walkway above the River Camac at ground floor level; a pedestrian bridge link at first floor level between Blocks 1 and 2; vehicular access at the south-western corner; the provision of 7 No. car-parking spaces, 2 No. motorcycle parking spaces and 2 No. set down areas; bicycle stores at ground and lower ground floor levels; visitor cycle parking spaces; bin stores; substations; hard and soft landscaping; green and blue roofs; new telecommunications infrastructure at roof level of Block 1 including antennas and microwave link dishes, 18 No. antennas and 6 No. transmission dishes, together with all associated equipment; boundary treatments; plant; lift overruns; and all associated works above and below ground.

The gross floor area of the development is c. 33,140 sq m comprising c. 30,386 sq m above lower ground and basement level.

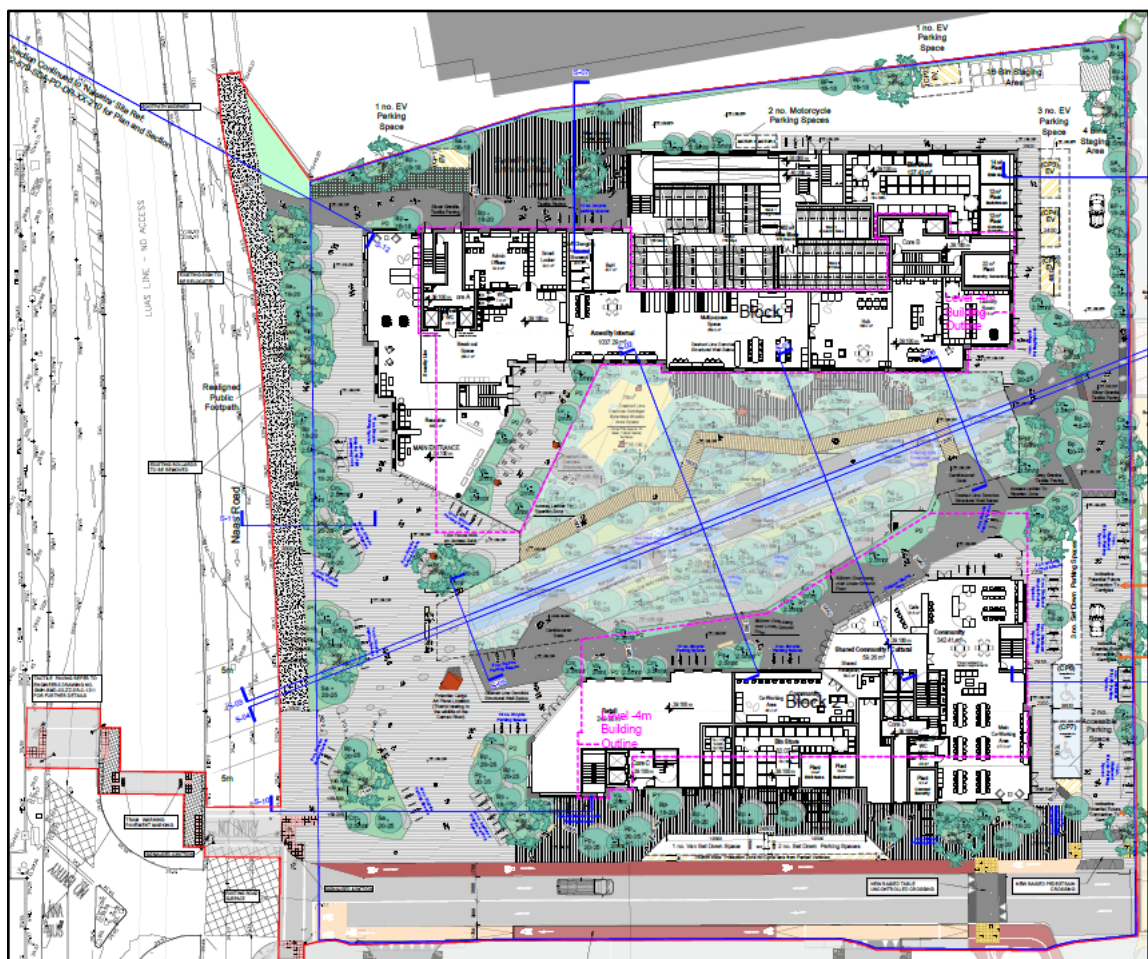


Figure 1.1 Proposed Site Layout (Ground Floor)

1.2 Delivery and Servicing Management Plan Background

The concept of DSMPs has been developed by Transport for London (TfL) to ensure efficient servicing of developments in city centre locations. A DSMP 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 DSMP 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 DSMP 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 (OWMP) will be prepared (AWN Report ref. CB/237501.0134WMR02) and submitted with the application.

The OWMP will identify requirements to ensure the maximum reuse, recycling and recovery of waste with diversion from landfill, where possible. The OWMP will also seek 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 DSMP 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 DSMP 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 5 servicing zones allocated for deliveries, servicing, drop offs and waste collection. The locations of these zones can be viewed in the drawings in Appendix A of this DSMP. All of these locations are located within the developable site, while 1 no. will be located on site in a loading bay, just off the unnamed Lane, but still within the redline boundary.

Zone 1 – Off Street – (Main Servicing Location) Level 00 adjacent to Block 2 off unnamed lane.

Zone 2 – Off Street – (Accessible Access Only) Level 00 adjacent to Block 2 on the internal road.

Zone 3 – Off Street – (Bin Staging Area & Servicing) Level 00 adjacent to Block 1 on the internal road.

Zone 4 – Off Street – (Block 1 Waste Collection) Level 00 adjacent to Block 1 on the internal road.

Zone 5 – Off Street – (Servicing) Level 00 to the rear Block 1 on the internal road.

3.0 PREDICTED DELIVERY, SERVICING SCHEDULE AND WASTE QUANTITIES

It is assumed for the purpose of preparation of this DSMP that the development will have multiple varied uses including residential/student, commercial, and community/cultural uses.

The proposed delivery schedules as part of this DSMP 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*

Cultural / Community

The following service categories are potentially applicable to the Cultural / Community 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*
- *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/Student

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*
- *Taxi*
- *Organic (food) waste collection*
- *MNR (mixed non-recyclables) collection*
- *DMR (dry mixed recyclables) collection*
- *Glass waste collection*

Student Facilities Management

- *Laundry Collection (Bed Linen)*
- *Move in Move out days*
- *Stationary delivery*
- *Cleaning products delivery*
- *Laundry collection and delivery*

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 and Zone 4, 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 (eg Zone 3 & Zone 5).

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	0.25	Nil	2 no. 240 L bins	Weekly
Dry Mixed Recyclables	3.63	Nil	4 no. 1100 L bins	Weekly
Mixed Non-Recyclables	2.09	Nil	2 no. 1100 L bins	Weekly
Glass	0.14	Nil	1 no. 240 L bins	Weekly

Table 3.1 Estimated commercial and cultural 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	5.34	Nil	23 no. 240 L bins	Weekly
Dry Mixed Recyclables	36.52	Nil	33 no. 1100 L bins	Weekly
Mixed Non-Recyclables	21.23	Nil	20 no. 1100 L bins	Weekly
Glass	2.07	Nil	9 no. 240 L bins	Weekly

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

The outline strategy for managing the waste is described in the Operational Waste Management technical note supplied for pre-planning. A full OWMP will accompany the final 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	2 no. 240 L bins	Zone 1
MNR (Mixed Non-Recyclables) Collection ¹	2pm -3pm	REL Truck	10 mins	Weekly	2 no. 1100 L bins	Zone 1
DMR (Dry Mixed Recyclables) Collection ¹	2pm -3pm	REL Truck	10 mins	Weekly	4 no. 1100 L bins	Zone 1
Glass Collection ¹	9am - 10am	Glass Truck	5 mins	Weekly	1 no. 240 L bin	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
Waste cartridges, chemicals, furniture collection, if required	11am – 12pm	3.5 tonne van	20 mins	Every two months / as required	Various	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 3.3 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	20 mins	Weekly	24 no. 240 L bins	Zone 1 & Zone 4
MNR (Mixed Non-Recyclables) Collection ¹	2pm -3pm	REL Truck	30 mins	Weekly	21 no. 1100 L bins	Zone 1 & Zone 4
DMR (Dry Mixed Recyclables) Collection ¹	2pm -3pm	REL Truck	30 mins	Weekly	35 no. 1100 L bins	Zone 1 & Zone 4
Glass Collection ¹	9am - 10am	Glass Truck	15 mins	Weekly	10 no. 240 L bins	Zone 1 & Zone 4
Waste cartridges, chemicals, furniture collection, if required	11am – 12pm	3.5 tonne van	20 mins	Every two months / as required	Various	Zone 1 & Zone 4

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 DSMP 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 Zone 5 car park for the duration of the works. The DSMP Controller, or other appointed persons, will ensure that a suitable parking space in the development is reserved for the maintenance vehicle(s).

It will be the aim of management and the DSMP 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 1 Retail and Community Cultural

Vehicles servicing the Block 2 Retail unit 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 on a daily basis, availing to the public transport system.

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.

Community / Cultural Unit

Vehicles servicing the Block 2 Community / Cultural Unit of the development (other than waste collections) will temporarily set down in Zone 1.

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 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 week	Various – envelopes to boxes	Zone 1
Materials, Stationary, Dry Goods and Disposables	6 – 9 am	3.5 tonne Van	15 mins	Thrice Weekly	Boxes	Zone 1
Sanitary supplies/Cleaning products delivery	11-12pm	3.5 tonne Van	10 mins	Monthly	Boxes	Zone 1

Table 3.6 Proposed delivery and collection schedule for the community / cultural units (combined) for daily/weekly/monthly routine vehicles.

Residential/Student Units

The main deliveries to the residential/student 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 and Zone 3 loading bays while the goods are delivered to the appropriate postal/courier drop off point or residential/student units, as appropriate.

Student Facilities Management

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 week	Various – envelopes to boxes	Zone 1 & Zone 3
Laundry	11am – 12pm	7.5 tonne truck	20 mins	Weekly	Cages	Zone 1 & Zone 3
Materials, Stationary, Dry Goods and Disposables	6 – 9 am	3.5 tonne Van	15 mins	Monthly	Boxes	Zone 1
Sanitary supplies/Cleaning products delivery	11-12pm	3.5 tonne Van	10 mins	Weekly	Boxes	Zone 1

Table 3.7 Proposed delivery and collection schedule for the student facilities management for daily/weekly/monthly routine vehicles.

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 Zone 5 car park for the duration of the works. The DSMP 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 3 & 5
Fire detection system maintenance (routine)	During day outside peak	Small van	1 day	Once per quarter	Servicing	Zone 3 & 5
Fire extinguisher inspection (routine)	During day outside peak	Small van	1 day	Twice per year	Servicing	Zone 3 & 5
HVAC system maintenance (routine)	During day outside peak	Small van	1 day	Once per quarter	Servicing	Zone 3 & 5
Electrical system maintenance (routine)	During day outside peak	Small van	1 day	Once per quarter	Servicing	Zone 3 & 5
Lift system maintenance emergency	Non-routine – any time is possible	Small van	Unknown	n/a	Emergency	Zone 3 & 5
HVAC system maintenance emergency	Non-routine – any time is possible	Small van	Unknown	n/a	Emergency	Zone 3 & 5
Electrical system maintenance emergency	Non-routine – any time is possible	Small van	Unknown	n/a	Emergency	Zone 3 & 5

Table 3.8 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 technical note which also accompanies the pre-planning application. A full OWMP will be submitted with the final planning application. In summary, three 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 retail/commercial unit will be made using 3.5 tonne vans which will set down in Zone 1, with building maintenance using the parking spots as required at Zone 3 & 5. The community / cultural units will avail to the Zone 1, however deliveries to these units are expected to be limited.

A DSMP 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.

4.3 Student Move In/Out Days

On Student/Resident move in and move out days there will be an increase in vehicle traffic. The DSMP will manage arrivals by allocating residents a time slot on required days and additional waste receptacles (including skips) will be ordered to accommodate additional materials generated on these days.

5.0 WASTE COLLECTION

The strategy for collection waste will be described in the Operational Waste Management Plan which will accompany the final 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 and Zone 4 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 4 within the development will be readily accessible by the waste contractor(s) during the designated collection days/times.

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 if required for the retail and cultural / community units.

Waste cooking oil will be collected and disposed of by a suitably permitted/licenced contractor if required for the retail and cultural / community units.

In order to improve delivery efficiencies, it is assumed that waste cooking oil collections will be coordinated with the delivery of fresh cooking oil if required for the retail and cultural / community units.

7.0 SHORT TERM SUMMER LETTING

Over the summer period it is envisaged that the traditional student term residents will vacate the premises. During this period, it would be the intention of this development to accommodate summer language students. This would be the same principal use as the normal student term and would mean there would be no projected changes to the proposed deliveries and servicing of the development.

8.0 CONCLUSION

It can be concluded that this DSMP 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 DSMP should be updated or supplemented to include this new information and submitted to DCC for their consideration.

APPENDIX A
Road Sweep Analysis for Delivery and Waste Vehicle
Servicing Zones Locations

