

Phase 1 - Corrib Causeway - Dyke Road

Operational Waste and Services Management Plan

Galway City Council

60710277-ACM-XX-XX-RP-EN-10-0001_P3_01 OWMP

March 2025

Quality information

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1. Introduction

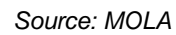
1.1 Project Background

This Operational Waste and Services Management Plan (the 'Plan') has been prepared by AECOM Limited ('AECOM') on behalf of Galway City Council (the Applicant), for the proposed development at Dyke Road, Terryland, Galway ('the Proposed Development') located in Galway city centre, County Galway.

1.2 Development Framework

The subject proposal forms part of an overall three phase masterplan development, the Corrib Causeway 'Site Development Framework'. The overall framework site extends to 1.78 hectares and is located to the northeast of the city centre, within walking distance from Eyre Square and is within the Headford Road area. The framework aims to deliver a residential-led, mixed-use development. Phase 1, relates to the current, subject proposal; Phase 2, an existing car park south of the site, is intended to be redeveloped for a mix of uses such as civic, commercial, and cultural uses; and Phase 3 is intended to provide additional residential units should the Black Box Theatre be relocated. The current phase 1 development, subject of this planning application, has the potential to act as a catalyst to kick-start the regeneration of this three phase development framework but also the redevelopment of the wider area. This particular site has been brought forward for the first phase of development on the basis that the Draft Headford Road Framework Plan (2009) envisioned residential development at this particular location with the more civic and commercial uses to be located further south on the phase 2 site. The current framework has been prepared to align with this vision.

A Site Location Plan is provided in Figure 1-1 below.



1.3 Project Description

The Proposed Development will consist of the construction of a new residential development of 219 no. apartment units and a childcare facility (approx. 241 sqm) in the form of 1 no. new residential block (5-9 storeys over lower ground floor level) with associated car parking, bicycle parking, public and communal open spaces, and all ancillary works on a site area of 1.144 hectares.

The Proposed Development will provide for:

- 219 no. residential apartment units (109 no. 1-bedroom units, 100 no. 2-bedroom units and 10 no. 3-bedroom units) each with an associated private open space area in the form of a balcony/terrace.
- A raised pedestrian boardwalk along the western elevation of the proposed building.
- Open space (approx. 2,778 sqm) is proposed in the form of (a) public open space (approx. 1,183 sqm) to the west of the proposed building fronting on to Dyke Road accommodating outdoor seating, planting, a sunken garden and pedestrian pathways and connections; and (b) communal open space (approx. 1,605 sqm) to the east of the proposed building in the form of a courtyard including outdoor seating, planting, a children's play area and outdoor sports equipment.
- A childcare facility (approx. 241 sqm) at ground floor level with dedicated external play area (approx. 61 sqm) at surface level.
- A total of 33 no. new car parking spaces at surface level to serve the proposed residential development (including 2 no. accessible spaces). In addition, 2 no. set down / drop off spaces are proposed to serve the childcare facility.
- A total of 465 no. bicycle parking spaces to include 330 no. standard residential spaces, 100 no. visitor spaces, 25 no. cargo bicycle spaces and 10 no. bicycle parking spaces dedicated for the childcare facility staff, all at surface / lower ground floor level.
- Vehicular access to serve the development is proposed via Dyke Road at 2 no. new locations along the western site boundary (to the north west and south west of the main development site). Pedestrian and cyclist access is also proposed throughout the site via Dyke Road and a new pedestrian crossing is also delivered at Dyke Road. The Proposed Development will extinguish the existing pedestrian connection between Galway Retail Park and the subject site as part of wider proposals for local improvements to permeability.
- The removal of 389 no. existing car parking spaces (311 no. from car park 1 and 78 no. from car park 2) is proposed to provide for the new development. An overall total of 165 no. existing car parking spaces will be maintained in car park 2.
- The extinguishment of the main existing vehicular entrance serving car park 1 and car park 2 at Dyke Road with provision made for a new vehicular access point (to the south of the main development site) to facilitate continued access to existing car park 2 and the remaining car parking spaces (165 no.).
- The removal of existing bring bank facilities including 2 no. clothing banks and 8 no. bottle banks from Dyke Road.
- 2 no. telecommunications lattice towers (overall height 6.45 m and 7.67 m) affixed to the rooftop supporting 9 no. 2m 2G/3G/4G antennas; 9 no. 0.8m 5G antennas; 6 no. 0.3m microwave transmission links; together with all associated telecommunications equipment and cabinets. The proposed overall building height including the telecommunications towers is approx. 38.18 m (+43.18 AOD).

The development will also provide for all associated site development works, infrastructure, excavation and clearance works including decommissioning the existing Black Box Theatre waste water pumping station, provision for a new pumping station complete with below ground emergency storage, all boundary treatment / retaining walls, public lighting, internal roads and pathways, ESB substations, switch rooms, water tank rooms, cleaner store and WC, meter rooms, facilities management office, parcel store, comms rooms, plant room, generator room / associated plant space, bin storage, bicycle stores, hard and soft landscaping, play equipment, below ground attenuation tanks, nature based SUDs features, green roofs, roof plant, new and replacement site services and connections for foul drainage, surface water drainage and water supply.

This planning application is accompanied by an Environmental Impact Assessment Report and Natura Impact Statement.

1.4 Structure of Plan

This Plan is structured as follows:

- **Chapter 1: Introduction**
- **Chapter 2: National and Local Waste Policy and Guidelines** - summarises the national and local policies and guidelines that have relevance to waste management at the Proposed Development.
- **Chapter 3: Management of Residential Waste** - details the waste segregation and storage capacity requirements, as well as the plan which will be adopted to manage the residential waste arising from the Proposed Development once occupied.
- **Chapter 4: Management of Commercial Waste** - details the plan which will be adopted to manage the commercial waste arising from the Proposed Development once operational.
- **Chapter 5: Summary and Conclusions**
- **Appendix A: Ground Floor Plan**
- **Appendix B: Swept Paths for Refuse Collection Vehicles**

2. National and Local Waste Policy and Guidelines

2.1 National Policy

The relevant national and local waste policies and guidelines that were reviewed during the preparation of this Plan are provided below.

A Resource Opportunity – Waste Management Policy in Ireland (2012)¹

A Resource Opportunity – Waste Management Policy in Ireland stresses the environmental and economic benefits of better waste management, particularly in relation to waste prevention. The document sets out a number of actions, including the following:

- A move away from landfill and replacement through prevention, reuse, recycling and recovery;
- The establishment of a team of Waste Enforcement Officers for cases relating to serious criminal activity will be prioritised;
- Reducing red tape for industry to identify and reduce any unnecessary administrative burdens on the waste management industry;
- A review of the producer responsibility model will be initiated to assess and evaluate the operation of the model in Ireland; and
- Significant reduction of Waste Management Planning Regions from ten to three.

In 2024, the regional waste management plans were replaced by the *National Waste Management Plan for a Circular Economy 2024-2030* (see below).

Waste Action Plan for a Circular Economy (2021)²

The *Waste Action Plan for a Circular Economy* is Ireland's roadmap for waste planning and management. This Plan shifts focus away from waste disposal and looks instead to how to preserve resources by creating a circular economy.

The previous national waste policy, *A Resource Opportunity – Waste management policy in Ireland*, drove delivery on national targets under European Union (EU) legislation, but the Irish and international waste context has changed in the years since its launch. The Plan fulfils the Irish Government's commitment in the programme for Government to publish and start implementing a new National Waste Action Plan. This national waste policy will inform and give direction to waste planning and management in Ireland over the coming years.

The Plan sets out a range of aims and targets for the State and the measures by which these will be achieved, including increased regulation and measures across various waste areas such as circular economy, municipal waste, consumer protection and citizen engagement, plastics and packaging, construction and demolition, textiles, green public procurement and waste enforcement.

Whole of Government Circular Economy Strategy 2022-2023 'Living More, Using Less'³

The *Whole of Government Circular Economy Strategy* is Ireland's first national circular economy strategy. The Strategy is a key addition to Government's drive to achieve a 51% reduction in overall greenhouse gas emissions by 2030 and to get on a path to reach net-zero emissions by no later than 2050, as per commitments in the Programme for Government and the Climate Act 2021.

¹ Department of the Environment, Community and Local Government (2012) *A Resource Opportunity – Waste Management Policy in Ireland* <https://assets.gov.ie/86666/b50bd092-f8ca-41dc-99c9-3d9c09a6a2e1.pdf>

² Department of the Environment, Climate and Communications (DECC) (2021) *Waste Action Plan for a Circular Economy* <https://www.gov.ie/en/publication/4221c-waste-action-plan-for-a-circular-economy/>

³ DECC (2021) *Whole of Government Circular Economy Strategy 2022-2023 'Living More, Using Less'* <https://www.gov.ie/en/publication/b542d-whole-of-government-circular-economy-strategy-2022-2023-living-more-using-less/>

The Strategy was a specific commitment in the *Waste Action Plan for a Circular Economy*. The purpose of this high-level, all-of-government strategy is to set a course for Ireland to transition across all sectors and at all levels of government toward circularity.

National Waste Management Plan for a Circular Economy 2024-2030⁴

The *National Waste Management Plan for a Circular Economy 2024-2030* aims to transition Ireland from a linear “take-make-use-dispose” model to a circular economy, where resources are reused or recycled as much as possible. It focuses on reducing waste generation, optimising material recovery, and ensuring compliance with environmental policies. The Plan emphasises collaboration across all sectors to achieve climate targets, support sustainable development goals, and foster sustainable growth and job creation. Key deliverables include preventing waste, improving material capture, and maintaining zero total waste growth per person.

Municipal household waste and municipal commercial waste are two ‘operational focus areas’ within the Plan. These focus areas influence household consumption and promote participation in authorised systems, and promote prevention and better segregation of commercial waste. They also seek to improve the circularity of materials collected through compliance schemes and to maintain and enhance existing collection systems.

2.2 Local Plan and Bye-Laws

Galway City Development Plan 2023-2029⁵

The *Galway City Development Plan 2023-2029* outlines the policies and objectives for the sustainable development of Galway City over the six-year period. It aims to enhance the city’s economic, social, and environmental wellbeing by promoting sustainable land use, improving infrastructure, and supporting community development. Key priorities include housing, transportation, climate action, and urban regeneration. The Plan also emphasises the importance of preserving Galway’s cultural heritage and natural environment while fostering innovation and growth.

The following policy within the Plan is of relevance to operational waste management:

‘Policy 2.1 Circular Economy 1.

Support a successful transition to a circular economy where waste and resources are minimised in accordance with emerging legislation and national strategy including the Circular Economy Programme 2021-2027.’

Galway City Council (Segregation, Storage and Presentation of Household and Commercial Waste) Bye-laws 2019⁶

Galway City Council enacted the Segregation, Storage and Presentation of Household and Commercial Waste Bye-laws in 2019, in an effort to combat illegal dumping and thereby help protect public health, the environment and wildlife. Every household and business in Galway City must comply with these Bye-laws.

The purposes of the Bye-laws are to:

- Help residents and businesses to manage their waste in an environmentally acceptable manner.
- Ensure that household and commercial waste is only given to an authorised household kerbside waste collector or brought to an authorised waste facility.
- Ensure household and commercial waste is correctly segregated.
- Reduce the incidences of illegal dumping and backyard burning.

⁴ Local Government Ireland (2024) *National Waste Management Plan for a Circular Economy 2024-2030*
<https://mywaste.ie/sustainability/circular-living/national-waste-management-plan-for-a-circular-economy-2024-2030/>

⁵ Galway City Council (2023) *Galway City Development Plan 2023-2029*
<https://www.galwaycity.ie/services/planning/development-plan-2023-2029>

⁶ Galway City Council (2019) *(Segregation, Storage and Presentation of Household and Commercial Waste) Bye-laws 2019*
www.galwaycity.ie/waste-bye-laws

3. Management of Residential Waste

3.1 Introduction

This chapter details the plan which will be adopted to manage the residential waste arising from the Proposed Development once occupied.

3.2 Galway Household Waste Collection

In keeping with the principles of the waste hierarchy and Galway City Council requirements,⁷ this Plan would enable residents of the Proposed Development to segregate their waste as follows:

- Mixed recycling (e.g. tin and metal; plastics; paper);
- Glass bottles and jars;
- Food waste; and
- Refuse.

3.3 Waste Segregation and Storage Capacity Requirements

In the absence of a formula for calculating weekly waste storage capacity for Galway or Ireland, the formula as set out by the British Standards Institute in *BS 5906:2005 Waste management in buildings - Code of practice*⁸ has been used for the Proposed Development:

$$\text{Number of dwellings} \times \{(\text{volume arising per bedroom [70 litres]} \times \text{average number of bedrooms}) + 30\}$$

The weekly waste storage allocation per dwelling type is summarised in Table 3-1.

Table 3-1: Waste Storage Allocation per Dwelling Type

| Dwelling Type | BS 5906:2005 Storage Allocation (Litres / Week) |
|---------------|---|
| 1-bed | 100 |
| 2-bed | 170 |
| 3-bed | 240 |

An assumed ratio split between waste streams has been made as follows:

- Mixed recycling 45%;
- Refuse 40%;
- Food waste 10%; and
- Glass 5%.

Although Galway City Council advise residents to use bottle banks to recycle their glass bottles, in order to provide flexibility within the Proposed Development, space for glass waste bins has also been accounted for in the communal bin stores.

Waste Generation Model

Table 3-2 below provides a summary of the accommodation schedule for the Proposed Development.

⁷ Galway City Council (accessed 15 January 2025) *Household Waste Disposal*
<https://www.galwaycity.ie/services/environment/environment-services/household-waste-disposal>

⁸ British Standards Institute (2005) *BS 5906:2005 Waste management in buildings - Code of practice*
<https://knowledge.bsigroup.com/products/waste-management-in-buildings-code-of-practice?version=standard>

Table 3-2: Summary of Accommodation Schedule

| Core | 1-bed | 2-bed | 3-bed | Total |
|--------------|------------|------------|-----------|------------|
| A | 47 | 57 | 5 | 109 |
| B | 33 | 13 | 5 | 51 |
| C | 29 | 30 | - | 59 |
| Total | 109 | 100 | 10 | 219 |

Table 3-3 shows the total weekly residential waste storage capacity requirements and Table 3-4 the corresponding bin requirements per core, based on the allocation in Table 3-1 and the accommodation schedule in Table 3-2.

Table 3-3: Waste Storage Capacity Requirements (Weekly Collections)

| Core | No. Units | Total Mixed Recycling (L) 45% | Total Refuse (L) 40% | Total Food Waste (L) 10% | Total Glass (L) 5% |
|--------------|------------|-------------------------------|----------------------|--------------------------|--------------------|
| A | 109 | 7,016 | 6,236 | 1,559 | 780 |
| B | 51 | 3,925 | 3,489 | 872 | 436 |
| C | 59 | 4,680 | 4,160 | 1,040 | 520 |
| Total | 219 | 15,621 | 13,885 | 3,471 | 1,736 |

Table 3-4: Bin Requirements (Weekly Collections)

| Core | No. Units | 1,100 L Bins | | | 240 L Bins | |
|--------------|------------|-----------------|-----------|--------------------|------------|------------|
| | | Mixed Recycling | Refuse | Total 1,100 L Bins | Glass | Food Waste |
| A | 109 | 7 | 6 | 13 | 4 | 7 |
| B | 51 | 4 | 4 | 8 | 2 | 4 |
| C | 59 | 5 | 4 | 9 | 3 | 5 |
| Total | 219 | 16 | 14 | 30 | 9 | 16 |

3.4 Storage of Residential Waste

Internal Storage

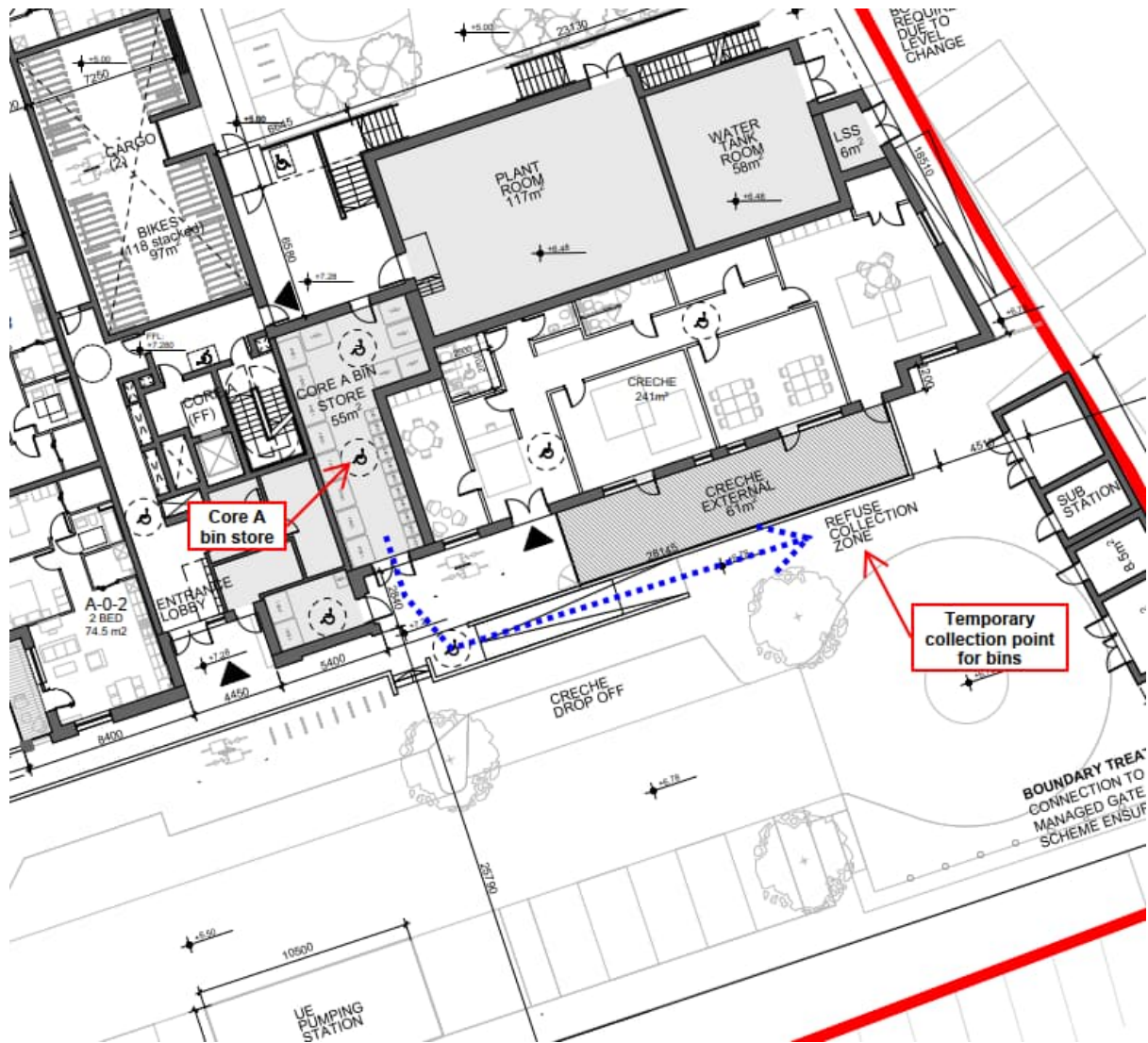
Each of the homes will be provided with a segregated waste bin, which will be fixed into an appropriate kitchen unit and enable the separation of recycling from refuse. Further details on the segregated bins are not available at this stage, but will come forward during the fit out of the homes. Food waste would typically be segregated in a small caddy or similar container, provided by the resident or their waste collector.

Communal Bin Stores

Residents will be provided with access to allocated communal bin stores that are located on the ground floor level and contain dedicated bins for mixed recycling, refuse, food waste, and glass.

The locations and layouts of the communal bin stores and collection points for Core A and Cores B & C are shown in Figures 3-1 and 3-2 respectively below. The full plan of the ground floor level is provided in **Appendix A** for context.

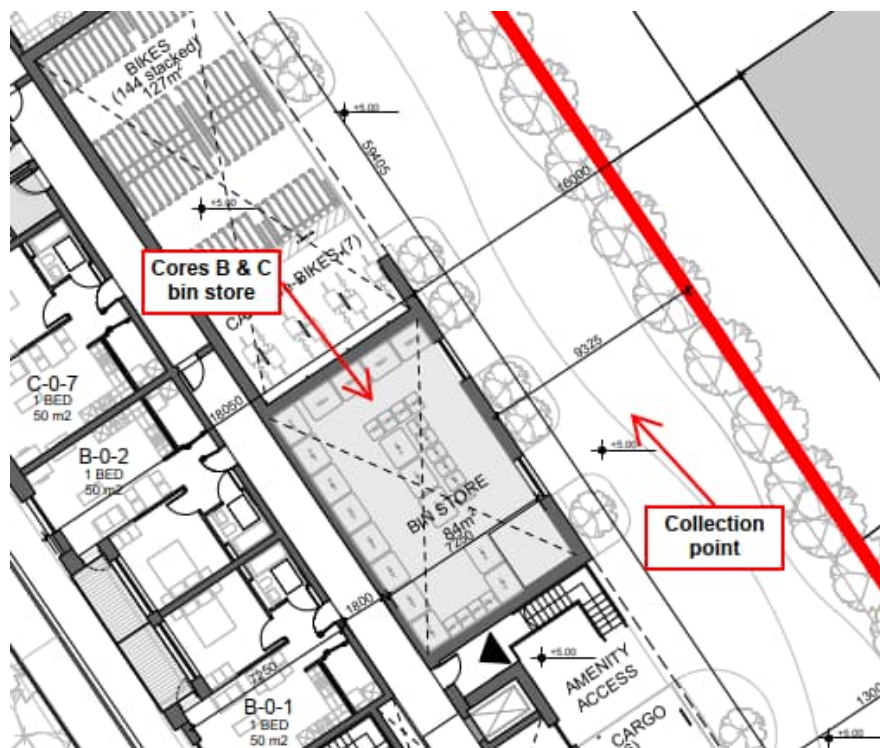
Figure 3-1: Location and Layout of Communal Bin Store and Collection Point for Core A



Source: MOLA Architecture, Ground Floor Plan, Drawing No.: DRG-MOLA-ZZ-00-DR-A-0201, Ref.: 3

Due to the distance from the Core A communal bin store to where the Refuse Collection Vehicle (RCV) can park, a temporary collection point for bins has been provided. It has been sized to accommodate the larger of the two waste types from Core A, under the assumption that refuse and recycling are not collected on the same day (which equates to 7 no. Eurobins).

Prior to the collection day, the appropriate bins would be transferred from the Core A bin store to the temporary collection point by the building management team. Following collection, the same team will move the bins back to the Core A bin store.

Figure 3-2: Location and Layout of Communal Bin Store and Collection Point for Cores B & C

Source: MOLA Architecture, Ground Floor Plan, Drawing No.: DRG-MOLA-ZZ-00-DR-A-0201, Ref.: 3

Communal Wheeled Bins

1,100 L Eurobins will be used for the separate storage of both mixed recycling and refuse in the communal bin stores. It is proposed that a 240 L wheeled bin will be provided for the separate storage of food waste and glass.

The dimensions of typical communal bins are summarised in Table 3-5.

Table 3-5: Typical Dimensions of Communal Bins

| Waste Type | Capacity (L) | Width (mm) | Depth (mm) | Height (mm) |
|-----------------|--------------|------------|------------|-------------|
| Mixed recycling | 1,100 | 1,270 | 1,000 | 1,445 |
| Refuse | | | | |
| Food waste | 240 | 585 | 740 | 1,100 |
| Glass | | | | |

3.5 Collection of Residential Waste

For Core A, the RCV will access the Proposed Development via the southern access point from Dyke Road and use the turning head to enable it to egress in forward gear after emptying the bins.

For Cores B & C, the RCV will access the Proposed Development via the northern access point from Dyke Road and will travel around the building before temporarily parking outside the bin store for Cores B & C. After emptying the bins, the RCV will turn around via the shared surface within the amenity space and then egress in forward gear back on to Dyke Road.

The swept path analyses for residential waste collection have been undertaken by AECOM, based on a medium-sized RCV which is 10.2 metres (m) long and 2.53 m wide and a large RCV which is 11.125 m long and 2.53 m wide. The analyses have been included in **Appendix B**.

Collection arrangements for residential waste will be organised so that they will take priority over commercial waste. Specific servicing times will be written into the contracts as relevant. This is in order to help prevent any conflicts in emptying the residential waste bins.

3.6 Storage and Collection of Residential Waste During Severe Flooding

The Proposed Development has been designed to remain operational during periods of severe flooding. For the storage of residential waste, in the event that the bin store for Cores B & C is inaccessible for waste storage and collection, residents served by Cores B & C will be advised by the building management team to transfer their bagged waste to the Core A bin store instead. Any residents who require assistance will have their waste collected by the building management team, who will also be responsible for undertaking wellbeing checks on residents during any flooding events affecting the Proposed Development.

The collection frequency from the Core A bin store will be increased as a result of any increased waste volume within the Core A bin store, following direct communication between the building management team and the waste collector. The southern access point from Dyke Road is at a higher elevation than the northern access point, so will remain accessible to RCVs.

4. Management of Commercial Waste

4.1 Introduction

This chapter details the plan which will be adopted to manage the commercial waste arising from the Proposed Development once operational.

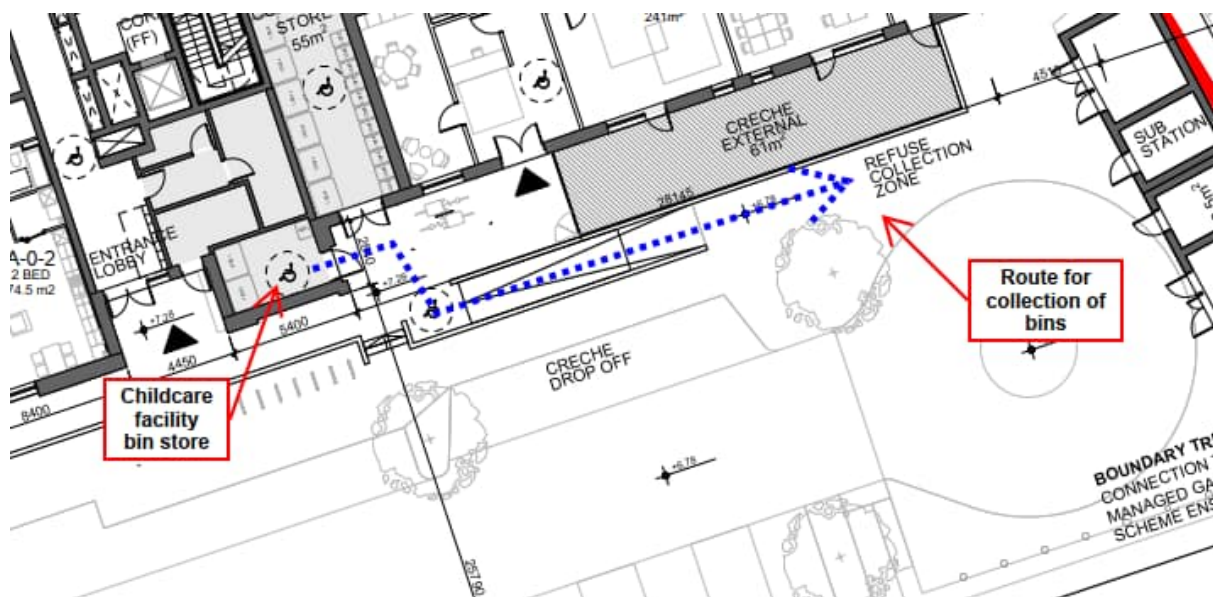
4.2 Storage of Commercial Waste

The Proposed Development will include a childcare facility (approx. 241 sqm) with dedicated external play area (approx. 60 sqm) at ground floor level. It has been provided with a dedicated bin store for commercial waste, which is completely separated from the Core A communal bin store for residential waste.

Due to the expected types and volumes of waste that would be generated from the childcare facility (including offensive waste such as nappies), it is anticipated that multiple waste collections will be arranged each week. The commercial waste store can accommodate 2 no. 1,100 L Eurobins (one for refuse and one for recycling) as well as 1-2 no. 240 L bins for food waste.

Figure 4-1 shows the location and layout of the commercial waste store for the childcare facility. The full plan of the ground floor level is provided in **Appendix A**.

Figure 4-1: Location and Layout of Commercial Waste Store for Childcare Facility



Source: MOLA Architecture, Ground Floor Plan, Drawing No.: DRG-MOLA-ZZ-00-DR-A-0201, Ref.: 3

4.3 Collection of Commercial Waste

Commercial waste will be collected directly from the bin store, by an authorised commercial waste contractor (organised directly by the childcare facility operator). The RCV will access the Proposed Development via Dyke Road and will use the turning head to enable it to egress in forward gear back on to Dyke Road.

The swept path analysis for commercial waste collection has been undertaken by AECOM, based on a RCV which is 10.2 m long and 2.53 m wide. The analysis has been included in **Appendix B**.

5. Summary and Conclusions

5.1 Summary of Plan

Management of Residential Waste

Each of the homes will be provided with a segregated waste bin, which will be fixed into an appropriate kitchen unit and enable the separation of recycling from refuse. Further details on the segregated bins are not available at this stage, but will come forward during the fit out of the homes. Food waste would typically be segregated in a small caddy or similar container, provided by the resident or their waste collector.

Residents will be provided with access to allocated communal bin stores that are located on the ground floor level and contain dedicated bins for mixed recycling, refuse, and food waste.

1,100 L Eurobins will be used for the separate storage of both mixed recycling and refuse in the communal bin stores. It is proposed that a 240 L wheeled bin will be provided for the separate storage of food waste and glass.

RCVs will access the Proposed Development via the southern access point from Dyke Road for the Core A bin store and the northern access point from Dyke Road for the Cores B & C bin store. RCVs will egress the Proposed Development in forward gear after emptying the bins.

Management of Commercial Waste

The childcare facility has been provided with a dedicated bin store for commercial waste, which is completely separated from the Core A communal bin store for residential waste.

Due to the expected types and volumes of waste that would be generated from the childcare facility (including offensive waste such as nappies), it is anticipated that multiple waste collections will be arranged each week. The commercial waste store can accommodate 2 no. 1,100 L Eurobins (one for refuse and one for recycling) as well as 1-2 no. 240 L bins for food waste.

Commercial waste will be collected directly from the bin store, by an authorised commercial waste contractor (organised directly by the childcare facility operator). The RCV will access the Proposed Development via Dyke Road and will use the turning head to enable it to egress in forward gear back on to Dyke Road

5.2 Conclusions

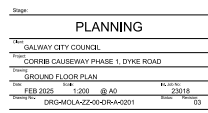
Source segregation is an integral part of an effective waste management plan. The circular economy principles require materials to be maintained at their highest grade to ensure that they can be retained within a circular system.

Segregating materials at source enables them (where possible) to be more easily classified for reuse or recycling at a higher quality, with more potential for repurposing closer to source. Source segregation of materials leads to higher recovery of recyclables, hence saving the limited natural resources and a reduction in disposal to landfill.

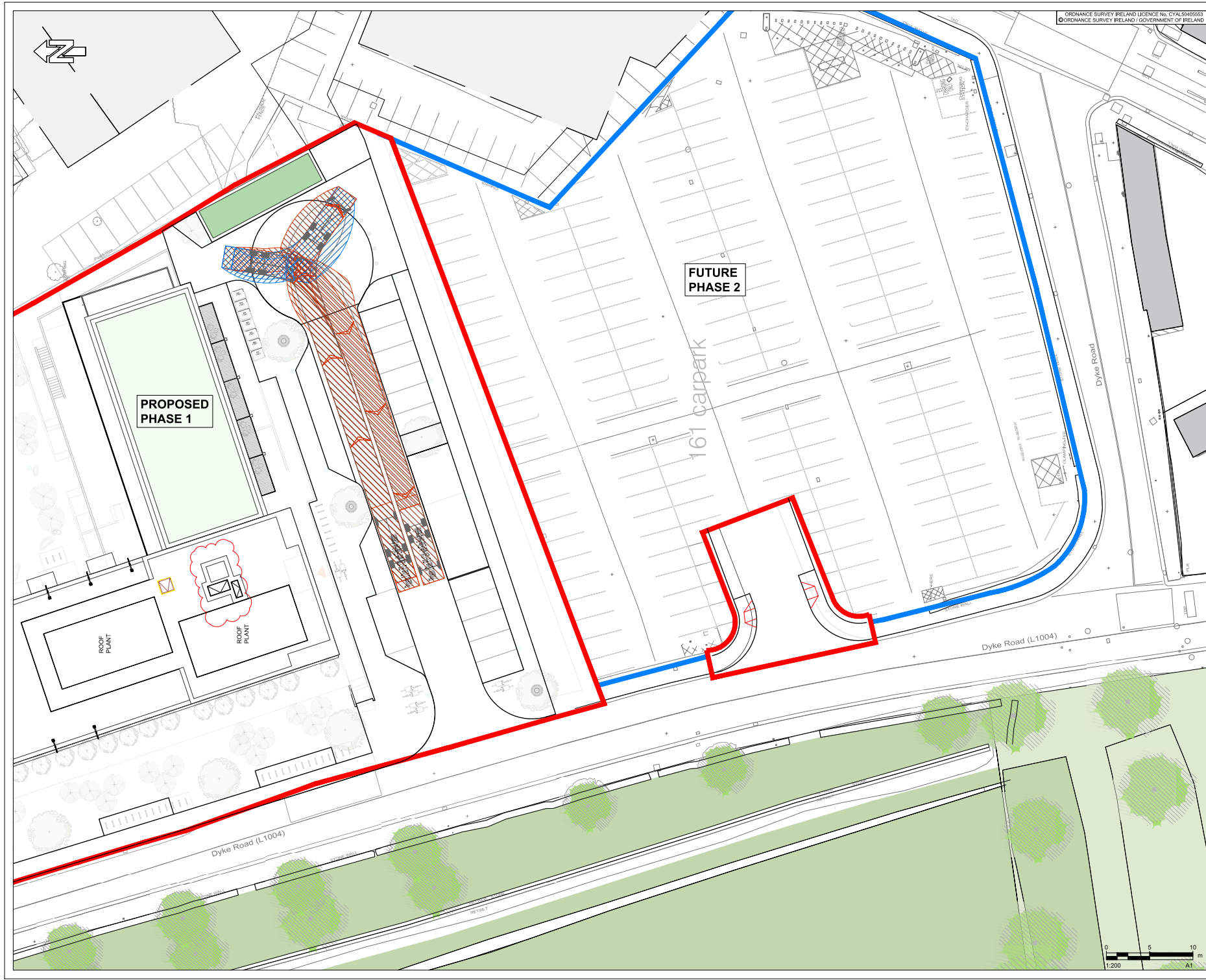
In keeping with national and local policy, this Plan demonstrates how the Proposed Development will promote sustainable waste management methods. The Plan details the space requirements for operational waste management and demonstrates best practice segregation of recycling, glass, food waste and refuse. Waste storage requirements are based on a weekly collection of residential waste and a once or twice per week collection frequency for commercial waste.

This Plan has reviewed policy alongside best practice to provide guidance and recommendations for sustainable waste and recycling management arrangements for the Proposed Development.

Appendix A Ground Floor Plan



Appendix B Swept Paths for Refuse Collection Vehicles



ORDNANCE SURVEY IRELAND LICENCE No. CYAL50405553
ORDNANCE SURVEY IRELAND / GOVERNMENT OF IRELAND



PROJECT
Phase 1
Corrib Causeway
Dyke Road, Galway

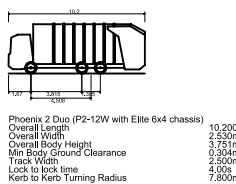
CLIENT
Land Development
Agency (LDA) / GCC

CONSULTANT
AECOM
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- NOTES**
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECTURAL AND ENGINEERING DRAWINGS. ANY DISCREPANCIES, ERRORS OR OMISSIONS TO BE BROUGHT TO THE ATTENTION OF THE DESIGNER.
 2. ALL DIMENSIONS TO BE CHECKED BY THE CONTRACTOR ON SITE PRIOR TO COMMENCEMENT OF WORKS.
 3. AECOM LIMITED TO BE INFORMED BY THE CONTRACTOR OF ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF WORKS ON SITE.
 4. DIMENSIONS OF ALL BOUNDARIES AND ADJOINING ROADS TO BE CHECKED ON SITE PRIOR TO COMMENCEMENT OF WORKS.
 5. DO NOT SCALE. ALL MEASUREMENTS AND COORDINATES TO BE CHECKED ON SITE.
 6. THE LOCATION & DEPTH OF SERVICES TO BE CHECKED ON SITE PRIOR TO COMMENCING ANY WORKS.
 7. REFER TO ARCHITECT DRAWINGS FOR ARCHITECTURAL DETAILS.
 8. REFER TO LANDSCAPE ARCHITECT DRAWINGS FOR LANDSCAPING DETAILS.

LEGEND

PHASE 1 PLANNING APPLICATION
BOUNDARY
GCC OWNED LANDS



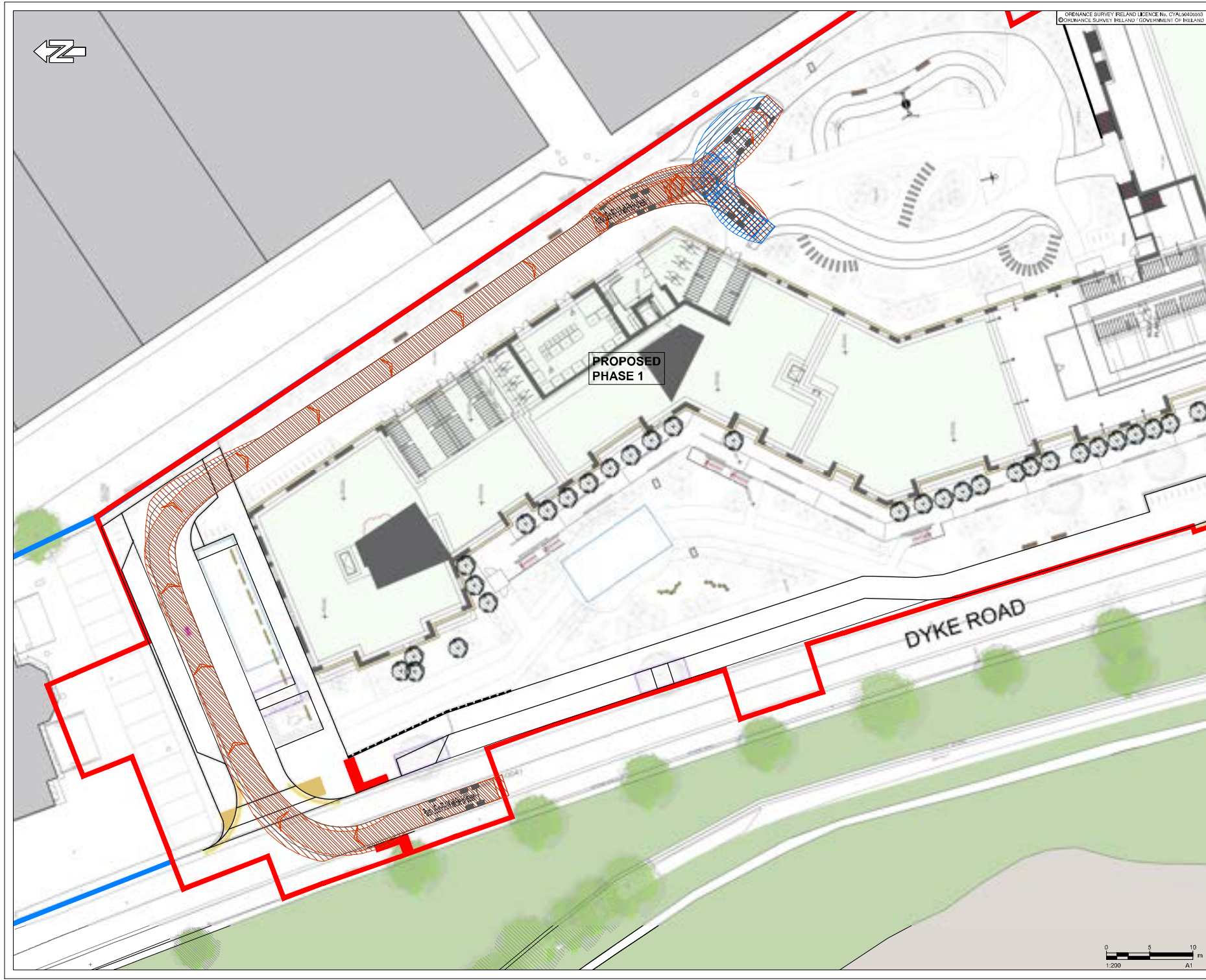
PURPOSE
P3 PLANNING

| ISSUE/REVISION | | |
|----------------|------------|--------------|
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| 01 | 08.07.2024 | FOR PLANNING |
| IR | DATE | DESCRIPTION |

PROJECT NUMBER
60710277

SHEET TITLE
PROPOSED VEHICLE TRACKING
SOUTHERN ACCESS - 04
REFUSE MEDIUM - TURNING

SHEET NUMBER
60710277-ACM-XX-XX-DR-CE-00-0018



ORDNANCE SURVEY IRELAND LICENCE No. CYAL50402953
ORDNANCE SURVEY IRELAND / GOVERNMENT OF IRELAND



PROJECT

Phase 1
Corrib Causeway
Dyke Road, Galway

CLIENT

Land Development
Agency (LDA) / GCC

CONSULTANT

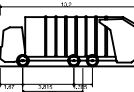
AECOM
BLOCK 6, GALWAY TECHNOLOGY PARK
PARKMORE
GALWAY, H91 W30F, IRELAND
www.aecom.com

NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECTURAL AND ENGINEERING DRAWINGS. ANY DISCREPANCIES, ERRORS OR OMISSIONS TO BE BROUGHT TO THE ATTENTION OF THE DESIGNER.
2. ALL DIMENSIONS TO BE CHECKED BY THE CONTRACTOR ON SITE PRIOR TO COMMENCEMENT OF WORKS.
3. AECOM LIMITED TO BE INFORMED BY THE CONTRACTOR OF ANY ENCUMBRANCES PRIOR TO THE COMMENCEMENT OF WORKS ON SITE.
4. DIMENSIONS OF ALL BOUNDARIES AND ADJOINING ROADS TO BE CHECKED ON SITE PRIOR TO COMMENCEMENT OF WORKS.
5. DO NOT SCALE ALL MEASUREMENTS AND COORDINATES TO BE CHECKED ON SITE.
6. THE LOCATION & DEPTH OF SERVICES TO BE CHECKED ON SITE PRIOR TO COMMENCEMENT OF WORKS.
7. REFER TO ARCHITECT DRAWINGS FOR ARCHITECTURAL DETAILS.
8. REFER TO LANDSCAPE ARCHITECT DRAWINGS FOR LANDSCAPING DETAILS.

LEGEND

- PHASE 1 PLANNING APPLICATION
- BOUNDARY
- GGC OWNED LANDS



Phoenix 2 Duo (P2-12W) with Elite 6x4 chassis)
Overall Length 10.200m
Overall Width 2.500m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to lock time 4.500s
Kerb to Kerb Turning Radius 7.900m



PURPOSE

P3 PLANNING

ISSUE/REVISION

| NO | DATE | DESCRIPTION |
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PROJECT NUMBER

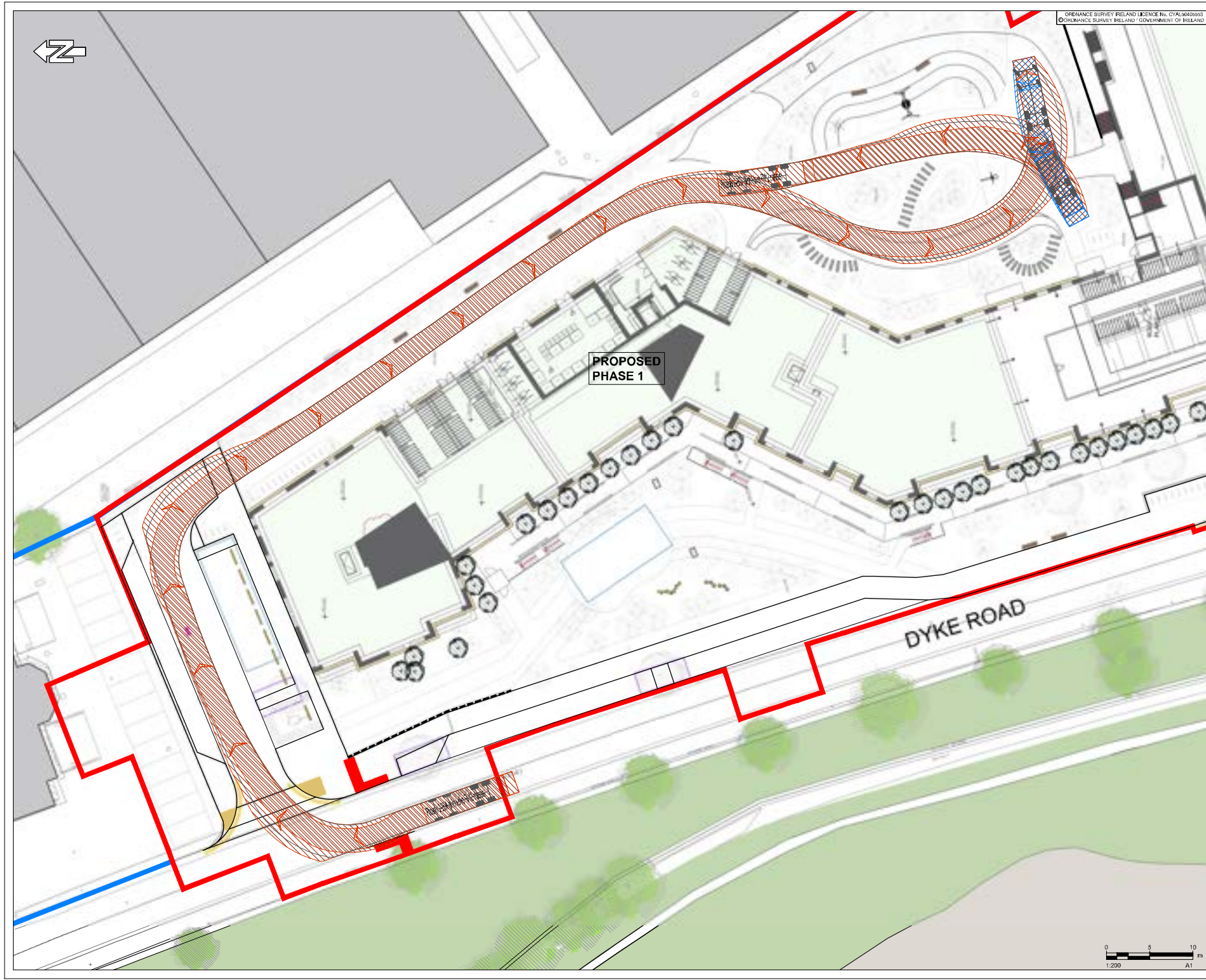
60710277

SHEET TITLE

PROPOSED VEHICLE TRACKING
EASTERN FACADE - 02
REFUSE MEDIUM - TURNING

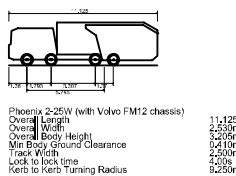
SHEET NUMBER

60710277-ACM-XX-XX-DR-CE-00-0023



- NOTES**
1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECTURAL AND ENGINEERING DRAWINGS. ANY DISCREPANCIES, ERRORS OR OMISSIONS TO BE BROUGHT TO THE ATTENTION OF THE DESIGNER.
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- LEGEND**
- PHASE 1 PLANNING APPLICATION
 - BOUNDARY
 - GCC OWNED LANDS



| NO | DATE | DESCRIPTION |
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