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Our Ref: *10243-L-02-010* 13 July 2021

Mr Jim Johnson
Inspector
Environmental Protection Agency
P.O. Box 3000
Johnstown Castle Estate
Johnstown
Co. Wexford

RE: Dublin City Council North City Operations Depot Waste Licence Application (Reg. No. W0302-01) – Further Information Request

Dear Mr Johnson,

Further to the Request for Information (RFI) received on 08 December 2020 in respect of the above referred Waste Licence Application, please see below and attached response.

The proposed maximum waste intake at the North City Operations Depot has been revised from 24,900 tonnes per annum (TPA) to 21,000 TPA. Accordingly, the following documents submitted with the Application have been updated and are attached to this correspondence:

- Attachment-1-2-Non-Technical Summary
- Attachment-4-3-4-R and D Activity Capacity Calcs
- Attachment-4-3-6-Maximum Waste Accepted Calcs
- Attachment-4-8-1-Operational Report

No amendments to drawings submitted with the Application are required.

As per the RFI, we have sought clarification from the planning authority (Fingal County Council) in respect of planning permission for the facility. This confirmation was provided to the Agency under a separate cover (Letter Ref. 10243-L-02-009 dated 21 June 2021) and uploaded on the EDEN portal. This letter from the planning authority confirms that the current planning permission (Pl. Reg. F17A/0686) is valid in respect of the maximum waste quantity for the development as set out.

A supporting document entitled *Update on Environmental Considerations* was also provided in our letter of 21 June 2021 and has not been included again in this submission. The *Update on Environmental Considerations* document should be read alongside the *Environmental Considerations Report-Nov 17* submitted with the original Application.

In addition to the above, the following updated details are provided for the 'Primary Contact for Correspondence – Post Determination' as Ms. Fionnghuala Ryan will no longer be the primary contact:

Name:	Sid Daly
Address:	Eblana House, 68/71 Marrowbone Lane, Dublin 8.
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We trust the above and attached is in order and look forward to the Agency's determination on this application.

If there are any questions on the above, please do not hesitate to contact me.

Yours sincerely,

Robert Hunt

Senior Project Manager

For and on behalf of TOBIN Consulting Engineers

robert.hunt@tobin.ie

Encl: Attachment-1-2-Non-Technical Summary
Attachment-4-3-4-R and D Activity Capacity Calcs
Attachment-4-3-6-Maximum Waste Accepted Calcs
Attachment-4-8-1-Operational Report

Attachment-1-2-Non-Technical Summary

North City Operations Depot
St. Margaret's Road, Ballymun, Dublin 11

Waste Licence Application

Non-Technical Summary

Prepared by

TOBIN Consulting Engineers

Non-Technical Summary

PROJECT: **North City Operations Depot**

Waste Licence Application

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Template rep 003
DCO 0084

DOCUMENT AMENDMENT RECORD

Client:	**Dublin City Council**
Project:	**North City Operations Depot – Waste Licence Application**
Title:	**Non-Technical Summary**

PROJECT NUMBER: 10243				DOCUMENT REF: 10243-R-02-001			
B	Final	MO'S	28/06/21	RH	06/07/21	RH	06/07/21
A	Final	RH	03/04/19	ST	03/04/19	RH	03/04/19
Revision	**Description & Rationale**	**Originated**	**Date**	**Checked**	**Date**	**Authorised**	**Date**
TOBIN Consulting Engineers							

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1 INTRODUCTION

Dublin City Council (DCC) is developing a new North City Operations Depot (NCOD) at St. Margaret's Road, Ballymun, Dublin 11 to consolidate its operations for the north city area, replacing a number of existing depots. The NCOD site will include the provision of facilities for the management and handling of waste materials as part of the DCC daily operations.

DCC is applying to the Environmental Protection Agency (EPA) for a Waste Licence for the operation of a Waste Transfer Station at the NCOD. The activities proposed at the facility are outlined herein.

1.1 SITE DESCRIPTION

The NCOD was granted planning permission by Fingal County Council (FCC) (Reg. Ref. F17A/0686) in January 2018 and construction of the development is scheduled for commencement in mid-2019.

The NCOD site is approx. 5.03 hectares (ha) in area and the proposed Waste Licence boundary occupies an area of 0.47 ha (see Figure 1.1). The redline boundary in Figure 1.1 signifies the boundary for the waste transfer station and the blue line signifies the DCC site ownership boundary.

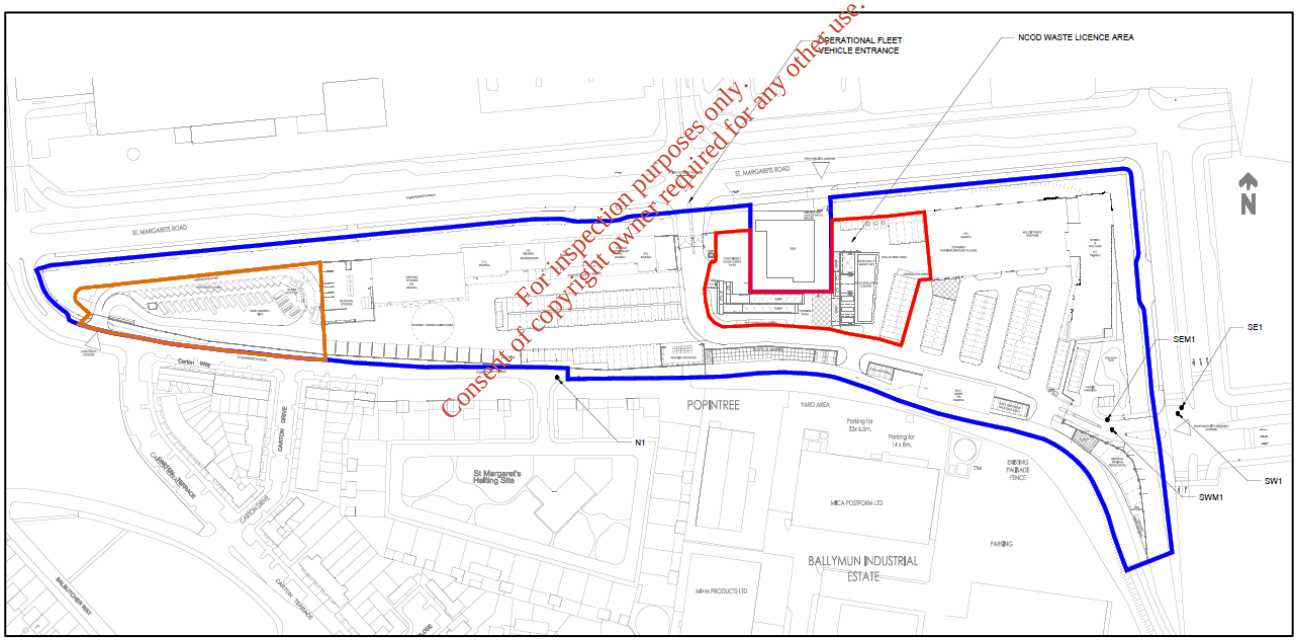

Figure 1.1: Waste Licence Facility at NCOD (extract from Site Plan) (Ballymun Recycling Centre facility outlined in orange)

Vehicles associated with DCC operations are only permitted to use the northern access to St. Margaret's Road, while staff vehicles and visitors will use the eastern entrance from St. Margaret's Road. These site access locations are shown on the Site Plan. An internal access gate connects the main depot with a Civic Amenity Site and a separate public entrance is provided to the civic amenity site from Carton Way.

1.2 FACILITY DETAILS

1.2.1 Class of Activity

The classes of activity being applied for are specified in the Third and Fourth Schedules of the Waste Management Acts 1996 to 2011, as follows:

The principal activity to be carried out on the site is:

Class D15 (3rd Schedule): Storage pending any of the operations numbered D1 to D14 (excluding temporary storage (being preliminary storage according to the definition of 'collection' in section 5(1)), pending collection, on the site where the waste is produced).

The following classes of activity are also applied for:

Class D13 (3rd Schedule): Blending or mixing prior to submission to any of the operations numbered D1 to D12 (if there is not other D code appropriate, this can include preliminary operations prior to disposal including pre-processing such as, amongst others, sorting, crushing, compacting, pelletising, drying, shredding, conditioning or separating prior to submission to any of the operations numbered D1 to D12).

Class D14 (3rd Schedule): Repackaging prior to submission to any of the operations numbered D1 to D13.

Class R12 (4th Schedule): Exchange of waste for submission to any of the operations numbered R 1 to R 11 (if there is no other R code appropriate, this can include preliminary operations prior to recovery including pre-processing such as, amongst others, dismantling, sorting, crushing, compacting, pelletising, drying, shredding, conditioning, repackaging, separating, blending or mixing prior to submission to any of the operations numbered R1 to R11).

Class R13 (4th Schedule): Storage of waste pending any of the operations numbered R1 to R12 (excluding temporary storage (being preliminary storage according to the definition of 'collection' in section 5(1)), pending collection, on the site where the waste is produced).

1.2.2 Best Available Techniques (BAT)

The BAT Guidance Note *Waste Sector (Waste Transfer and Materials Recovery)* (Dec 2011) has been followed in the preparation of this Waste Licence application.

1.2.3 COMAH Regulations

The *EC (Control of Major Accident Hazards involving Dangerous Substances) Regulations 2006* do not apply to the NCOD facility.

2 DESCRIPTION OF SITE OPERATIONS

The new DCC depot will bring together under a single corporate facility the following existing operational departments:

- Housing Maintenance;
- Roads Maintenance;
- Surface Water and Drainage (excluding foul drainage/Irish Water activities);
- Public Lighting and Electrical;
- Signage;
- Traffic Management; and
- Waste Management.

The depot will provide a range of buildings and facilities to service all of the departments including:

- Administration offices and welfare facilities (open plan offices with a small number of cellular offices, changing, locker and shower facilities, meeting and briefing rooms, welfare room, storage, canteen facilities and plant areas);
- Covered parking facilities (multi-storey type for fleet and private staff vehicles as well as bicycle parking);
- Workshops (welding/metalwork, painting, carpentry, electrical, vehicle repair and signage);
- Stores Warehouse;
- Salt Barn;
- Security Kiosks;
- External material and equipment storage bays;
- External fleet vehicle parking areas;
- Vehicle wash bays;
- Waste compaction and collection areas;
- Waste receptacle storage area (for large items);
- Grit box storage area; and
- Antique granite storage bay.

The operations of a number of the teams listed above will generate waste materials which are required to be handled, temporarily stored and transferred off-site for disposal or recovery from the depot. Accordingly, the waste activities are consigned to a dedicated area of the site which will be governed under this Waste Licence.

The waste activities can be summarised as:

- Compaction of waste collected from litter bins throughout the city;
- Management of waste collected by road sweepers and gulley cleaners; and

- Management of waste generated from roads maintenance, housing maintenance and river cleaning.

The waste activities above will be confined to specific areas of the site which are within the designated Waste Licence boundary. Compaction, segregation and temporary storage of waste will only be carried out using dedicated skips/receptacles at locations as shown in the Site Plan. Management of waste collected by the road sweepers and gully cleaners will be restricted to the dedicated bays as shown on the Site Plan. The waste licence boundary incorporates car parking spaces adjacent to the street cleaning and gully waste bays to allow for temporary parking and manoeuvring of waste haulage vehicles and operations vehicles, as required.

2.1 WASTE ACCEPTED AT THE FACILITY

Waste received at the facility will be from DCC operations only and will be municipal in nature. Approval is sought for a total of up to 21,000 tonnes/annum of waste to be received at the facility.

While it is not proposed to collect any specific hazardous waste types at the facility, it is likely that typical Council activities such as housing maintenance and fly-tipping clean up may generate some hazardous wastes. These quantities would typically be small in nature and similar to household and agricultural chemicals and fuel/oil storage containers. Approval is sought for handling of up to 500 tonnes/annum of hazardous waste in the event that this material type is encountered during operations.

It is anticipated that the actual quantity of hazardous waste received at the facility on an annual basis will be much less than 500 tonnes. Approval is sought for a combined (non-hazardous and hazardous) total waste acceptance of up to 21,000 tonnes/annum.

3 SITE INFRASTRUCTURE AND OPERATIONS

3.1 FOUL WATER DRAINAGE

An existing 750mm diameter foul sewer pipe runs along St. Margaret's Road to the east of the overall NCOD site. The foul drainage from the overall site will discharge to this existing 750mm diameter sewer.

Wastewater effluent discharged from the overall site will comprise both trade effluent and domestic effluent. Domestic effluent will be generated from the site offices and welfare buildings by a combination of depot-based staff, fleet staff and visitors.

Trade effluent will be generated from the NCOD waste licensed area as a result of liquid run-off from the street cleaning and gully sucker waste bays. Collection drains will be located around this area to ensure any 'dirty' run-off from these activities is kept out of the 'clean' surface water drainage network.

Run-off and wash-water will also be collected from around the street waste receptacles and from the base of the ramp leading up to the skips and collected in the foul water network.

All the foul effluent from the NCOD waste licensed area will be combined with the domestic effluent from the rest of the NCOD site (including the civic amenity site) and discharged to the Irish Water network at the eastern boundary of the overall site (Emission Point Code SE1 as shown on the Site Plan).

In addition to the above, 'dirty' wash-water will be generated in the general vehicle washing bays in the south-east corner of the overall site (outside of the waste licenced area). Collection drains around this area will divert the wash-water into the foul network and keep it separate from the 'clean' surface water drainage network.

3.2 SURFACE WATER DRAINAGE

Irish Water records indicate a 900mm diameter surface water pipe east of the NCOD site on St. Margaret's Road. The surface water drainage system for the overall NCOD site has been designed in accordance with the Greater Dublin Strategic Drainage Strategy (GDSDS) and the Greater Dublin Regional Code of Practice for Drainage Works. It will ensure that surface water discharge from the site is limited to the allowable greenfield runoff rate. All surface water to the attenuation system will discharge to the existing surface water network via a fuel/oil separators and vortex type flow control chambers.

The storm water drainage has been designed to cater for surface water from hard surfaces in the site including roadways, footpaths, and buildings.

3.3 WATER SUPPLY

It is proposed to connect a new 250mm diameter watermain to the existing 300mm diameter watermain on the northern boundary of the NCOD site along St. Margaret's Road. This new watermain is to include boundary boxes with integral stopcocks at the connections. Provision is also to be made for the installation of bulk flow meter chambers.

Water consumption at the NCOD waste facility will be from water used for wash-down and cleaning.

3.4 HOURS OF OPERATIONS

In the main, therefore, the depot will be operational from 06:00 to 18:00 with limited additional times for waste management night crews, winter road salting operations and emergency call-outs.

3.5 WASTE ACCEPTANCE

Waste material will only be brought to the NCOD site from DCC operations teams and no waste will be received at this facility from the public. A Waste Acceptance Procedure is included as Attachment-4-3-5.

3.6 QUARANTINE

The waste types proposed for acceptance at the facility are outlined in the application. However, on occasion, operations teams may encounter other waste types as part of clean-up operations and/or removal of illegal dumping. Where appropriate, waste contractors will be engaged to remove this waste, or the waste will be brought to a suitable facility.

In the event that waste materials are brought to the depot which are not suitable for segregation into the skips as provided, this waste will be transferred to a quarantine area. The material will be subsequently removed from the NCOD facility as soon as possible.

3.7 WASTE COLLECTION

All waste materials collected from the NCOD waste facility and transferred off-site for reuse, recycling, recovery or disposal will exit the site onto St. Margaret's Road opposite the entrance to IKEA. This signal-controlled junction is permitted for HGV use in accordance with the relevant planning permission. All waste collection vehicles removing waste from the site will be required to hold a valid waste collection permit in accordance with the requirements of the *Waste Management (Collection Permit) Regulations 2007* as amended.

3.8 WASTES GENERATED AND STORED ON-SITE

On account of the nature of waste activities which will be carried out at the facility within the waste licence boundary, there will be no waste generated at the NCOD facility.

Waste materials will be generated in the workshops, maintenance areas and offices at the depot, however these areas are not located within the NCOD waste licence boundary.

3.9 EMISSIONS

3.9.1 Emissions to Sewer

Liquid run-off from waste deposited in the gully sucker and street sweepers decanting area will be collected in dedicated drains and directed to the foul sewer network via fuel/oil interceptors. Any wash-water generated from cleaning this area will also deposit into the foul sewer network.

Potentially 'dirty' run-off from the street bin waste storage area will also be directed to the foul sewer. Dedicated collector drains will be located at the bottom of the ramp leading up to the waste compactor as well as surrounding the waste compactor and containers.

Trade effluent will also be generated from the vehicle wash-bays at the south-east corner of the site (outside of the waste licence boundary). This vehicle washing activity is not included within the waste licence application but effluent discharge from the activity has been described in the Operational Report and included in Attachment-7-3-1 (Emissions to Sewer) to enable Irish Water to account for the discharge into the foul sewer network.

3.9.2 Noise Emissions

Noise emissions associated with the facility will include traffic entering and exiting the site as well as the operation of plant and waste compaction equipment.

4 DESCRIPTION OF EXISTING SITE CONDITIONS

A Site Condition Report has been prepared for the facility and is included with the Licence Application.

4.1 SOIL

The Geological Survey of Ireland (GSI) Geology Maps illustrate a complex geology in the region. The site is underlain by the Tober Colleen Formation and Lucan Formation. The bedrock is gently folded and dips towards the north-east.

A site investigation programme was undertaken at the NCOD site to acquire site-specific data on the nature and characteristics of the underlying ground conditions and identify any contamination that may exist. Site investigations, which were conducted between 7 June and 7 July 2017, included:

- Six light cable percussion boreholes;
- Ten boreholes by dynamic (windowless) sampling methods;
- A standpipe installation in one of the boreholes; and
- 15 no. trial pits.

Environmental samples were taken at depths of 0.5m and 1.5m bgl in each trial pit with an additional sample taken at 2.0m bgl in Trial Pits TP12 and TP15. Disturbed (small jar and bulk bag) samples were taken at standard depth intervals and at changes in strata. No significant water inflows were encountered during excavation.

A summary of the subsoil encountered in the exploratory holes is presented below, in approximate stratigraphic order:

- Topsoil: encountered typically in 150 – 300mm thickness in most exploratory holes.
- Made Ground (sub-base material): 50 – 200mm of aggregate fill (sandy silty gravel) present in Borehole BH05 from ground level and Trial Pit TP09 beneath 200mm of topsoil.
- Made Ground (fill): reworked clay fill with localised pockets of debris was encountered in the majority of boreholes and trial pits across the site. Typically, sandy gravelly clay with fragments of brick, concrete, ceramic, glass, plastic and ash extending to a depth of 0.50 – 3.45m bgl.
- Glacial Till: sandy gravelly clay, frequently with low cobble and occasional boulder content, typically firm or stiff in upper horizons, becoming very stiff with increasing depth.

Waste acceptance criteria (WAC) testing and asbestos screening was carried out on 20 no. soil samples. No asbestos was encountered in any sample. No hydrocarbon contamination was encountered on the site. Mineral oil concentrations reported are less than 500 mg/kg.

Testing was undertaken to assess the condition of the soil on-site and classify the material for removal off-site for recovery or disposal. 17 no. samples were classified as Inert and two samples (BH10 and TP1) were classified as Non-Hazardous. BH10 is located within the proposed waste licence boundary.

4.2 GROUNDWATER & SURFACE WATER

The topography of the NCOD site is gently sloping towards the east and is surrounded by existing industrial premises, infrastructure and future development sites. The site is located in the Liffey and Dublin Bay Catchment (Hydrometric Area 09) within the Eastern River Basin District (ERBD).

The site is located in the Santry River (EPA Ref: 09-1502) catchment. The Santry River flows 0.5km to the north of the site. All drains in the vicinity of the NCOD site are culverted. The Santry River discharges to Dublin harbour via Raheny Strand approximately 8km south-east of the site.

As there are no surface waterbodies located adjacent to the site, there was no surface water quality data obtained during site investigations. In accordance with the Water Framework Directive (WFD) classification status (2010 – 2015), the Santry River is determined as being of *Poor* quality and *At Risk* of not achieving the WFD objectives.

The most recent biological quality sample obtained by the Agency on the Santry River in 2016 at Clonshaugh Road Bridge (Station ID: RS09S010300) reported the river quality as *Moderately Polluted* (Q-Value = 3). This monitoring location is approx. 3.4km east of the NCOD site.

The groundwater vulnerability at the site is defined by the GSI as *Low* which indicates a typical depth of 10m of low permeability till above the bedrock. There is no drinking water source protection zone delineated in the vicinity of the site.

4.3 FLOOD RISK ASSESSMENT

Hydraulic modelling of the Santry River by TOBIN in November 2017 estimated the 100 and 1000-year Mid-range future scenario (MRFS) flood levels adjacent to the site as 57.73m above ordnance datum (AOD) and 57.81m AOD, respectively.

The NCOD site has existing an existing ground level ranging from 71.4m OD to 64.2m OD and therefore, at a minimum, is 6.4m above the estimated 1000-year MRFS flood level; i.e. the site is located in Flood Zone C. According the Office of Public Works' (OPW's) Planning System and Flood Risk Management (PSFRM) guidelines [1], commercial developments (such as the NCOD) are appropriate in this flood zone.

Based on a review of the Preliminary Flood Risk Assessment (PFRA) study [2] and surveyed site levels, it is predicted that pluvial flooding will not impact the NCOD site. It is predicted that flood risk to the development will be minimal.

4.4 AIR QUALITY

As part of the implementation of the *Air Quality Standards Regulations 2002 (S.I. No. 271 of 2002)*, four air quality zones have been defined in Ireland for air quality management and assessment purposes. Dublin is defined as Zone A and Cork as Zone B. Zone C is composed of 23 no. towns with a population

[1] Office of Public Works (OPW), *Planning System and Flood Risk Management: Guidelines for Planning Authorities* (2009)
[2] OPW, *Preliminary Flood Risk Assessment* (2012)

of greater than 15,000. The remainder of the country, which represents rural Ireland but also includes all towns with a population of less than 15,000, is defined as Zone D. The NCOD site is located within Zone A.

In terms of the existing air quality environment, data available from similar environments indicates that the levels of NO_2, CO, PM_{10}, $PM_{2.5}$ and benzene are well within the National and European Union (EU) ambient air quality standards.

4.5 NOISE

The main source of noise in the existing environment at the NCOD site is road traffic from the R104, St. Margaret's Road, the R108 to the east and the M50 to the north.

A baseline noise survey was undertaken in the vicinity of the site as part of the planning submission. Noise levels were monitored at one location to the north of the site to obtain noise levels representative of the site and the surrounding environment. The monitoring position was located at roof level of the adjacent IKEA retail store overlooking the site of the NCOD site (N1).

Noise levels at this position were dominated by road traffic along St Margaret's Road, the M50 Motorway and the R108 Road.

5 BEST AVAILABLE TECHNIQUES

The measures and techniques outlined in the EPA's *Final Draft BAT Guidance Note on Best Available Techniques for the Waste Sector: Waste Transfer and Materials Recovery* have been considered in the design of the NCOD facility. Such measures include:

Emissions to Air:

Regular sweeping and cleaning of the NCOD facility and waste licence area will be carried out by Council staff to reduce potential for dust arising.

Best practice waste handling procedures, regular removal of waste from site and stringent facility management will limit the potential for odour emissions.

Emissions to Water:

Surface water run-off from hard standing areas will discharge into a storm sewer system via fuel/oil interceptors to eliminate the requirement for discharge to surface water bodies. Surface water run-off will be attenuated in accordance with SuDS principals to control discharge into the storm sewer network.

Emissions to Sewer:

Wash-water and run-off from street cleaning waste management operations will be diverted to the foul sewer network. Emission limits for discharge to the foul sewer have taken account of the Irish Water *Discharge to Sewer: Guidance on applying for a Discharge to Sewer Licence* document.

Noise & Vibration:

Equipment operations and vehicle access points have been located away from sensitive residential receptors to minimise noise impacts on the local population.

6 CLOSURE AND CESSATION OF ACTIVITIES

In the event of permanent cessation of activities at the facility, no more waste materials will be accepted to the facility and all waste stored within skips and containers will be removed from site by authorised waste contractors. The surface water and foul water drainage network will be cleaned, and residues removed from drainage channels, screens and interceptors. Upon completion of the above activities, there will be no materials remaining at the facility with the potential for environmental pollution.

7 ENVIRONMENTAL QUALITY

DCC operations are carried out in accordance with local and national policy. Environmental management initiatives outlined by relevant Government Department's and State Bodies are incorporated into DCC operations and issued to the relevant operations divisions.

8 TRANSBOUNDARY EFFECTS

The proposed NCOD facility will not have any transboundary effects.

9 ALTERNATIVES

A site selection exercise was carried out by Dublin City Council which identified the Ballymun site as the most suitable location for a new operations depot. Accordingly, the waste activities to which this licence application relates could only be carried out at the new depot. It would not have been feasible to consider an alternative location for the waste management activities associated with DCC operations.

DCC operate a number of small depots across north Dublin and the experience and knowledge of these operations have been aggregated in the design and layout of the new depot. Staff from DCC and the Design Team also visited the existing Dún Laoighaire-Rathdown County Council depot in Ballyogan to understand the operations at the facility and identify areas for improvement on the design of the waste handling areas.

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Attachment-4-3-4-R and D Activity Capacity Calcs

Attachment-4-3-4-R and D Activity Capacity Calcs

D13 - Blending or mixing prior to submission to any of the operations number D1 to D12

Table 1: D13 Capacity Calculations

Capacity		
	Tonnes/day	**Details**
Gully sucking, street sweeping waste and street bins	29	Waste collected by street maintenance and public bin waste collections.
Roads maintenance	16	Typical waste generated by roads maintenance department comprising soils, concrete and bitumen.
Bulky waste (mainly from housing maintenance and river cleaning operations)	12	Waste collected from council housing maintenance and other council cleaning and maintenance requirements.
TOTAL	**58**	

Gully sucking and street sweeping waste material will be deposited in the relevant bays and the wash-water run-off will drain to the foul sewer. Once the liquid content has drained, the remaining solids will be placed in the dedicated skips. Street bin waste will be brought to the depot and deposited into dedicated compactors.

Waste collected by the road's maintenance department as part of current operations is typically 16 tonnes/day. This waste typically comprises soils, concrete and bitumen and will be appropriately segregated prior to removal from site.

Bulky waste is generated from housing maintenance and river cleaning operations as well as from other operations which the council carry out on a regular basis and as required.

The DCC operational activities will be carried out 7 days per week and 52 weeks per year.

Where possible, waste material will be transferred offsite for reuse, recovery or recycling. However, based on current operations, it's anticipated that the majority of waste from street cleansing activities will be disposed of to landfill. Approval for waste handling operations covered under D13 is sought in the event that off-site recovery options are unavailable.

D14 – Repackaging prior to submission to any of the operations numbered D1 to D13

D14 capacity calculations are as per Table 1 above.

Approval for waste handling operations covered under D14 is sought in the event that off-site recovery options are unavailable.

D15 – Storage pending any of the operations numbered D1 to D14

Table 2: D15 Capacity Calculations

Capacity		
	Tonnes	**Details**
Gully sucking, street sweeping waste and street bins	50	2 no. 35 cubic yd skips provided for gully sucking and street sweeping waste. Allowance of 15 tonnes per skip. 2 no. 35 cubic yd compactor skips provided for street bin waste. Allowance of 10 tonnes per compactor.
Street waste decanting areas	30	Additional street waste decanted prior to transfer to skips
Roads maintenance	60	3 no. 35 cubic yd skips provided for roads maintenance waste. Allowance of 20 tonnes per skip.
Bulky waste (mainly from housing maintenance and river cleaning operations)	60	3 no. 35 cubic yd skips provided for bulky waste. Allowance of 20 tonnes per skip.
TOTAL	**200**	

This is the Principal Activity.

Temporary waste storage on site pending onward transport will be carried out typically using 35 cubic yard (cyd) skips. Provision has been made for skips for each of the waste types as outlined above and typical skip weights have been determined based on similar operations currently ongoing.

Where possible, waste material will be transferred offsite for reuse, recovery or recycling. However, based on current operations, it's anticipated that the majority of waste from the above activities will be disposed of to landfill. Approval for waste handling operations covered under D15 is sought in the event that off-site recovery options are unavailable.

R12 – Exchange of waste for submission to any of the operations numbered R 1 to R 11

R12 capacity calculations are as per Table 1 above.

Approval is sought to permit the exchange of waste (such as basic sorting activities and compaction) received at the facility. Where possible, waste material will be transferred offsite for reuse, recovery or recycling.

R13 – Storage of waste pending any of the operations numbered R1 to R12

R13 capacity calculations are as per Table 2 above.

Temporary waste storage on site pending onward transport will be carried out typically using 35 cubic yard (cyd) skips. Provision has been made for skips for each of the waste types as outlined above and typical skip weights have been determined based on similar operations currently ongoing.

Where possible, waste material will be transferred offsite for reuse, recovery or recycling.

Summary

Waste received at the facility will be segregated where possible and placed into dedicated skips as outlined above. Approval is sought for the pre-treatment activities listed above such that incoming material will be sorted, segregated, compacted and temporarily stored pending removal off-site. All opportunities for reuse, recovery and recycling off-site will be sought, however approval is sought for off-site disposal and recovery in the event that recovery options are not available.

The annual quantities outlined for each waste activity set out above are for the total waste to be accepted at the facility such that the maximum intake quantity of waste will not exceed 21,000 tonnes per annum as set out in Attachment-4-3-6-Maximum Waste Accepted Calcs.

Attachment-4-3-6-Maximum Waste Accepted Calcs

Attachment-4-3-6-Maximum Waste Accepted Calculations

Waste received at the North City Operations Depot will be from DCC operations only and will be municipal in nature. Approval is sought for a total of up to 21,000 tonnes/annum of waste to be received at the facility.

While it is not proposed to collect any specific hazardous waste types at the facility, it is likely that typical Council activities such as housing maintenance and fly-tipping clean up may generate some hazardous wastes. These quantities would typically be small in nature and similar to household and agricultural chemicals and fuel/oil storage containers. Approval is sought for handling of up to 500 tonnes/annum of hazardous waste in the event that this material type is encountered during operations.

It is anticipated that the actual quantity of hazardous waste received at the facility on an annual basis will be much less than 500 tonnes. Approval is sought for a combined (non-hazardous and hazardous) total waste acceptance of up to 21,000 tonnes/annum.

Attachment-4-8-1-Operational Report

North City Operations Depot
St. Margaret's Road, Ballymun, Dublin 11

Waste Licence Application

Operational Report

Prepared by

TOBIN Consulting Engineers

Operational Report

PROJECT: **North City Operations Depot**

Waste Licence Application

CLIENT: **Dublin City Council**
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Wood Quay,
Dublin 8.
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Template rep 003
DCO 0084

DOCUMENT AMENDMENT RECORD

Client:	**Dublin City Council**
Project:	**North City Operations Depot – Waste Licence Application**
Title:	**Operational Report**

PROJECT NUMBER: 10243				DOCUMENT REF: 10243-R-02-002			
B	Final	MO'S	28/06/21	RH	06/07/21	RH	06/07/21
A	Final	RH	03/04/19	ST	03/04/19	RH	03/04/19
D01	Draft Issue	RH	07/02/19	ST	07/02/19	RH	07/02/19
Revision	**Description & Rationale**	**Originated**	**Date**	**Checked**	**Date**	**Authorised**	**Date**
TOBIN Consulting Engineers							

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1 INTRODUCTION

Dublin City Council (DCC) is developing a new North City Operations Depot (NCOD) at St. Margaret's Road, Ballymun, Dublin 11 to consolidate its operations for the north city area, replacing a number of existing depots. The NCOD site will include the provision of facilities for the management and handling of waste materials as part of the DCC daily operations.

DCC is applying to the Environmental Protection Agency (EPA) for a Waste Licence for the operation of a Waste Transfer Station at the NCOD. The activities proposed at the facility are outlined herein. This Operational Report has been prepared for submission with the Waste Licence application and in accordance with the guidance outlined in the *Licence Application Form Guidance* published by the Agency in 2018 [1].

1.1 SITE DESCRIPTION

The NCOD was granted planning permission by Fingal County Council (FCC) (Reg. Ref. F17A/0686) in January 2018 and construction of the development is scheduled for commencement in mid-2019.

The NCOD site is approx. 5.03 hectares (ha) in area and the proposed Waste Licence boundary occupies an area of 0.47 ha (see Figure 1.1). The redline boundary in Figure 1.1 signifies the boundary for the waste transfer station and the blue line signifies the DCC site ownership boundary.

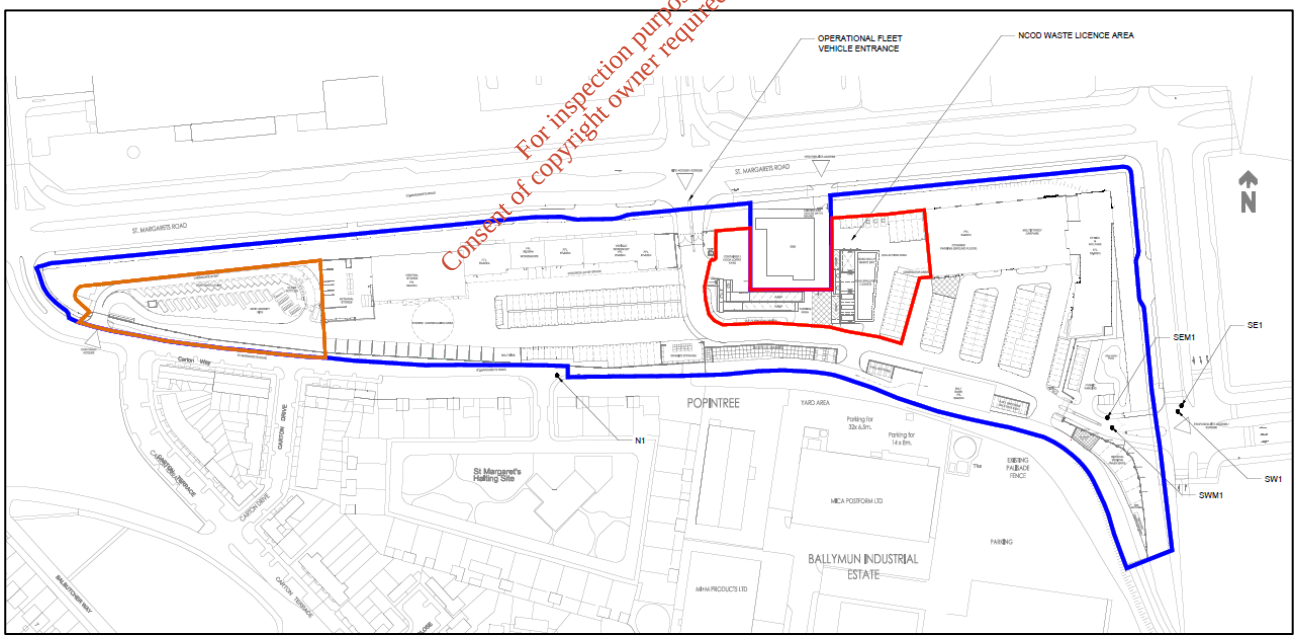


Figure 1.1: Waste Licence Facility at NCOD (extract from Site Plan) (Ballymun Recycling Centre facility outlined in orange)

Vehicles associated with DCC operations are only permitted to use the northern access to St. Margaret's Road, while staff vehicles and visitors will use the eastern entrance from St. Margaret's Road. These site

[1] EPA, *Licence Application Form Guidance – Industrial Emissions (IE), Integrated Pollution Control and Waste Version 2* (March 2018)

access locations are shown on the Site Plan. An internal access gate connects the main depot with a Civic Amenity Site and a separate public entrance is provided to the civic amenity site from Carton Way.

Further details on the operational traffic movements are provided in Sections 4.5 and 4.8.

1.2 BALLYMUN RECYCLING CENTRE

In addition to the Waste Licence for the NCOD waste transfer station to which this application relates, DCC also intend to submit a Waste Licence application to the EPA for the management and handling of waste materials at a civic amenity site, to be known as the Ballymun Recycling Centre. This separate waste licensed area will be located to the west of the main depot but within the overall NCOD site area. The civic amenity site will be open to the public for collection of household waste only and will operate in a similar manner to the existing Northstrand and Ringsend Recycling Centres which are currently managed and operated by Greenstar on behalf of DCC. It is intended, once the Waste Licence for the Ballymun Recycling Centre is granted, that the Licence will be transferred from DCC to a private contractor to run the facility on behalf of DCC.

The details of the Ballymun Recycling Centre Waste Licence operations are presented in the Operational Report (Document Ref. 10243-R-01-002) submitted with the Waste Licence application for that facility. The proposed Ballymun Recycling Centre Waste Licence boundary will have an area of approx. 0.45 ha and is outlined in orange in Figure 1.1 above.

1.3 WASTE LICENCE REASONING

Consultation has been undertaken between the applicant and the Agency in respect of this facility as well as the adjacent Ballymun Recycling Facility. Pre-application meetings were held at the Agency headquarters in October 2017 and September 2018. In addition, verbal and email correspondence has taken place.

An Article 11 Request (No. 2304) was submitted to the Agency by TOBIN in August 2017 based on the waste quantities anticipated for acceptance at the NCOD facility (including the civic amenity site). The Agency determined, based on the information provided, that the activity would require either a Waste Licence or Industrial Emissions Licence.

Subsequent to this Article 11 Request, it was determined, in light of the *Midlands Scrap Metal Company Ltd.* ([2016] IECA 64) judgement, that two authorisations should be sought for the proposed activities at the NCOD, namely; one authorisation for the handling of waste materials in accordance with DCC daily operations (i.e. this Waste Licence Application) and a separate authorisation for the proposed civic amenity site. This determination was made on the basis of DCC's intention to transfer the daily operations of the civic amenity site to a private operator in due course. Accordingly, the authorisation for the civic amenity site operations would be transferred to the private operator.

Further to the above and giving consideration to the types and quantities of waste proposed for acceptance at the NCOD Waste Facility and the Ballymun Recycling Centre, reference was made to the *Waste Management (Facility Permit and Registration) Regulations 2007*, as amended. Part I of the Third Schedule to the Regulations (listing the classes of activity subject to a Waste Facility Permit) states that:

"The carrying on by a person (other than a local authority) at a facility (other than a facility located in whole or in part in an area which is not within the functional area of a local authority) of any of the following activities, provided that –

(a) The activity is not an activity which is carried on adjacent to, a facility at which a licensable activity is being carried out by the same legal entity."

In reference to the above, it was determined that both waste facilities should be submitted for Waste Licence authorisation.

2 WASTE ACTIVITIES

The new DCC depot will bring together under a single corporate facility the following existing operational departments:

- Housing Maintenance;
- Roads Maintenance;
- Surface Water and Drainage (excluding foul drainage/Irish Water activities);
- Public Lighting and Electrical;
- Signage;
- Traffic Management; and
- Waste Management.

The depot will provide a range of buildings and facilities to service all of the departments including:

- Administration offices and welfare facilities (open plan offices with a small number of cellular offices, changing, locker and shower facilities, meeting and briefing rooms, welfare room, storage, canteen facilities and plant areas);
- Covered parking facilities (multi-storey type for fleet and private staff vehicles as well as bicycle parking);
- Workshops (welding/metalwork, painting, carpentry, electrical, vehicle repair and signage);
- Stores Warehouse;
- Salt Barn;
- Security Kiosks;
- External material and equipment storage bays;
- External fleet vehicle parking areas;
- Vehicle wash bays;

- Waste compaction and collection areas;
- Waste receptacle storage area (for large items);
- Grit box storage area; and
- Antique granite storage bay.

The operations of a number of the teams listed above will generate waste materials which are required to be handled, temporarily stored and transferred off-site for disposal or recovery from the depot. Accordingly, the waste activities are consigned to a dedicated area of the site which will be governed under this Waste Licence.

The waste activities can be summarised as:

- Compaction of waste collected from litter bins throughout the city;
- Management of waste collected by road sweepers and gulley cleaners; and
- Management of waste generated from roads maintenance, housing maintenance and river cleaning.

The waste activities above will be confined to specific areas of the site which are within the designated Waste Licence boundary. Compaction, segregation and temporary storage of waste will only be carried out using dedicated skips/receptacles at locations as shown in the Site Plan. Management of waste collected by the road sweepers and gully cleaners will be restricted to the dedicated bays as shown on the Site Plan. The waste licence boundary incorporates car parking spaces adjacent to the street cleaning and gully waste bays to allow for temporary parking and manoeuvring of waste haulage vehicles and operations vehicles, as required.

2.1 GENERAL WASTE COMPACTION

Receptacles will be used for the collection of mixed municipal waste which is brought into the depot from street waste collections and other operational activities on a continuous basis. There will be two waste receptacles located side-by-side as shown in Figure 2.1 below with associated waste compactors. The receptacles will typically be of 35 cubic yard (cyd) capacity, enclosed and may be either of the portable compactor or static compactor type. Access is provided via a ramp to allow the DCC fleet vehicles to deposit waste into the top of the receptacles on their return to the depot.

There is a separate container/hook lorry yard as shown in Figure 2.1 which waste collection trucks will access to pick up the filled waste receptacles and remove them from site.

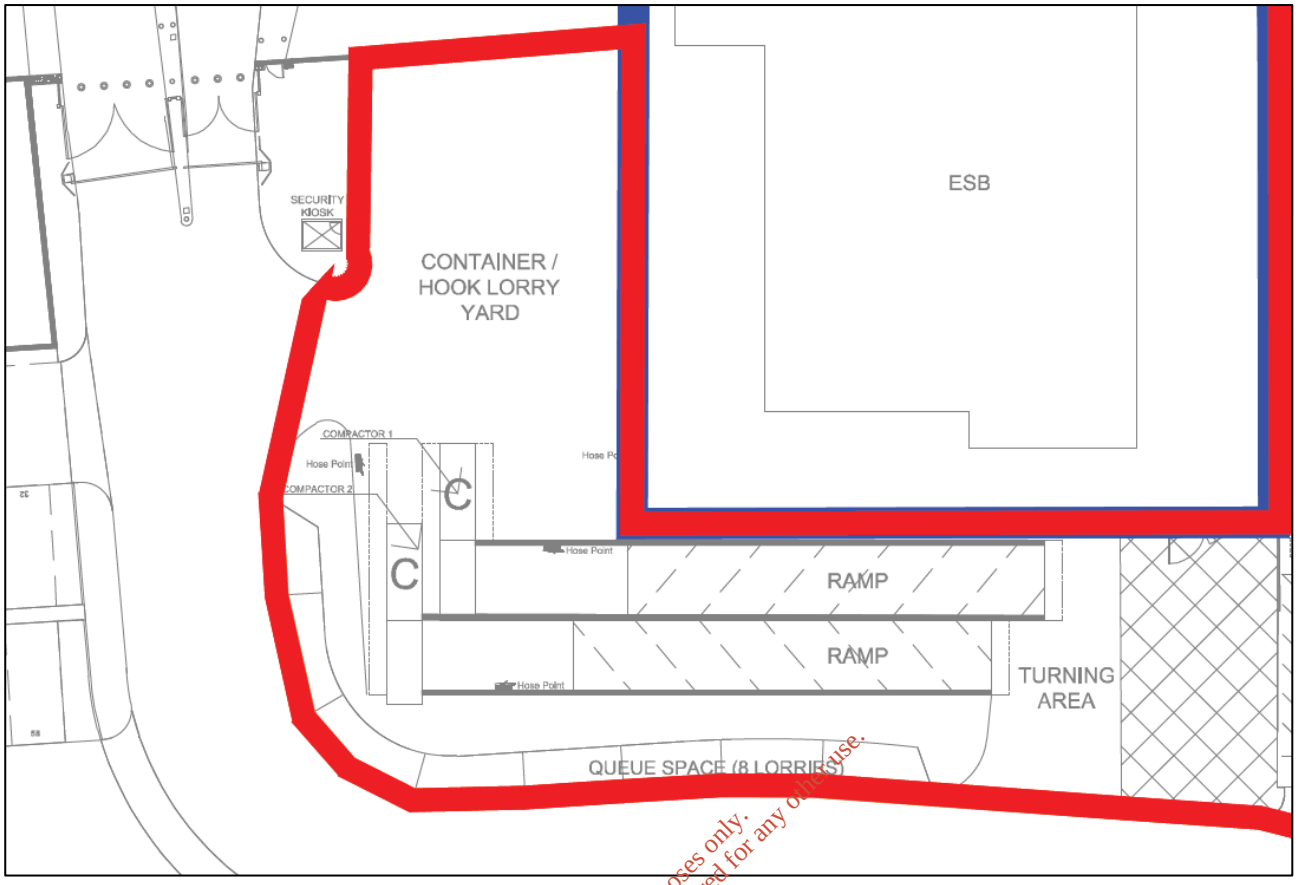


Figure 2.1: General Waste Compaction Area (extracted from Site Plan)

2.2 ROAD SWEEPERS AND GULLY CLEANERS WASTE MANAGEMENT

Waste management and roads maintenance teams carry out street sweeping and street gulley cleaning on a regular and continuous basis. These vehicles will return to the depot, as required, and deposit their collected street cleaning waste into the dedicated bunded bays shown in Figure 2.2. The bays are designed so that liquids from the collected waste can drain off into the foul sewer network and the solid waste (i.e. grit, sand, leaves etc.) is deposited into dedicated skips. Screens will be installed on the drainage bund to remove suspended solids prior to discharge to the foul water network.

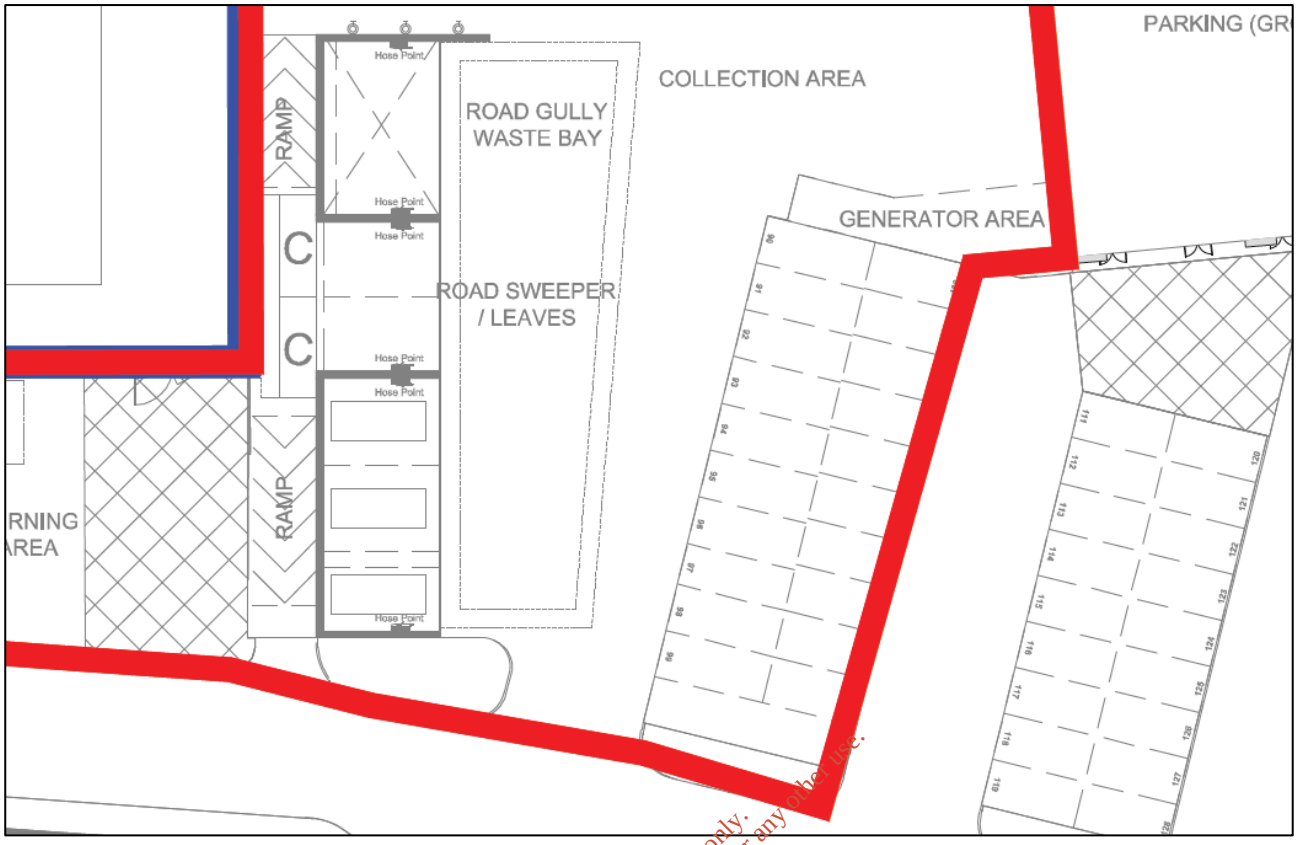


Figure 2.2: Road Sweeping and Gully Cleaning Equipment Waste Management Area (extracted from Site Plan)

2.3 ROADS MAINTENANCE, RIVER CLEANING AND HOUSING MAINTENANCE

DCC operations will also generate waste from roads maintenance, river cleaning and housing maintenance. Where appropriate, this waste material will be brought back to the depot and deposited in dedicated skips.

Housing maintenance activities can generate bulky waste items which need to be appropriately handled and recycled, where possible. Dedicated skips will be allocated for bulky waste and other appropriate waste types as required. River cleaning activities may also generate litter waste and bulky waste items which will be returned to the depot and segregated appropriately.

The roads maintenance department generates waste on a daily basis which is typically made up of a mix of concrete, stone, soil and bituminous material. This material is returned to the depot and is segregated prior to placement into dedicated skips. An area has been allocated for handling this waste material as shown in Figure 2.3. The dedicated waste containers are identified with ‘C’ in Figure 2.3 (also Figure 2.1 and 2.2). Vehicle parking spaces are outlined in Figure 2.3, however this space will be used for additional skip storage as required.

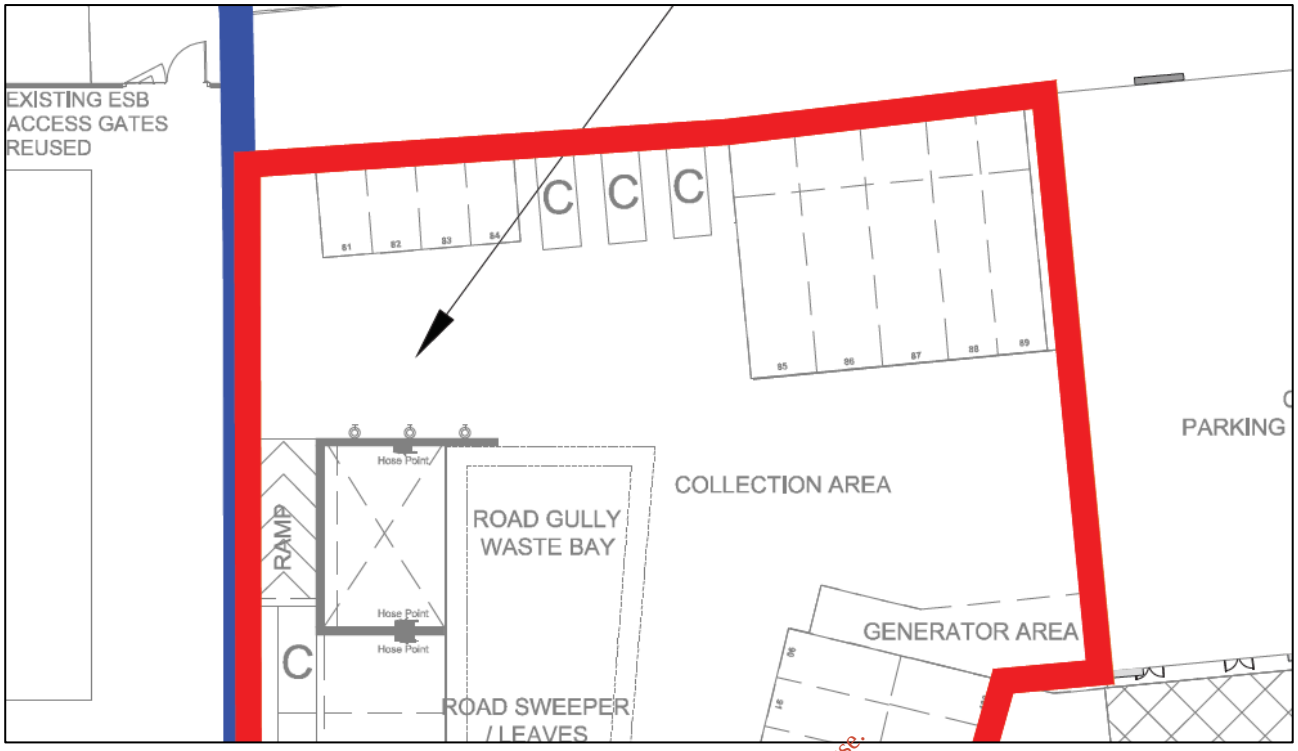


Figure 2.3: Roads Maintenance, River Cleaning and Housing Maintenance Waste Management Area (extracted from Site Plan)

2.4 WASTE TYPES

Table 2.1 outlines the waste types proposed for acceptance at the facility along with the corresponding List of Waste Code.

Table 2.1: Waste Types and List of Waste Codes

Waste Type	List of Waste Code
Garden and Park Wastes	20 02 01, 20 02 02, 20 02 03
Other Municipal Wastes	20 03 01, 20 03 02, 20 030 03, 20 03 07, 20 03 99
Soil and Stones	17 05 03, 17 05 04, 20 02 02
C&D Waste	17 01 01, 17 01 02, 17 01 03, 17 01 06, 17 01 07, 17 02 01, 17 02 02, 17 02 03, 17 02 04, 17 03 01, 17 03 02, 17 04 07, 17 04 11, 17 06 04, 17 08 01, 17 08 02, 17 09 04

Only waste collected by DCC as part of their operations will be taken to the NCOD facility. The waste will be sorted and segregated into the appropriate waste containers located at the facility. Once the containers are full, they will be removed from the facility by suitably permitted waste contractors. Waste materials will only be received or removed from the NCOD site via the northern access to St. Margaret's Road.

DCC operations staff will be working across all areas of the depot and dedicated staff will be assigned to the recording, checking and monitoring of incoming fleet vehicles and associated wastes. The incoming wastes will be identical to those currently accepted at DCC depots across the Council's administrative area and the relevant staff are familiar with the current processes for accepting, handling and transferring waste off-site.

Any liquid wastes returned to the depot will be stored on bunded containers and away from surface water drains. The volumes of liquid waste handled at the depot are anticipated to be small.

3 UNIT OPERATIONS

The unit operations at the NCOD facility will comprise a waste transfer station for the collection and onward transport of waste materials collected by DCC operations teams as part of daily activities.

The facility will receive waste materials from street/litter bins, street cleaning, roads maintenance, river cleaning and housing maintenance operations which will be brought into the site in DCC fleet vehicles. The waste materials will be segregated into dedicated waste containers and temporarily stored pending transfer off-site.

On a regular basis, the facility staff will arrange for the collection of waste from the facility for onward transport and reuse, recycling, recovery or disposal, as appropriate. All waste removed from the site will be done so by permitted waste hauliers and transferred to appropriately permitted or licensed waste facilities.

Where possible, waste materials will be transferred off-site for reuse and recycling in preference of recovery or disposal. DCC are involved with the nearby Ballymun Rediscovery Centre and will engage with the Centre in the provision of suitable materials for reuse and recycling, where possible.

3.1 WASTE QUANTITIES

Based on the current waste quantities collected at similar existing DCC depots, the estimated waste quantities to be accepted at the NCOD facility are presented in Table 3.1 below.

Table 3.1: Estimated Waste for Acceptance at the NCOD facility

Waste Type	Tonnes per Annum
Gully sucking, street sweeping waste and street bins	10,750
Roads maintenance	5,900
Bulky waste (mainly from housing maintenance and river cleaning operations)	4,350
Total	**21,000**

Accordingly, it is anticipated that the NCOD facility will handle up to 21,000 tonnes of waste per annum. All waste material received at the facility will be transferred off-site for appropriate reuse, recycling, recovery or disposal.

To ensure that the following thresholds for an Industrial Emissions (IE) Licence as set out in the First Schedule to the *Environmental Protection Agency (EPA) Act 1992*, as amended, are not exceeded, the maximum quantity of non-hazardous waste accepted at the facility (for a mix of recovery and disposal) will not exceed 75 tonnes per day and the maximum quantity of hazardous waste accepted at the facility (for disposal or recovery) will not exceed 10 tonnes per day. In addition, the maximum quantity of hazardous waste that will be temporarily stored on site at any one time will not exceed 50 tonnes.

- *Class 11.2: Disposal or recovery of hazardous waste with a capacity exceeding 10 tonnes per day involving one or more of the following activities (a – k).*
- *Class 11.4 (b): Recovery, or a mix of recovery and disposal, of non-hazardous waste with a capacity exceeding 75 tonnes per day involving one or more of the following activities (i - iv), (other than activities to which the Urban Waste Water Treatment Regulations 2001 (S.I. No. 254 of 2001) apply).*
- *Temporary storage of hazardous waste, (other than waste referred to in paragraph 11.5) pending any of the activities referred to in paragraph 11.2, 11.3, 11.5 or 11.7 with a total capacity exceeding 50 tonnes, other than temporary storage, pending collection, on the site where the waste is generated.*

4 SITE INFRASTRUCTURE AND OPERATIONS

4.1 FOUL WATER DRAINAGE

An existing 750mm diameter foul sewer pipe runs along St. Margaret's Road to the east of the overall NCOD site. The foul drainage from the overall site will discharge to this existing 750mm diameter sewer. A pre-connection enquiry was submitted to Irish Water on 31 July 2017 along with preliminary calculations for effluent discharge from the overall site (including the civic amenity site) and the response from Irish Water stated that the proposed connection can be facilitated. This correspondence is included in the Engineering Services Report.

Wastewater effluent discharged from the overall site will comprise both trade effluent and domestic effluent.

Domestic effluent will be generated from the site offices and welfare buildings by a combination of depot-based staff, fleet staff and visitors. Using guidance from the EPA Wastewater Treatment Manual [2], the estimated wastewater generation for full time staff is 60 litres/person/day and for fleet staff/visitors is 20

[2] EPA, *Wastewater Treatment Manuals – Treatment Systems for Small Communities, Business, Leisure Centres and Hotels* (1999)

litres/person/day. It is estimated that there will be approx. 181 no. full-time staff and 510 no. fleet staff/visitors at the overall site which equates to approx. 21.1m^3/day of domestic effluent.

Trade effluent will be generated from the NCOD waste licensed area as a result of liquid run-off from the street cleaning and gully sucker waste bays. Collection drains will be located around this area to ensure any 'dirty' run-off from these activities is kept out of the 'clean' surface water drainage network. It is estimated that there will be typically be 14 no. street sweepers comprising of eight large sweepers and six small sweepers. The large sweepers will typically generate 340 l/day of effluent and the small sweepers will typically generate 170 l/day.

Run-off and wash-water will also be collected from around the street waste receptacles and from the base of the ramp leading up to the skips and collected in the foul water network.

All the foul effluent from the NCOD waste licensed area will be combined with the domestic effluent from the rest of the NCOD site (including the civic amenity site) and discharged to the Irish Water network at the eastern boundary of the overall site (Emission Point Code SE1 as shown on the Site Plan).

The drainage layout for the NCOD depot is shown on the drawings in Appendix A.

In addition to the above, 'dirty' wash-water will be generated in the general vehicle washing bays in the south-east corner of the overall site (outside of the waste licenced area). Collection drains around this area will divert the wash-water into the foul network and keep it separate from the 'clean' surface water drainage network. Run-off from car washing activities alone would typically require a Trade Effluent Discharge Licence (TEDL) issued by Irish Water. It has been agreed with Irish Water, however, that a separate TEDL is not required for this activity wherein the effluent discharge from the vehicle washing bays is within the site perimeter and the effluent is regulated in accordance with the NCOD Waste Licence. Correspondence with Irish Water in relation to the above is included in Appendix B.

Steel galvanised screens and interceptors will be installed between the drainage surrounding the 'dirty' processing areas outlined above and the foul drainage pipework as shown on the drawings in Appendix A.

Monitoring of the foul effluent from the site will be carried out at SEM1 (as shown on the Site Plan) on the eastern boundary of the site in accordance with the Waste Licence Conditions.

4.2 SURFACE WATER DRAINAGE

Irish Water records indicate a 900mm diameter surface water pipe east of the NCOD site on St. Margaret's Road. The surface water drainage system for the overall NCOD site has been designed in accordance with the Greater Dublin Strategic Drainage Strategy (GDSDS) and the Greater Dublin Regional Code of Practice for Drainage Works. It will ensure that surface water discharge from the site is limited to the allowable greenfield runoff rate (Qall) of 53.55 litres/second (l/s) or 14.2 l/s/ha, in accordance with GDSDS, through a combination of attenuation storage tanks, permeable paving and a green roof.

All surface water to the attenuation system will discharge to the existing surface water network via a fuel/oil separators and vortex type flow control chambers.

The storm water drainage has been designed to cater for surface water from hard surfaces in the site including roadways, footpaths, and buildings. The drainage network has been designed so that the network pipelines and manholes will not be surcharged as a result of the critical 2-year critical rainfall and will not overflow as a result of the critical rainfall with a 30-year and 100-year storm return period intensity. The most up-to-date rainfall intensities for the site area have been derived from Met Éireann and an allowance of 20% increase to account for climate change has been implemented in the attenuation capacity design.

4.2.1 Sustainable Drainage Systems (SuDS)

The general principal behind SuDS is to reduce the quantity and increase the quality of water leaving the site. In practice, a calculation for the site run-off is carried out using the Institute of Hydrology report No. 124. This gives the limit for discharge from the site.

In accordance with the GDSDS, underground storage is provided for the 1 in 30-year storm with on-site attenuation provided for the 1 in 100-year storm, to ensure that there is no flooding of the buildings. A flood risk assessment has been carried out to ensure that there is no risk of damage to property or people and to mitigate against flood risks. Flood routing is designed into the site layout.

The SuDS strategy adopted was to divide the overall NCOD site into three separate SuDS Zones, each with its own geocellular tank, fuel/oil separator and vortex type flow control chamber. Each of these zones will then discharge the clean storm water to a trunk main at controlled rates. This trunk main will then discharge to the public storm sewer to the east of the NCOD site along St. Margaret's Road. The SuDS Zones hardstanding areas draining to the network are as follows:

- Zone 01 – 0.42 ha
- Zone 02 – 1.44 ha
- Zone 03 – 1.92 ha

The NCOD waste licenced area is spread across both Zone 02 and 03 and is shown on the Drainage Layout Master Plan in Appendix A.

The geocellular attenuation system units have been designed for storm periods with rainfall intensities taken for up to the 100-year return period. The stormwater drainage systems in each of the SuDS Zones will be restricted by vortex type flow control chambers to the following allowable greenfield run-off (Qall) rates:

- Zone 01 – 5.97 l/s
- Zone 02 – 20.40 l/s
- Zone 03 – 27.18 l/s

This gives a combined Qall of 14.14 l/s/ha or 53.55 l/s to the existing public surface water network to the east of the overall NCOD site.

It is proposed to install bypass fuel/oil separators at the NCOD site as shown on the drainage layouts in Appendix A. The stormwater from the external paved areas will include run-off from the car parking areas and, therefore, may contain hydrocarbons. Potential hydrocarbon pollutants require removal, so that they are not discharged into the environment. The bypass fuel/oil separators have been sized to cater for the total external paved areas.

A sedum roof will be constructed on the civic amenity site office as well as the main depot office building to compliment the overall site SuDS objectives.

4.3 WATER SUPPLY

It is proposed to connect a new 250mm diameter watermain to the existing 300mm diameter watermain on the northern boundary of the NCOD site along St. Margaret's Road. This new watermain is to include boundary boxes with integral stopcocks at the connections. Provision is also to be made for the installation of bulk flow meter chambers.

Water consumption at the NCOD waste facility will be from water used for wash-down and cleaning. The response to the pre-connection enquiry submitted to Irish Water advised that the proposed connection to the network can be facilitated.

To ensure all parts of the building footprints within the overall NCOD site are within 46m of a fire hydrant, hydrants will be located around the site in addition to the existing hydrants located along St. Margaret's Road. All hydrants are within a minimum distance of 30m to a vehicle access roadway or hard-standing area for fire appliances in accordance with Part B of the Building Regulations.

Two water storage tanks for fire-fighting purposes have also been provided to supply a flow rate of 1500 l/min as per BS 9990 [3]. The watermain layout and location of hydrants and underground storage tanks are shown in Appendix A.

The EPA guidance note on fire safety at non-hazardous waste transfer stations [4] will be consulted in the preparation of an Emergency Response Procedure for the facility.

4.4 HOURS OF OPERATIONS

Staff who will be using the depot will work in shifts depending on the department they work for. Shift times vary for each department and are summarised as follows:

- Roads maintenance: 07:45 – 14:00/16:30hrs from Mon-Fri with a winter shift commencing from 03:00 (for roads salting);

[3] British Standards Institute (BSI), *BS9990:2015 – Non automatic fire-fighting systems in buildings* (2015)
[4] EPA, *Guidance Note: Fire Safety at Non-Hazardous Waste Transfer Stations* (2013)

- Public lighting and electrical: 08:15/08:30 – 15:00/17:00hrs;
- Traffic management: 08:00 – 16:30hrs;
- Waste management: 06:00 – 16:30hrs plus night crew from 22:00 – 06:30hrs;
- Housing maintenance: 07:30 – 17:00;
- Surface water maintenance: 06:00 – 14:30;
- Office/administration: 08:00 – 17:00; and
- Stores, workshop and yard: 08:00 – 18:00.

In the main, therefore, the depot will be operational from 06:00 to 18:00 with limited additional times for waste management night crews, winter road salting operations and emergency call-outs.

4.5 WASTE ACCEPTANCE

Waste material will only be brought to the NCOD site from DCC operations teams and no waste will be received at this facility from the public.

A Waste Acceptance Procedure is included as Attachment-4-3-5.

4.6 QUARANTINE

The waste types proposed for acceptance at the facility are outlined in Table 2.1 above. However, on occasion, operations teams may encounter other waste types as part of clean-up operations and/or removal of illegal dumping. Where appropriate, waste contractors will be engaged to remove this waste, or the waste will be brought to a suitable facility.

In the event that waste materials are brought to the depot which are not suitable for segregation into the skips as provided, this waste will be transferred to a quarantine area in the Roads Maintenance, River Cleaning and Housing Maintenance Waste Management Area shown in Figure 2.3. The material will be subsequently removed from the NCOD facility as soon as possible.

4.7 WASTE COLLECTION

All waste materials collected from the NCOD waste facility and transferred off-site for reuse, recycling, recovery or disposal will exit the site onto St. Margaret's Road opposite the entrance to IKEA. This signal-controlled junction is permitted for HGV use in accordance with the relevant planning permission. All waste collection vehicles removing waste from the site will be required to hold a valid waste collection permit in accordance with the requirements of the *Waste Management (Collection Permit) Regulations 2007* as amended.

4.8 SIGNAGE

As is typically required under a Waste Licence authorisation, a Facility Notice Board will be erected at the site entrance which will display the name and telephone number of the facility, licence reference number and license holder name as well as any other details required under the licence conditions.

Appropriate signage will also be erected adjacent to each of the works areas as set out in Section 2 to direct drivers to the correct areas and labels will be placed on waste receptacles to advise on which waste types should be placed within.

4.9 FACILITY SECURITY AND PARKING

All operations vehicles will access the NCOD site from the northern entrance to St. Margaret's Road only. Staff cars and visitors will access the depot from the eastern entrance to St. Margaret's Road.

A separate sliding gate on the western boundary of the main depot will provide access to the civic amenity site.

The overall NCOD site boundary will be secured by a 3m high weldmesh boundary fence which will extend to 5m high at the entrance to the civic amenity site (from Carton Way). External lighting and CCTV cameras will be installed on the site boundary.

Car parking for the overall NCOD facility will include parking for operational fleet, staff and visitors. Overall, there will be approx. 336 no. fleet vehicles ranging from small sized vans to large road sweepers and hoists. Fleet vehicle parking has been designed in groups according to operational requirements and includes both external and internal parking areas. Charging points will be provided to serve electric fleet vehicles. Staff car parking, and selected fleet vehicles, will be accommodated in the multi-storey car park at the north-eastern corner of the NCOD site.

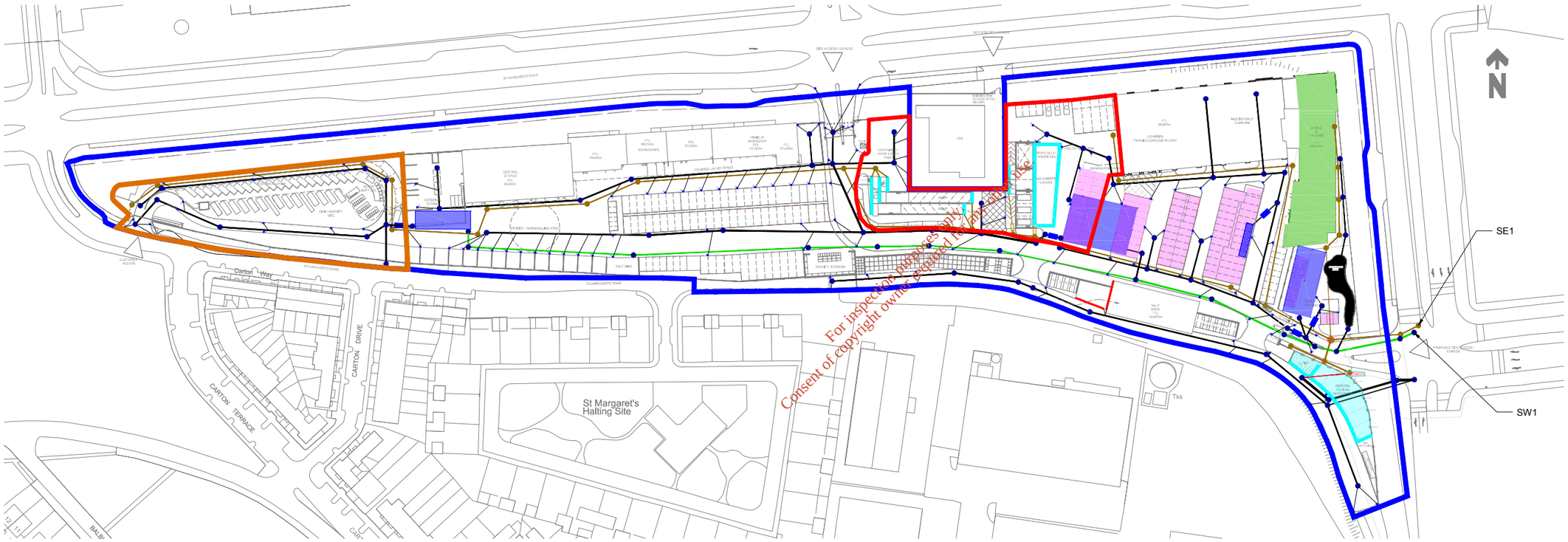
4.10 WELFARE FACLITIES

Staff working in the NCOD waste management operations will avail of welfare facilities provided in the main administration building.

APPENDIX A

Drawings

NCOD-TOB-ZZ-XX-DR-CE-6251A - Drainage Layout Master Plan
NCOD-TOB-ZZ-XX-DR-CE-6252A - Drainage Layout
NCOD-TOB-ZZ-XX-DR-CE-6253A - Watermain Master Plan
NCOD-TOB-ZZ-XX-DR-CE-6254A - Watermain Layout



Site Drainage Layout
(Scale 1:1000)

THE INFORMATION ON THIS DRAWING IS TO THE ORDNANCE SURVEY IRELAND ITM COORDINATE SYSTEM

LEGEND

- OWNERSHIP BOUNDARY
- BALLYMUN RECYCLING CENTRE WASTE LICENCE BOUNDARY
- NCOD WASTE LICENCE BOUNDARY
- STORM WATER PIPE (CONCRETE PIPE)
- TRUNK STORM WATER PIPE (CONCRETE PIPE)
- FOUL WATER PIPE THERMOPLASTIC STRUCTURAL WALL PIPE
- PRECAST CONCRETE DISHED DRAINAGE CHANNEL
- GEO-CELLULAR ATTENUATION TANK
- SELF CONTAINED WASHDOWN AREA
- RAINWATER HARVESTING TANK
- GREEN ROOF
- PERMEABLE PAVING
- ATTENUATION POND
- STORM / SURFACE MANHOLE
- FOUL MANHOLE
- RG ROAD GULLY
- TRENCH (REFER TO TRENCH DETAIL: DWG NCOD-TOB-ZZ-XX-DR-CE-2076)
- CONCRETE ACO DRAIN (REFER TO ACO DETAIL: DWG NCOD-TOB-ZZ-XX-DR-CE-2076)

Rev	Date	Description	By	Chkd.
A	FEB-2019	ISSUED FOR LICENCING	PK	RH

Client: Comhairle Cathrach Bhaile Átha Cliath Dublin City Council

Project:
NORTH CITY OPERATIONS DEPOT
BALLYMUN
FOR DUBLIN CITY COUNCIL

Title:
DRAINAGE
LAYOUT
MASTER PLAN

Scale @ A1:	1:1000	
Prepared by: PK	Checked: RH	FEB 2019
Project Director:	Michael McDonnell	
Suitability Status:	FOR LICENCING	

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Drawing No.: NCOD-TOB-ZZ-XX-DR-CE-6251A

Revision: A

NOTES:

1. FIGURED DIMENSIONS ONLY TO BE TAKEN FROM THIS DRAWING.
2. ALL DRAWINGS TO BE CHECKED BY THE CONTRACTOR ON SITE
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4. THE CONTRACTOR SHALL UNDERTAKE A THOROUGH CHECK FOR THE ACTUAL LOCATION OF ALL SERVICES/UTILITIES, ABOVE AND BELOW GROUND, BEFORE ANY WORK COMMENCES
5. ALL LEVELS SHOWN RELATE TO ORDNANCE SURVEY DATUM AT MALIN HEAD

Key Plan

THE INFORMATION ON THIS DRAWING IS TO THE ORDNANCE SURVEY IRELAND ITM COORDINATE SYSTEM

LEGEND

- OWNERSHIP BOUNDARY
- NCOD WASTE LICENCE BOUNDARY
- STORM WATER PIPE (CONCRETE PIPE)
- TRUNK STORM WATER PIPE (CONCRETE PIPE)
- FOUL WATER PIPE THERMOPLASTIC STRUCTURAL WALL PIPE
- GEO-CELLULAR ATTENUATION TANK
- PERMEABLE PAVING
- STORM / SURFACE MANHOLE
- FOUL MANHOLE
- ROAD GULLY
- TRENCH (REFER TO TRENCH DETAIL: DWG NCOD-TOB-ZZ-XX-DR-CE-2076)
- CONCRETE ACO DRAIN (REFER TO ACO DETAIL: DWG NCOD-TOB-ZZ-XX-DR-CE-2076)

ST. MARGARETS ROAD

NEW ESB SITE ACCESS

SITE ACCESS / EGRESS

EXISTING ESB ACCESS GATES REUSED

ESB

CONTAINER / HOOK LORRY YARD

SECURITY KIOSK

COMPACTOR 1

COMPACTOR 2

Galvanised steel open grating over concrete drain.

STEEL VERTICAL SCREEN BETWEEN CONCRETE DRAIN AND FOUL PIPE. REFER TO CIVIL SPEC PART 1 CLAUSE 2.1.2.11

STEEL VERTICAL SCREEN BETWEEN CONCRETE DRAIN AND FOUL PIPE. REFER TO CIVIL SPEC PART 1 CLAUSE 2.1.2.11

STEEL VERTICAL SCREEN BETWEEN CONCRETE DRAIN AND FOUL PIPE. REFER TO CIVIL SPEC PART 1 CLAUSE 2.1.2.11

RAMP

RAMP

RAMP

TURNING AREA

2 No. OIL / FUEL BYPASS SEPERATORS: (REFER TO FOUL INTERCEPTOR DETAIL: ON DWG-2060)

QUEUING SPACE (8 LORRIES)

Pipe43

Pipe44

Pipe45

Pipe46

Pipe54

Pipe71

Pipe72

Pipe73

Pipe74

Pipe75

BOTTLE BANKS

GRANITE STORAGE

ROAD GULLY WASTE BAY

ROAD SWEEPER / LEAVES

COLLECTION AREA

GENERATOR AREA

FFL 64.000m

COVERED PARKING (GROUND FLOOR)

OIL / FUEL BYPASS SEPERATOR: FLOW 30l/s DRAINAGE AREA: 16670m²

4 NO. GRITTERS

SALT BARN FFL 63.000m

POPINTREE

YARD AREA

SUDS Zone 02: Geocellular SW underground attenuation tank 02;

- Fully sealed system; tank wrapped in impermeable membrane.
- Tank Volume 672m³
- Tank Depth 1.22m
- Minimum capacity 672m³
- Minimum Void Ratio 95%
- Minimum Cover 950mm
- System must be capable of carrying loads from trafficed areas including HGVs.
- Tank to be designed in accordance with Ciria C680 and C697.

Rev	Date	Description	By	Chkd.
A	FEB-2019	ISSUED FOR LICENCING	PK	RH

Client: Comhairle Cathrach Bhaile Átha Cliath Dublin City Council

Project: NORTH CITY OPERATIONS DEPOT BALLYMUN FOR DUBLIN CITY COUNCIL

Title: DRAINAGE LAYOUT

Scale @ A1: 1:250

Prepared by: PK | Checked: RH | FEB 2019

Project Director: Michael McDonnell

Suitability Status: FOR LICENCING

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Drawing No.: NCOD-TOB-ZZ-XX-DR-CE-6252A

Revision: A

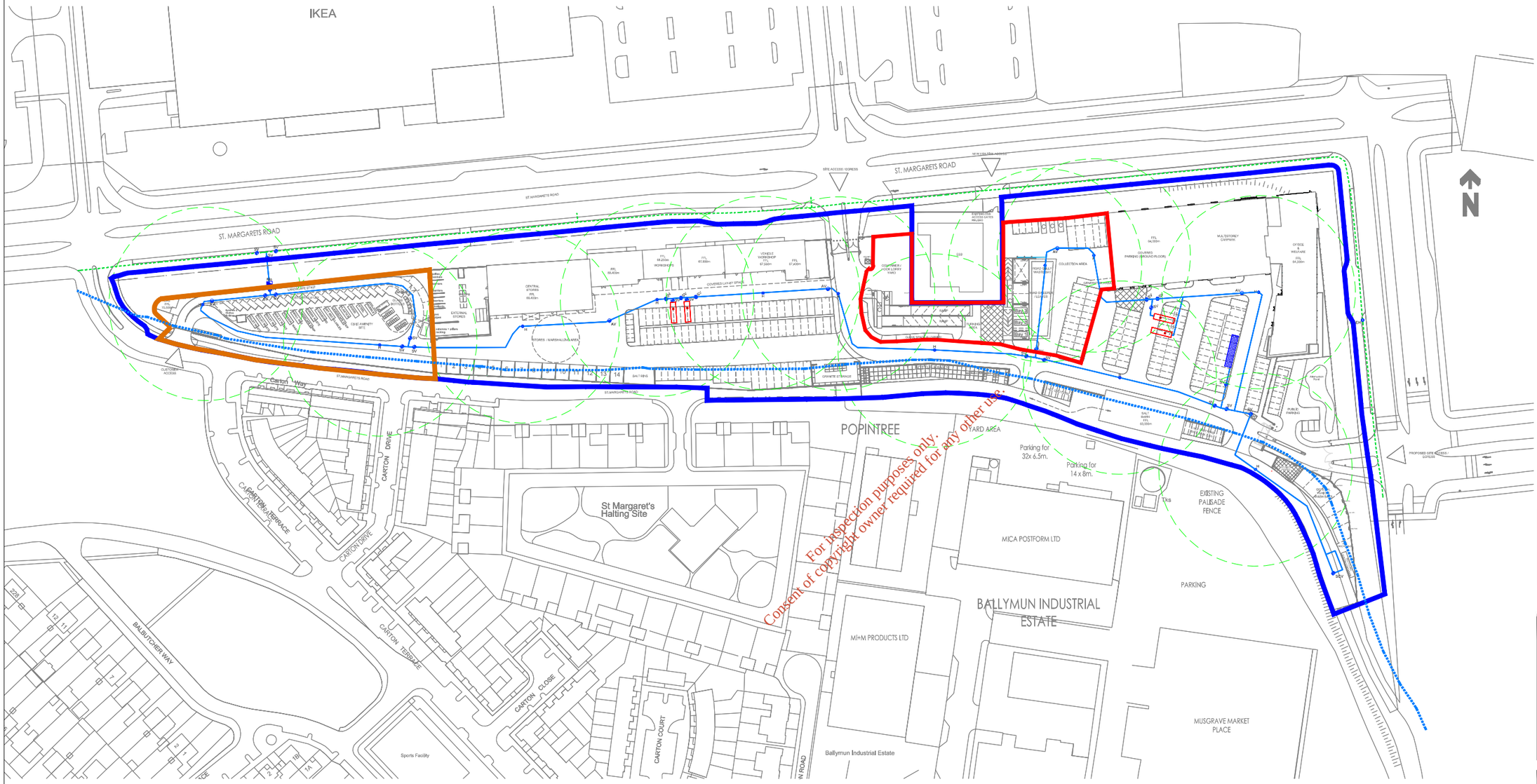
Site Drainage Layout

(Scale 1:250)

THE INFORMATION ON THIS DRAWING IS TO THE ORDNANCE SURVEY IRELAND ITM COORDINATE SYSTEM

LEGEND

- OWNERSHIP BOUNDARY
- BALLYMUN RECYCLING CENTRE WASTE LICENCE BOUNDARY
- NCOD WASTE LICENCE BOUNDARY
- EXISTING MOPVC 300mm WATERMAIN FROM FCC RECORDS
- PROPOSED 250mm HDPE POTABLE WATERMAIN
- FIRE HYDRANT COVERAGE
- PROPOSED 900Ø PE100 DIVERTED WATERMAIN: REFER TO NCOD-TOB-07-XX-DR-CE-2110 FOR DETAILS
- EXISTING 800Ø DI WATERMAIN : REFER TO NCOD-TOB-07-XX-DR-CE-2110 FOR DETAILS
- H FIRE HYDRANT
- EH EXISTING HYDRANT
- SV SLUICE VALVE
- SCV SCOUR VALVE
- Me BULK WATER METER
- AV AIR VALVE
- RAINWATER HARVESTING TANK



Site Watermain Plan

(Scale 1:500)

NOTES:

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4. THE CONTRACTOR SHALL UNDERTAKE A THOROUGH CHECK FOR THE ACTUAL LOCATION OF ALL SERVICES/UTILITIES, ABOVE AND BELOW GROUND, BEFORE ANY WORK COMMENCES.
5. ALL LEVELS SHOWN RELATE TO ORDNANCE SURVEY DATUM AT MALIN HEAD.
6. REFER TO DRAWINGS NCOD-TOB-07-XX-DR-CE-2090-2094 FOR DETAILS.

Rev	Date	Description	By	Chkd.
A	FEB-2019	ISSUED FOR LICENCING	PK	RH

Client: Comhairle Cathrach Bhaile Átha Cliath Dublin City Council

Project:

NORTH CITY OPERATIONS DEPOT
BALLYMUN
FOR DUBLIN CITY COUNCIL

Title:

WATERMAIN
MASTER PLAN

Scale @ A1: 1:1000

Prepared by: PK | Checked: RH | FEB-19

Project Director: Michael McDonnell

Suitability Status: A

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www.tobin.ie

Drawing No.: NCOD-TOB-ZZ-XX-DR-CE-6253A

Revision: A

THE INFORMATION ON THIS DRAWING IS TO THE ORDNANCE SURVEY IRELAND ITM COORDINATE SYSTEM

Key Plan

LEGEND

- OWNERSHIP BOUNDARY
- NCOD WASTE LICENCE BOUNDARY
- EXISTING MOPVC 300mm WATERMAIN FROM FCC RECORDS
- PROPOSED 250mm HDPE POTABLE WATERMAIN
- FIRE HYDRANT COVERAGE
- PROPOSED 900Ø PE100 DIVERTED WATERMAIN: REFER TO NCOD-TOB-07-XX-DR-CE-2110 FOR DETAILS
- EXISTING 600Ø DI WATERMAIN : REFER TO NCOD-TOB-07-XX-DR-CE-2110 FOR DETAILS
- H — FIRE HYDRANT
- EH — EXISTING HYDRANT
- SV — SLUICE VALVE
- SCV — SCOUR VALVE
- Me — BULK WATER METER
- AV — AIR VALVE
- RAINWATER HARVESTING TANK

ST. MARGARETS ROAD
NEW ESB SITE ACCESS
SITE ACCESS / EGRESS
EXISTING ESB ACCESS GATES REUSED
ESB
CONTAINER / HOOK LORRY YARD
FFL 68,250m WORKSHOPS
FFL 67,930m
VEHICLE WORKSHOP FFL 67,550m
FFL 67,400m
COVERED LAY-BY SPACE
2No. Fire fighting tanks (45m3 each) fitted with two stop cock non-return valves and two access points. For Details Refer to NCOD-TOB-07-XX-DR-CE-6160
RAMP
TURNING AREA
QUEUE SPACE (8 LORRIES)
Bay 3
Bay 2
Bay 1
ROAD GULLY WASTE BAY
COLLECTION AREA
ROAD SWEEPER / LEAVES
GENERATOR AREA
FFL 64,000m
COVERED PARKING (GROUND FLOOR)
MULTISTOREY CARPARK
OFFICE & WELFARE FFL 64,000m
2No. Fire fighting tanks (45m3 each) fitted with two stop cock non-return valves and two access points. For Details Refer to NCOD-TOB-07-XX-DR-CE-6160
Rainwater harvesting tank to supply vehicle wash down area.
BOTTLE BANKS
GRANITE STORAGE
SALT BARN FFL 63.000m
6 NO. GRITTERS 6m x 2.4m x 3.4m
Attenuation Pond
PUBLIC PARKING
GENERAL VEHICLE WASH BAYS
M&E RECYCLING
RECYCLING STORAGE
SCV
POPINTREE
YARD AREA
Parking for 32x 6.5m.
Parking for 14 x 8m.
MICA POSTFORM LTD
EXISTING PALISADE FENCE
Tks
PARKING
BALLYMUN INDUSTRIAL ESTATE
MI+M PRODUCTS LTD

NOTES:

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6. REFER TO DRAWINGS NCOD-TOB-07-XX-DR-CE-2090-2094 FOR DETAILS.

Site Watermain Plan
(Scale 1:500)

Rev	Date	Description	By	Chkd.
A	FEB-2019	ISSUED FOR LICENCING	PK	RH

Client: Comhairle Cathrach Bhaile Átha Cliath Dublin City Council

Project:
NORTH CITY OPERATIONS DEPOT
BALLYMUN
FOR DUBLIN CITY COUNCIL

Title:
WATERMAIN LAYOUT

Scale @ A1:	1:500
Prepared by: PK	Checked: RH FEB-19
Project Director:	Michael McDonnell
Suitability Status:	FOR LICENCING

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Drawing No.: NCOD-TOB-ZZ-XX-DR-CE-6254A
Revision: A

APPENDIX B

Irish Water Correspondence Re: Trade Effluent Discharge Licence

Robert Hunt

From: dischargetosewer <dischargetosewer@water.ie>
Sent: Friday 25 January 2019 12:06
To: Robert Hunt
Subject: RE: 10243 - Ballymun Depot, DCC North City Operation

Hi Robert,

I am contacting you in relation to your Discharge to Sewer query.

I can advise that a DTS licence is not required if the vehicle washing bay area is within the site perimeter.

All details of discharges to the sewer should be included in the Waste Licence application to the EPA.

I trust you find this information helpful.

Kind regards,

Áine O'Flynn
Customer Service Advisor

Uisce Eireann
Bosca OP 860, Oifig Sheachadta na Cathrach Theas, Cathair Chorcai, Eire
Irish Water
PO Box 860, South City Delivery Office, Cork City, Ireland

T: 1850 278 278
Minicom: 1850 378 378
www.water.ie

From: Robert Hunt [mailto:Robert.Hunt@tobin.ie]
Sent: 22 January 2019 10:10
To: dischargetosewer
Subject: 10243 - Ballymun Depot, DCC North City Operation

Hi,

I spoke to someone in Irish Water yesterday afternoon (Kieran – I think but I didn't get a second name) with regard to a wastewater discharge licensing query in relation to the new North City Operations Depot for Dublin City Council in Ballymun, Dublin 11.

The project has been granted planning permission by Fingal County Council and during the planning stage, my colleague Craig Scully submitted a pre-connection enquiry to Irish Water (ref. 1147376321). The attached letter was received from Irish Water.

I am now progressing to submit two Waste Licence applications to the EPA for two separate portions of the site:

1. Civic Amenity Site – domestic effluent only
2. DCC Operations Depot – process effluent from gully sucking operations and waste management area within the DCC depot

In addition to the above areas which will be subject to EPA Waste Licencing, there will be a vehicle washing bay generating effluent which we expect will need a Trade Effluent Discharge Licence. The washing bay area as well as

the two Waste Licence areas will all connect into the same foul drainage network and discharge from site at a single point. See attached Drainage Layout drawings which were submitted with the planning application.

We would like to consult with Irish Water as to whether the vehicle washing bay effluent will be required to have a stand-alone TEDL and associated monitoring point which is upstream of the connection to the main foul drainage network or whether we could implement a single monitoring point immediately upstream of the site discharge into the public foul network which would include all foul effluent from the site. It is understood that this would be subject to agreement with the EPA and the control and monitoring of the effluent from the site would be in accordance with the conditions of the Waste Licences issued for the site activities. If agreeable to Irish Water, the above single monitoring point would avoid the additional administration and compliance with a separate TEDL for the vehicle washing bay only.

Please feel free to give me a call on the above. It may be beneficial to arrange a meeting to discuss further.

Regards,

Robert

Robert Hunt BEng(Hons), MSc
Chartered Waste Manager
Senior Project Manager

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2017 *KPMG Property Industry Excellence Awards Winner*
2017 *Association of Consulting Engineers of Ireland Award Winner*
2017 *National Standards Authority of Ireland Award Winner*

Thank you for your attention.

Tá an fhaisnéis á seachadadh dírithe ar an duine nó ar an eintiteas chuig a bhfuil sí seolta amháin agus féadfar ábhar faoi rún, faoi phribhléid nó ábhar atá íogair ó thaobh tráchtála de a bheith mar chuid de. Tá aon athsheachadadh nó scaipeadh den fhaisnéis, aon athbhreithniú ar nó aon úsáid eile a bhaint as, nó aon ghníomh a dhéantar ag brath ar an bhfaisnéis seo ag daoine nó ag eintitis nach dóibh siúd an fhaisnéis seo, toirimiscthe agus féadfar é a bheith neamhdhleathach. Níl Uisce Éireann faoi dhliteanas maidir le seachadadh iomlán agus ceart na faisnéise sa chumarsáid seo nó maidir le haon mhoill a bhaineann léi. Ní ghlacann Uisce Éireann le haon dliteanas faoi ghnímh nó faoi iarmhairtí bunaithe ar úsáid thoirmiscthe na faisnéise seo. Níl Uisce Éireann faoi dhliteanas maidir le seachadadh ceart agus iomlán na faisnéise sa chumarsáid seo nó maidir le haon mhoill a bhaineann léi. Má fuair tú an teachtaireacht seo in earráid, más é do thoil é, déan teagmháil leis an seoltóir agus scrios an t-ábhar ó gach aon ríomhaire. Féadfar ríomhphost a bheith soghabhálach i leith truaillithe, idircheaptha agus i leith leasaithe neamhúdaraithe. Ní ghlacann Uisce Éireann le haon fhreagracht as athruithe nó as idircheapadh a rinneadh ar an ríomhphost seo i ndiaidh é a sheoladh nó as aon dochar do chórais na bhfaighteoirí déanta ag an teachtaireacht seo nó ag a ceangaltáin. Más é do thoil é, tabhair faoi deara chomh maith go bhféadfar monatóireacht a dhéanamh ar theachtaireachtaí chuig nó ó Uisce Éireann chun comhlíonadh le polasaithe agus le caighdeáin Uisce Éireann a chinntiú agus chun ár ngnó a chosaint. Fochuideachta gníomhaíochta de chuid Ervia is ea Uisce Éireann atá faoi theorainn scaireanna, de bhun fhorálacha an tAcht um Sheirbhísí Uisce 2013, a bhfuil a bpríomh ionad gnó ag 24-26 Teach Colvill, Sráid na Talbóide, BÁC 1.

Go raibh maith agat as d'aird a thabhairt.

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