



Delivery and Service Management Plan (DSMP)

Proposed Residential Development at Beaumont Road /
Beaumont Grove / Grace Park Court / Ellenfield Road, Beaumont,
Dublin 9

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This document has been prepared and checked in accordance with
Waterman Group's IMS (BS EN ISO 9001: 2015, BS EN ISO 14001: 2015)

Issue	Date	Prepared by	Checked by	Approved by
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Comments

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1. Introduction

1.1 Context

This Delivery and Service Management Plan has been prepared by Waterman Moylan on behalf of Urban Life Moylan as part of the planning documentation for a proposed development at a site (c. 0.58 Ha) in Beaumont, Dublin 9, for 100 No. apartments / duplexes.

1.2 Scope

This Delivery and Service Management Plan is designed to provide a framework to improve the management of all delivery and servicing vehicle movements to and from the proposed development. It has close links with the travel planning process, given that the overarching focus of the strategy is to encourage efficient and sustainable movements, in this case in relation to goods and deliveries, rather than people.

1.3 Dublin City Development Plan 2022-2028

The Plan has been prepared in accordance with Section 2.4 of *Appendix 5 of the Dublin City Development Plan 2022 – 2028*.

Part of Section 2.4 is reproduced below:

“(...) service areas shall be provided where possible within the curtilage of the site (...) Where no off-street services or on-street storage can be provided, it shall be a requirement of all new developments to submit full details of all new deliveries, including their time, frequency and manner, to the planning authority (...)

“(...) For residential developments, details of access for service vehicles shall be considered at an early stage in the design process. Access for emergency vehicles, refuse collections and general servicing needs (i.e. domestic/household deliveries) shall be adequately demonstrated. Identifying the location of drop off/pick up areas for deliveries, in particular for car free developments which may be reliant on third party services to meet their household requirements, shall also be considered early in the design process. (...)”

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

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

Mobility Management and Travel Plans will be required for developments of different types and scales, to be determined at pre-application stage in consultation with Dublin City Council. The plans will set out percentage targets for modal splits to be achieved over a specified time period and will outline the range of integrated measures that will be put in place to support mode shift. Where appropriate, the plans may also identify improvements to the local environment which will be implemented in tandem

with the development to support sustainable travel by the users of and visitors to the development. Regular monitoring and updating of the plan is required as travel planning is an on-going process.

As a general guideline, Dublin City Council may request a Travel Plan if an existing or proposed commercial development has the potential to employ over 100 workers. Such developments may include office and commercial buildings, warehousing and wholesaling, and integrated multiple occupancy shopping centres.

Where a zero or reduced quantum of car parking is proposed for a residential development, a proactive mobility management strategy is essential at the early design stages to identify measures that will promote the use of sustainable modes within the development and ensure any associated infrastructure can be incorporated into the design. A Residential Travel Plan will be required to support the zero/ reduced provision of car parking to serve a development.

1.4 Contents

The contents of this DSMP include:

- A description of the proposed development.
- The provision for delivery and servicing activities.
- The day-to-day policies and measures which will be implemented so that deliveries and servicing are appropriately managed.
- Measures to minimise the disruption and environmental impact of deliveries and servicing with appropriate targets for continuous improvement.

2. Site Description

2.1 Location of Development

The Subject Site is located at Beaumont Road, Beaumont, Dublin 9. Refer to **Figure 1**. The Subject Site is approximately 0.58 hectares. The Subject Site is bounded by the Beaumont Grove Road to the northeast, by the Grace Park Court and Beaumont Road to the southeast and by Grace Park Court to the southwest and existing neighbouring houses to the north and west.

The location of the site is shown in **Figure 1**.



Figure 1 | Site Location
(Source: Google Earth)

2.2 Existing Road Network

The Subject Site will be accessed from Beaumont Road. Beaumont Road single carriageway road that runs through a residential area. It has a posted speed limit of 30 km/hr. There are dedicated cycle lanes and pedestrian footpaths on both sides of the carriageway.

Figure 2 below shows the main road around the subject development.

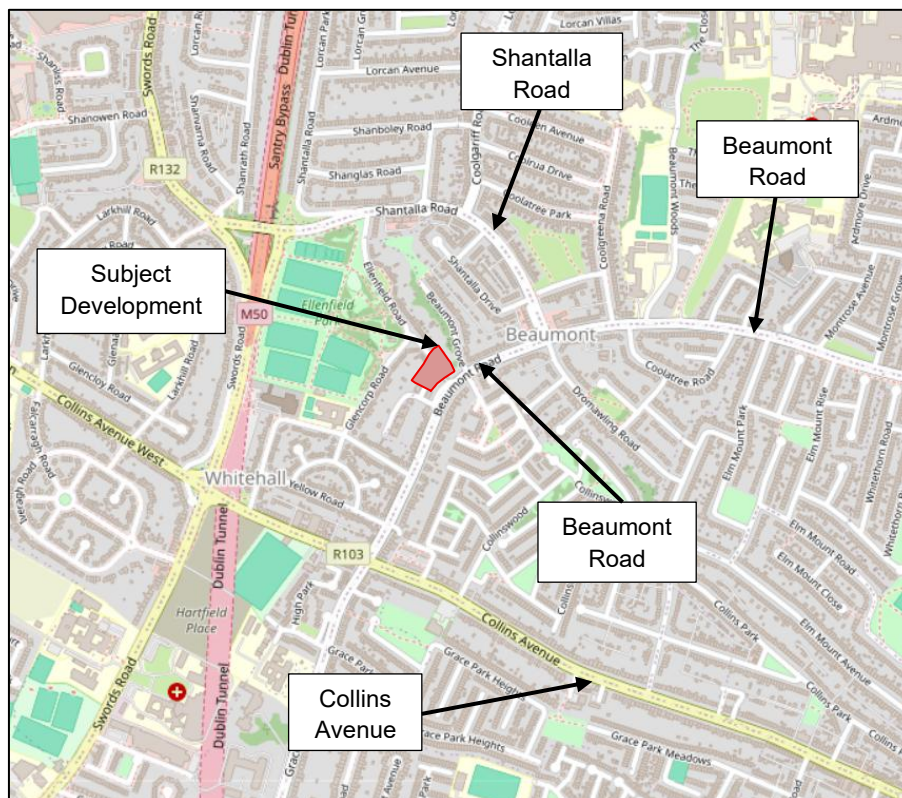


Figure 2 | Existing Road Network

3. Description of the Proposed Development

3.1 Development Description

The proposed Large Scale Residential Development (LRD) will comprise 100 no. apartments/duplexes (17 no. studios, 45 no. 1-beds, 27 no. 2-beds and 11 no. 3 beds) within 4 no. blocks ranging in height from 3 to 6 storeys. All residential units will be provided with associated private balconies/terraces to the north/ south/ east/ west elevations. Provision of internal amenity space and lobby/reception area at ground floor of the apartment block. Vehicular/pedestrian/cyclist access from Grace Park Court and pedestrian/cyclist and emergency access via Ellenfield Road. All associated site development works including import, export and reuse of material to achieve appropriate site levels, infrastructure and enabling works including water services provision and upgrades, public utilities, open spaces (including play areas), surface car parking, set down areas, cycle parking areas/buildings, landscaping and boundary treatment works, plant areas (at ground and roof level), green roofs, roof mounted photovoltaic (PV) panels, ESB substation, and waste storage.

The Schedule of Accommodation is shown in the table below.

Description	Studio	1-bed	2-bed	3-bed	Total
Apartments/Duplexes	17	45	27	11	100

Table 1 | Schedule of Accommodation

3.2 Internal Layout and Vehicular Access Points

All internal roads within the subject development are designed for a speed limit of 30km/h.

The design and layout of the proposal have been prepared to fully comply with the current relevant design standards and specifications applicable to this form of development.

Vehicular and pedestrian access to the subject development will be provided off Beaumont Road, on the southern side of the development as shown in **Figure 3** below.

Additionally, a pedestrian and cyclist access will be provided on the northern side of the development to link to surrounding neighbourhoods.



Figure 3 | Proposed Development – Access Point

3.3 Proposed Waste Collection Movements

The Proposed Development includes a Waste Storage area located on the ground floor of the apartment building, which will serve all residential units within the development, including the duplex units.

In addition, a Bin Staging Area is proposed adjacent to the waste storage area to facilitate the collection of waste.

A designated representative of the Management Company will move the bins from the Waste Storage Area to the Bin Staging Area in advance of the arrival of the refuse collection vehicle on collection day.

A Loading Bay is proposed on the internal road within the red line boundary to accommodate the refuse collection vehicle during the waste collection process.

Figure 4 below shows the location of the waste storage area, bin staging area and loading bay.



Figure 4 | Proposed Development – Loading Bay, Waste Storage and Bin Staging Area.

The internal layout of the Subject Site has been designed to accommodate refuse vehicles and facilitate safe entry and exit manoeuvres. A swept path analysis for a refuse vehicle has been undertaken and is included as part of this planning application.

Figure 5 below presents an extract from Waterman Moylan Drawing No. 20-048-P2052 *Swept Path Analysis – Refuse Vehicle*, illustrating the results of the swept path assessment.

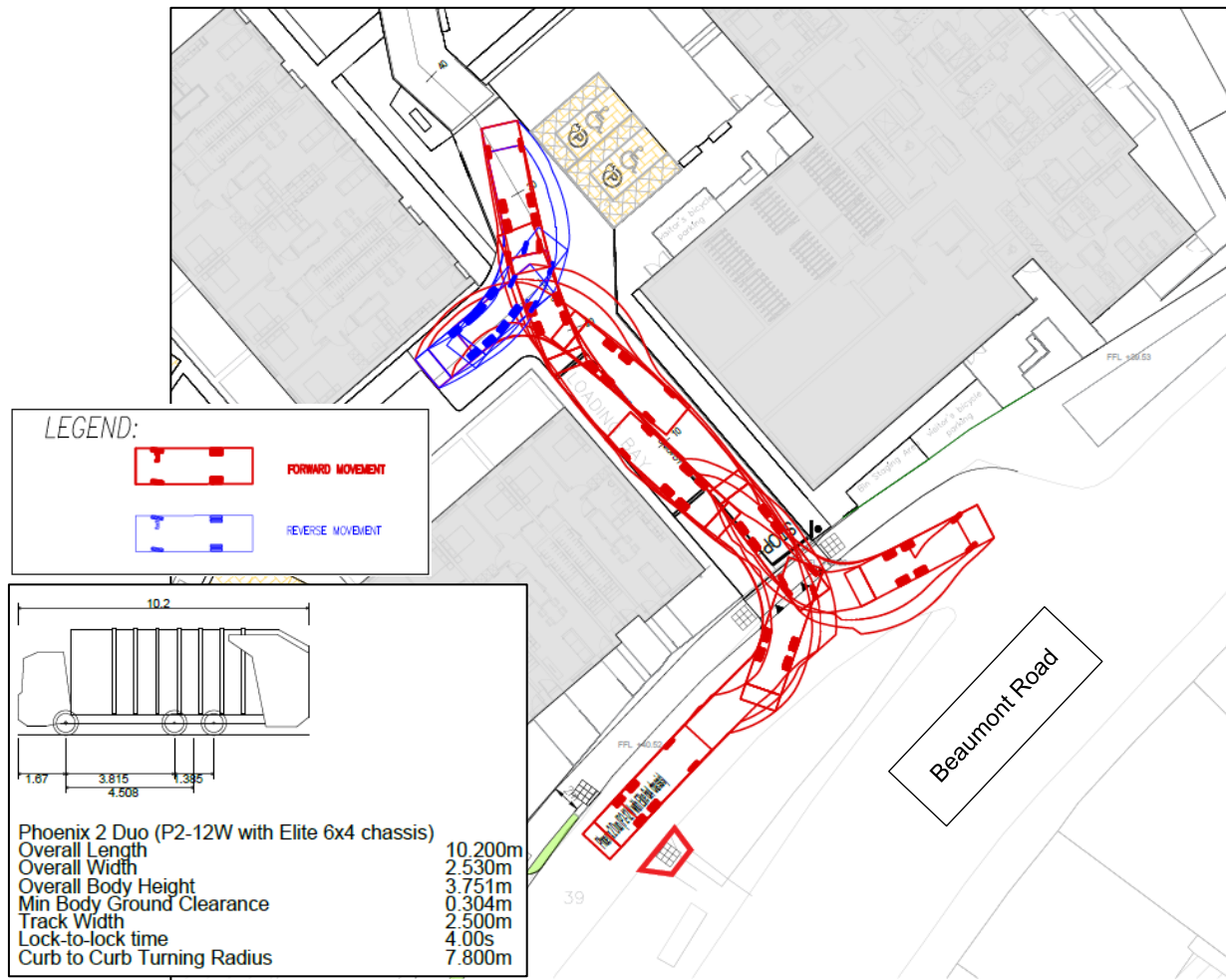


Figure 5 | Proposed Development – Swept Path Analysis – Refuse Vehicle

Further details are provided in Waterman Moylan Consulting Engineers Drawing No. 20-048-P2052 *Swept Path Analysis – Refuse Vehicle*, included within the Planning Application Package.

3.4 Proposed Deliveries and Loading Movements

For the delivery and servicing vehicles associated with the day-to-day operation of the development, it is expected that vehicles will be parked on the Loading Bay located on the internal road within the red line boundary, and illustrated in in **Figure 4** above.

The loading bay will be utilised for routine deliveries, including parcel deliveries, maintenance activities and other servicing requirements, ensuring that such activities can be undertaken without obstructing the surrounding road network.

In addition, the loading bay will facilitate move-in and move-out activities associated with future residents. These activities are expected to occur on an infrequent basis and will be managed by the Property Management Company to ensure that they are undertaken in a safe and efficient manner.

The Property Management Company will be responsible for coordinating servicing activities and resident move-in/move-out operations, where necessary, to minimise potential conflicts with other site users and maintain the safe operation of the internal road network.

The internal layout of the Subject Site has been designed to accommodate a large vehicle and facilitate safe entry and exit manoeuvres. A Swept Paths analysis has been conducted considering a 10-metre large rigid vehicle and its result is included as part of this planning application.

Figure 5 below presents an extract from Waterman Moylan Drawing No. 20-048-P2053 *Swept Path Analysis- Rigid Vehicle*, illustrating the results of the swept path assessment.

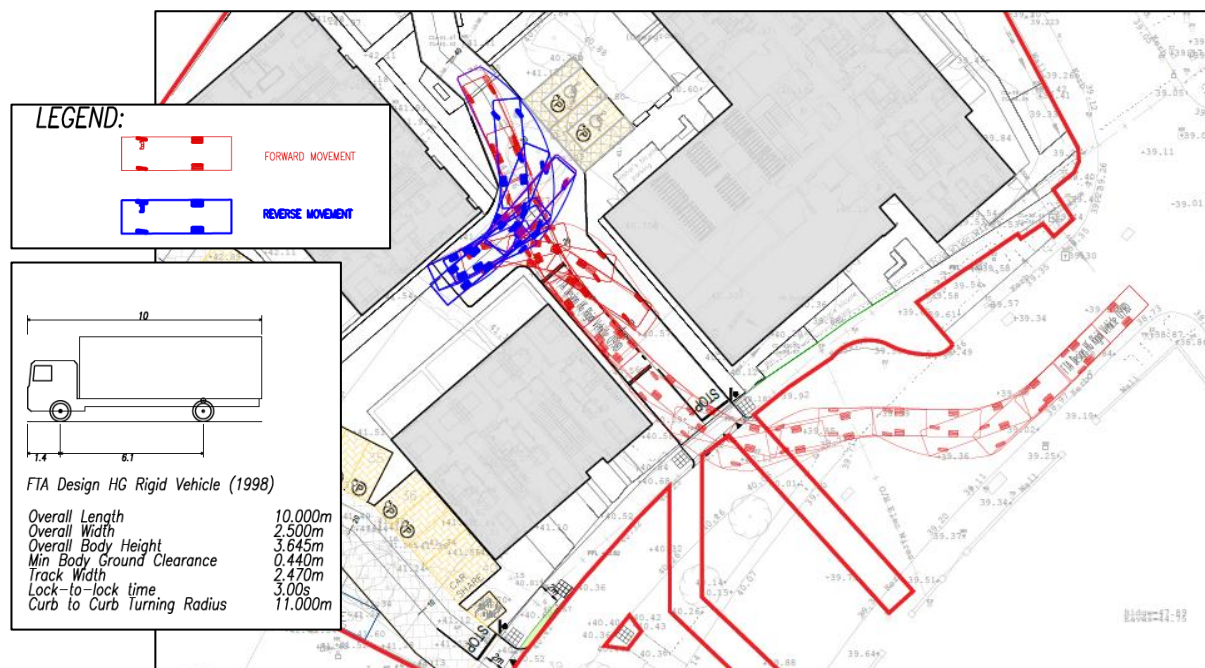


Figure 6 | Proposed Development – Swept Path Analysis – Rigid Vehicle

Further details are provided in Waterman Moylan Consulting Engineers Drawing No. 20-048-P2053 *Swept Path Analysis- Rigid Vehicle*, included within the Planning Application Package.

4. Deliveries and Waste Collection

4.1 Description

Deliveries and servicing to the Subject Development will comprise a series of activities including:

- Moving In / Moving Out including furniture delivery and removal.
- Courier / Parcel Collections and deliveries.
- Waste collection.

4.2 Residents - Moving In / Moving Out

Moving-in and moving-out activities will be undertaken in accordance with established good practice and in a manner consistent with comparable developments. Residents will be required to contact the Management Company in advance to confirm availability and to schedule their movement at an agreed date and time. This coordinated approach will ensure that adequate provision is made for access, loading facilities, and operational management within the development. All movements will be organised in line with the procedures set out by the Management Company, thereby facilitating an orderly process and minimising disruption to other residents and the surrounding area.

4.3 Courier / Parcel Collections and Deliveries

Each block will be provided with a designated central courier/parcels delivery and collection area to facilitate secure parcel deliveries. Courier companies will be able to leave parcels within these designated areas, from where residents can collect their items at their convenience. This arrangement is intended to support efficient delivery operations while minimising the time spent by delivery vehicles within the development.

4.4 Waste Collection

Waste collection will be undertaken outside peak hours and refuse vehicles will be able to manoeuvre as outlined in **Section 3.3** above.

4.5 Traffic Movements

In order to understand the likely traffic movements for deliveries and waste collection at the proposed development, an estimation of the trips is carried out considering the following:

- Moving-in/moving-out: It is anticipated that move-in and move-out activities will be greatest during the initial occupation period, as residents take possession of their units. Given that the proposed dwellings are expected to be owner-occupied, the frequency of such movements is likely to reduce significantly following full occupation of the development. However, to provide a robust assessment, it has been assumed that, on average, one move-in or move-out activity may occur per week.

It is considered that the move-in/move-out activities also include deliveries associated with the purchase of large household items, such as furniture and appliances, which may require the use of the designated loading bay.

- Courier / Parcel Deliveries: Based on typical residential delivery patterns, it has been assumed that a maximum of 6 no. courier and parcel deliveries may occur per day on weekdays and one delivery per

day on Saturdays and Sundays. To provide a robust assessment, these delivery frequencies have been adopted for the purposes of this analysis

- **Waste Collection:** Based on typical residential waste management arrangements, waste collection is expected to occur once per week. However, to provide a robust assessment, it has been conservatively assumed that waste collection could occur once per day on weekdays. No waste collection activities have been assumed on weekends.

This information is summarised in **Table 2** below.

Land Use	Units	Activity	No per week	Max No per day
Residential	100 units	Moving-in / moving-out	5 per week	1 per day
		Courier / Parcel Deliveries	32 per week	6 per day (weekday) 2 per day (weekend)
		Waste Collection	5 per week	1 per day
	Total		42 per week	Weekday: 8 per day

Table 2 | Maximum Traffic Movements

The values in Table above are estimated based on reasonable assumptions made considering the scale of the Proposed Development and typical service and delivery patterns observed for comparable developments.

As shown in **Table 2** the level of traffic associated with deliveries and waste collection activities is expected to be low. Accordingly, no significant impact on the surrounding road network or the normal operation of the Proposed Development is anticipated.

5. Objectives and Measures

5.1 Objectives

The objectives of this DSMP are:

- To minimise the impact of delivery and servicing movements on the surrounding road network, particularly during peak traffic periods.
- To facilitate sustainable delivery and servicing practices where feasible.
- To ensure that appropriate routing strategies are implemented for delivery and servicing vehicles.
- To minimise potential conflicts between delivery and servicing vehicles, residents, pedestrians, cyclists and other road users.

5.2 Measures

The measures proposed to achieve the objectives and targets of this DSMP have been grouped under the following headings:

- Residents Behaviour
- Waste Collection.

5.3 Residents Behaviour

Raising Awareness

The Property Management Company will ensure that residents are made aware of the requirements and objectives of this DSMP, including the measures proposed to promote safe, efficient and sustainable delivery and servicing activities within the development.

Residents will be encouraged to consider sustainable delivery practices, including the consolidation of deliveries where feasible, to minimise the number of vehicle trips associated with servicing activities. Information on the procedures for deliveries, servicing activities and the use of the designated loading bay will be communicated to residents as part of the ongoing management of the development.

Raising awareness of these measures will assist in minimising the impact of delivery and servicing activities on the surrounding road network and support the efficient operation of the Proposed Development.

Procurement and Best Practice Suppliers

Move-in and move-out activities will be managed by the Property Management Company to ensure the efficient use of the designated loading bay and to minimise disruption to residents and the surrounding road network. Residents will be required to notify the Property Management Company in advance of any planned move-in or move-out activity, allowing the use of the loading bay to be coordinated and scheduled where necessary. Where practicable, residents will be encouraged to undertake such activities outside peak traffic periods. This managed approach will help maintain the safe and efficient operation of the development and prevent conflicts with routine servicing and delivery activities.

5.4 Deliveries movements

Timing of Deliveries

Delivery and servicing activities will, where practicable, be undertaken outside peak traffic periods in order to minimise potential impacts on the surrounding road network. Residents and service providers will be encouraged to coordinate larger deliveries through the Property Management Company, particularly where use of the designated loading bay is required.

Routing of Deliveries

The routing of delivery and servicing vehicles to and from the Proposed Development is outlined in **Section 3.3**. Delivery drivers will be encouraged to follow the identified routes in order to minimise disruption to the surrounding road network and neighbouring residential areas.

Loading / Unloading

A designated loading bay is provided within the Proposed Development to accommodate deliveries, servicing activities, and resident move-in and move-out operations.

The loading bay will be managed by the Management Company to ensure its safe and efficient use. Where necessary, larger deliveries and move-in/move-out activities will be coordinated in advance to avoid conflicts with other scheduled activities and to ensure that access and circulation within the development are maintained at all times.

This managed approach will assist in minimising disruption to residents and reducing any potential impacts on the surrounding road network.

5.5 Waste Collection

Consolidating services

The Property Management Company will seek to minimise the number of waste collection vehicle visits to the development by appointing a single waste management contractor. This approach will assist in reducing servicing vehicle movements and promoting the efficient collection of waste from the development.

Routing of waste collection

The routing of waste collection vehicles to and from the Proposed Development is outlined in **Section 3.3**. Waste collection vehicles will be encouraged to follow the identified routes in order to minimise disruption to the surrounding road network and neighbouring residential areas.

Waste collection best practices

Waste collection activities will be coordinated by the Management Company in conjunction with the appointed waste contractor. Waste will be stored within the designated waste storage area and moved to the bin staging area in advance of collection day.

The designated loading bay will be used by refuse vehicles during the waste collection process, ensuring that collection activities can be undertaken in a safe and orderly manner without obstructing access within the development.

Waste collection activities will be scheduled outside peak traffic periods in order to minimise potential impacts on the surrounding road network.

The swept path analysis confirms that refuse vehicles can safely enter, manoeuvre within and exit the development. The Property Management Company will oversee waste collection operations to ensure that they are undertaken efficiently and in accordance with the procedures set out in this Plan.

6. Monitoring, Data Collection and Updating

6.1 Monitoring

The initial review is expected to take place approximately twelve months after the first occupation, with subsequent reviews conducted bi-annually, or every two years, unless otherwise agreed with Dublin City Council (DCC). These reviews will analyse the number of servicing vehicle and refuse trips to the development over a typical weekday, the timing of these trips, and any reported operational issues.

Once the development is fully occupied and operational, which is anticipated to be 9 to 12 months after completion, a survey will be conducted to assess the actual situation. This survey will follow standard industry practices and will establish a baseline for future monitoring of the DSMP.

6.2 Surveys

The data to be collected during surveys for deliveries and servicing will include the following:

- Date and time of delivery / collection.
- Inbound or outbound
- Delivery or collection.
- No of suppliers in the delivery / Size and number of goods units.
- Type of goods.
- Vehicle type.
- Fuel type (Diesel, petrol, hybrid or electric).
- Loading bay use: Parking on-street or off-street.
- Delays in the immediate vicinity of the development.

6.3 Updating

The DSMP will be amended as necessary following reviews.

If it is found that there has been a marked increase in the level of servicing and refuse trips or changes to the times of the servicing and refuse collection, the DSMP will be amended and DCC advised.

7. Summary

This document outlines a strategy to encourage the adoption of sustainable practices regarding the management of servicing and deliveries at the proposed development.

The overarching aim of this process is to minimise the impact of these activities both on site and the surrounding road network.

In developing the strategy for the proposed development, a detailed policy review has been undertaken. Due to the development location and loading restrictions, the main consideration has been given to business behaviour, delivery management and reducing the overall number of trips in developing measures for the development.

UK and Ireland Office Locations

