



Deliveries and Servicing Management Plan (DSMP)

Cherry Orchard Point – Proposed Development at Sites 4 and 5,
Park West Avenue, Dublin 10

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Comments

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1. Introduction

1.1 Introduction

This Deliveries and Servicing Management Plan (DSMP) has been prepared by Waterman Moylan on behalf of the Land Development Agency (LDA) to accompany a planning application to Dublin City Council for a proposed new residential development on lands at Park West Avenue, Cherry Orchard, Dublin 10.

1.2 Location

The two sites for the overall development, Site 4 (M50 / Cedarbrook Avenue) and Site 5 (Barnville), are located east and west of Park West Avenue, Dublin 10, immediately to the north of the Park West & Cherry Orchard Railway Station as shown in Figure 1.

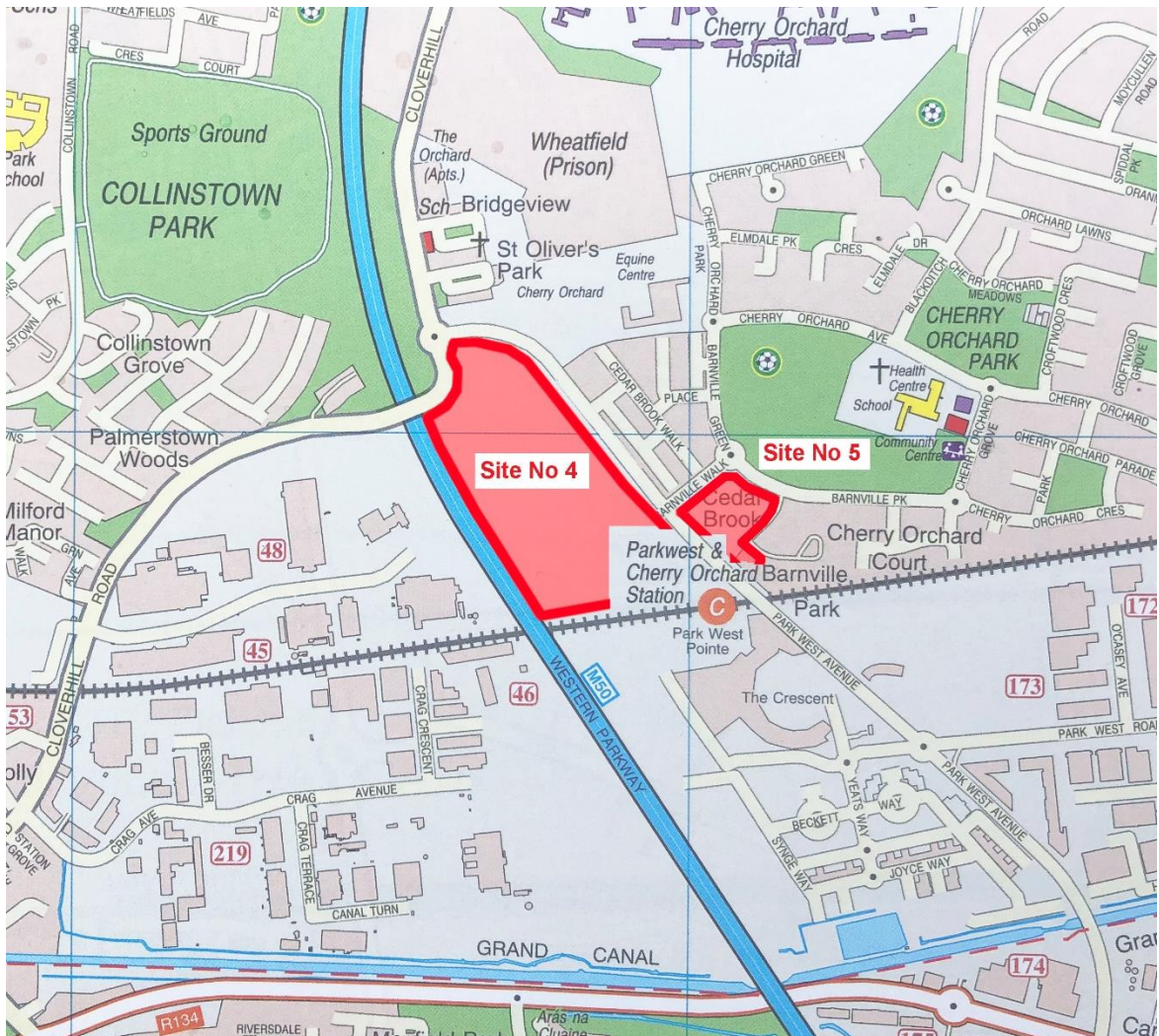


Figure 1: Location Map

1.3 Background

This Deliveries and Servicing 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.

1.4 Contents

The contents of this DSMP include:-

- A description of the proposed site layout.
- 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.

1.5 Phasing

It is proposed that Sites 4 and 5 be developed in four phases as shown on Figure 2.

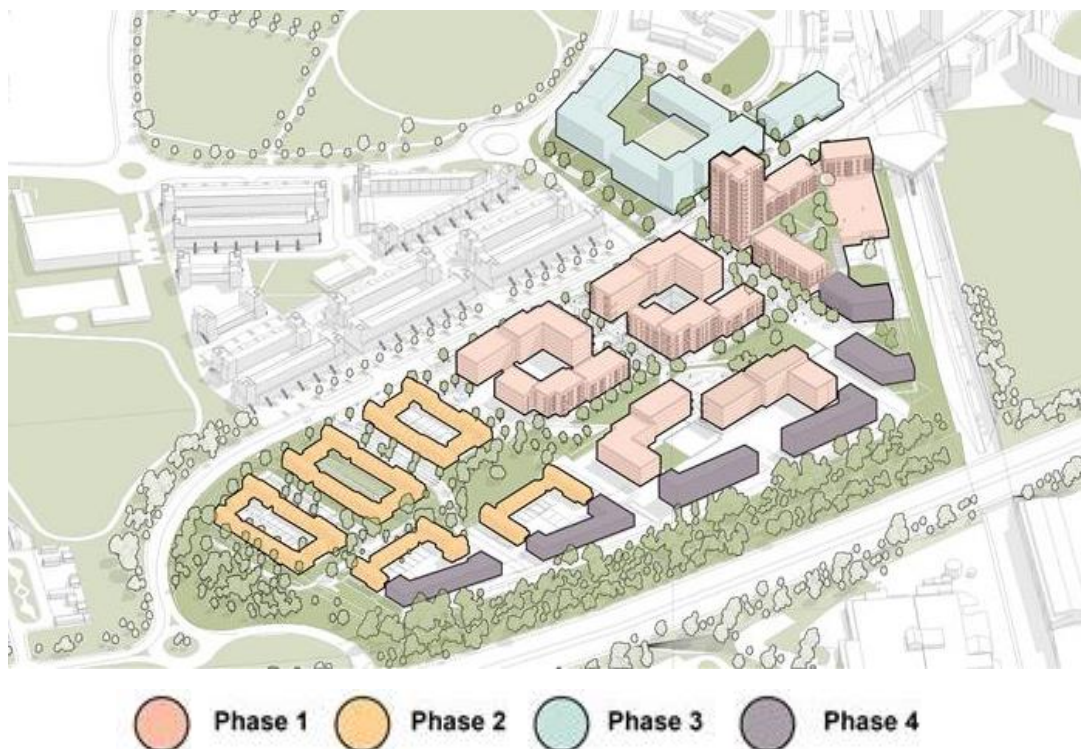


Figure 2: Project Phasing

1.6 Project Timescale

At the time of writing in September 2023, the project timescale projects an opening year for the proposed development of mid-2027.

1.7 Documents Reviewed

The following documents were reviewed by Waterman Moylan during the preparation of this DSMP for Sites 4 and 5:

- Traffic and Transport Assessment (TTA), Waterman Moylan, September 2023.
- Mobility Management and Travel Plan (TP), Waterman Moylan, September 2023.
- Park West – Cherry Orchard Local Area Plan (LAP), Dublin City Council, November 2019.
- Dublin City Development Plan 2022 – 2028.
- Greater Dublin Area Transport Strategy 2022 – 2042, NTA.
- Designing for Deliveries, Freight Transport Association, 2016.

2. Description of the Proposed Development

2.1 Site Location and Description

The site for the proposed development (part of the overall the Park West – Cherry Orchard Local Area Plan (LAP) is located in the administrative area of Dublin City Council (DCC) within the area bounded by the M50 Motorway to the west, Ballyfermot Road to the north, Le Fanu Road to the east and the Grand Canal to the south. See Figure 3.

The LAP extends to an area of 267.5 ha of which Site 4 M50-Cedarbrook Avenue and Site 5 Barnville extend to a total of 13.0 ha.

At the time of writing in September 2023, the site comprised undeveloped greenfield sites. Both sites were unoccupied with no traffic movements in or out.

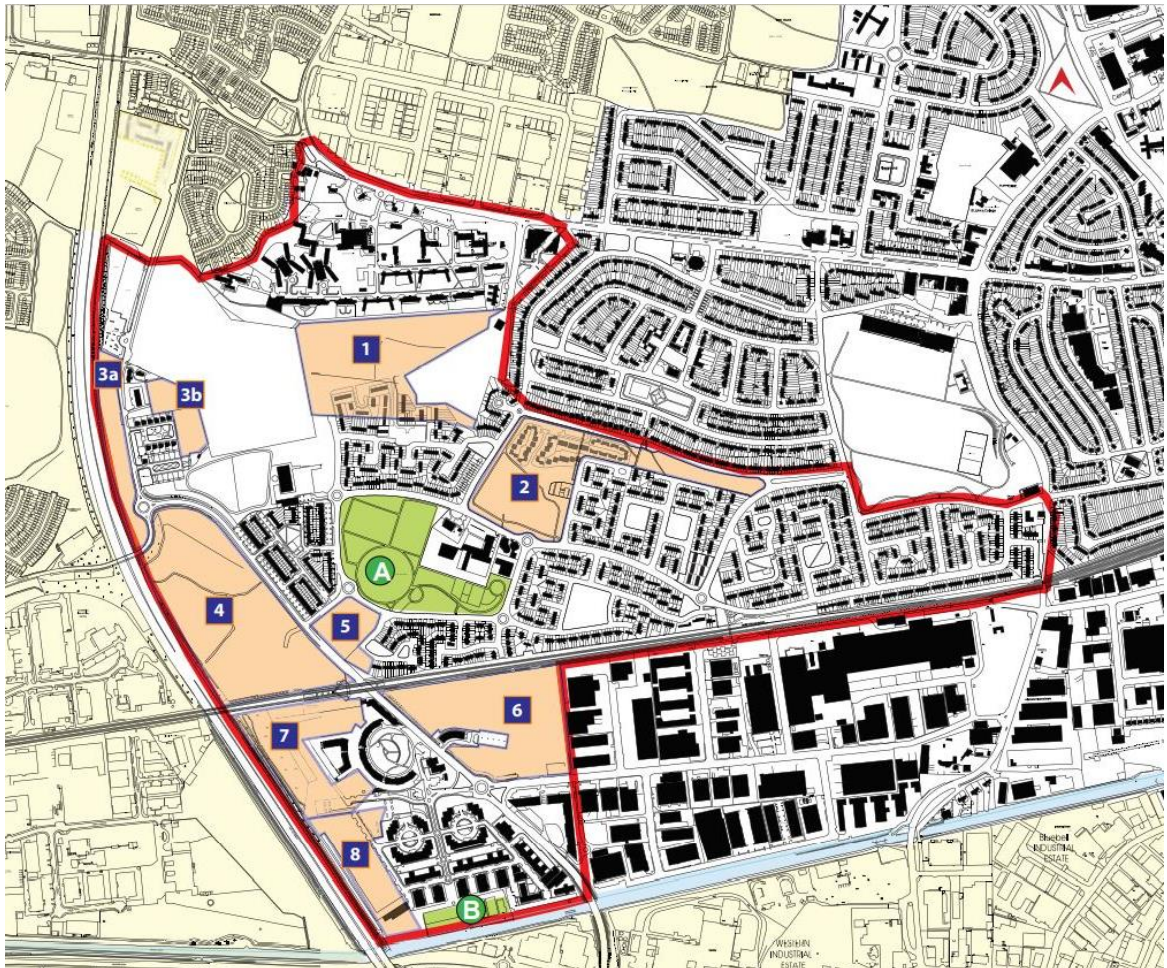


Figure 3: Location Map for Park West – Cherry Orchard LAP

2.2 Roads and Streets - Existing

The proposed development is located on either side of Park West Avenue between the R134 Nangor Road and Ballyfermot Road / Coldcut Road.

Park West Avenue is a wide single carriageway road with a north – south alignment and a posted speed limit of 50 kph. It is linked to Cloverhill Road via a roundabout junction at its northern end and to the R134 Nangor Road via a signalised crossroads at its southern end.

Park West Avenue has a 9.0-metre-wide carriageway with footpaths and cycle tracks on both sides. Speed ramps are provided for traffic calming. There are no parking restrictions. See Figure 4.



Figure 4: Park West Avenue looking north from the bridge over the railway.

2.3 Description of Proposed Development

The proposed development of Phase 1 on Site 4 at Cherry Orchard Point will comprise:-

- A total of 708 residential apartments in 9 blocks.
- A total of 4,790 sqm non-residential development comprising
 - Supermarket (2,523 sqm).
 - Retail Units (373 sqm)
 - Creche with accommodation for 25 staff and 104 children (672 sqm)
 - Community Facilities (1,222 sqm)
- A total of 444 number car parking spaces comprising
 - 159 number privately managed at surface spaces for residents (including 9 number spaces for disabled).
 - 52 number on street surface spaces for residents and general use on Park West Avenue / New Street (including 2 number spaces for disabled).
 - 117 number spaces at lower ground / podium level (high density area) for residents (including 2 number spaces for disabled).
 - 92 number spaces at lower ground level for retail (including 8 number spaces for the disabled).
 - 7 number retail spaces on Park West Avenue (including a loading bay).
 - 6 number spaces for the Creche with 3 spaces allocated to staff and 3 spaces designated for drop-off / collection.
 - 11 number on street spaces for car sharing (GoCar).
- A total of 222 number spaces will be equipped with fully functional EV Charging Point(s) and the remaining 222 spaces are designed to facilitate the relevant infrastructure to accommodate future EV charging.
- Motorcycle parking (22 spaces).
- A total of 1,618 number bicycle parking spaces with 1,552 spaces for residents / visitors at the apartments and 66 spaces for staff, customers and visitors at the supermarket, retail, creche and community.

The layout of the proposed development (Phase 1 of the overall development) is illustrated on Figure 5 and on the drawings included with the planning application.

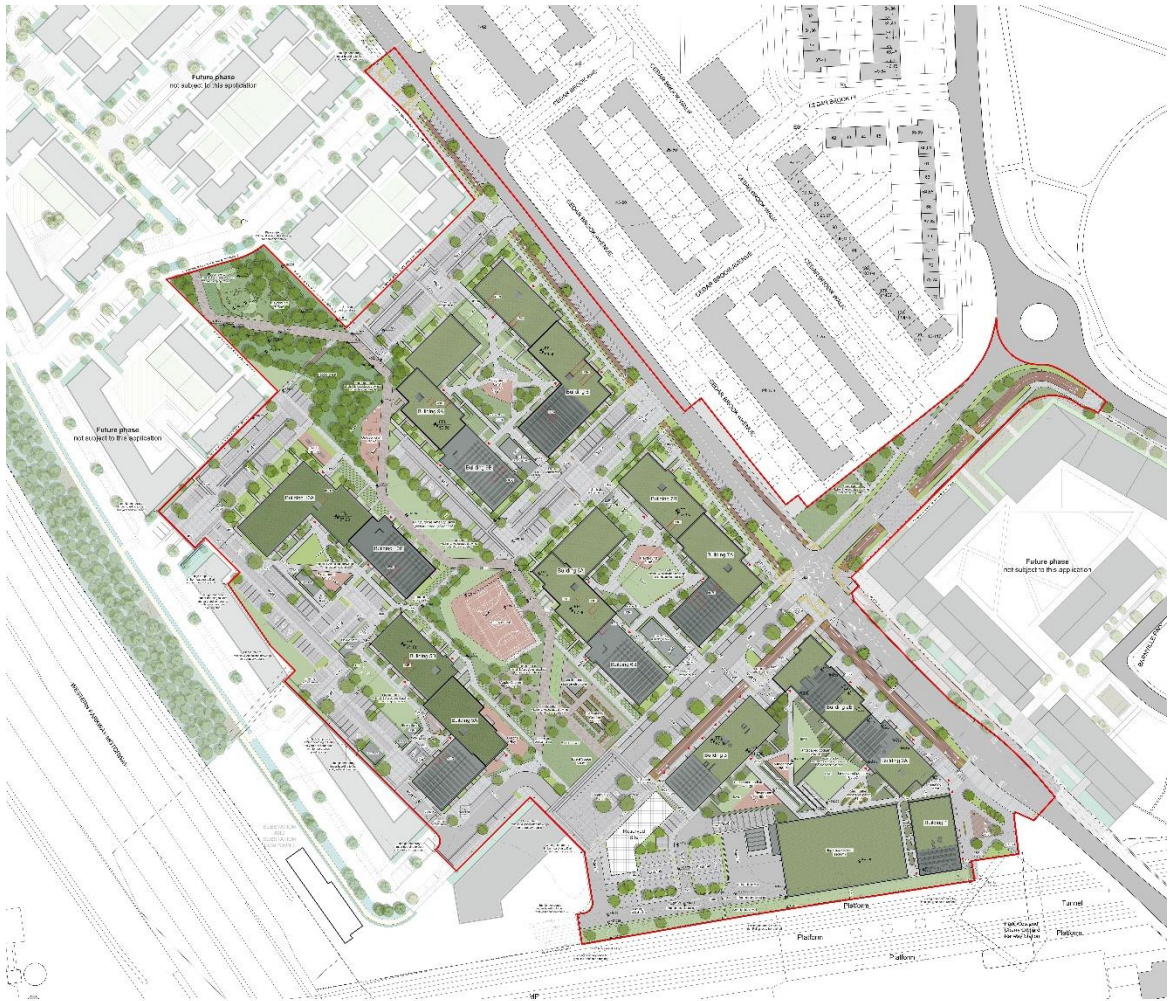


Figure 5: Site Development Layout

2.4 Future Development – Phase 2 Site 4

Future development of Phase 2 on Site 4 at Cherry Orchard Point is expected to comprise:-

- 53 residential houses.
- A total of 100 residential apartments in 6 blocks.
- A total of 105 number car parking spaces comprising
 - 53 spaces for houses (based on 1 space per house).
 - 50 number spaces for apartments (based on 0.5 spaces per apartment).
 - 2 number spaces for car sharing (GoCar)
 - 0 spaces for visitors to residents.
- A total of 210 cycle parking spaces with 160 spaces for residents and 50 spaces for visitors.

The preliminary Phase 2 site layout can be seen in Figure 5 and on the drawings included with the planning application.

2.5 Future Development – Phase 3

The future development of Phase 3 on Site 5 at Cherry Orchard Point is expected to comprise:-

- A total of 254 residential apartments in 6 blocks.
- A total of 1,200 sqm non-residential development comprising
 - Retail (800 sqm).
 - Community (400 sqm)
- A total of 132 number car parking spaces comprising
 - 127 number spaces for apartments (based on 0.5 spaces per unit).
 - 3 number spaces for retail (based on 1.0 space per 275 sqm).
 - 2 number spaces for car sharing (GoCar).
 - 0 spaces for visitors to residents.
 - 0 spaces for Community.
- A total of 544 long term cycle parking spaces with 533 spaces for residents and visitors at the apartments and 11 spaces for staff and customers at the retail.

The preliminary Phase 3 site layout can be seen in Figure 5 and on the drawings included with the planning application.

2.6 Future Development – Phase 4

The future development of Phase 4 on Site 4 at Cherry Orchard Point is expected to comprise:-

- Commercial units in 4 blocks (16,310 sqm).
- A total of 82 number car parking spaces (based on 1 space per 200 sqm GFA).
- A total of 300 cycle parking spaces with 218 spaces for staff and 82 spaces for customers.

The preliminary Phase 4 site layout can be seen in Figure 5 and on the drawings included with the planning application.

2.7 Proposed Site Access

Access to the proposed development on Site 4 is proposed from four junctions on Park West Avenue as shown on Figures 5 and 6.

Three of the four junctions on Park West Avenue will be at-grade with priority control.

The fourth junction will form an at-grade signalised crossroads with Barnville Park. The signals at this junction will incorporate cycle and pedestrian phases.

Access to Site 5 will be from an at-grade priority junction to be located on Barnville Park.

2.8 Internal Road Layout

The proposed internal road layout on Site 4 and the kerbside facilities on Park West Avenue are shown in Figure 6.

The locations of the loading bays and car parking spaces are shown on the architectural and engineering drawings included with the planning application.

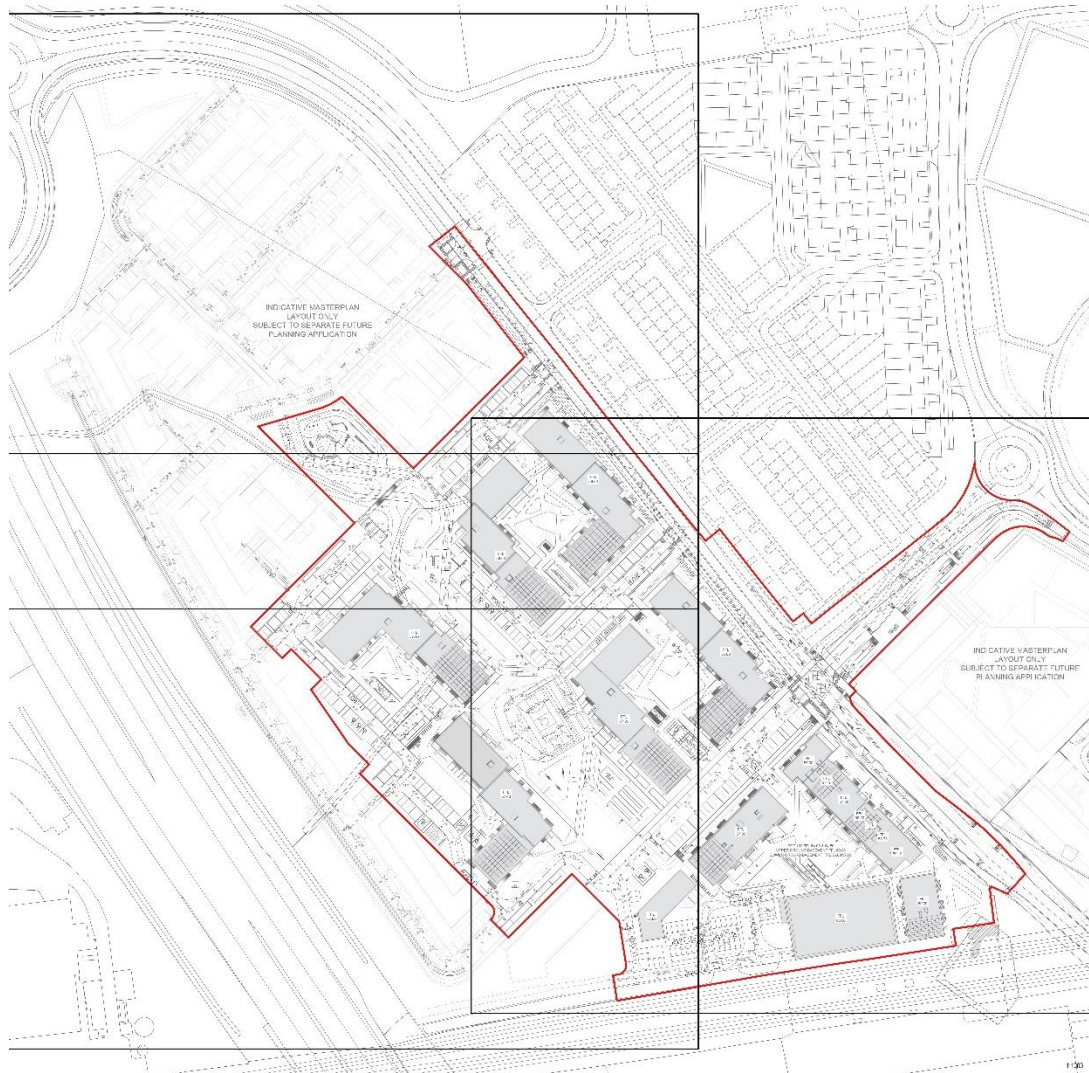


Figure 6: Internal Road Layout
(Extract from Waterman Moylan Drg No 22-010/P100)

2.9 Waste Collection and Fire Tender Access

Tracking for refuse freighter and fire tender is shown on the engineering drawings included with the planning application.

2.10 Supermarket

Deliveries to and waste collection from the supermarket in Site 4 will take place at the dedicated service yard located at the supermarket away from the public road. See Figure 7.

The details are shown on the architectural and engineering drawings included with the planning application.

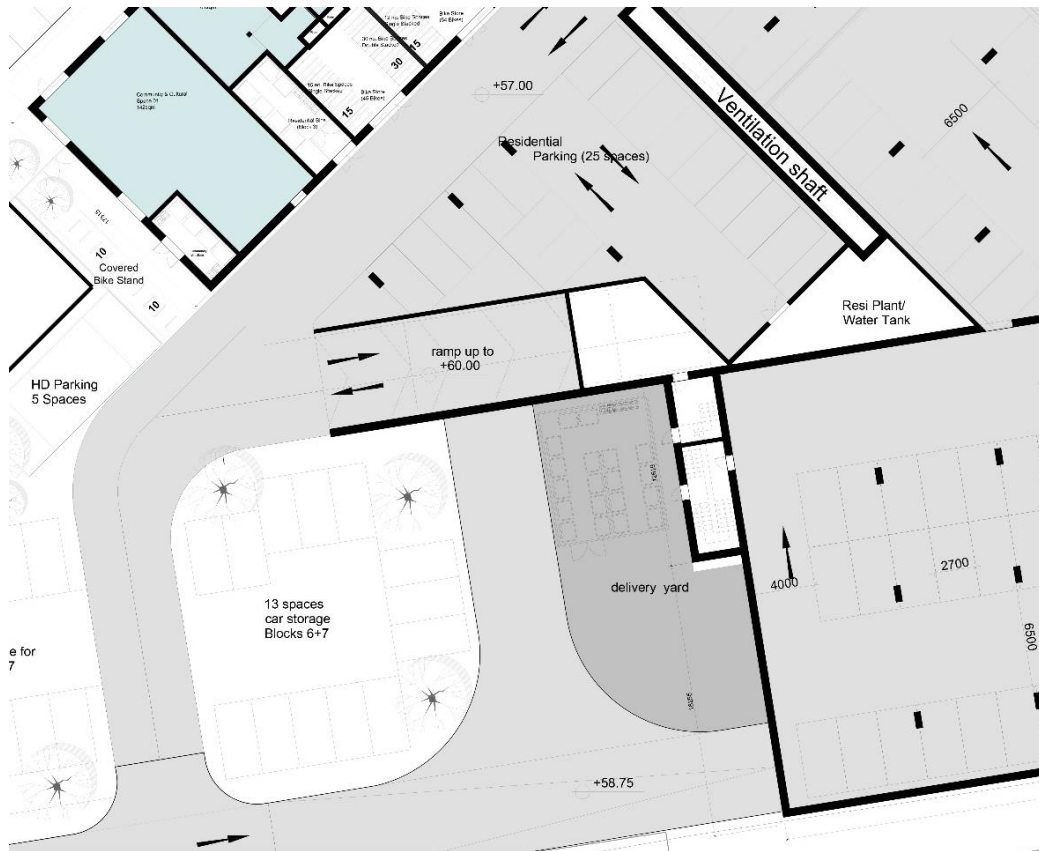


Figure 7: Delivery Yard for Supermarket

2.11 Retail

Deliveries to the retail units in Site 4 will take place from the loading bays on Park West Avenue. The operational hours proposed for the loading bays are 07h00 – 19h00 Monday – Saturday. Outside of these hours, it is proposed that the loading bays would operate as public parking spaces.

2.12 Residents Deliveries, Drop-off and Collection

Details of the access, road layout and traffic management are shown on the architectural and engineering included in the planning application.

The layout at the subject site will provide the necessary infrastructure and facilities for a number of short stay transport related activities by residents at Cherry Orchard Point including:-

- Drop Off / Collection by car or taxi.
- Moving In / Moving Out including furniture delivery and removal.
- Courier / Parcel Collections and deliveries.
- Accessible spaces for disabled parking (21 spaces).

3. Objectives and Measures

3.1 Objectives

The objectives of this DSMP are:-

- To minimise the visual impact of deliveries and servicing on the surrounding neighbourhoods and streets,
- To minimise the impacts of delivery and service movements particularly at peak times.
- To facilitate sustainable delivery and service travel .
- To promote smart operations to reduce demand for delivery and service travel .
- To encourage the use of sustainable vehicles for delivery, including the user of greener vehicles.
- To manage the timing of deliveries to reduce the impact in peak periods.
- To ensure appropriate routing strategies are in place for travel.

3.2 Targets

The targets for this DSMP over a period of 5 years include:-

- A reduction in the number of delivery and servicing trips.
- An increase to the proportion of low or no emission vehicles using the site.
- The installation of additional charging points for electric delivery vehicles.

3.3 Measures

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

- Business Behaviour
- Delivery Management.
- Reducing Servicing and Delivery Trips.

3.4 Business Behaviour

Raising Awareness

All commercial /retail occupiers within the development will be informed about this DSMP in relation to its function, aims and objectives and what individual occupiers can do to help encourage the use of sustainable delivery and servicing practices on site, as well as to and from it. It will be important to highlight to businesses the potential benefits accrued through reviewing their delivery and servicing operations.

Procurement and Best Practice Suppliers

Through promotion of the DSMP to the various business at the proposed development, focus will specifically be given to raising awareness of schemes designed to encourage freight operators to adopt green fleet management in order to improve the sustainability of the local freight distribution network.

Commercial occupiers will be encouraged to contract suppliers registered with best practice schemes in order to minimise the impacts associated with the delivery journey to and from the proposed development.

3.5 Delivery Management

Timing of Deliveries

Where feasible, companies with regular deliveries to and from the proposed development will be encouraged to arrange these outside of the peak hours, in order to alleviate pressure on the road network. Businesses will be encouraged to co-ordinate deliveries and inform companies of the best times to access the development and where to load/unload goods.

Businesses will also be encouraged to schedule delivery and maintenances out of peak hours.

Routing of Deliveries

The nature of the retail / commercial units at the development means that deliveries fall well below the weight limits for roads, bridges and structures. However, companies on site will need to ensure that vehicles use the most appropriate routes and are aware of any restrictions.

Loading / Unloading

It is important that suppliers are informed of the appropriate routes to and from the development, but also that designated areas are available for unloading / loading associated with each business in order to avoid conflicts.

Householders will be required to use reputable companies that will provide consideration and courtesy whilst delivering or removing what are essentially large furnishings and household appliances. The occurrence of this activity is unavoidable. However, it is not expected to be a frequent activity and hence not a constant disruption.

3.6 Reducing Servicing and Delivery Trips

Consolidating Deliveries

Commercial units will be encouraged by the management company to talk to each other to see if it is possible to consolidate the deliveries and minimise the number of waste collection companies serving the proposed development.

Local Suppliers

Commercial units will be encouraged by the management company to source goods and materials locally, or from the same supplier to reduce the potential impact on road network.

4. Monitoring, Data Collection and Updating

4.1 Monitoring

It is anticipated that the first review will be carried out some twelve months after the first occupation with bi-annual reviews thereafter every two years until agreed otherwise with Dublin City Council (DCC).

Reviews will include an analysis of the number of servicing vehicle and refuse trips made to the development over a typical weekday, the times at which these trips are made and any other reported operating problems.

Once the development is fully occupied and operational (9 months to a year following completion), a survey assessing what is actually happening will be carried out.

This will be done in accordance with standard industry practice and will help to set a baseline for future monitoring of the DSMP.

4.2 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
- Vehicle type.
- Fuel type (Diesel, petrol, hybrid or electric).
- Parking on-street or off-street.
- Delays in the immediate vicinity of the development.
- Delivery or collection.
- No of suppliers in the delivery.
- Type of goods.
- Size and number of goods units.

4.3 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.

5. Summary

This document outlines a strategy to encourage the adoption of sustainable practices in regard to 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. Particular focus will be placed on the proposed retail / commercial businesses as these are likely to offer the most consistent and regular delivery and servicing patterns.

In developing the strategy for the proposed development, a detailed policy review has been undertaken. Due to the development location and parking / 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

