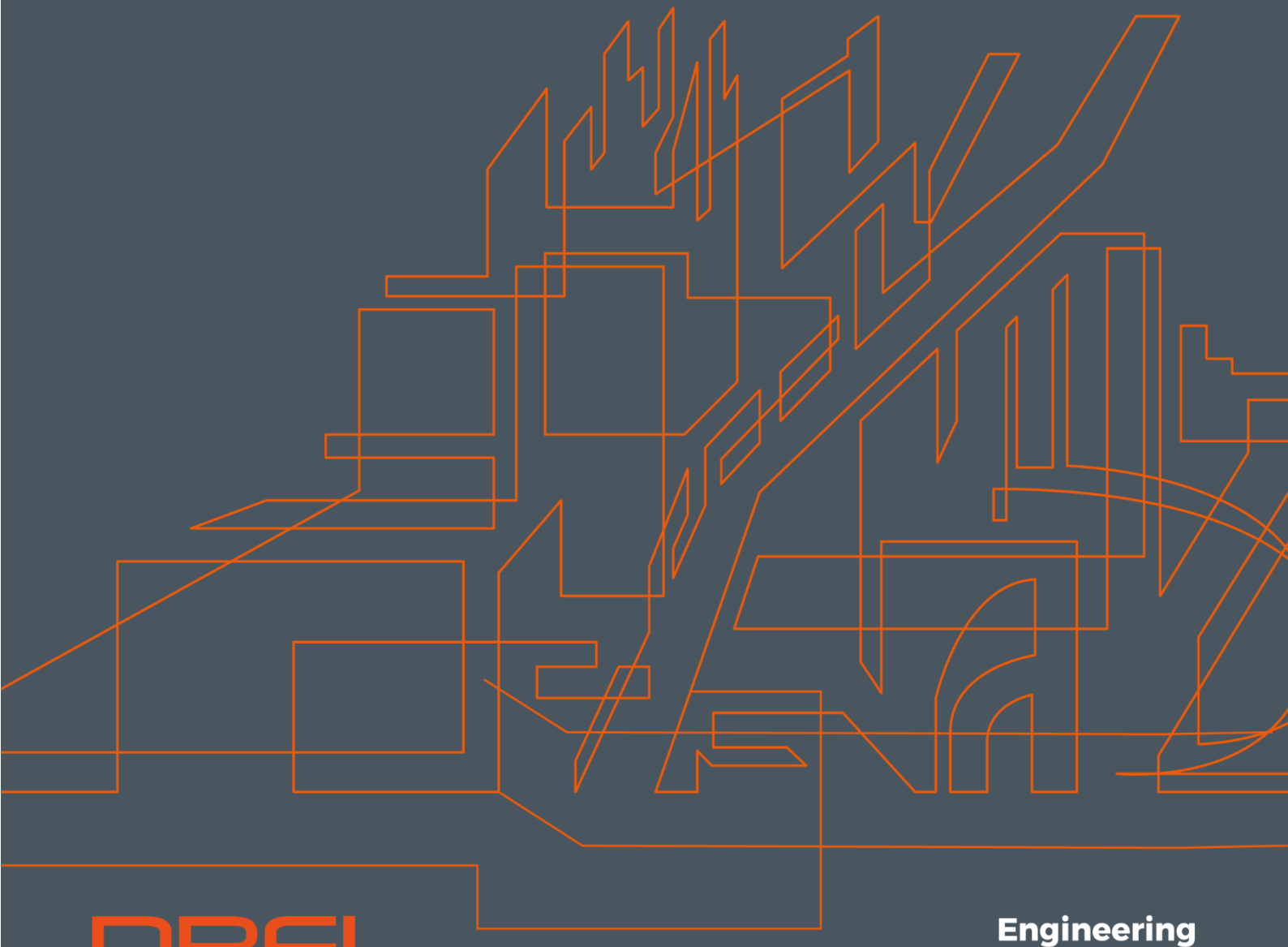
Amendments to Permitted Development of Royal Liver Retail Park Phase 2

Delivery and Servicing Plan

260024-X-90-X-XXX-RP-DBFL-CE-0002

September 2026



DBFL CONSULTING ENGINEERS

Engineering Sustainable Futures

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1 INTRODUCTION

1.1 CONTEXT

DBFL Consulting Engineers (DBFL) has been commissioned by Land Development Agency (LDA) to compile a Traffic and Transport Assessment in support of proposed amendments to the permitted Phase 2 element of proposals (DCC Ref. 4238/19, ABP Ref. PL29S.307804 as amended by DCC Ref. 4436/23 and currently granted by the Local authority DCC Ref. 5050/26) for the redevelopment of the Royal Liver Retail Park, Naas Road, Dublin

This DSP is being prepared in response to the LRD Opinion ***"A Service Delivery and Access Strategy shall be submitted as part of the application. The applicant is referred to section 2.4 Service Delivery and Access Strategy of Appendix 5 of the Dublin City Development Plan 2022-202, which provides information that should be contained within a Service Delivery and Access Strategy."***

1.2 SCOPE

The Delivery and Servicing plan outlines how deliveries and servicing activities at the subject development will be managed on-site to ensure efficient, safe and sustainable movement of goods to and from the site while minimizing the impact on the local environment, road safety, community and the overall operation of the business and adjoining residential areas.

This DSP is prepared to establish the management measures that will be implemented at the subject development site to ensure that the daily operations related to the delivery and servicing do not have any negative impact on the operation of the road network in terms of both safety and operational performances. The geographical scope of the DSP considers the permitted building blocks, internal access roads and associated parking areas in-addition to the site access arrangements with the external public road network

1.3 DSP OBJECTIVES

The key objectives of the DSP can be summarised as provided

- To present/illustrate how delivery and servicing activities within the permitted development are to be managed and have been accommodated within the scheme design;
- To minimise the impact of delivery and servicing movements at the permitted development's site access points on both Old Naas Road and Kylemore Road;

- To demonstrate that deliveries can be delivered and waste can be removed in a safe, efficient and sustainable manner without affecting the safety of residents, visitors and employees;
- To reduce the number of deliveries and servicing activities during the network peak hour periods;
- To identify the scale of potential delivery trips generated by the scheme proposals and associated land uses.
- To ensure that loading and unloading requirements have been accommodated within the scheme deign and will take place in the designated areas.

1.4 STRUCTURE OF REPORT

Chapter 2 of this report describes the relevant policies which influence the delivery and servicing of the subject development whilst **Chapter 3** provides the description of the proposed development scheme from a transportation perspective. **Chapter 4** outlines the DSP servicing and delivery strategy that will be implemented at the subject site. The proposed DSP measures and associated monitoring exercises are discussed in **Chapter 5** of this report.

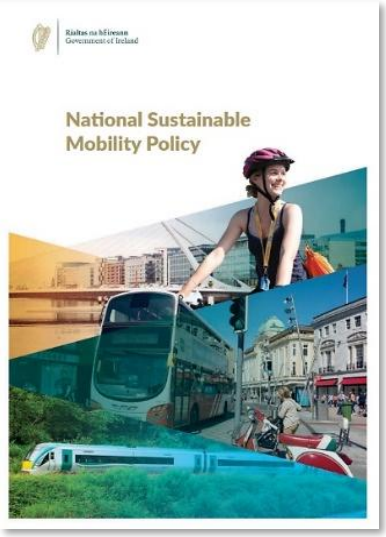
2 POLICY CONTEXT

2.1 INTRODUCTION

The proposed delivery of the subject residential development is supported by the following key documents:

- National Sustainable Mobility Policy
- Design Manual for Urban Roads and Streets (DMURS)
- Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities
- Design Standards for Apartments Guidelines for Planning Authorities (2025)
- Greater Dublin Area Transport Strategy 2022-2042
- Dublin City Development Plan 2022-2028

2.2 NATIONAL SUSTAINABLE MOBILITY POLICY



The National Sustainable Mobility Policy was published in April 2022 by the Department of Transport and replaces Smarter Travel 2009. The overall aim of the Policy is to "set out a strategic framework for 2030 for active travel and public transport to support Ireland's overall requirement to achieve a 51% reduction in carbon emissions by the end of this decade".

The Policy is a direct response to the fact that continued growth in demand for road transport is not sustainable due to the resulting adverse impacts of increasing congestion levels, localised air pollution, contribution to global warming and the additional negative impacts to health through promoting increasingly sedentary lifestyles. The following 3 key Policy areas and 10 goals form the basis of the National Sustainable Mobility Policy:

Safe and Green Mobility:

- Improve mobility safety.
- Decarbonise public transport.

- Expand availability of sustainable mobility in metropolitan areas.
- Expand availability of sustainable mobility in regional and rural areas.
- Encourage people to choose sustainable mobility over the private car.

People Focuses Mobility

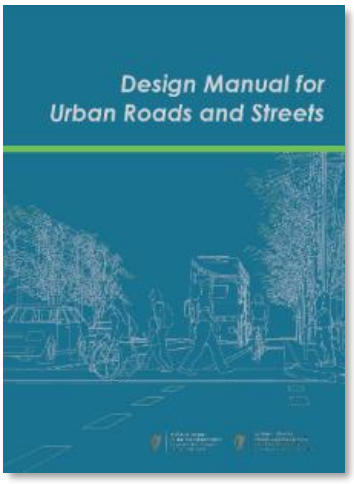
- Take a whole journey approach to mobility, promoting inclusive access for all.
- Design infrastructure according to Universal Design Principles and the Hierarchy of Road Users model.
- Promote sustainable mobility through research and citizen engagement.

Better Integrated Mobility

- Better integrate land use and transport planning at all levels.
- Promote smart and integrated mobility through innovative technologies and development of appropriate regulation.

The Sustainable Mobility Policy is accompanied by Action Plans that include actions organised by goals. The first Action Plan covered the period from 2022 to 2025; the current Action Plan sets out actions to take place between 2026 and 2030. Each action has been assigned to a specific government department or body and a deadline with the hope of creating accountability for their implementation.

2.3 DESIGN MANUAL FOR URBAN ROADS AND STREETS (DMURS)



DMURS guidance document was produced by the Department of Transport, Tourism and Sports and the Department of Environment, Community and Local Government in March 2013 and updated in May 2019. It provides guidance relating to the design of urban roads and streets. It presents a series of principles, approaches and standards that are necessary to achieve balanced, best practice design outcomes with regard to street networks and individual streets.

The manual places a significant emphasis on car dominance in Ireland and the implications this has had regarding the pedestrian and cycle environment. The

document encourages more sustainable travel patterns and safer streets by proposing a hierarchy for user priorities. This hierarchy places pedestrians at the top, indicating that walking is the most sustainable form of transport and that by prioritizing pedestrians first, the number of short car journeys can be reduced, and public transport made more accessible.

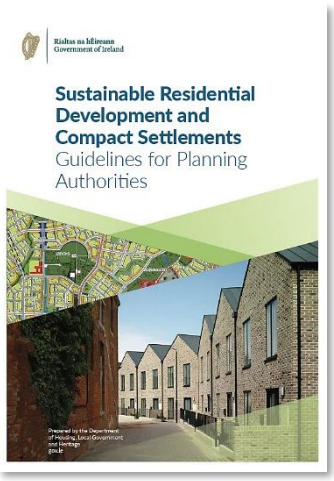
Second in the hierarchy are cyclists with public transport third in the hierarchy and private motor vehicles at the bottom. By placing private vehicles at the bottom of the hierarchy, the document indicates that there should be a balance on street networks and cars should no longer take priority over the needs of other users.

The manual emphasizes that narrow carriageways are one of the most effective design measures that calm traffic. Standard width of an arterial and link street is 3.25m, however, this may be reduced to 3m where lower design speeds are being applied. Desirable footpath widths are between 2m – 4m. The 2m width should be implemented to allow for low to moderate pedestrian activity. A 3m – 4m footpath should be implemented to allow for moderate to high pedestrian activity.

The focus of the manual is to create a place – based sustainable street network that balances the pedestrian and vehicle movements. The manual references the different types of street networks, including arterial streets, link streets, local streets, and highlights the importance of movement.

2.4 SUSTAINABLE RESIDENTIAL DEVELOPMENT AND COMPACT SETTLEMENTS GUIDELINES FOR PLANNING AUTHORITIES

The 'Sustainable Residential Development and Compact Settlements - Guidelines for Planning Authorities' (SRDCSG), published in January 2024, set out policy and guidance in relation to the planning and development of urban and rural settlements, with a focus on sustainable residential development and the creation of compact settlements.



These Guidelines replace the Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities issued as Ministerial guidelines under Section 28 of the Act in 2009, which in turn replaced the Residential Density Guidelines issued in 1999. They build on and update previous guidance to take account of current Government policy and economic, social and environmental considerations. There is a renewed focus in the Guidelines on the renewal of

existing settlements and on the interaction between residential density, housing standards and quality urban design and placemaking to support sustainable and compact growth.

The guidelines emphasise controlling the quantum of car parking as a key tool for producing modal shift and require that planning authorities adopt a tiered approach to car parking provision, based on the level of public transport available at the proposed development's location.

SPPR 3 – Car Parking of guideline states the car parking requirements as follows:

- *"In **city centres and urban neighbourhoods** of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be **1 no. space per dwelling**.*
- *In **accessible locations**, defined in Chapter 3 (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be **1.5 no. spaces per dwelling**.*
- *In **intermediate and peripheral locations**, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be **2 no. spaces per dwelling**."*

SPPR 3 (Car Parking) also mentions that there *"should be a requirement to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on–street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards include the provision for visitor parking."*

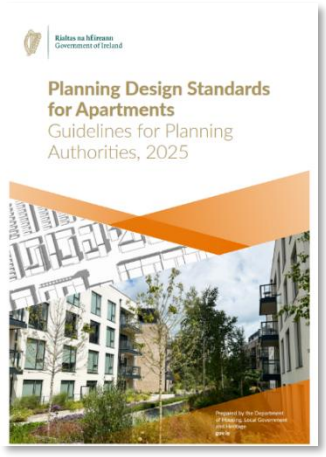
The Guidelines also recognise the benefits that cycling brings to mobility, providing a flexible, efficient, and attractive transport option for urban living. The Guidelines require that this transport mode be fully integrated into the design of all new residential scheme. Access to secure storage of bicycles is a key concern for residents in more compact housing developments.

The Guidelines set the following requirements for cycle parking and storage are recommended, as per SPPR 4 (i) and SPPR 4 (ii) which are as follows:

- *"**Quantity** – in the case of residential units that do not have ground level open space or have smaller terraces, a general minimum standard of **1 cycle storage space per bedroom** should be applied. Visitor cycle parking should also be provided. Any deviation from these standards shall be at the discretion of the planning authority and shall be justified with respect to factors such as location, quality of facilities proposed, flexibility for future enhancement/ enlargement, etc. It will be important to make provision for a mix of bicycle parking types including larger/heavier cargo and electric bikes and for individual lockers.*
- ***Design** – cycle storage facilities should be provided in a dedicated facility of permanent construction, within the building footprint or, where not feasible, within an adjacent or adjoining purpose-built structure of permanent construction. Cycle parking areas shall be designed so that cyclists feel safe. It is best practice that either secure cycle cage/compound or preferably locker facilities are provided."*

2.5 DESIGN STANDARDS FOR APARTMENTS GUIDELINES FOR PLANNING AUTHORITIES (2025)

This guideline document was produced by the Department of Housing, Local Government and Heritage, and sets out policy and guidance in relation to the planning and development of apartments in all housing or mixed-use developments which include apartments that may be made available for sale, whether for owner occupation, individual lease, or for rental purposes.



These guidelines replace the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2023).

These guidelines continue to place strong emphasis on the integration of land use and sustainable transport, in line with national planning policies such as the National Planning Framework (NPF) and the Climate Action Plan. A key objective of the guidelines is to promote compact urban growth by encouraging higher-density apartment development in areas that are well-served by public transport. This includes locations within walking distance of high-capacity transport corridors, train stations and major bus routes.

Car parking provision is addressed in detail. In locations with good public transport accessibility, the guidelines recommend that car parking be significantly reduced or wholly eliminated. However, all developments must still provide an appropriate number of drop-off, service, visitor and accessible parking spaces. Provision should also be made for alternative mobility solutions including facilities for car sharing club vehicles. For car parking standards, reference should be made to the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (SRDCSGs).

These guidelines recognise the importance of cycling and the potential for trips by bicycle to replace motor vehicles for short to medium range trips. Particularly with the increasing number of electric bikes, therefore potentially extending the reach of active travel trips. A key concern for residents is accessibility and secure storage of bicycles. Therefore, cycle parking should be directly accessible from the public road or from a shared private area which is directly accessible from a public road. With regard to required quantity and design of cycle parking, the guidelines reference the SRDCSGs.

2.6 GREATER DUBLIN AREA TRANSPORT STRATEGY 2022-2042

The Greater Dublin Area Transport Strategy 2022- 2042 has arisen from a review of the original 2016 strategy.



The overall aim of the Transport Strategy is "To provide a sustainable, accessible and effective transport system for the Greater Dublin Area which meets the region's climate change requirements, serves the needs of urban and rural communities, and supports the regional economy."

Four primary objectives have been identified as part of the Draft Greater Dublin Area Transport Strategy 2022-2042. These are:

- **An Enhanced Natural and Built Environment:** To create a better environment and meet our environmental obligations by transitioning to a clean, low emission transport system, increasing walking, cycling and public transport use, and reducing car dependency.
- **Connected Communities and a Better Quality of Life:** To enhance the health and quality of life of our society by improving connectivity between people and places,

delivering safe and integrated transport options, and increasing opportunities for walking and cycling.

- **A Strong Sustainable Economy:** To support sustainable economic activity and growth by improving the opportunity for people to travel for work or business where and when they need to and facilitating the efficient movement of goods.
- **An Inclusive Transport System:** To deliver a high quality, equitable and accessible transport system, which caters for the needs of all members of society.

In reference to Freight, Delivery and Servicing the strategy identifies the following 7 measures;

- **Measure FREIGHT1** – Environmental Measures for Freight (Facilitate the transition to zero-emission deliveries)
- **Measure FREIGHT2** - Strategy for Sustainable Freight Distribution (Intention to prepare a Strategy for Sustainable Freight Distribution for the Greater Dublin Area)
- **Measure FREIGHT3** – Planning Policy and Freight (local authorities in the GDA, with the input of the NTA and TII, identify appropriate locations for freight-intensive developments in their Development Plans)
- **Measure FREIGHT 4** – HGV Management (identifying specific HGV routes and / or time restrictions for deliveries to improve the efficiency of HGV movements while minimising their impact)
- **Measure FREIGHT5** – Rail Freight (support Irish Rail in the implementation of the outcomes of the Rail Freight 2040 Strategy)
- **Measure FREIGHT6** – Construction Logistics Centres (Investigate the potential for Construction and Logistics Centres in the GDA)
- **Measure FREIGHT7** – Consolidation Centres (support the delivery of consolidation centres and break bulk facilities, which will facilitate smaller vehicles delivering to Dublin City Centre)

The strategy acknowledges that growth in commercial, and goods trip intensive development over the Transport Strategy period will lead to an increase in delivery and servicing needs. In parallel the expected growth in personal delivery and waste management services is noted arising from changes in the retail sector and as the population increases. In response the strategy puts forward the following objectives to manage the resulting increase in delivery and servicing activities;

- Examination of the case for urban or micro-consolidation centres within the GDA to reduce the number of last-mile trips being made by larger goods vehicles.
- Examining the case for increased use of cargo bikes for delivery in Dublin City Centre.
- Examining the feasibility of out-of-hours delivery and servicing through the use of low-noise vehicles like Electric Vehicles (EVs) and the imposition of planning conditions where appropriate.
- Examining the feasibility of using smaller and non-motorised vehicles for delivery and servicing to reduce noise and air pollution and enable more street space to be given to pedestrians and cyclists.
- Minimising empty return trips by taking inspiration from innovative practices such as the Utrecht Cargohopper and Gothenburg's Stadleveransen city delivery system.
- Supporting the placement of local 'Click and Collect' facilities at rail stations, new residential developments and Park and Ride facilities, to reduce the amount of individual personal deliveries.

2.7 DUBLIN CITY DEVELOPMENT PLAN 2022-2028

The Dublin City Development Plan 2022-2028 (DCDP) plan sets out policies and objectives to guide development in the city over the lifetime of the Plan. It provides an integrated, coherent spatial framework to ensure the city is developed in an inclusive way which improves the quality of life for citizens, whilst also being a more attractive place to visit and work.

Climate action plays a large role in the DCDP, which drives the need for sustainable transportation in the city. The policies and objectives of the DCDP reflect this. The plan highlights the need to move away from private car and fossil-fuel-based mobility to reduce the negative impacts of transport and climate change.

In addition to the SDRAs, the DCDP puts forward a number of policies and objectives relevant to delivery and servicing. These include:

- **SMT15:** *"To seek to achieve a significant reduction in the number of motorised delivery vehicles in the City through supporting and promoting the use of the 'last-mile' delivery through the development of micro hubs and distribution centres."*

- **SMTO6:** *"To prepare a Servicing/Logistics Strategy for the city in collaboration with relevant stakeholders to ensure the continued viability of the city and urban villages."*
- **SMT34:** *"To ensure that streets and roads within the city are designed to balance the needs and protect the safety of all road users and promote place making, sustainable movement and road safety providing a street environment that prioritises active travel and public transport whilst ensuring the needs of commercial servicing is accommodated."*

Titled "***Service Delivery and Access Strategy,***" Section 2.4 of Appendix 5 of the Dublin City Development Plan 2022-202, provides information that should be contained within a Service Delivery and Access Strategy. This includes;

- 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.
- Where a development is located in close proximity to a Luas line, consideration to the impact of deliveries and services during the operation of the development on the Luas line shall be determined and associated mitigation measures outlined

3 PROPOSED DEVELOPMENT

3.1 SITE LOCATION

The subject site is located between the Inchicore and Drimnagh neighbourhood centres with Dublin city centre approx. 5.8km to the north-east of the site. The area offers connectivity between various suburbs of Dublin via the R810 Naas Road, with the site having approximately 200m of road frontage along the R810 Naas Road. The site has approximately 170m of road frontage onto the R112 Kylemore Road which connects the site northwards to the R148 Chapelizod Bypass and to the south to the aforementioned Naas Road R810 and R110 Long Mile Road corridor. To the north the Old Naas Road corridor forms the northern boundary of the subject development site. The M50/N7 Junction 9 Interchange ('Red Cow Interchange') is approx. 2.4 km southwest of the subject site and offers many forward connections. The general location of the subject site in relation to the surrounding road network is illustrated in **Figure 3-1** below whilst **Figure 3-2** indicatively shows the extent of the subject site boundary and neighbouring lands.



Figure 3-1: Site Location (Source: Google Map) Minutes)

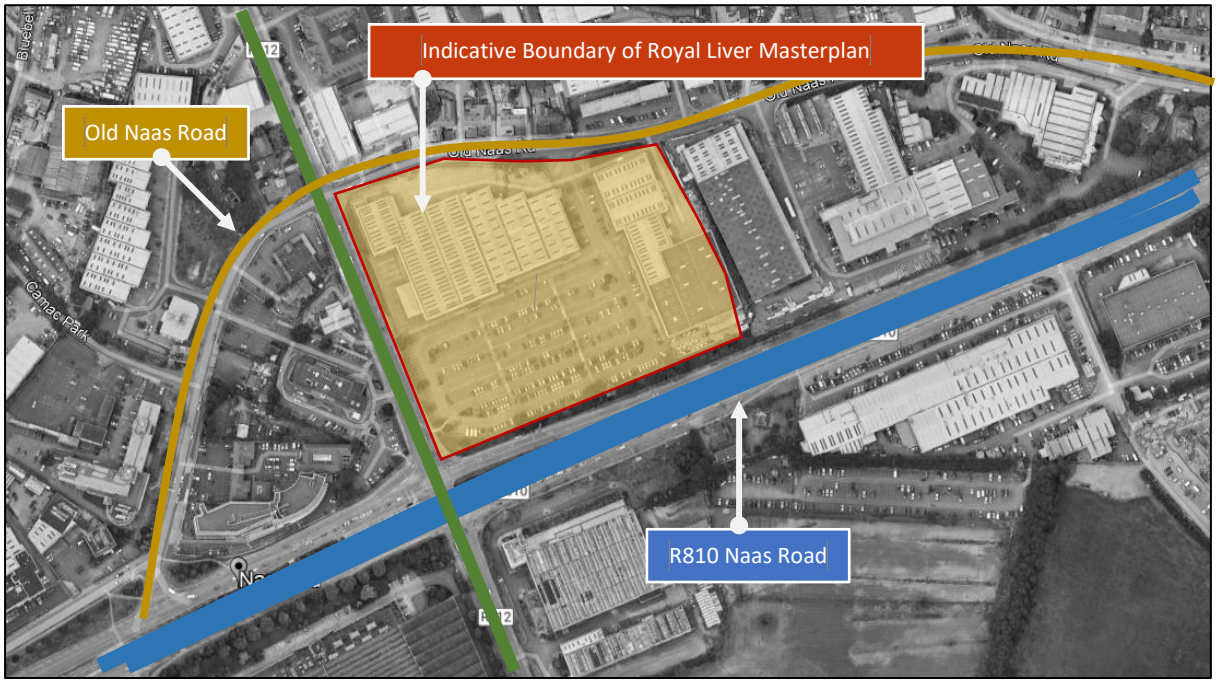


Figure 3-2: Indicative Site Boundary (Source: Google Maps)

3.2 LAND USE

The subject site is a brownfield site which until recently operated as a commercial retail park (Royal Liver Retail Park) comprising approx. 12,800m^2 GFA across 8 units. The subject lands are zoned ***Zone 14- Strategic Development and Regeneration Areas*** within DCC Development Plan 2022-2028.

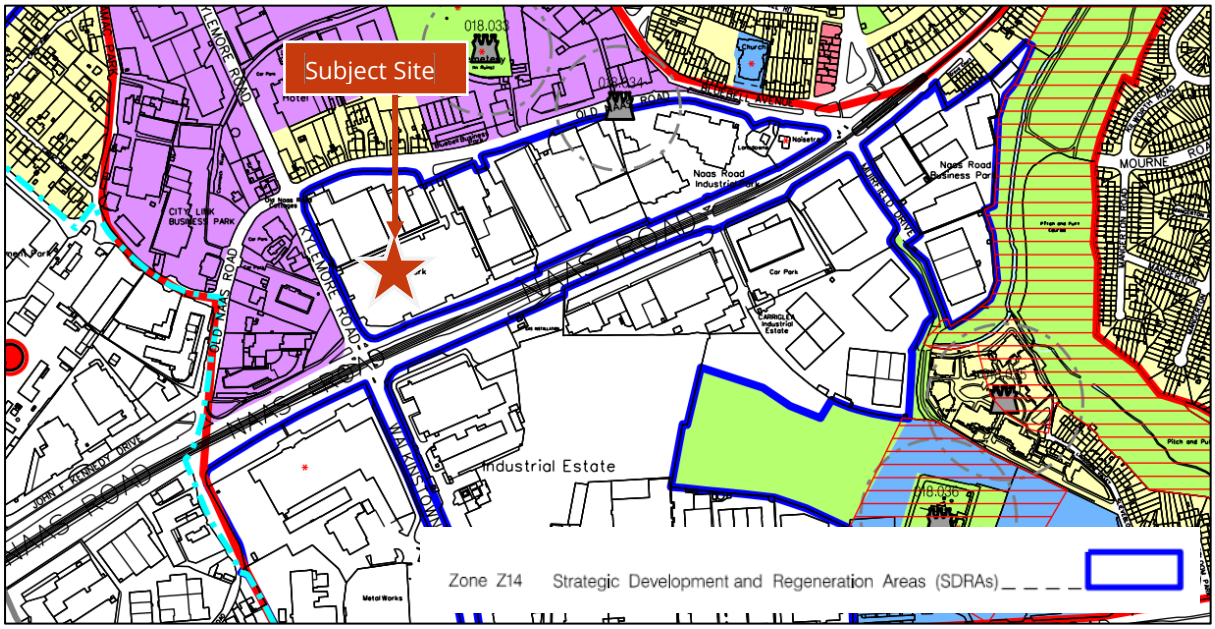


Figure 3-3: Land Use Zoning (Source: Extract from Map G of Dublin City Development Plan 2022-2028)

3.3 PROPOSED DEVELOPMENT

3.3.1 Proposed Amendment to Phase 2 (2026)

The development will consist of amendments to a previously permitted mixed-use development (DCC Reg. Ref.: 4238/19; ABP Ref. PL29S.307804, as amended by DCC Ref.: 4436/23 and DCC Reg. Ref.: 5050/26). The proposed amendments relate solely to the permitted Blocks B1, B2, C1, C2, D1 and D2 (identified as Phase 2). No amendments are proposed to any other permitted blocks. These Phase 2 amendments tie into the recently permitted Phase1 Amendment scheme (DCC Ref 5050/26).

The proposed Phase 2 alterations result in an overall increase of 2 no. units increasing the total overall units from 1196 (as currently proposed under DCC Reg. Ref.: 5050/26) to 1198. The proposed amended residential development of Block B1, B2, C1, C2, D1 and D2 will consist of a total of 635 no. residential apartments (an increase from 633 no. as permitted), which includes 38 No. Studios, 269 No. 1-Bed, 288 No. 2-Bed- 4-Person and 40 No. 3-Bed- 5-Person, units as follows:

- Alteration of Block B1 from a permitted 11-12-storey building providing for 90 no. apartment units to a 10-storey building providing for 107 no. apartments.
- Alteration of Block B2 from a permitted 10 storey building providing for 90 no. apartment units to a 10-storey building providing for 89 no. apartments.
- Alteration of Block C1 from a permitted 10-storey building providing for 171 no. apartment units to a 10-storey building providing for 144 no. apartments.
- Alteration of Block C2 from a permitted 10-storey building providing for 89 no. apartment units to a 9-storey building providing for 98 no. apartments.
- Alteration of Block D1 from a permitted 9-storey building providing for 87 no. apartment units to a 9-storey building providing for 123 no. apartments.
- Alteration of Block D2 from a permitted 8-storey building providing for 106 no. apartment units to an 8-storey building providing for 74 no. apartments.

The reconfiguration of internal layouts of each of the blocks has resulted in the minor shift in the block footprints. The permitted podium between Block B2 and Block C1 is removed with additional public realm and connection to the south proposed. The block amendments result in amendments to permitted communal amenity space with the removal of roof terraces on Blocks C1, C2 and D1 and amendment to roof terraces on Block B1 and B2. Façade modifications are proposed to respond to the revised internal layouts including minor relocation of windows, balconies etc.

Alteration of the permitted uses and facade at ground floor level and removal of permitted BTR tenant amenity spaces located in Blocks B1, B2, C1 & C2 to provide for a ground floor level that includes:

- Blocks B1-B2: 1 no. retail/café/restaurant unit, 1 no. café unit, 1 no. community unit, a creche (relocated from Block D1) and associated cycle parking, plant areas and entrances.
- Block C1-C2-D1-D2: 1 no. retail (supermarket) unit, 2 no. retail/cafe/restaurant units, own door residential units, under croft parking and associated cycle parking, plant areas and entrances.

Alterations to the permitted under croft and basement parking areas under Blocks B1, B2, C1, C2, D1, & D2 to include for alterations to permitted layouts of car parking, cycle parking, plant, waste stores and substation locations. Amendment of Condition 3 (a) of the parent permission (DCC Reg. Ref.: 4238/19; ABP Ref. PL29S.307804) relating to the Build to Rent (BTR) covenant, and its removal as it relates to Blocks B1, B2, C1, C2 & D1.

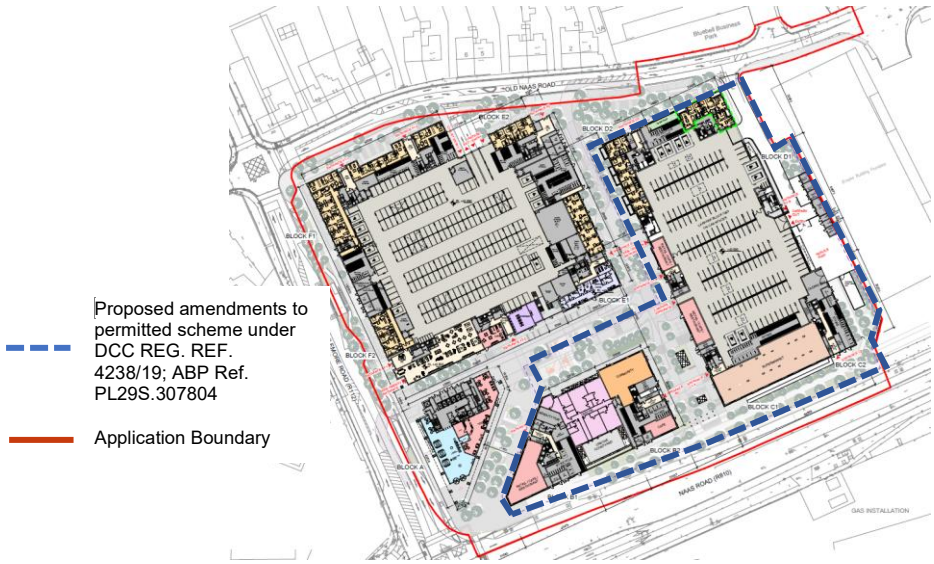


Figure 3-4: Site masterplan with Phase 2 Boundary and Blocks Annotated. (Source: Henry J Lyons.

The proposed development schedule for the Phase 2 element of the masterplan for both the permitted (2023) and proposed (2026) schemes, is summarised in **Table 1-1** below.

	Unit Type	Permitted (2023 Scheme)		Proposed (2026 Scheme)	
		Apartments	Area (sqm)	Apartments	Area (sqm)
Residential	Block B1	90	-	107	-
	Block B2	90	-	89	-
	Block C1	171	-	144	-

	Unit Type	Permitted (2023 Scheme)		Proposed (2026 Scheme)	
		Apartments	Area (sqm)	Apartments	Area (sqm)
	Block C2	89	-	98	-
	Block D1	87	-	123	-
	Block D2	106	-	74	-
Non-Residential	Restaurant / Café	-	467	-	620
	Retail Super Market	-	2360	-	843
	Creche	-	462	-	600
	Community Use		269		351

Table 3-1: Development Schedule Comparison for Phase 2

3.3.2 Proposed Site Access

No changes to the site access arrangements are proposed as part of the subject Phase 2 application. The entire master plan development site will continue to be accessible for vehicles via the two previously permitted access/egress points on Old Naas Road. The site access arrangement with respect to the overall masterplan context is illustrated in **Figure 3-5.**

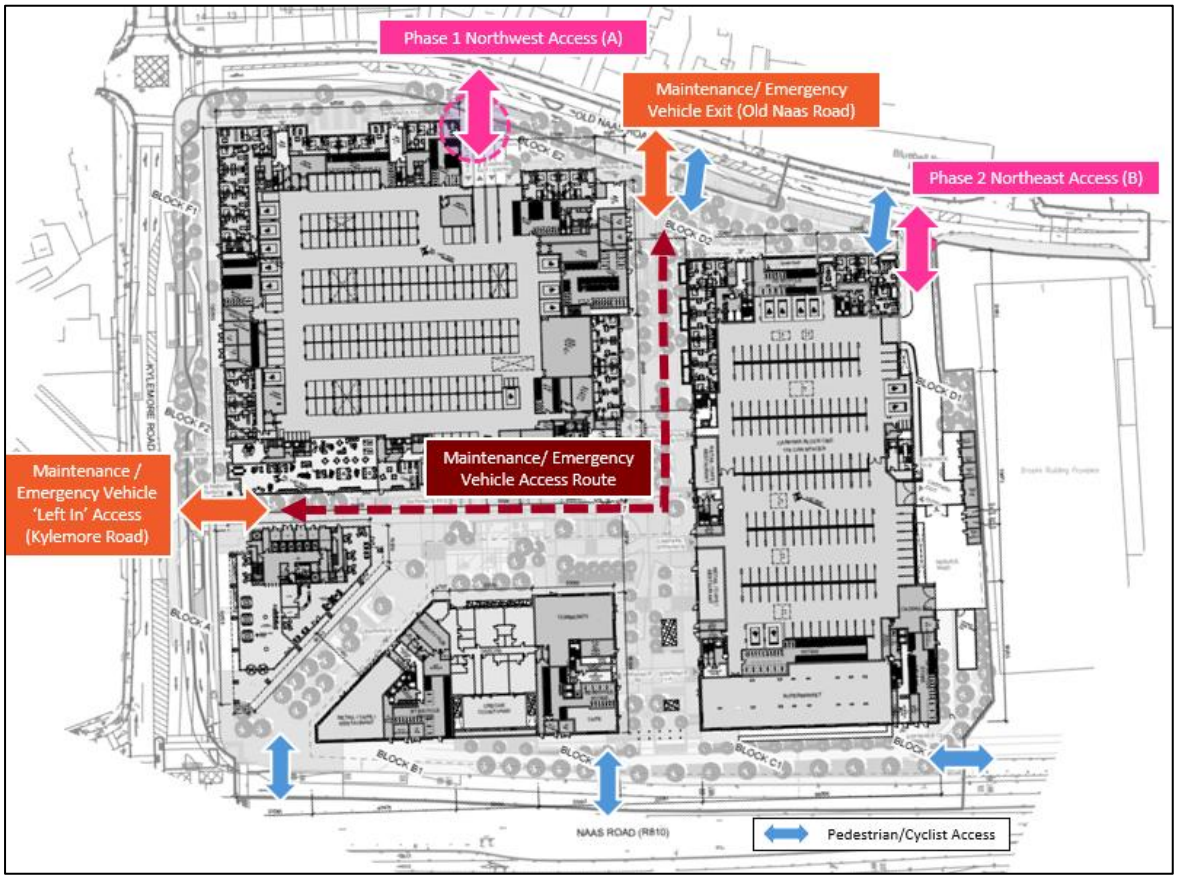


Figure 3-5: Masterplan Vehicle Access Arrangement

The two number 'all moves' three arm priority junctions are located on Old Naas Road with the northwestern (A) vehicular access allowing residents and visitors to gain entry to / from Phase 1 (sub-podium) level car park. The northeastern vehicular access (B) allows entry to / from the Phase 2 non-residential car park (as located at podium level) as well as the entrance to the basement car parking facilities for residents of the phase 2 development via internal ramps. This vehicle access is also intended for use by service vehicles and the retail unit delivery vehicles, with a dedicated retail loading yard located adjoining the southeastern boundary of the site.

Also, a left in access (entry only) is provided on Kylemore Road with corresponding exit only access point on the Old Naas Road for maintenance vehicle traffic (at permitted times only) and emergency vehicles as per the previously permitted scheme. Both the access and exit for the maintenance / emergency vehicles will be actively managed with access restricted (e.g. rising bollard controls or similar) to permitted vehicles only. The site will be accessible to pedestrians via access points from the Old Naas Road, the Kylemore Road (R112) and from the Naas Road (R810). The buildings blocks at ground floor level will benefit from a number of block specific pedestrian entry points as presented in **Figure 3-6** below.

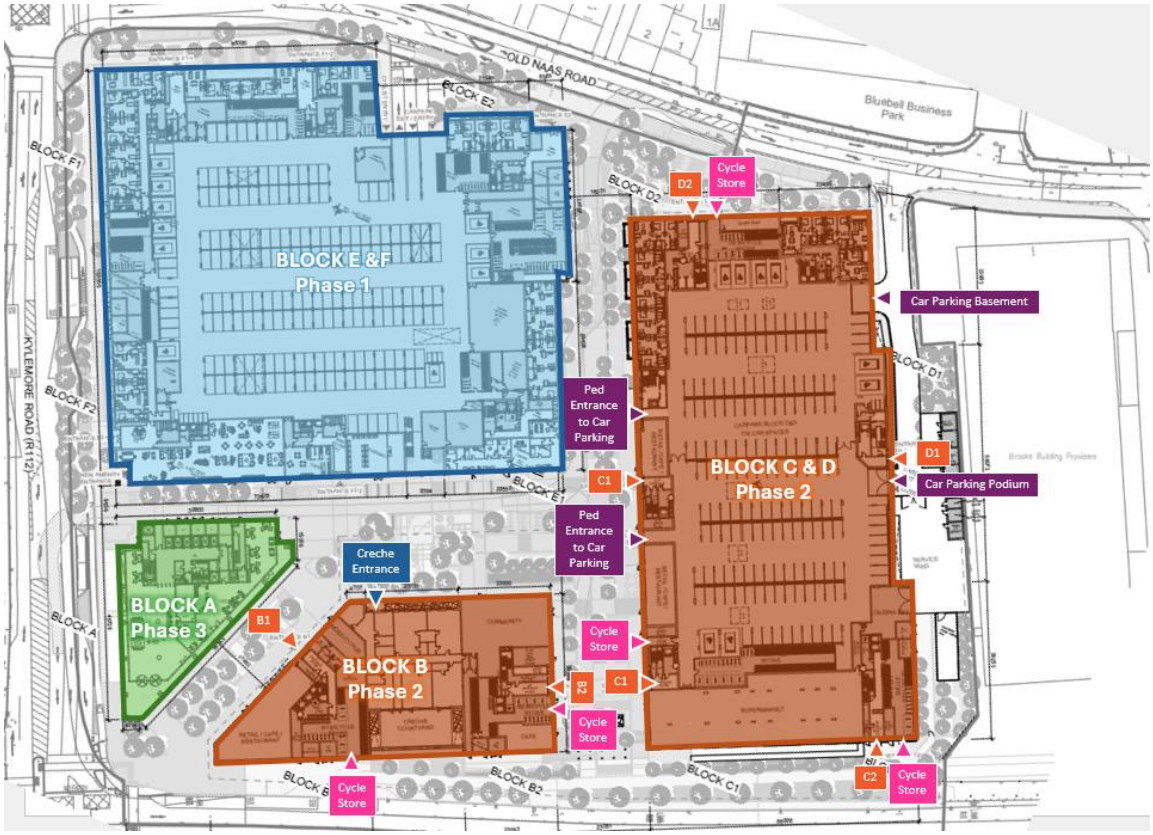


Figure 3-6 Phase 2 Blocks B, C, and D Ground Floor Plan Residential Entry Points Proposed.

4 SERVICING AND DELIVERY STRATEGY

This chapter outlines the delivery and servicing strategy that will be implemented to the permitted development. The delivery and servicing will be carried out efficiently with minimal impact on the road network within the vicinity of the subject site.

4.1 PROPOSED DELIVERY AND SERVICING STRATEGY

All the delivery and servicing activities for the permitted development will be carried out within the subject site. The delivery and servicing activities include refuse collections, LGV deliveries, bike deliveries, motorcycle deliveries and car-based deliveries. All delivery and service traffic for Phase 2 development will be able to utilise the masterplans northeastern vehicular access (B) junction on Old Naas Road. It is proposed that the service yard to available for delivers / collections throughout the day between 0600 and 2200.

4.2 REFUSE COLLECTION

4.2.1 Non Residential Waste Storage and Collection

With the objective of ensuring that waste collection is facilitated on-site within the development, specific design considerations have been adopted that will enable waste collection vehicles to conduct collection while safety gaining access/egress to and from the site. It must be noted that the refuse collection would occur infrequently (e.g. not continuously throughout the day) and no more than two times per week.



Figure 4-1: Dedicated Service Yard and Waste holding area for Phase 2 Development

A dedicated off-road waste collection service yard located to the rear and south of Phase 2 Blocks C and D has been introduced into the scheme as illustrated in **Figure 4-1** above. All waste

collections associated with Blocks B, C and D will be undertaken via this service yard. Dedicated refuse storage areas are also provided within Block B and within the Block C & D building as illustrated in **Figure 4-2**, with bins being presented for collection within the service yard on collection days.



Figure 4-2: Phase 2 Refuse Area Locations at Surface Level

A dedicated swept path analysis as illustrated in **Figure 4-3** and DBFL drawing PRL-DBFL-ZZ-ZZ-DR-C-1211 has been undertaken for the refuse collection vehicle to demonstrate the safe and efficient operation of waste collection activities within the development. The assessment confirms that the design refuse vehicle can enter the service yard, manoeuvre within the available turning area, access the designated refuse collection points, and exit the site without conflict with surrounding infrastructure, parking areas, or pedestrian routes. The proposed arrangement has been designed to facilitate regular waste collection operations while maintaining a safe environment for all site users.

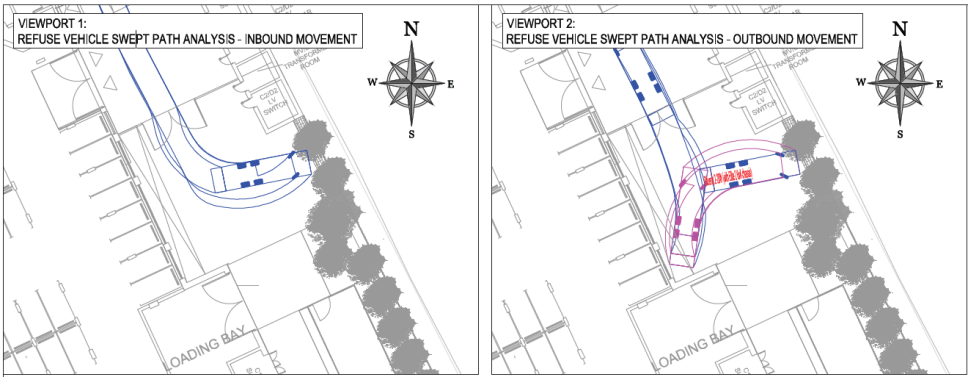


Figure 4-3: Swept Path Analysis for Refuse vehicle at Service yard of Phase 2 (Source: DBFL Drawing PRL-DBFL-ZZ-ZZ-DR-C-1211)

4.2.2 Residential Waste Storage and Collection

Dedicated waste storage areas are provided within the basement level of Blocks B, C and D to facilitate the storage and management of waste generated by the residential element of the proposed development. Waste generated within each residential block will be stored in there respective basement storage area to facilitate ease (located close to the lift well) and safe access for residentials. Prior to collection by the contractor, the management company will be responsible for transferring the 'residential' wheeled waste storage bins to the centralised waste storage area as located at ground level (within dedicated service yard) were convenient access for the waste collection vehicle ensures a sufficient and timely removal by the waste collection vehicle. **Figure 4.4** below details the location of the internal waste collection storage area at basement level for the residents.

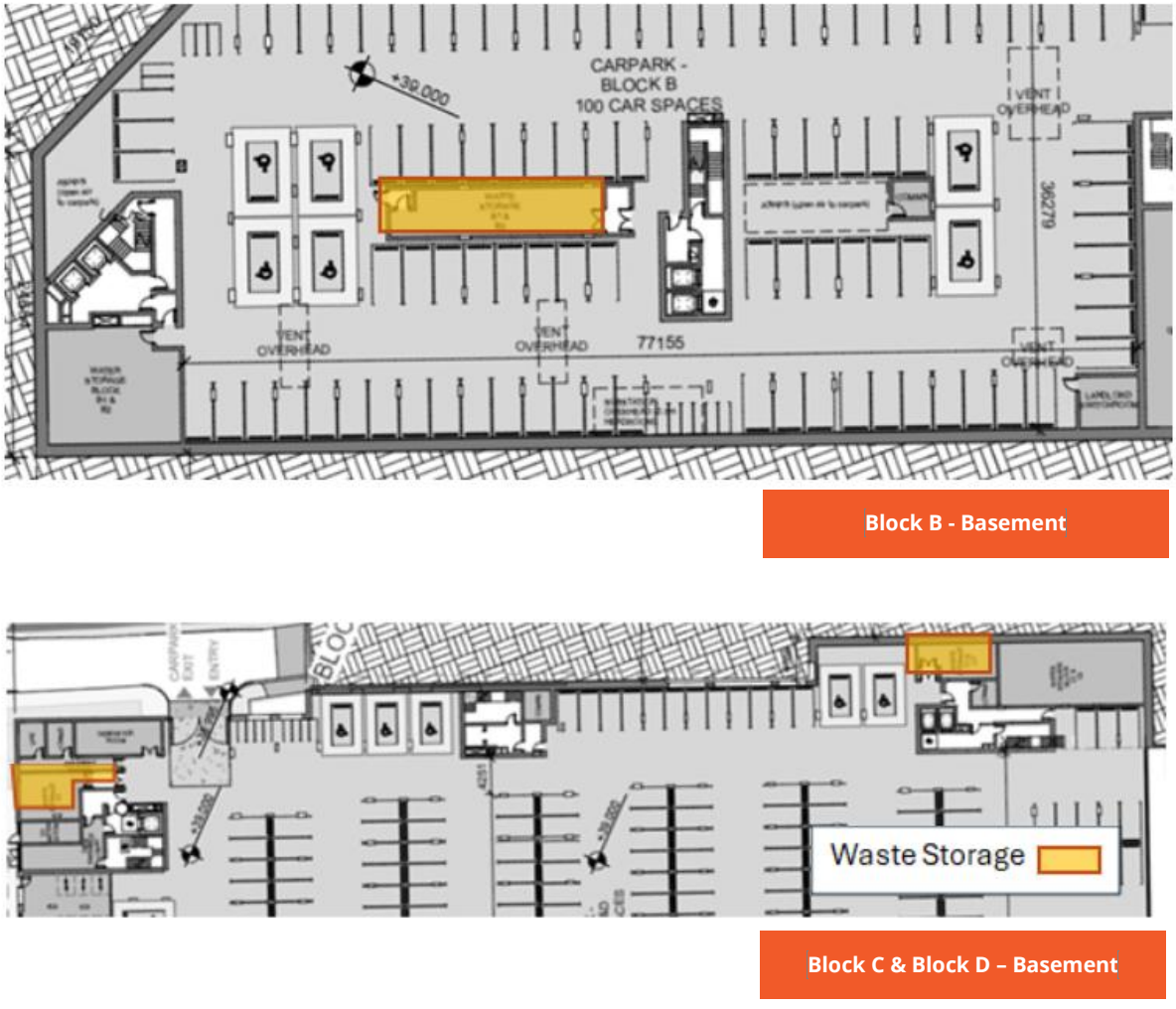


Figure 4-4 : Residents Waste Storage Areas - Basement Level

4.3 DELIVERIES AND COLLECTIONS

4.3.1 Non-Residential Deliveries

An enclosed gated service yard in addition to a dedicated internal loading bay is proposed accommodate retail delivery activities associated with Blocks C and D as illustrated in **Figure 4-5**.

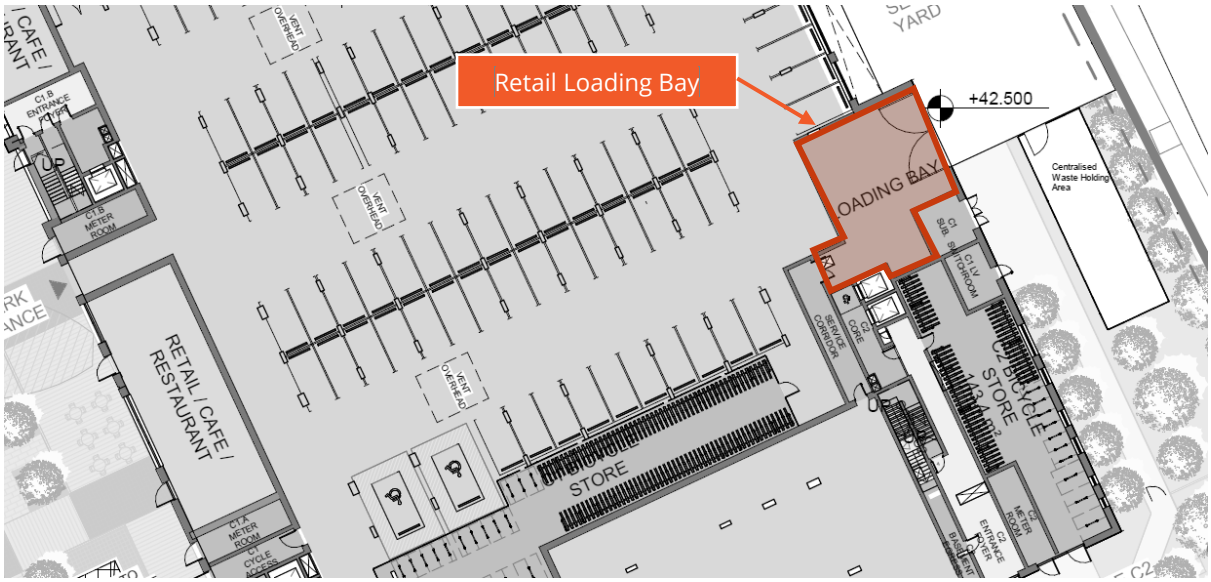


Figure 4-5: Retail Loading Bay within Block C-D

Whilst delivery activities may be dominated by light goods vehicles (e.g. light goods vehicles such as large vans) , the proposed design accommodates the swept path requirements for the largest design vehicle (e.g. 10m rigid delivery lorry) that might be used to service the anchor retail unit in order to demonstrate that this larger vehicle can safely enter the service yard, manoeuvre into / adjoining the loading bay, and exit the Phase 2 development as illustrated in **Figure 4-6**.

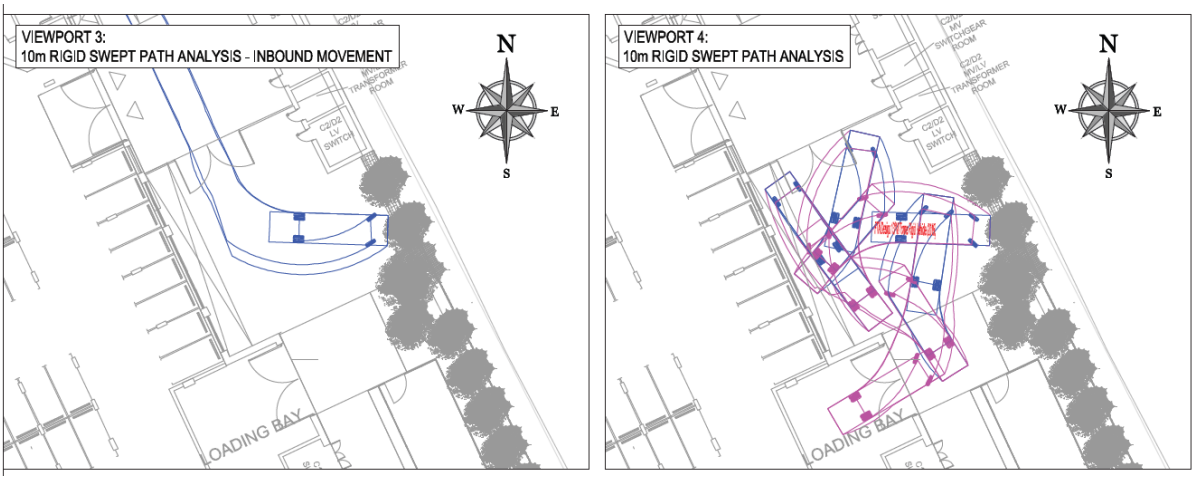


Figure 4-6: Phase 2 Non-Residential Delivery Vehicle Swept Path Analysis (Source: DBFL Drawing PRL-DBFL-ZZ-ZZ-DR-C-1211)

In addition, as with the permitted Phase 1 scheme on the adjoining plot; the ground floor retail / café units in Block C-D will be permitted to utilise the central plaza area up unit 11:00 AM on Mondays through to Saturday. Such delivery vehicles will be permitted to access the central plaza area via the one-way vehicle arrangement between Kylemore Rd and Old Naas Road. Outside of these permitted access periods vehicle access to the central plaza area will be controlled by the management company through the implementation of rising bollards controls or similar.

4.3.2 Residential Deliveries

Whilst the public parking located in the podium car park could potentially be utilised by couriers, a dedicated on-site courier bay is provided to accommodate residential deliveries associated with the Phase 2 development. This dedicated LGV 'courier' bay is located to the to the east of Blocks C and D and can be accessed via the masterplans northeastern site access junction on Old Naas Road site access. The dedicated facility provides a convenient and accessible location for delivery vehicles in a location away from the public / visitors car parking area thereby ensuring it remains available its intended function. A maximum time limit of 15 minutes for parking in the 'couriers' bay seeks to ensure turnover of this bay to maximise its availability. A dedicated swept path analysis has been undertaken to demonstrate that the design courier vehicle can safely access the development, manoeuvre into the designated courier bay.

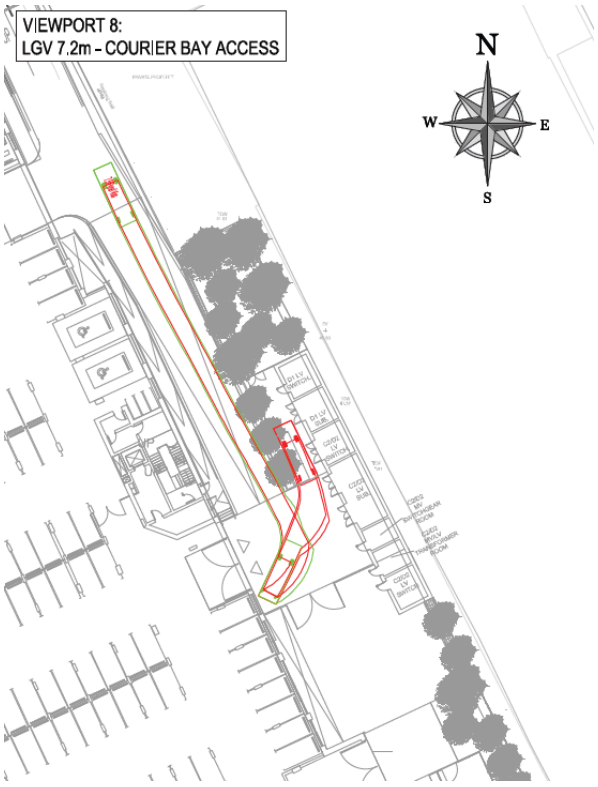


Figure 4-7: Swept Path analysis for LGV courier vehicle (Source: DBFL Drawing PRL-DBFL-ZZ-ZZ-DR-C-1211)

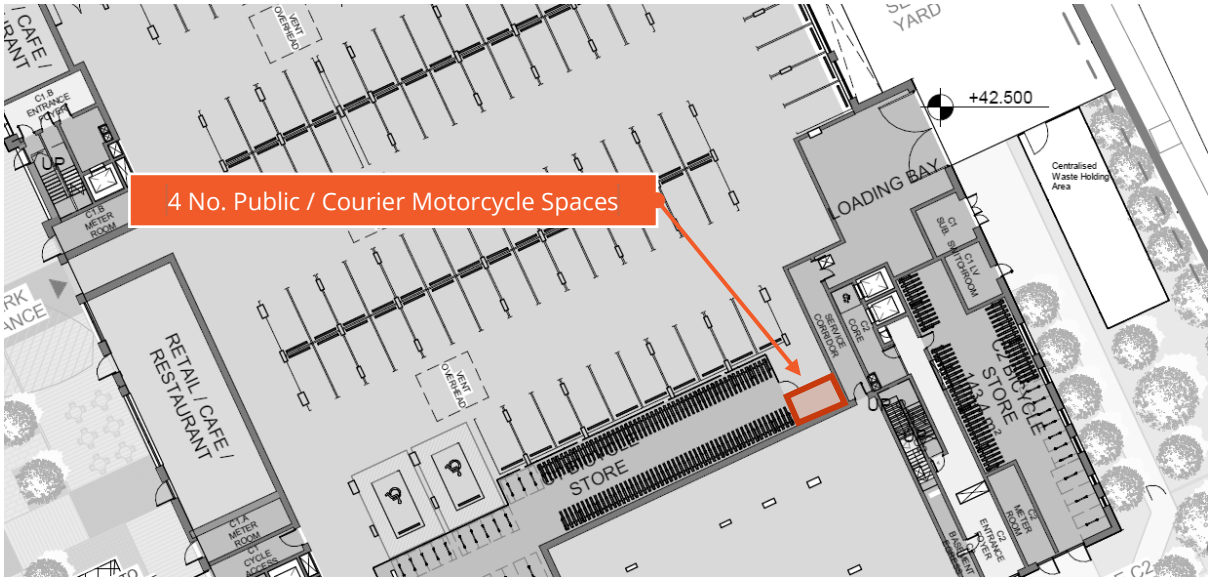


Figure 4-8: Retail Loading Bay within Block C-D

The strategy also provides 4 no motorcycle parking spaces that couriers, including the likes of Deliveroo; can utilise when calling to the Phase 2 development. The location of these dedicated motorcycle parking spaces on the pubic accessible podium area is detailed in **Figure 4-8** above.

4.4 EMERGENCY SERVICE VEHICLE ACCESS

The proposed development's design accommodates the internal movement requirements of an emergency service vehicle (i.e., ambulance/fire tender). A left in access (entry only) is provided on Kylemore Road with corresponding exit only access point on the Old Naas Road for maintenance vehicle traffic (at permitted times only) and emergency vehicles as per the previously permitted scheme. Both the access and exit for the maintenance / emergency vehicles will be actively managed with access restricted (e.g. rising bollard controls or similar) to permitted vehicles only. The emergency service vehicle access route is shown in **Figure 4-9** which is an extract from one of the following accompanying DBFL swept path analysis drawings;

- PRL-DBFL-ZZ-ZZ-DR-C-1211 SWEPT PATH ANALYSIS
- PRL-DBFL-ZZ-ZZ-DR-C-1212 SWEPT PATH ANALYSIS – BASEMENT LEVEL

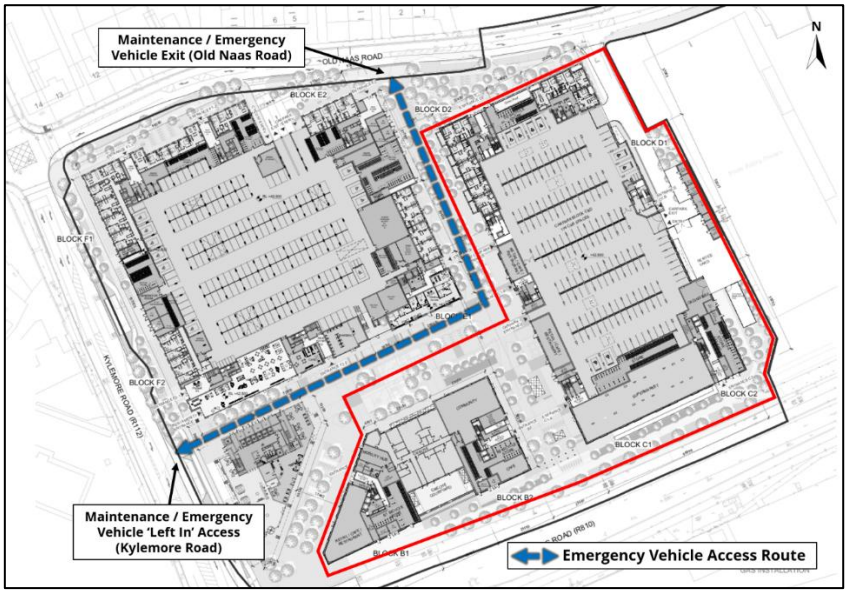


Figure 4-9: Phase 2 Emergency Vehicle Access Route

The swept path analysis for fire tender vehicle is as shown in **Figure 4-10** below.



Figure 4-10: Swept Path Analysis for Fire Tender Vehicle (Source: DBFL Drawing PRL-DBFL-ZZ-ZZ-DR-C-1211)

5 DSP MEASURES AND MONITORING

This section of the document outlines the DSP measure and monitoring that can be implemented by the appointed management company in coordination with the tenants.

5.1 MEASURES

i. The management can appoint a DSP coordinator for ensuring efficient and effective delivery and servicing for the development. The DSP coordinator can be appointed one month prior to occupying the completed building.

ii. The DSP coordinator will have the responsibility in managing and storage of bulky goods. They also have to take account of the implementation of the servicing strategy and ensure that the refuse is brought to the bin collection point each week and the containers are returned to the refuse storage.

iii. DSP coordinator will establish and maintain a delivery and servicing schedule for the non-residential uses to ensure that the delivery and servicing requirements can be met without conflict within the site.

iv. DSP coordinator will liaise with the residents and staffs to make them aware of the delivery and servicing arrangements of the DSP.

v. The DSP coordinator will encourage delivery/collection activities outside network peak periods to reduce any impact on the local road network.

vi. The management can provide training and support for staff to receive training on processes and procedures in regard to the DSP to ensure safe operation practices.

vii. The Management will have the responsibility for the day-to-day management/coordination of deliveries, servicing and refuse. They will keep the records of the delivery/servicing/refuse activities and any incidents that may occur in the premise.

viii. The management can reduce the time spent on deliveries and collections time by liaising with the suppliers and tenants.

ix. The management will make residents aware of the delivery and servicing arrangements before the purchase and occupancy of the buildings.

x. A delivery and servicing schedule will be produced and implemented by the DSP coordinator based on the regular deliveries anticipated by the non-residential occupiers. Residents will also be notified that they must give advance notice, where possible, of when

deliveries are anticipated, which require vehicles larger than a light van. Refuse, and recycling collections will be included in the schedule.

xi. Where applicable, the Management will coordinate delivery and servicing requirements to permit delivery/service activities outside normal permitted times. In general, these activities could be implemented during following time periods:

- Overnight: Between 21:00 - 07:00.
- Sunday: All day.
- Bank holidays: Treated as a normal weekday.

xii. All new residents will be provided with welcome MMP packs which will also highlight the location of on-site refuse and recycle bins and associated DSP arrangements.

5.2 MONITORING

i. The monitoring of the DSP will be conducted with the DSP coordinator in close collaboration with any other stake holders.

ii. This DSP will be a live document and is indented to evolve over time say in 5 years period.

iii. Monitoring surveys are to be undertaken on yearly basis.

iv. In the interim period between reviews, the DSP coordinator will make continual checks that deliveries, maintenance visits and refuse collections are made in accordance with the strategy and schedule.

v. In particular, the supplier, size of vehicles used, and location/timing of deliveries should be noted to enable review against any agreement with the supplier and the servicing strategy. This will allow the DSP coordinator to provide feedback to stakeholders should deliveries not be made at the appropriate location or time, in accordance with the servicing strategy.

vi. The residents of the developments are requested to give feedback in regard to the DSP. Similarly, the coordinator will reach out and liaise with residents in response to occasions where the deliveries have caused issues and what measure should be taken to avoid it in the future. Feedback from the non-residential occupiers in relation to delivery and servicing demands must be also communicated between the DSP coordinator and management.

vii. Any complaints received in relation to delivery and servicing activity and actions taken should also be reconsidered at the annual review. This is intended to identify potential requirements for new management measures in relation to deliveries and servicing to ensure that the objectives of the DSP are met and enables continuous improvement in the management of deliveries and servicing.

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