



Stephen Reid Consulting

Traffic and Transportation

Estuary House, New Street, Malahide, Co Dublin, K36 KH32

tel: 0879793479 e-mail: stephenreid@stephenreidconsulting.com web: www.stephenreidconsulting.com

18 October 2021

Sadhbh O'Connor
Thornton O'Connor Town Planning
1 Kilmacud Road Upper
Dundrum
Dublin 14

Ref: Projects/Site C, Greenogue South Lands

By email

Dear Sadhbh

Amendments to Permitted Commercial Warehouse Site C, College Lane, Greenogue, Co Dublin (Reg Ref: SD21A/0200) - Traffic Inputs to RFI Response

Further to review of the South Dublin County Council (SDCC) RFI issued on 09.09.2021 in respect of the above planning application for development by Jordanstown Properties Limited, liaison with the proposed occupant (Uniphar) and review of revised drawings and schedule of accommodation prepared by Kavanagh Burke, please note the following response comments on traffic items.

This response note should be read in the context of revisions which have resulted in a reduction in the 'office' element of the development, as follows:

Breakdown of Proposed Accommodation and Parking Provision	Previously Permitted SD19A/0407	Proposed for Planning Application SD21A/0200	Proposed for RFI Response SD21A/0200	Proposed SD21A/0200 RFI Response v SD19A/0407
Warehouse	12,369 sq m	13,353 sq m	14,225 sq m	+1,856 sq m
Staff Facilities	548 sq m	2,582 sq m	1,616 sq m	+1,068 sq m
Ancillary Office	1,042 sq m	2,437 sq m	776 sq m	-266 sq m
Warehouse Mezzanines (Racking)	-	9,703 sq m	9,703 sq m	+9,703 sq m
Plant Room/Plant Area	-	1,363 sq m	1,363 sq m	+1,363 sq m
Total Areas	13,959 sq m	29,438 sq m	27,683 sq m	+13,724 sq m
Car Parking	119	190	87	-32
Cycle Parking	72	72	124	+52
Designated Van Parking	0	13	12	+12

Table 1: Block C – Comparison of Areas and Parking Provisions

SRC Response

Item 1 – Traffic, Car and Cycle Parking, Employment Density

SRC note that the proposed revisions, including removal of significant office space, and removal of the level 1 decked car park area, and additional cycle parking, significantly addresses/supersedes the traffic issues at Item 1.



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It should be noted that this proposed amendment to Site C will be specifically for the Uniphar operators, and the company has very specific requirements, which have been set out in the response under your own detailed note. These have been taken into account in development of the RFI response scheme, while the Transport Assessment undertaken for both the SD19A/0407 and SDA21/0200 planning applications was based on a typical generic commercial warehouse with up to 10% ancillary office space.

As such the TIA and parking requirements assumed a greater number of persons employed by the future occupant who would be based on site during the working day and travelling to/from work, particularly admin/office workers, who would naturally be more heavily weighted to travelling during traditional commuter peak periods.

The TIA submitted with the planning application SD19A/0407 set out the vehicle trip rates and vehicle trips that would be expected for this land use type and proposed gross floor area. These were speculative as a specific occupier was unknown, and therefore generic trip rates were taken from the TRICS database. These rates and resultant traffic volumes were considered acceptable by SDCC in granting permission for SD19A/0407.

Therefore, for the amendment application the same rates were used but applied against the pro-rata increase in GFA (note to test a worst-case, the mezzanine warehouse areas in SD21A/0200 were included in the traffic generation (see Table 4.2 from SRC TIA submitted with the planning application in July 2021, reproduced below for convenience).

Land Use	GFA	Weekday AM peak (08:00-09:00)		Weekday PM Peak (16:00-17:00)	
		Arrivals	Departures	Arrivals	Departures
SD19A/0407	13,959 sq. m	24	7	14	72
Amendment scheme	25,493 sq. m	45	13	26	133
Change in trip generating area	+11,534 sq. m	+19	+6	+12	+51

Table 4.2 – Vehicle Trips for Proposed Development

(Table 4.2 From SRC TIA for Site C Amendment Planning Application, July 2021)

The TRICS rates were total vehicles and therefore included staff commuter trips, visitors, and deliveries by LGVs and HGVs entering and exiting.

To respond more fully to the specific comments in Item 2 of the RFI, SRC have carried out a more detailed analysis of the specific requirements of Uniphar, who we have been advised by the applicant will be the occupier of the completed warehouse facility, as proposed under the revised layout submitted with the RFI response.

Uniphar is a very specific business which delivers to approximately 50% of the pharmacies and medical facility dispensaries in the State, fulfilling prescription requirements within the same day in the Greater Dublin Area and providing a next day delivery to areas further afield. With an increasing aging population,



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many of whom are reliant on security of obtaining prescriptions in a timely manner, this specific operation should be considered as a critical strategic infrastructural function. The shift patterns are specifically tailored to address the fulfilment and delivery model to ensure pharmacies can complete prescriptions efficiently.

Uniphar have provided the following explanation of their proposed operations at the Site C location, which is based on a very specific and well-drilled set of standard operating procedures, with staffing levels that are tied into a highly automated stock picking system from a racking warehouse.

Item 2 – Operational Details

In response to the specific queries of SDCC at Item 2, please note as follows:

a) Proposed hours and days of operation (the site operates 24/7)

There are two main shift times as follows:

- 06.00-14.00 and
- 22.00-06.00

Uniphar have advised staff will typically arrive for each shift between 15-30 minutes before (to allow for changing, clocking in, etc)

b) Number of Staff

- 55 staff per shift and
- 55 van drivers

c) Timing and number of HGV trucks expected to/from site

- 10 HGVs arriving to site per day, spread out between 07.00 and 15.00

In addition to the HGV movements delivering pharmaceuticals to the Uniphar facility, there are van deliveries which are on pre-set routes to pharmacies and medical facility dispensaries, as follows:

- First wave of 55 vans departs across the early morning period from 05.00 to 09.00
- Second wave of 55 vans departs from 13.00-15.30 (for same day fulfilment of orders requested by pharmacists by lunchtime in the GDA region)

Most of the van drivers (Uniphar advise in the order of 95%, i.e. 52 of the 55) use their van to travel to/from work as they arrive prior to 05.00 and will return home with their vans after the second wave deliveries, with the remaining 5% travelling by their own car).

In summary, the proposed Uniphar operation would be expected to generate in the order of 466 vehicle movements per day (if as a worst case all staff travelled by car/van as driver).



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In terms of commercial vehicles, there would be in the order of 220 LGV movements per day (vans) and 20 HGV movements per day i.e. 110 van arrivals and 10 HGV arrivals, and the same number of departures.

As set out above the HGV movements will be relatively evenly spread across the core daytime period.

Item 3 – Car Parking Provision

In response to Item 3, SRC note the following:

The SDCC Development Plan standards set out maximum requirements of 1/100 sq. m for commercial warehousing (employment) and 1/50 sq. m for office (employment).

It should be noted that the staff facilities and plant areas are purely ancillary functions of the development and do not generate traffic or parking demands.

Therefore, the maximum requirement for the revised Uniphar scheme overall warehouse element of 23,928 including the mezzanine would be 239 spaces, while the maximum for the office element (776 sq. m) would be 16 spaces, equating to an overall maximum requirement of 255 spaces.

However, it should be recognised that the warehouse contains a significant element of mezzanine storage which is unlikely to result in an additional staffing requirement at typical employment densities for warehousing use.

Therefore, for the 14,225sq. m ground floor warehouse only plus the 776 sq. m office element there would be a maximum requirement for 142 (warehouse) and 16 (office) parking spaces, equating to 156 spaces.

The previously permitted scheme which was considered acceptable by SDCC proposed 119no. car parking spaces for a GFA of 13,959 sq m, while the SD21A/0200 planning application proposed 190no. car parking spaces for a GFA of 29,438 sq m (and 13no. van spaces, which should be considered as operational).

The revised proposal is for 87no. car parking spaces for a total GFA of 27,683 sq m (and 12no. van parking spaces, which should be considered as operational). The level 1 decked car park area has been omitted from the revised proposals.

Therefore, in summary, the previous permission allowed for parking to be provided at a rate of 1/117 sq m GFA, while the amendment application was at a rate of 1/155 sq m GFA (or 1/104 sq m GFA excluding the mezzanine warehouse storage levels), while the RFI response is at a rate of 1/318 sq m GFA (or 1/207 sq m GFA excluding the mezzanine warehouse storage levels).

Typical employment density in a commercial warehouse development can vary from 1 person per 100 sq m GFA to 1 person per 200 sq. m GFA (with lower densities tending to occur in more modern facilities where there is a greater provision of automation in the picking from warehouse racking).

A key difference between the application and the current Uniphar RFI proposed accommodation is a reduction in the ancillary office space to 776 sq m GFA, which is only 32% of the application scheme figure, and only 75% of the previously permitted figure.



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Staff facilities include training rooms, toilets, canteens, changing rooms, showers, lockers, etc, which are not a traffic generator or parking demand element.

Having regard to the specific Uniphar staff requirements, and to allow for the morning shift arriving (prior to 06.00) before the night shift has departed, it is clear that there is a potential overlap so there needs to be car parking to accommodate this period of overlap, and therefore at most times during both shift periods there would only be approximately half of the parking in use.

Therefore, the provision of 87 car parking spaces (plus 12 van spaces) is considered appropriate having regard to the projected employment at the development and the operations advised by Uniphar.

Uniphar will commit to delivering a Mobility Management Plan. It is considered appropriate that this would be a condition of the planning as while a generic 'framework' report could be submitted at this time, it would be more useful to undertake and submit this for approval by the planning authority when the development is completed and occupied.

This would be a sensible approach having regard to the changing elements such as possible future Bus Connects radial services which will pass along the R120 to the north of the site, and determine whether there are opportunities within the constraints of the specific nature of the Uniphar operations including shift times which require staff to commute outside of peak periods.

Also, in advance of Bus Connects projects there are proposals for shuttle services between the Red Cow Luas and Greenogue (an operator has recently been given a licence from the NTA to operate this service and is developing proposed frequency and specific route coverage within the area along with the Greenogue Management).

Item 4 -Footpath widths

Please refer to updated Kavanagh Burke drawings submitted with the RFI response which illustrate the footpath widths.

Item 5 – Swept Path Assessment

Please refer to updated Kavanagh Burke drawings submitted with the RFI response which illustrate swept paths as required in accordance with this item.

Item 6 – Revised EV Charging

Please refer to updated Kavanagh Burke drawings submitted with the RFI response which illustrate revised EV provision to address the SDCC item.



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I trust the foregoing fully addresses the relevant items of the RFI, however if you have any queries, please do not hesitate to contact me.

Yours sincerely

Stephen Reid CMILT
Managing Director
Stephen Reid Consulting Traffic and Transportation Limited

c.c. Pat Kavanagh (Kavanagh Burke), Con McCarthy (Jordanstown Properties Limited)