



Pfizer Grange Castle
Grange Castle Business Park
Clondalkin
Dublin 22
D22 V8F8

Register Reference SD21A/0364

As part of the above planning application, South Dublin County Council has requested that Pfizer reconsider and rationalise the number of lower-level signs along the western perimeter site. The primary purpose of this signage is to ensure that high road safety standards are maintained for all visitors coming to site.

Accessing Site

Access to site is managed via three distinct access points. In addition to the more than 1,000 colleagues accessing the site daily, several hundred visitors, contractors and deliveries also attend the site. For this reason, three distinct access points are provided:

1. Gate 1 QAQC: Primary access point for colleagues and visitors to site and access to reception.
2. Gate 2 Nangor: Secondary access point for colleagues and primary delivery access point.
3. Gate 3 Contractors: Primary access point for craft/ project contractors and deliveries.

Ensuring segregation of colleague/visitor traffic from delivery and project traffic has two benefits. It removes/minimises the interaction between standard vehicles and larger delivery vans/articulated trucks. It also prevents the backlog or build-up of tailbacks at any of the gates. The internal layout of the site does not facilitate the turning of larger vans or trucks in a safe and easy manner once they pass the security point; therefore it is important to ensure they arrive at the correct gate. Directions are provided in advance to delivery vehicles as a standard process, and they are directed to a specific gate number.

Vehicle Management

Where a vehicle arrives at the site for a visit or delivery, there is an intercom system at each gate. This allows the visitor to contact security, confirm that they are on the visitor / delivery listing and gain access to the site. Where this cannot be confirmed they are requested to leave the gate and contact their site host to confirm they are due on site. Alternatively, where vehicles arrive at the wrong gate, they are asked reverse and move to the correct gate. The primary reason for this is security, but also safety as the layout is not designed to facilitate

the movement of large vehicles other than via Gate 2. There is no open and manned access from that part of the serviced by Gate 3 and the remainder of the site.

At peak hours in the morning Gate 1 is manned. This is required due to the volume of colleagues arriving on site, which can result in tail backs onto the adjoining Business Park access road and roundabout. Having the gate manned at peak times ensures that deliveries are directed to the correct gates preventing delays and tailbacks; in addition visitors arriving on site can be directed more efficiently onto site. This support is not required outside of peak hours as vehicles can be directed based upon the signage in the Business Park.

Gates 1 and 3 are closed outside of normal operational hours. Gate 2 is the only access point to site at this time. Gate 3 is not manned at all times and where delivery drivers contact security for direction, they rely heavily on the gate numbering and signage within the Business Park. Minimising the need for large vehicles or articulated trucks to reverse out onto the main Business Park road is critical to ensure ongoing road safety, therefore clear directional signage is required.

Current Challenges

Hundreds of visitors and delivery vehicles arrive on site on a weekly basis. On occasions vehicles arrive at the wrong gate even with the signage that is currently in place.

If you have any further questions, please feel free to contact below at your convenience.

Sincerely,

DocuSigned by:

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Thomas McCarthy

EHS & Security Lead

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