

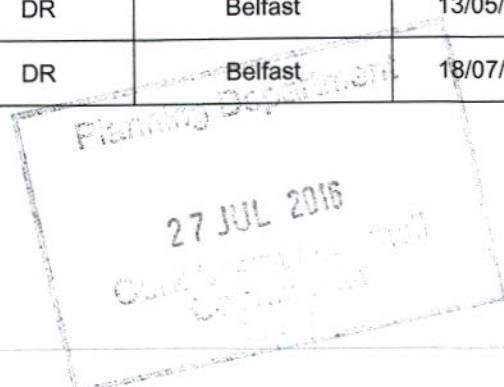
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Port of Cork Company
Ringaskiddy Port Redevelopment,
Ringaskiddy, Co. Cork -
Alterations Report

DOCUMENT CONTROL SHEET

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Alterations Report

The changes to the project description are considered in turn in the following text. All of the proposed changes described herein relate to the Ringaskiddy East area of the Planning Application. The changes required to the originally submitted application are illustrated on the appended drawing, IBM0575-PL-0001, Overall Site Location Plan.

Landside Container Handling

The primary driver for the alterations to the container handling operations is the introduction of the "Ringaskiddy Mobility Management Plan" (RMMP) as required by Condition 5 of the grant of permission. The main impact on container operations is the change in the landside container handling system from the originally proposed Rubber Tyre Gantry Cranes (RTG's) to a Straddle Carrier (SC) operation. This is a more flexible system in regard to the management of truck movements and will ensure the most efficient use of the capacity on the national road network during off-peak hours.

The use of SC's would also allow Port of Cork to transition across from their existing facilities, using existing equipment, and then expand in line with demand. Ultimately to meet the permitted 330,000 TEU /annum demand, within the confines of the agreed traffic management plan, two Rail Mounted Gantry (RMG) modules will be constructed on the site to supplement the SC's.

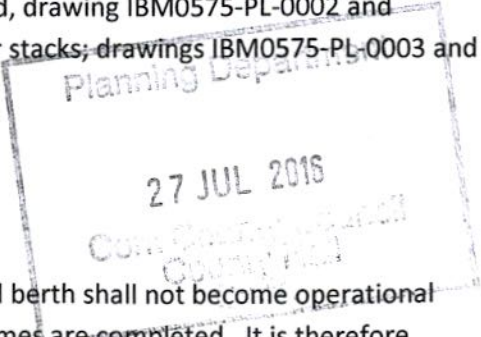
A straddle carrier based operation will mean that the containers are stacked 3 high over the majority of the site, as opposed to 5 high stacks in the RTG modules. However, the lower stacking height will require an increased footprint. This increased footprint is largely contained within the original planning boundary as the area required has been accommodated within the footprint originally allocated to general cargo operations at the South of the terminal site. The increase in area is 31,187 m², which represents a 7% increase from the original area. This will require alterations to positions of lighting columns and noise barriers. Two RMG modules, each with 2 cranes, will be required in the future to achieve the permitted container throughput of 330,000 TEU/annum.

We have attached a revised site layout for the container yard, drawing IBM0575-PL-0002 and elevations showing the change in the height of the container stacks, drawings IBM0575-PL-0003 and IBM0575-PL-0004.

Main Berth and Mooring Dolphins

Condition 4 specifies that the permitted link-span bridge and berth shall not become operational until such time as the N28 and Dunkettle road upgrade schemes are completed. It is therefore proposed to defer construction of the link span bridge until the road upgrade works have been commenced.

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2.2 Alterations to the Landside Handling of Containers

Section 3.2.1.1 of the 2014 Environmental Impact Statement (2014 EIS) detailed the proposed port operations for managing lift on and lift off (LoLo) of container freight. It was proposed that the landside management of container freight would be handled by Rubber Tyred Gantry (RTG) cranes. The Ringaskiddy Mobility Management Plan has highlighted the need for greater flexibility in the transfer of containers between the trucks and the container stacks. This can be addressed by using Straddle Carriers rather than RTGs for the early years, with a reduced number of RTGs being used when throughput grows to a certain point.

The introduction of straddle carriers is a technical alteration to the permitted operational process of handling container freight at Ringaskiddy East. No new operational process is being introduced, the alteration only involves a change in the way containers are manoeuvred and stacked within the Port's terminal. The net effect is minor as it involves a reduction in the height of the container stacks and an increase in the footprint of the container storage area.

In our opinion, there are no planning consequences as the proposed alteration to the handling regime will reduce the visual impact of the container yard and will help to improve the mobility management of the HGV traffic generated by the container terminal

2.3 Alterations to the Layout and Design of the Ancillary Buildings and Structures

The Port's Ringaskiddy terminals already include a number of large port related industrial structures and buildings, including warehouses, silos, tanks, cranes and the existing passenger terminal building. In addition, the permission granted under 04.PA0035 approved the development of a number of new structures, including a maintenance building, ship to shore cranes, rubber tyred gantry cranes, kiosks and revisions to the internal road layout.

Some of the alterations may be outside the notional boundary used for the application made under 04.PA0035. However, they are well within the existing port complex and between 150m and 240m from the Port's property boundary.

In our opinion the scale and massing of the proposed maintenance building would not be unduly obtrusive in the context of the scale of the permitted ship to shore cranes and container stacks. Any visual impact would be minor in the context of the established industrial character of the area.

2.4 Construction Works along the Shoreline

The permitted development involves extensive works along the shoreline, including demolition of the original ferry terminal linkspan, piling and dredging and the construction of over 500m of new berths.

The proposed alterations will result in minor changes to the construction process, encompassing additional demolition of two mooring dolphins; a minor extension of the multipurpose berth structure and a marginal increase in piling works and the overall permitted dredging area.

As a result, the proposed alterations will not involve the introduction of any construction methods not already expected as a result of the permitted development as assessed by An Bord Pleanála in the extant Permission.

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In order to facilitate the phased introduction of the proposed Ro-Ro link span and to maximise the utilisation of the main berth in the interim, some minor alterations have been made to the geometry at the Southern end of the main berth. While this creates a marginally longer berth in the interim, it is achieved without any net increase in quay wall construction or area of quay behind the main berthing line. The overall increase in berth length is 46 m, which is 9% more than originally permitted. However this is only 16 m, representing 3%, beyond the berth length including the linkspan portion. An aggregate reduction in combi wall length of 36 m is achieved by not constructing the wall around the linkspan approaches. For the future installation of the linkspan, as indicated on drawing IBM0575-PL-007 a further 25 to 30 piles will be installed in front of the new quay line. To allow the full length of the berth to be utilised the dredge pocket has been extended to the South along the full length of the quay wall. Additional dredge material of approximately 15,000 m³ will be generated. This represents an increase of approximately 18% on the permitted dredge quantity at Ringaskiddy East and a 5% increase on the total permitted dredge, in the Dumping at Sea License.

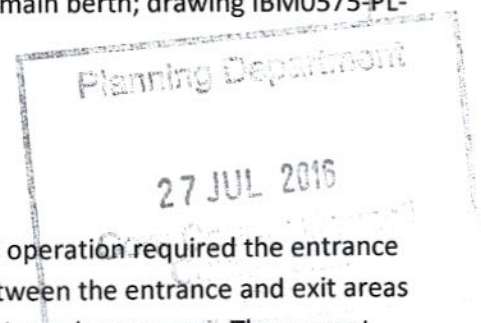
When the design of the main berth was being developed it became apparent that the proximity of two existing mooring dolphins associated with the Ferry terminal imposed some restrictions both on the future construction of the future Ro-Ro link span and the use of the main berth in the interim. In addition, the requirement to maintain an existing storm mooring, currently located behind the proposed quay, would impose restrictions on the use of the main berth. The replacement of the two mooring bollards and the landside storm bollard with three new mooring bollards allows the Ferry Terminal and Container terminal operations to be separated, avoids restrictions on the use of the main berth and facilitates future construction operations associated with the Ro-Ro link span. The three proposed mooring dolphins will be similar in scale and massing to the existing dolphins. The two mooring dolphins to be removed contain 9 piles each, a total of 18 piles. The three proposed dolphins will require 8 piles each, a total of 24 piles.

We have attached a revised site layout showing the alterations to the mooring dolphins; drawing IBM0575-PL-0005 and the interim and final configurations of the main berth; drawing IBM0575-PL-0006.

Entrance and Interchange Area

The development of the design, including incorporation of the SC operation required the entrance and exit areas to be moved and realigned with the separation between the entrance and exit areas increased to facilitate improved circulation and separation at the interchange area. The current design of the entrance and exit gates does not impact on original proposals for vehicular access to and from the site. This design affords the opportunity for additional queuing capacity, both external to and internally within the container terminal.

We have attached a revised site layout showing the permitted and proposed layouts for the entrance and circulation areas; drawing IBM0575-PL-0008.





Maintenance, Office and Customs Buildings

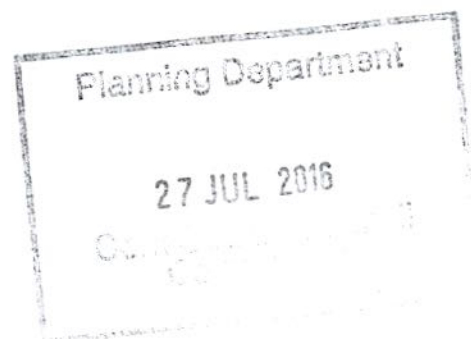
The originally proposed maintenance building is unfit for the purpose of maintaining the Straddle Carriers to be employed on the site as part of the landside operations. It is proposed to locate a new building, within a dedicated compound, to the South of the existing Ferry Terminal access road. The new steel framed structure will comprise a maintenance hall and all facilities required for maintenance and operation personnel, customs and border control offices and facilities for shipping agents. Much of this accommodation was previously proposed as separate buildings located at the South of the Terminal Site. Allowance will be made for car parking associated with the new facilities within a dedicated compound.

The single storey building previously proposed as a maintenance building within the terminal area has been relocated to the South of the terminal site, adjacent to the proposed terminal entrance and following discussions with the relevant stakeholders will be used as a combined Customs, Border Control and Agriculture Inspection Facility. The double stacked port-a-cabin offices will no longer be required.

As the gates will be managed remotely the requirement for kiosks at the entrance and exit to the terminal will be reduced to a single kiosk at each location to allow for manned operations and to accommodate data infrastructure associated with the vehicle management systems.

The creation of a standalone maintenance and office compound requires some alterations to the existing entrance to the Ferry Terminal check in.

The attached revised site layout; IBM0575-PL-0002 shows the position of the proposed buildings and sketch drawings for these structures are attached.



Consequent Changes to Conditions of 04.PA0035

To give effect to the proposed alterations it is requested that condition 1 and condition 4 of 04.PA0035 are amended as follows:

Requested Alteration to Condition 1:

It is requested that Condition 1 of PA0035 is modified to reflect alterations that may be permitted by this application. The proposed modification is requested:

Condition 1: The proposed development shall be carried out and completed in accordance with the plans and particulars lodged with the application as amended by the further information received by An Bord Pleanála on the 15th day of August, 2014, the oral hearing submissions, the further information received by An Bord Pleanála on the 11th day of February, 2015, and modification permitted by PM(*reference no.*), except as may otherwise be required in order to comply with the following conditions. Where conditions require details to be agreed with the planning authority, the developer shall agree such details in writing with the planning authority prior to commencement of development and development shall be carried out and completed in accordance with the agreed particulars.

Reason: In the interest of clarity.

Requested Alteration to Condition 4:

It is requested that Condition 4 is modified to further clarify that the restriction on use of the berth is related to RoRo freight traffic only. The proposed alteration is requested:

4. Phase 3 of the proposed development (provision of link-span bridge and use of berth to accommodate roll-on/roll-off freight traffic) shall be deferred until such time as the N28 and Dunkettle road upgrade schemes are completed. Pending completion of the road upgrade schemes the container/multipurpose berth shall be modified for use for containers and general cargo as shown on the drawings submitted to the Board on (*date reference*) under PM(*reference no.*).

Reason: In the interest of orderly development and to minimise traffic congestion on the road network, prior to the coming into operation of these schemes.



Sched

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Appendix 1

Schedule of Drawings

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27 JUL 2016
Coll. Planning Department
Overseas
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Schedule of Drawings

IBM0575-PL-0001 - Overall Site Location Plan

IBM0575-PL-0002 - Revised Container Terminal Plan

IBM0575-PL-0003 - Revised Site sections

IBM0575-PL-0004 - Revised Site Sections

IBM0575-PL-0005 - Proposed Dolphins

IBM0575-PL-0006 - Berth Options

IBM0575-PL-0007 – Future Linkspan

IBM0575-PL-0008 - Entrance, Revised Interchange and Exit Area

16001-SKE-00-0001 – Site Layout Plan Terminal Office and Maintenance Building

16001-SKE-00-1000 – Ground Floor Plan Terminal Office and Maintenance Building

16001-SKE-00-1001 – First Floor Plan Terminal Office and Maintenance Building

16001-SKE-02-1000 – Customs Inspection Building - Ground Floor Plan

16001-SKE-00-2000 – Customs Inspection Building - Elevations

16001-SKE-02-2000 – Elevations Terminal Office and Maintenance Building

