DESIGN REPORT

for

PROPOSED ALTERATIONS TO OFFICE AND MAINTENANCE BUILDING AND CAR PARK AREA

at

RINGASKIDDY,
CO. CORK

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SECTION A. – INTRODUCTION

1.0 PREFACE

1.1 This report provides a general description of the proposed alterations to Office and Maintenance building and carpark area as part of the port redevelopment, section 146C, Ringaskiddy, Cork, together with an outline of the buildings proposed architectural treatment and specification.

2.0 SITE LOCATION / DESCRIPTION

The Port of Cork's operation at Ringaskiddy is a deepwater port linking Ireland to the UK and Continental Europe, as well as a ferry port linking Ireland to France. The development site comprises an area of land, which has been reclaimed since circa the 1970's. The Deep Water Berth (DWB) is located at the western end of the development site and comprises a 430m quay wall and associated hard standing service areas, large harbour cranes and one rubber tyred gantry crane. As the topography of the site is flat reaching the sea at the harbour's edge, these cranes dominate the typical port and industrial landscape of the proposed site, against a background of the immediate expanse of water and the wider harbour area. To the southwestern / landward side of the quay are a number of existing warehouses / bulk storage buildings. The existing ro-ro ferry port and associated single-storey terminal building is located in the inner harbour. There are extensive port lands to the east and north of the terminal building.

A number of significant industrial and pharmaceutical plants are located within the immediate environs of Ringaskiddy such as Pfizer, Centocor, Novartis, Janssen Biologics, GlaxoSmithKlein, all being large scale industrial buildings and piping clusters contributing to the overall industrial character of the receiving environment. To the east of the ferry port, port lands are used for the storage of trade cars, beyond which is an industrial warehouse and the National Maritime College of Ireland. Between the college and Haulbowline Road is the site of the IMERC (Irish Maritime and Energy Resource Cluster) UCC research facility. See Image A2.0 for existing site conditions.

Image A2.0 – Existing Site Conditions

PROPOSED BUILDING LOCATION

As part of the proposed alterations to the permitted Ringaskiddy Port Redevelopment, the Proposed Alterations to Office and Maintenance Building and carpark area is located to the south of the existing Ferry Terminal access road and adjacent to the proposed terminal entrance. The choice of location is discussed in Chapters 2 and 3 of the EIS for the proposed alterations.

Two number access routes are proposed for the site:

- An access road to allocated carparking located to the east of the proposed building.

- A gated entrance for straddle carriers is located directly adjacent to the terminal entrance/exit. This provides direct access from the terminal entrance/exit to the maintenance building, minimising disruption to traffic entering the ferry terminal.

Refer to STW drawing: 16001-SKE-00-002_P1

SECTION B. – BUILDING DESCRIPTION – DESIGN STATEMENT

1.0 DESIGN STATEMENT:

1.1 The Brief for the Proposed Alterations to Office and Maintenance Building and Carpark Area, calls for a building designed to provide an area for the maintenance of straddle carriers used in the Terminal (see image B1.1).

The building will also be used to provide changing and welfare facilities for on site port workers and drivers and will consolidate container terminal operations personnel in one facility.

2.0 ACCOMODATION:

The total gross floor area of the proposed building is 2,419m².
See also the Area Schedule appended to Section E of this report.

2.1 GROUND FLOOR LEVEL G00

The ground floor will comprise of a maintenance hall to accommodate three bays facilitating 3 No. straddle carriers. Stores will be located to the west of the maintenance hall, for maintenance equipment / parts required to service the straddle carriers. Workshops are located to the south of the maintenance hall to house maintenance personnel. Changing rooms and shower facilities are provided to the east of the maintenance hall.

The main entrance to the building is located to the east of the building, accessed directly from the carpark. The main entrance lobby provides horizontal access to the changing rooms, workshops and maintenance floor. Vertical circulation is also provided to all areas on the first floor via lift and stairs. Refer to STW drawing: 16001-SKE-00-1003.

2.2 FIRST FLOOR LEVEL G01

The first floor will accommodate offices / toilets / IT room / print room and a canteen for port operations and work planning personnel.

The offices to the first floor are positioned to the east side of the building allowing maximum natural day light throughout the day. The offices are designed to maximise the useable floor area, arranged generally in an open plan layout with some cellular offices.

The canteen is located to the south of the building allowing natural light in through most of the day. A second stairs is located next to the canteen acting as a fire escape. Refer to STW drawing: 16001-SKE-00-1004

2.3 Main vehicular access to the site and building is from the existing Ferry Terminal access road. A fire-fighting vehicle route is provided around the entire building. In addition to visual impact considerations, the building levels are designed to take account of the existing ground contours and the service road to facilitate service access into the site.

The schemes visual impact is discussed in detail in Chapter 7 of the EIS for the proposed alterations.

2.4 **ROOF LEVEL**

Roof areas are designed flat laid to falls and finished with granulated mineral finish, Paralon torch-on membrane or similar for approval.

3.0 SCALE, MASS & COLOUR

The external massing and parapet height (22.5m min.) of the Maintenance Workshop is the dominant component of the buildings composition. It is determined by the height of the straddle carriers serviced within the building, and the requirements for a three bay maintenance facility. The remaining space requirements of the brief are smaller in scale and are accommodated in two storey blocks connected to the eastern and northern elevations of the main maintenance building mass. Fenestration is provided to the office and changing facilities where required, and the main personnel entrance is obvious by way of its entrance canopy, facing the staff carpark. The terminal offices/workshops/stores parapet heights are contained at one story above entrance level.

We propose to clad the Ringaskiddy building in a mid grey RAL 9007 colour, which will blend with the harbour-scape background, with its large expanse of water to Great Island beyond.

Note that consideration was given to providing a building of [a] darker tonal grey of Ral 7022, or [b] a bold array of primary colours similar to a container stack but both options were discarded.

Furthermore, the selection of a mid grey tone will significantly reduce the visual impact of the building when seen from outside the immediate site boundaries. As the large high bay doors to the maintenance shed face towards the sea, the mass of the building becomes monolithic in nature with no detail to the East, West or South facade of the main gables to the maintenance building that might attract interest from the human eye when viewed from Ringaskiddy Village.

With reference to other existing and permitted developments in the area with similar and greater building heights were permitted in more elevated and exposed locations such as Centocor, Janssen Biologics, NMCI and Beaufort.

Accordingly we contend that the proposed buildings proportional scale mass and colour is appropriate to the receiving environment and broader Industrial area.
Refer to Section D and STW contextual elevations, Drawing No`s: 16001-SKE-00-2002 & 16001-SKE-00-2003 for further details.

The landscape mitigation that formed part of the permitted development provides screening in views from the Main Street in Ringaskiddy. With the inclusion of the acoustic barriers constructed as part of the permitted development running from east to west, north of the public green area softened by the line of planting , this, together with the monolithic nature and selected mid grey colour will greatly reduce the visual impact of the Maintenance building from the village.

Image B1.1 – Example of a Straddle Carrier

SECTION C. – OUTLINE SPECIFICATION: ARCHITECTURAL

1.0 EXTERNAL FINISHES:

The surrounding industrial and pharmaceutical plants such as Novartis incorporated metal panels with a mid colour, see images C1.1.

Image C1.1 – Novartis, Ringaskiddy

A similar facade system is proposed for the Maintenance building. The external elevations are punctuated by metallic powder coated aluminium panel clad system with a RAL 9007 (mid grey) or similar approved. By using mid-grey coloured metal panels, it serves as two functions:

- The metal panel withstands the harsh environment of the sea air.
- The mid grey colour allows the building to blend into the background.

Cladding Panel sizes were designed at a small scale at 900mm x 3000mm, mitigating the scale of the building. Fenestration is provided to the office and changing facilities where required.

Refer to STW drawing: 16001-SKE-00-2001 – Elevations, Terminal Office and Maintenance Building, for details on external finishes

1.1 ENERGY DESIGN

The building design will meet the requirements of the current TGD-Part L, for buildings other than dwellings, by:

a) Limiting primary energy consumption and related CO_2 emissions insofar as is reasonably practicable.
b) Limiting heat and cooling losses through the building fabric.

Enhanced thermal insulation and high performance double glazing will be used to meet Part L Regulations. The building will be designed and detailed to achieve a best practice air tightness standard; An air leakage of less than 5m³ per hour per m² of building area at 50Pa will be targeted.

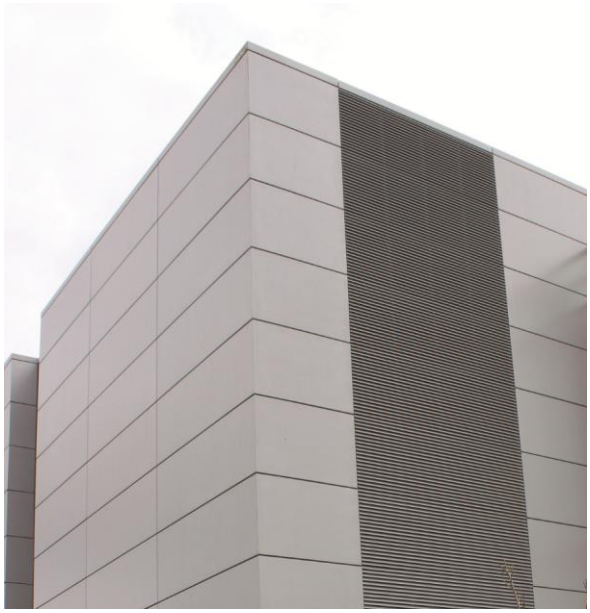

Image C1.0 – Example of Cladding System

SECTION D. – SCHEDULE OF ARCHITECTURAL DRAWINGS

This report should be read in conjunction with the following drawings which are being submitted as part of the Planning Application submission.

Drawing	Title	Size	Scale
16001-SKE-00-0002	SITE LOCATION LAYOUT PLAN, TERMINAL OFFICE AND MAINTENANCE BUILDING	A1	1:250
16001-SKE-00-1003	GROUND FLOOR PLAN, TERMINAL OFFICE AND MAINTENANCE BUILDING	A1	1:100
16001-SKE-00-1004	FIRST FLOOR PLAN, TERMINAL OFFICE AND MAINTENANCE BUILDING	A1	1:100
16001-SKE-00-1005	ROOF PLAN, TERMINAL OFFICE AND MAINTENANCE BUILDING	A1	1:100
16001-SKE-00-2001	ELEVATIONS, TERMINAL OFFICE AND MAINTENANCE BUILDING	A1	1:200
16001-SKE-00-2002	CONTEXTUAL ELEVATIONS, TERMINAL OFFICE AND MAINTENANCE BUILDING	A0	1:500
16001-SKE-00-2003	CONTEXTUAL ELEVATIONS, TERMINAL OFFICE AND MAINTENANCE BUILDING	A0	1:500
16001-SKE-02-1001	GROUND FLOOR PLAN, CUSTOMS INSPECTION BUILDING	A1	1:100
16001-SKE-02-2001	ELEVATIONS, CUSTOMS INSPECTION BUILDING	A1	1:100

SECTION E. – SCHEDULE OF FLOOR AREAS FOR TERMINAL OFFCES & MAINTENANCE BUILDING

FLOOR LEVEL	GROSS AREA
GROUND FLOOR LEVEL G00	1,728m²
FIRST FLOOR LEVEL G01	691m²
TOTAL	**2,419m²**