



# Capacity Extension at Shannon Foynes Development Framework Document



RPS

# CAPACITY EXTENSION AT SHANNON FOYNES

## DEVELOPMENT FRAMEWORK DOCUMENT

### DOCUMENT CONTROL SHEET

<b>Client</b>	Shannon Foynes Port Company					
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<b>Document Title</b>	Development Framework Document					
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<b>This Document Comprises</b>	DCS	TOC	Text	List of Tables	List of Figures	No. of Appendices
	1	-	7	-	-	1

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-	Planning	SH	MH	JC	Belfast	April 2018

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## 1.0 INTRODUCTION

This is a flexible document which has been produced to guide development on the site and to ensure the co-ordinated development of the Durnish lands.

In addition, this document is intended to provide guidance to An Bord Pleanála on the location, design, type and uses for the Phase 2 and Phase 3 lands. It is also intended to guide future investors and developers on the extent and type of development which can be facilitated on the land in accordance with the planning permission currently being sought.

This document is also prepared to comply with the requirements of Limerick City & County Council in relation to future port development at Foynes. It is recognised that the Council places strong emphasis on the need to standardise colour schemes within the port area. It encourages the preparation of a design master plan that would serve to coordinate finishes and colours within the port complex and recognises that this is important in any future proposals. This document fulfils this brief.

## 2.0 NATURE AND EXTENT OF DEVELOPMENT

As part of the Phase 1 Durnish Lands Development, the entire Durnish Lands will be filled and raised to a level of +4.44mOD Malin, with stormwater drainage and security fencing provided across the entire site.

In addition, boundary treatment in the form of a landscaped berm will be constructed along the perimeter of the Durnish Lands to act as a visual barrier for the neighbouring lands. An 800m long, 4m high noise barrier will also be constructed along the Southern and Western boundaries of the Durnish Lands.

Phase 1 will be further developed to facilitate open and covered storage uses on a portion of the Durnish Lands, with the provision of a foul treatment system, appropriate surfacing, construction of internal roads and the provision of suitable lighting.

The operational uses of the Phase 2 and Phase 3 areas of the Durnish Lands will be subject to a separate planning consenting process.

The future uses within Phase 2 and Phase 3 shall be restricted to those uses compatible with the marine related industry zoning afforded to the land, unless otherwise altered within an updated development plan / local area plan.

### 3.0 WAREHOUSE DESIGN

Any proposed warehousing units shall broadly conform to the following physical characteristics:

- Height- max permitted 20m pitch height
- Finished Floor Level- minimum +4.74mOD Malin
- Cladding colour shall be Goosewing Grey (RAL 080 70 05 / BS 10A05)
- Car parking to comply with relevant standards as set out in the Limerick County Development Plan in force at the time or alternatively shall be agreed with the planning authority.

These standards shall generally be applied except in exceptional circumstances. Any deviation from these standards shall only be considered where it can be comprehensively demonstrated that such standards will adversely restrict or inhibit the operations of a future port user.

### 4.0 INFRASTRUCTURE

#### 4.1 Foul Treatment System

The development of Phase 2 and Phase 3 lands may also necessitate the requirement for the provision of appropriate foul treatment system(s). The proposed system(s) shall broadly conform to the following:

- A package treatment plant with primary, secondary and tertiary treatment, such as that provided for the Phase 1 development, shall be sufficiently designed for the required loading demand (in accordance with relevant EPA Guidance and appropriate guidelines)
- The location of the proposed foul treatment system(s) must not be located within 10m of the existing OPW Drainage Channels or within specific distances from the proposed warehousing (as stated in table 4 of the EPA Manual- to avoid odour and noise nuisance)
- The proposed foul treatment system(s) must be located within a suitable area of the site to provide:
  - minimum 900mm depth of infilled inert material to accommodate polishing filter
  - a further 1200mm from the base of the polishing filter to the water table/bedrock within the original ground strata

#### 4.2 Lighting

Any proposed lighting in Phase 2 and 3 shall be in broad conformity with the following:

##### High mast lighting

- 30m high, base hinged raising and lowering masts with multiple floodlight arrangements
- Floodlights to be fitted with suitable cowling for light pollution control
- Low energy LED lighting to be used

### Internal Road lighting

- 8m high lighting column with suitable LED lighting

### Lux Levels

- Lighting shall be suitably designed and detailed to ensure the lux levels outlined below are not exceeded at the stated locations within the Durnish Lands:
  - Maximum 5 lux permitted along the Eastern boundary of the Durnish Lands
  - Maximum 5 lux permitted along the Robertstown River along the Northern boundary of the Durnish Lands

## **4.3 Internal Roads**

Any proposed internal road construction within the Phase 2 and Phase 3 extents of the Durnish Lands shall be designed to accommodate a 3m wide footpath/cycleway.

## **4.4 Fencing**

Any proposed additional fencing around the Phase 2 and Phase 3 developments shall broadly conform to the following:

- Minimum height 2.4m
- Horizontal wires 5mm dia., vertical wires 5mm dia. at 30mm centres
- Aperture size 200 x25mm
- Finish shall be polyester coating over a galvanised substrate
- Colour shall be Patina Green (RAL 6000)

## **4.5 Landscaping**

Any landscaping/planting proposed as part of the Phase 2 and Phase 3 developments shall be guided by the following:

- Given the exposed coastal nature of the site, tolerant species with deeper planting depths shall be used within the extent of the Phase 2 and Phase 3 development
- Species shall include:
  - Hardy salt tolerant native shrub species such as Hawthorn, Blackthorn, Goat Willow, Gorse with low canopy trees Alder and Mountain Ash
  - Native shrubs such as Holly, Broom, Hazel and high canopy trees Oak, Ash and Scots Pine.

## 5.0 OPERATIONS

The development uses for Phase 2 and Phase 3 shall be broadly in conformity with the following:

### Open storage uses

- Breakbulk and project cargo such as steel sections/reinforcement, timber, palletised fuel/fertiliser, wind turbine blades etc. (stored 10m high)
- Loose cargoes such as woodchip biomass fuel (stored 6m high)
- Scrap metal (stored 8m high)
- Storage of containers (up to 3nr high) approx. 8m high with handling equipment up to 17m height

### Covered storage

- Warehousing (up to 20m height)
- Storage tanks (up to 15m height)

### Supporting Drawings

Indicative framework drawings have been provided to illustrate potential conceptual layout arrangements for the operational use of Phases 2 and 3. These are attached in Appendix A.

## 6.0 MOBILITY MANAGEMENT

An outline Mobility Management Plan (MMP) has been prepared to set out the type of measures which could be adopted by the Operator/s within the proposed development to ensure sustainable travel options are available to staff and visitors.

Close working will be required between the Operator(s) in the Phase 2 and Phase 3 developments and Limerick City & County Council (LCCC) in order to develop a MMP which sets achievable targets and which provides benefits not only to the staff and visitors travelling to the development, but also the wider community.

When setting out the MMP for the proposed development, the MMP should be relevant to the size and nature of the development, recognising the assumed travel demand. The general obligations for Phase 2 and Phase 3 operator shall broadly conform to those outlined below:

### Be Supportive of the MMP

From the outset the Operator's management team should be supportive of the need to develop a MMP and reduce reliance on single occupancy private car trips, whilst encouraging sustainable modes of transport trips to the site.

The support of senior management is important in order to:

- Lead by example for other staff;
- Allow budget allocations for MMP activities;
- Appoint an on-site MMP coordinator; and
- Secure the release of staff time for work concerned with the MMP (particularly the appointed MMP coordinator).

#### **Appoint an MMP Coordinator and Support/Facilitate their Activities**

The Operator's senior management shall appoint a MMP coordinator to oversee the implementation and operation of the MMP. This role is normally assumed by an existing member of staff as an additional responsibility. The coordinator will be responsible for the promotion of walking, cycling and public transport amongst staff. This outline MMP identifies the following key tasks likely to be attributed for the MMP coordinator:

- Oversee the continuing development and implementation of the MMP;
- Obtain and maintain the support of senior management and employees;
- Implement marketing activities;
- Coordinate and undertake data collection and review;
- Undertake a review and development of the MMP;
- Act as contact point for the MMP;
- Monitoring and updating travel patterns;
- Promoting benefits of cycling, walking and public transport use;
- Amending procedures as necessary to promote sustainable transport; and
- Ensuring adequate facilities are provided to encourage alternative modes of travel.

The MMP should be reviewed at the beginning of each year to ensure all travel patterns and requirements are considered within the MMP. Travel surveys should be undertaken and updated every year, which will comment on the existing modal shift targets made (if they have been achieved or not). The surveys will then enable new modal shift targets to be set or incentives changed to achieve existing targets.

The MMP coordinator should undertake travel surveys of staff soon after the opening of the section of the proposed development that the Operator has taken control of. This will enable a dataset of information to be constructed and will aid the implementation of the MMP. The survey is likely to include the following:

- Personal and employment details (subject to compliance with Data Protection Act);
- Current modal split of employees, together with journey lengths (distance and time);
- Reasons for current mode of travel;
- Hours of work;
- Level of business trip activity and modal split;
- Level of interest in car sharing;
- Problems encountered in communicating; and
- Ideas for improvement of the MMP.

This information will enable the MMP coordinator to identify where staff are travelling from on a daily basis and identify areas where the largest groups of staff are travelling from / to, allowing the MMP coordinator to concentrate on areas where most impact can be made on changing travel habits.

Once the MMP coordinator has compiled the survey data, targets for the reduction in car based travel can be determined. The MMP coordinator will then monitor and review these targets at regular intervals and determine how successful the MMP is. The monitoring of staff travel could include car park surveys to establish car usage, and monitoring of specific initiatives such as car sharing.

Promotion of sustainable transport modes is paramount to the MMP and emphasis should be placed on the provision of information for staff identifying available services, timetables and pick up / drop off point locations.

The overall objective of the MMP is to reduce the number and reliance on private car trips, especially by staff, while increasing the number of pedestrian, cycling and public transport trips. The application of the MMP will help further encourage the shift from car based trips to more sustainable modes.

The initial surveys undertaken by the MMP coordinator will indicate modal split associated with the section of the proposed development that the Operator has taken control of. From these initial surveys, further incentives / disincentives can be considered to increase the use of sustainable modes and reduce private car trips. Each year surveys will be undertaken and revisited modal split targets set. The MMP will aim to achieve a number of key objectives which are broadly set out below:

- To enable and encourage staff and visitors to access the development by sustainable modes of transport, where appropriate;
- To ensure that sustainable travel choices are available at times relevant to the development proposal;
- To minimise the need for staff and visitors to travel to and from the development by private vehicle;
- To ensure staff and visitors are aware of the health and environmental benefits of travel by non-car modes;
- To foster a culture amongst staff in seeking to travel by sustainable modes in preference to the private vehicle wherever possible;
- To ensure staff and visitors are aware of the MMP and kept informed of its development; and
- To ensure a broad range of sustainable travel options are available for staff and customers to access the development.

Within one month of the opening of the section of the proposed development that the Operator has assumed control of, the position of the MMP coordinator should be filled to ensure that the requirements of the MMP can be implemented quickly and efficiently.



As part of any proposed Phase 2 and 3 developments, the following shall be implemented by the MMP coordinator to try and reduce the number of single vehicle journeys and increase the number of trips by sustainable modes of transport:

- In order to minimise single occupancy car trips to the proposed development, it is recommended that a car-sharing scheme is established at an early stage. Actioning a scheme would assist staff to find a car share partner in their organisation. For a small scale development, this can be as simple as an all staff email or a coffee morning;
- Provision of secure and visible cycle parking spaces within the proposed development site.
- Encouragement for staff to walk to work (where possible) through advertising the health, social and economic benefits of walking;
- Display / provision of maps showing key walking routes, distances and walking times to / from origins and destinations;
- Provision of locker and changing facilities for staff use;
- Implementation of cycle to work scheme, which is government-led tax incentive scheme enabling employers to purchase a bicycle and equipment through salary sacrifice for 12 months; and
- Establish a Bike User Groups (BUGs), which is simply a group of cyclists in a workplace sharing concerns and ideas.

## 7.0 CONSTRUCTION ENVIRONMENTAL MANAGEMENT PLAN (CEMP)

Any proposed uses for the Phase 2 and Phase 3 lands shall comply with the requirements of the CEMP, unless it can be comprehensively demonstrated that such an obligation will adversely restrict or inhibit the operations of a future port user.

These standards shall generally be applied except in exceptional circumstances. Any deviation from these standards shall only be considered where it can be comprehensively demonstrated that such standards will adversely restrict or inhibit the operations of a future port user.

If future operators depart from the requirements of the CEMP, then they shall be required to undertake their own environmental assessments, in accordance with best practice, to demonstrate compliance with relevant legislation and standards.

# APPENDIX A

## DEVELOPMENT FRAMEWORK DRAWINGS



**NOTES**

1. Verifying Dimensions.  
The contractor shall verify dimensions against such other drawings or site conditions as pertain to this part of the work.
2. Existing Services.  
Any information concerning the location of existing services indicated on this drawing is intended for general guidance only. It shall be the responsibility of the contractor to determine and verify the exact horizontal and vertical alignment of all cables, pipes, etc. (both underground and overhead) before work commences.
3. Issue of Drawings.  
Hard copies, dwf and pdf will form a controlled issue of the drawing. All other formats (dwg, dxf etc.) are deemed to be an uncontrolled issue and any work carried out based on these files is at the recipient's own risk. RPS will not accept any responsibility for any errors arising from the use of these files, either by human error by the recipient, listing of un-dimensioned measurements, compatibility issues with the recipient's software, and any errors arising when these files are used to aid the recipient's drawing production, or setting out on site.

4. DATUM: Ordnance Datum Malin

5. KEY
- Phase 1 Development
  - Extent of Indicative Phase 2 Development
  - Outline of Indicative Phase 2 Development

rev	amendments	drawn date	checked date

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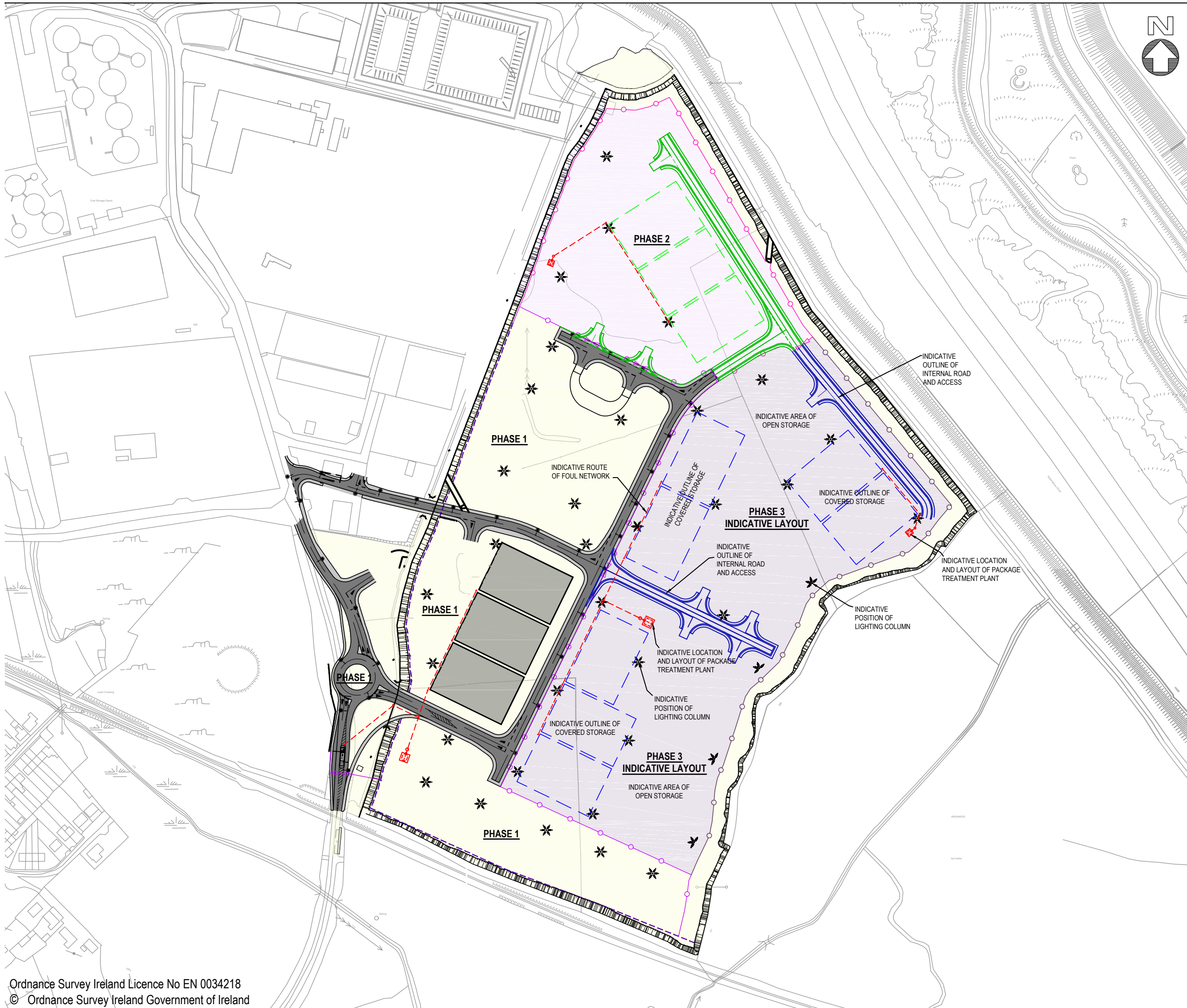
Project  
**Capacity Extension at Shannon Foynes**

Title  
**Phase 2 Indicative Development Framework Plan**

Drawing Status Planning	Sheet Size A3	Drawing Scale 1:3500
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Drawing Number  
**M0679-RPS-PL-DF-01**

Project Leader SAH	Drawn By MH	Date April 2018	Initial Review SAH
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1. Verifying Dimensions.  
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4. DATUM: Ordnance Datum Malin

5. KEY
- Phase 1 Development
  - Extent of Indicative Phase 2 Development
  - Outline of Indicative Phase 2 Development
  - Extent of Indicative Phase 3 Development
  - Outline of Indicative Phase 3 Development

rev	amendments	drawn date	checked date

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Client  
**Shannon Foynes Port Company**

Project  
**Capacity Extension at Shannon Foynes**

Title  
**Phase 3 Indicative Development Framework Plan**

Drawing Status Planning	Sheet Size A3	Drawing Scale 1:3500
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Drawing Number  
**M0679-RPS-PL-DF-02**

Project Leader SAH	Drawn By MH	Date April 2018	Initial Review SAH
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