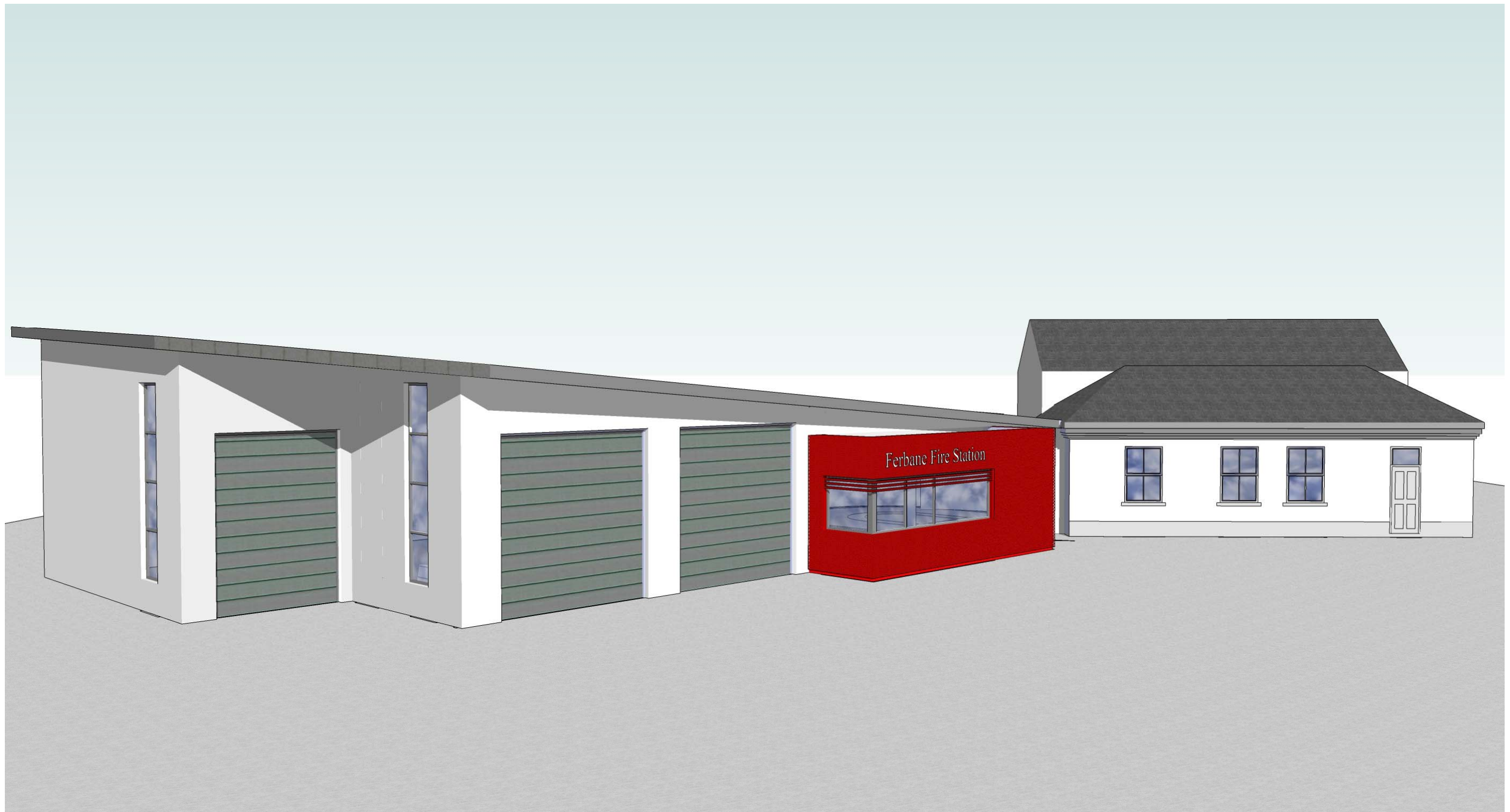


**FERBANE FIRE STATION PROPOSAL
PART VIII PLANNING CONSULTATION PROCESS**

OFFALY COUNTY COUNCIL
ÁRAS AN CHONTAE, CHAREVILLE ROAD, TULLAMORE
PH 05793 46800
www.offaly.ie





INTRODUCTION

Ferbane Fire Brigade is currently located on a confined site of (0.165 acres). The confined nature of this site eliminates any prospect of allowing the current facilities to be considered for upgrading.

Pursuant to the requirements of Part 8 of the Local Government (Planning & Development) Regulations 2001 (as amended) notice is hereby given that Offaly County Council and Offaly Fire Department propose to construct a New Fully Equipped Fire Station incorporating the change of use of the existing “Old Railway Station” (formerly Ferbane Area Office) and construction of an extension to same at Lower Main Street, Gallen, Ferbane, Birr, Co. Offaly, Irish Grid Co-ordinates Easting: 211475, Northing: 224107. The Old Railway Station is a protected structure Ref. No. 20-017

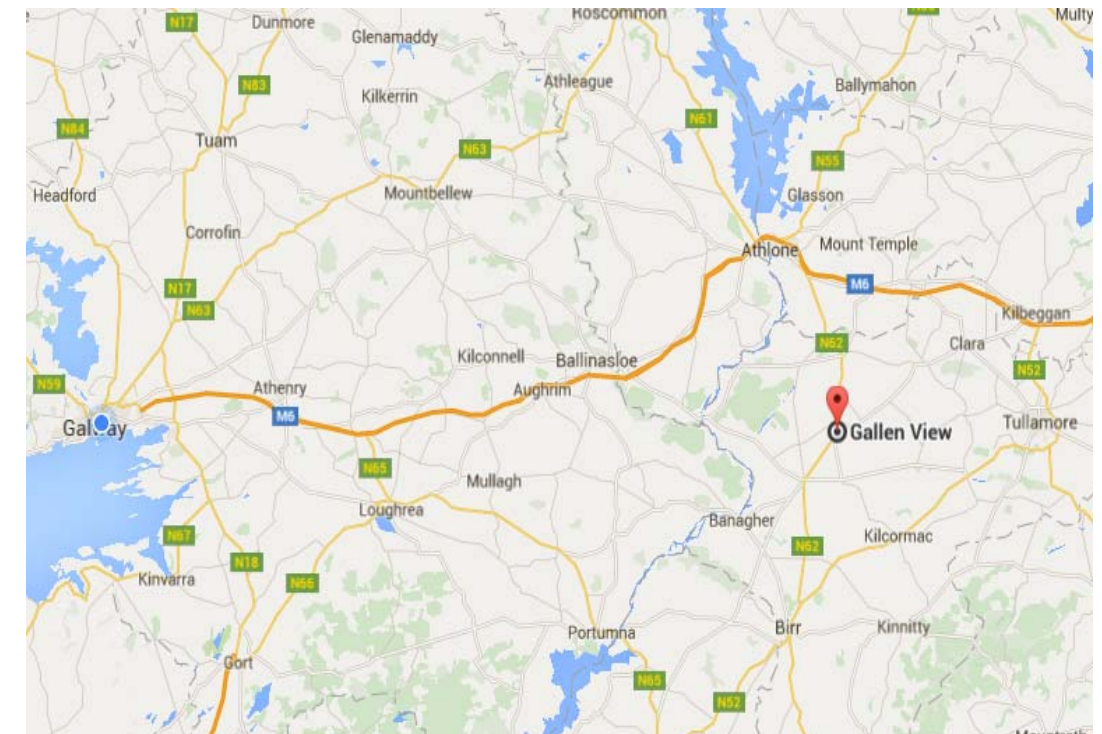
The overall proposed development will consist of:

- Provision of 2 No. Appliance bays and 1 No. 4x4 Bay
- Provision of Fire Station associated rooms including Male and Female Muster Bays, Toilets and showers, Watch Room, Training Room, Gym, Breathing Apparatus Room and Compressor Room, Office, Uniform Cleaning Room and Kitchen.

- Connection to existing Foul sewer and provision of Soakaway for Storm Water
- Segregation of Council Yard and Fire Station Access by means of a new junction on the N62
- Provision of 12 No. New Car Parking spaces (including 1 No. Disabled) to be used by Fire Crew Personnel
- Works will maintain the exterior of the existing Protected Structure and will include a proposed access door to the new Fire Station

Site Location

The site is located on the southern side of the town of Ferbane on the N62 at the site of the “Old Railway Station” (formally Ferbane Area Office). The site is at a lower elevation to the N62. Gallen View housing estate is situated to the south and Brosna Press Park is situated directly north of the site. The Brosna River is situated to the west of the site and the N62 is situated to the East of the site.





Site History

The site of the proposed Fire Station was previously a Rail Station on the 17 mile branch line from Clara to Banagher, The Station opened in 1884 closing to passengers in 1947 and fully closing in 1963. No tracks remain at the site and all that remains are part of the platform and two buildings one of which is a protected structure.

Description of the Protected Building according to National Inventory of Architectural Heritage Reg. No. 14806018 “Detached three-bay two-storey former railway station, built in 1884, on the Clara to Banagher Branch by the Great Southern and Western Railway. Set back from the road.

Single-storey entrance to south. Pitched and hipped slate roofs with bargeboards to gables, cast-iron rainwater goods and stepped brick cornice to eaves. Ruled-and-lined render to walls with smooth base plinth. Timber sash windows with painted stone sills. Square-headed door opening with overlight and timber door.



Figure 1-1837-1842 OSI Map

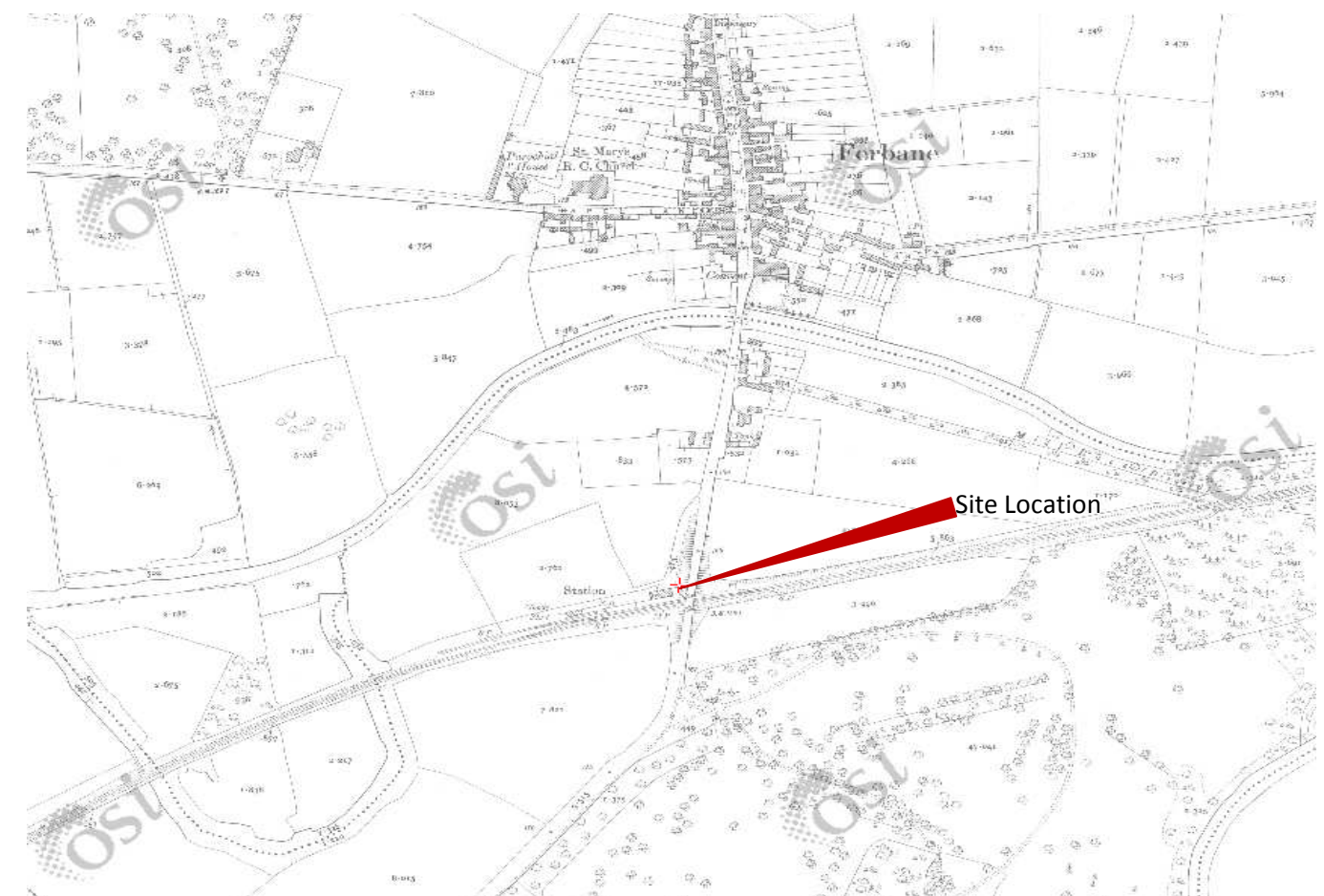


Figure 3-1888-1913 OSI Map



Existing Site Photographs



Figure 4-Existing Post and Rail Fence and Planting to be replace with retaining wall and Council Yard Access Road



Figure 5-Gallen View Housing Estate Boundary to remain unaltered.



Figure 6-Existing View from N62



Figure 7-Existing Palisade Fence to North East Boundary to receive Planting



Photomontages

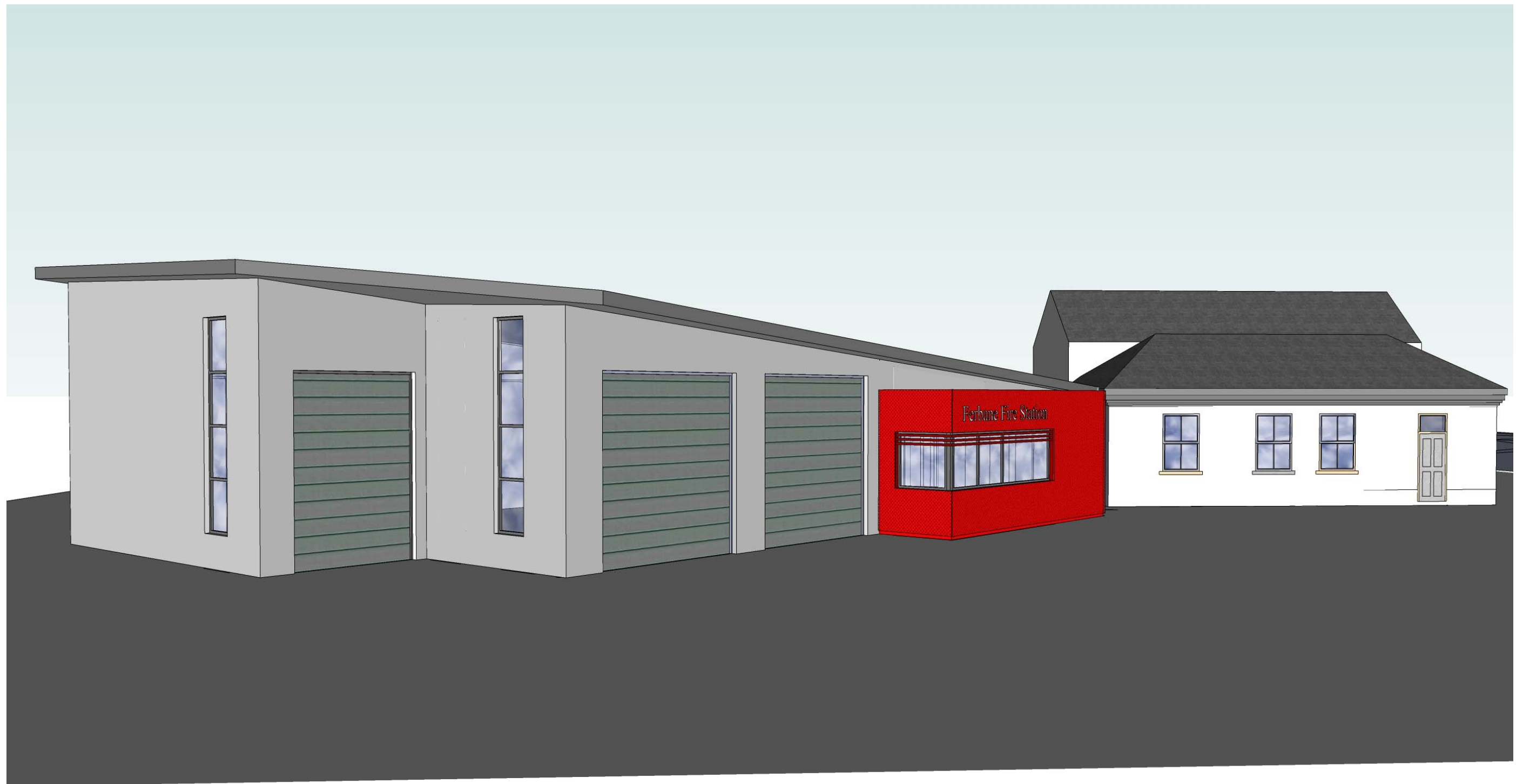


Figure 8-Model of Proposed Fire Station



Figure 9-Existing Street View 1



Figure 10-Proposed Street View 1



Figure 11-Existing Street View 2



Figure 12-Proposed Street View 2



Drawings

Offaly County Council
Ferbane Fire Station

DRG. NO.	DRAWING TITLE	DRG. NO.	DRAWING TITLE
1556-01	PROPOSED PLAN, SECTIONS & ELEVATIONS		
1556-02	PROPOSED SITE PLAN		
1556-03	EAVES DETAILS		
1556-04	BUILDING MATERIALS		
1556-05	DEMOLITION DRAWINGS		
8023-2100	SITE LOCATION		
8023-2101	EXISTING SITE LAYOUT		
8023-2102	PROPOSED SITE LAYOUT		
8023-2103	PROPOSED FIRE STATION SITE LAYOUT		
8023-2104	PROPOSED ROADS LAYOUT		
8023-2105	PROPOSED SIGHTLINES		
8023-2106	VEHICULAR TURNING MOVEMENTS		
8023-2107	PROPOSED FOUL AND STORM LAYOUT		
8023-2108	PROPOSED WATERMAIN LAYOUT		
8023-2109	PROPOSED FOUL AND STORM SECTIONS		
8023-2110	TYPICAL DETAILS		
8023-2111	PROPOSED SITE SECTIONS		
8023-2112	PROPOSED TRAINING TOWER		



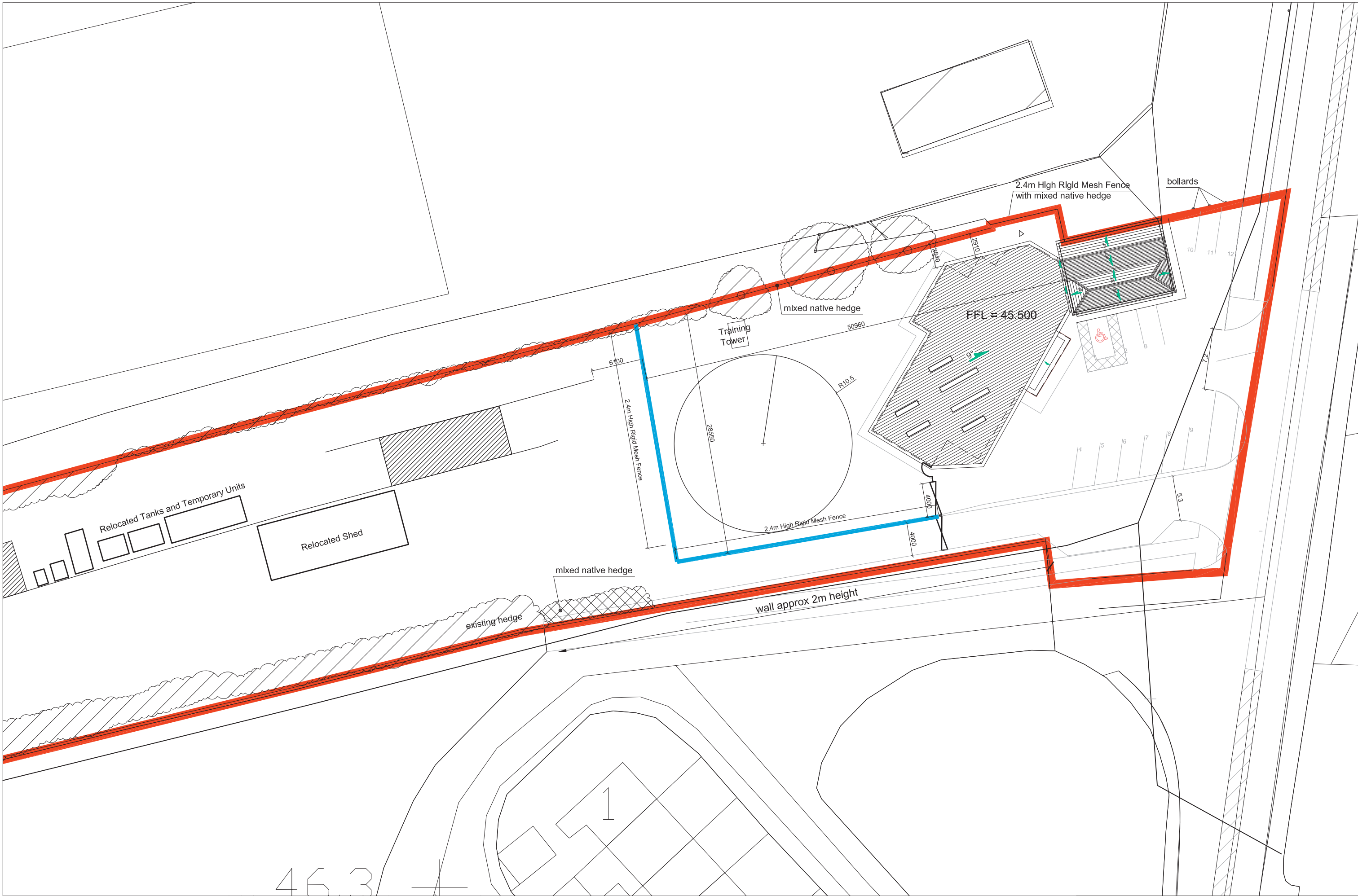
Niall J. Kearns & Co.
Registered Architects
Unit 6 Dun Eibhir,
Na Forbacha, Co na Gaillimhe
tel 091 577935
niamh@kearns.ie

rev.	by:	REVISIONS	date:	rev.	by:	REVISIONS	date:
A	JG	ADDITIONAL DOOR IN BA ROOM	2016.02.12				
B	JG	REVISED PLAN BASE ON BLOCK DIM	2016.02.16				
C	JG	GENERAL REVISIONS	2016.03.03				

NOTES

WORK TO FIGURED DIMENSIONS RATHER THAN SCALING

NIALL J. KEARNS & COMPANY			
project:	Ferbane Fire Station	dwg title:	PROPOSED PLAN, SECTIONS & ELEVATIONS
client:	Ferbane, Co. Offaly Offaly Co Co	scale:	1:100
drawn by:	JG	date:	2016.02.08
chkd. by:	NK	dwg no:	1556-01
		revision:	C



463

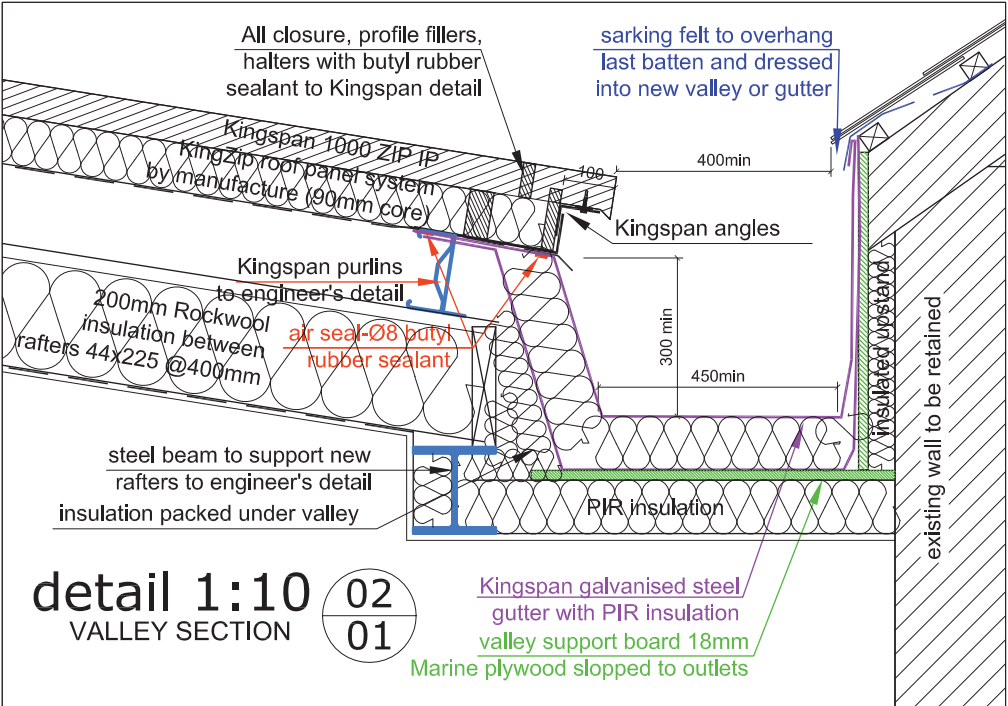
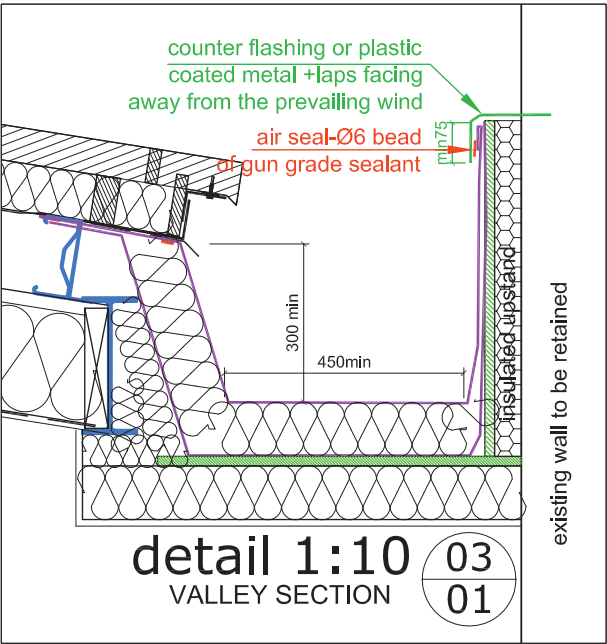
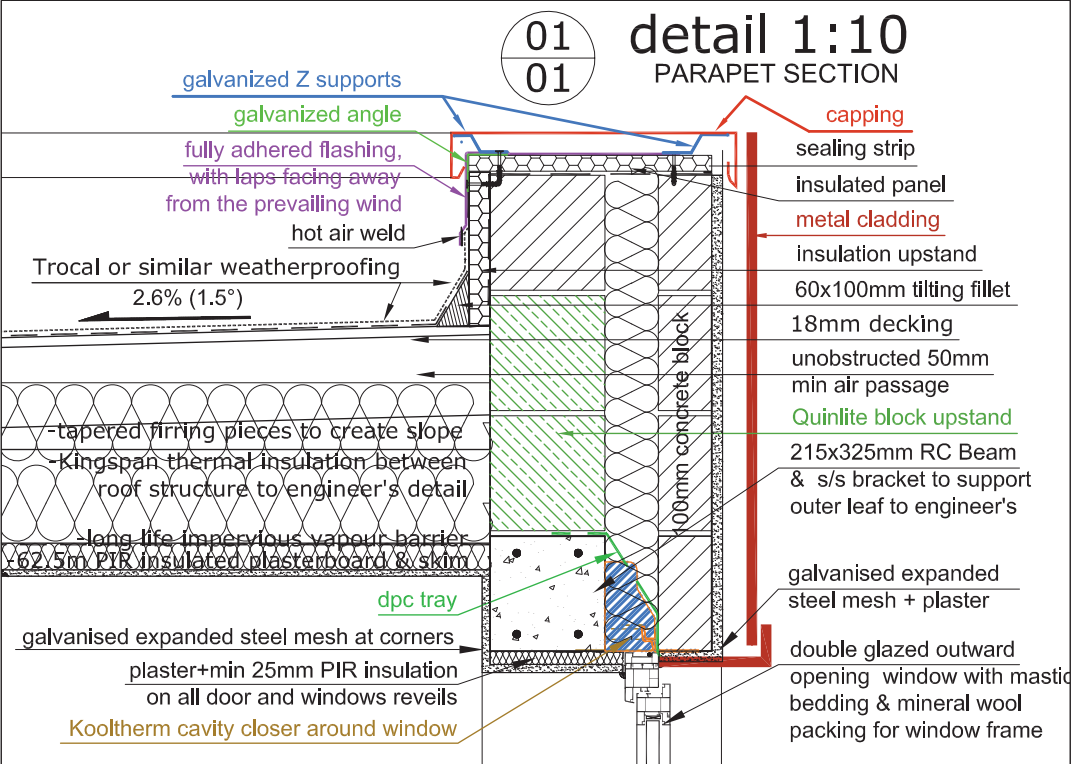


Niall J. Kearns & Co.
Registered Architects
Unit 6 Dun Eibhir,
Na Forbacha, Co na Gaillimhe
tel 091 577935
niamh@kearns.ie

rev.	by:	REVISIONS	date:	rev.	by:	REVISIONS	date:
A	JG	REVISED BUILDING DIMENSIONS	2016.02.16				
B	JG	GENERAL REVISION	2016.03.03				

WORK TO FIGURED DIMENSIONS RATHER THAN SCALING

NIALL J. KEARNS & COMPANY			
project: Ferbane Fire Station		deg. title:	
client: Offaly Co Co		SITE PLANS	
drawn by: NK	scales: 1:50; 1:200	dwg.no.	revision:
chkd. by: NK	date: 25.01.2016	1556 - 02	B



Niall J. Kearns & Co.
Registered Architects
Unit 6 Dun Eibhir,
Na Forbacha, Co na Gaillimhe
tel 091 577935
niamh@kearns.ie

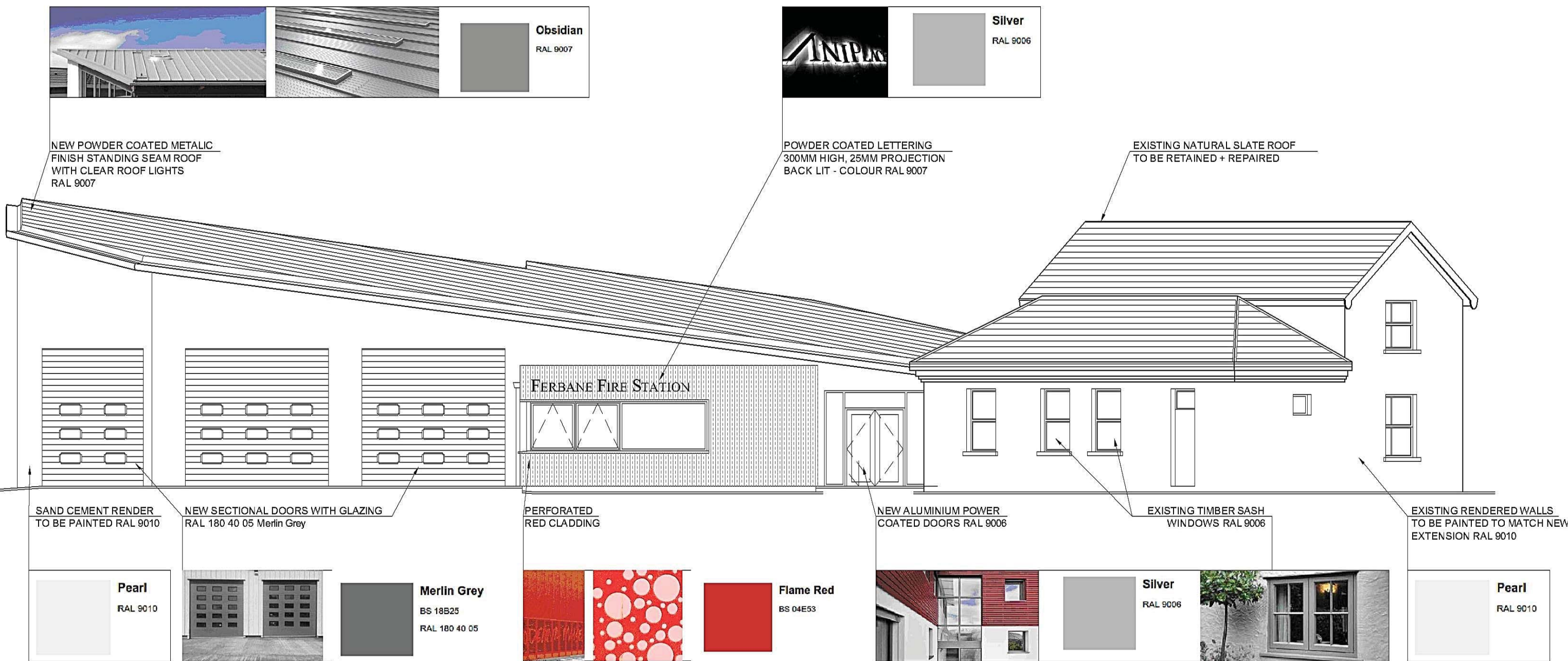
rev.	by:	REVISIONS	date:	rev.	by:	REVISIONS	date:

NOTES

WORK TO FIGURED DIMENSIONS RATHER THAN SCALING

NIALL J. KEARNS & COMPANY

project:	Ferbane Fire Station	dwg. title:	DETAILS
client:	Ferbane, Co. Offaly Offaly Co Co		
drawn by:	JG	scales:	1:10
chkd. by:	NK	date:	2016.02.08
		dwg.no.	1556-03
		revision:	



FRONT ELEVATION (SOUTH EAST)
COLOURS & MATERIALS



Niall J. Kearns & Co.
Registered Architects
Unit 6 Dun Eibhir,
Na Forbacha, Co na Gaillimhe
tel 091 577935
niamh@kearns.ie

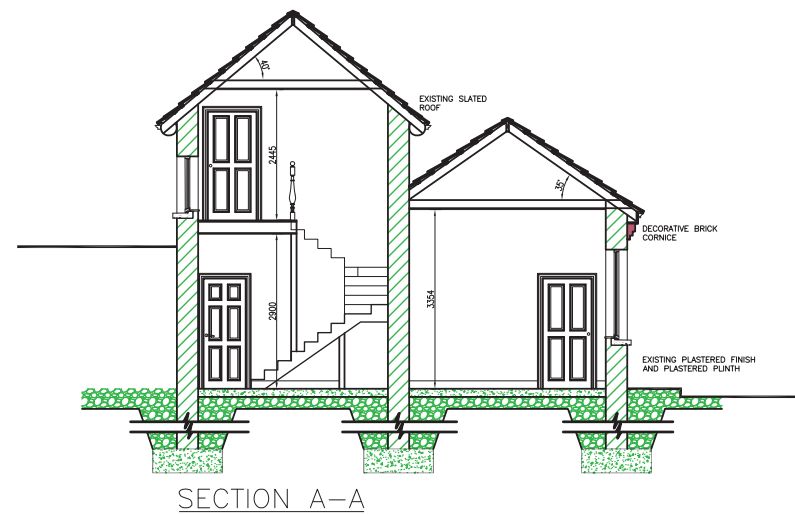
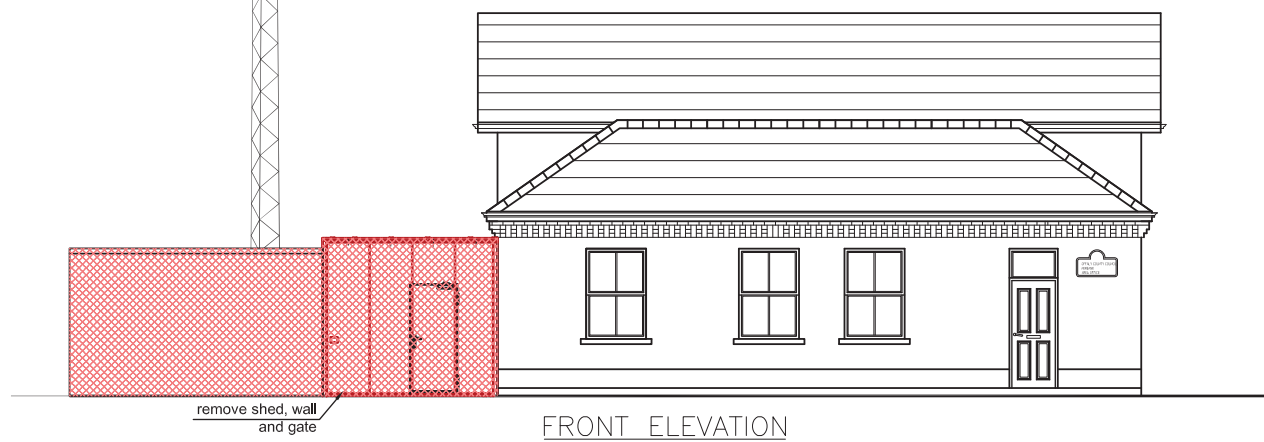
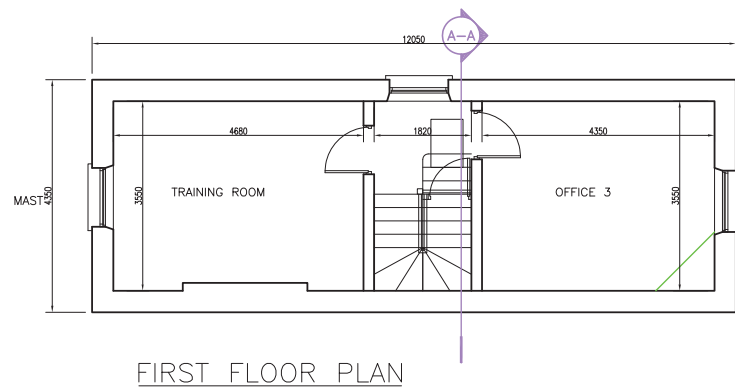
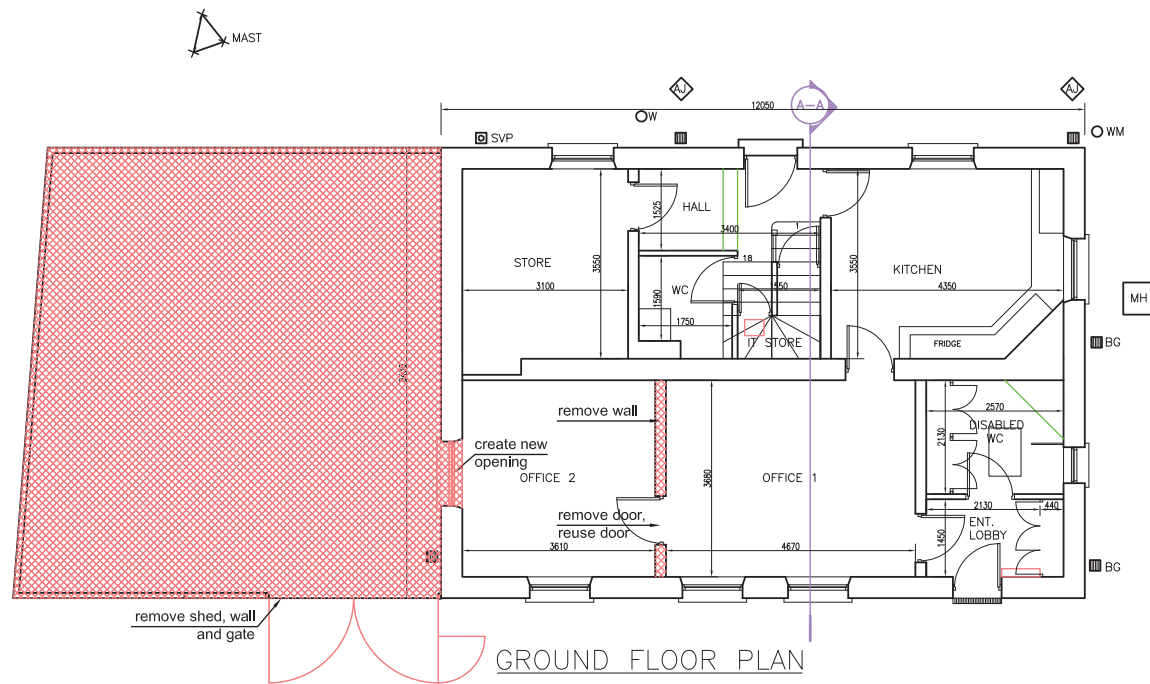
no.	by:	REVISIONS	date:	no.	by:	REVISIONS	date:

NOTES

WORK TO FIGURED DIMENSIONS RATHER THAN SCALING

NIALL J. KEARNS & COMPANY

project:	Ferbane Fire Station	dup. file:	MATERIALS
client:	Ferbane, Co. Offaly Offaly Co Co		
drawn by:	JG	scale:	NTS
checked by:	NK	date:	2016.02.08
		dup. no.	1556-04
		rev. date:	



PINK HATCH DENOTES AREA TO BE DEMOLISH



Niall J. Kearns & Co.
Registered Architects
Unit 6 Dun Eibhir,
Na Forbacha, Co na Gaillimhe
tel 091 577935
niamh@kearns.ie

rev.	by:	REVISIONS	date:	rev.	by:	REVISIONS	date:

NOTES

WORK TO FIGURED DIMENSIONS RATHER THAN SCALING

NIALL J. KEARNS & COMPANY

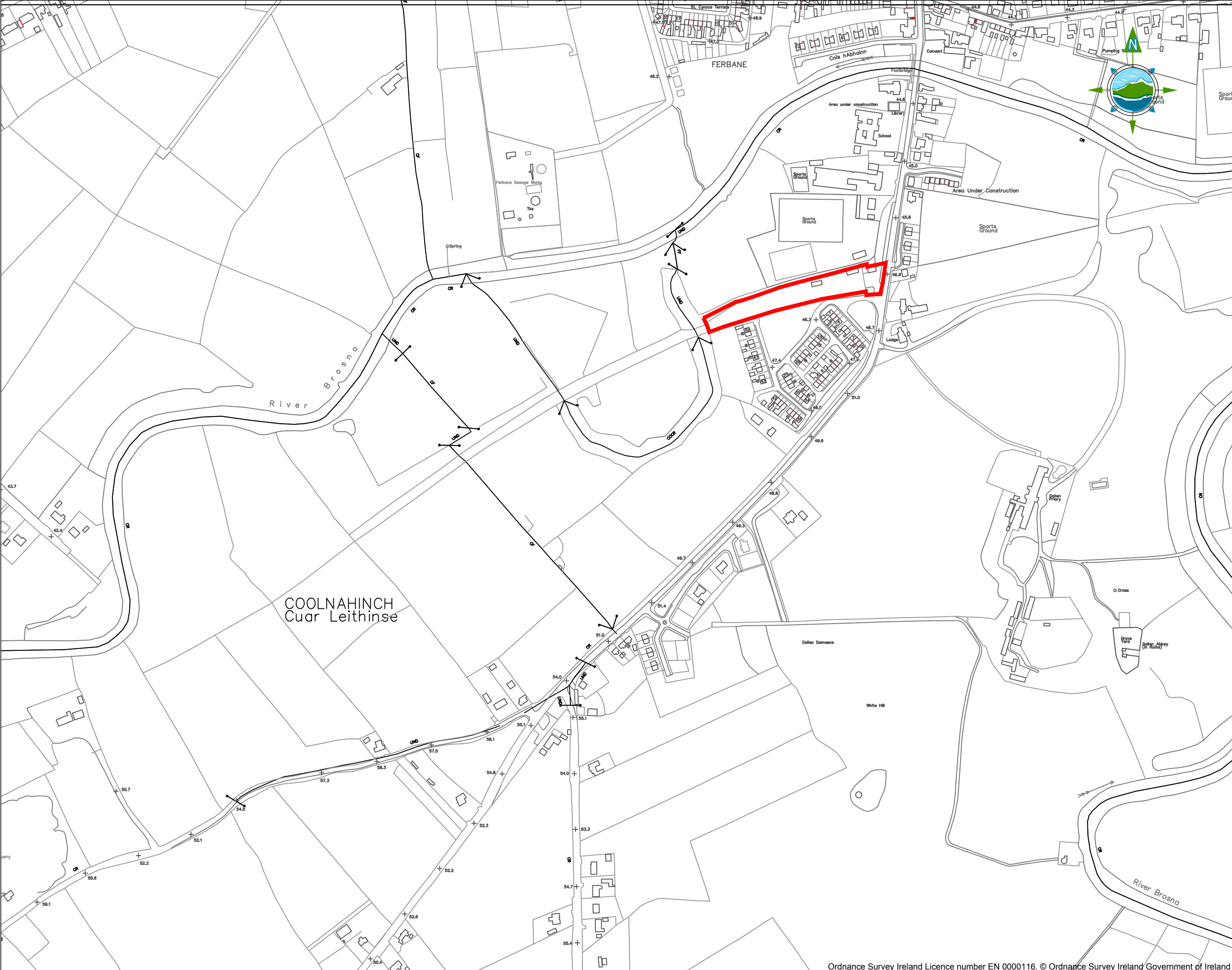
project: Ferbane Fire Station
client: Ferbane, Co. Offaly
Offaly Co Co

dwg. title: DEMOLITION

drawn by: JG
chkd. by: NK

scales: 1:100
date: 2016.03.08

dwg.no. 1556-05
revision:



THE INFORMATION ON THIS DRAWING
IS TO THE ORDNANCE SURVEY IRELAND
ITM COORDINATE SYSTEM

LEGEND

SITE BOUNDARY



NOTES:

- FIGURED DIMENSIONS ONLY TO BE TAKEN FROM THIS DRAWING.
- ALL DRAWINGS TO BE CHECKED BY THE CONTRACTOR ON SITE.
- ENGINEER/EMPLOYERS REPRESENTATIVE, AS APPROPRIATE, TO BE INFORMED BY THE CONTRACTOR OF ANY DISCREPANCIES BEFORE ANY WORK COMMENCES.
- THE CONTRACTOR SHALL UNDERTAKE A THOROUGH CHECK FOR THE ACTUAL LOCATION OF ALL SERVICES/UTILITIES, ABOVE AND BELOW GROUND, BEFORE ANY WORK COMMENCES.
- ALL LEVELS SHOWN RELATE TO ORDNANCE SURVEY DATUM AT MALIN HEAD.
- CCTV SURVEY TO BE CARRIED OUT ON ALL FOUL AND STORM LINES PRIOR TO COMPLETION OF TENDER DRAWINGS.

Rev	Date	Description	By	Chkd.
A	09/03/16	Issued for Planning	KL	AD

Client:

Offaly County Council

Project:

Ferbane
Fire Station

Title:

Site Location

Scale @ A1/2500 Scale @A3: 1/5000

Prepared by: KL Checked: AD Date: 20/11/2015

Project Director: C.McGovern

Drawing Status: Planning



TOBIN Consulting Engineers,
Fairgreen House, Fairgreen Road,
Galway, Ireland.
tel: +353-(0)91-565211
fax: +353-(0)91-565398
e-mail: galway@tobin.ie
www.tobin.ie

TOBIN Consulting Engineers will not be liable for any use of this document for purposes other than those for which it was prepared, and no warranty, expressed or implied, is made by TOBIN Consulting Engineers for any use of this document other than those for which it was prepared.

Drawing No.: 8023-2100

Revision:

A

WARNING:
The location of existing services / utilities shown on drawings cannot be guaranteed. Local services to properties are not included but there presence should be anticipated.
No liability for errors or omissions of any kind whatsoever is accepted by TOBIN Consulting Engineers, its agents or servants. It is the responsibility of the contractor to establish the exact position of existing services / utilities using appropriate methodologies and competent personnel. The depths of underground services must not be assumed

THE INFORMATION ON THIS DRAWING
IS TO THE ORDNANCE SURVEY IRELAND
ITM COORDINATE SYSTEM

LEGEND

- SITE BOUNDARY
- EXISTING STORM DRAIN
- EXISTING FOUL DRAIN
- EXISTING 100mm CAST IRON WATERMAIN
- EXISTING FIRE HYDRANT
- EXISTING WATER METER
- OVERHEAD LINES
- EXISTING GROUND CONTOUR
- EXISTING INTERNAL BOUNDARY TREES/HEDGES ANDSHRUBS TO BE RETAINED
- EXISTING INTERNAL BOUNDARY TREES AND SHRUBS TO BE REMOVED
- EXISTING COUNCIL YARD STOCK PILE AREA

NOTES:

- FIGURED DIMENSIONS ONLY TO BE TAKEN FROM THIS DRAWING.
- ALL DRAWINGS TO BE CHECKED BY THE CONTRACTOR ON SITE.
- ENGINEER/EMPLOYERS REPRESENTATIVE, AS APPROPRIATE, TO BE INFORMED BY THE CONTRACTOR OF ANY DISCREPANCIES BEFORE ANY WORK COMMENCES.
- THE CONTRACTOR SHALL UNDERTAKE A THOROUGH CHECK FOR THE ACTUAL LOCATION OF ALL SERVICES/UTILITIES, ABOVE AND BELOW GROUND, BEFORE ANY WORK COMMENCES.
- ALL LEVELS SHOWN RELATE TO ORDNANCE SURVEY DATUM AT MALIN HEAD.
- CCTV SURVEY TO BE CARRIED OUT ON ALL FOUL AND STORM LINES PRIOR TO COMPLETION OF TENDER DRAWINGS.

Rev	Date	Description	By	Chkd.
A	09/03/2016	Issued for Planning	KL	AD

Client:

Offaly County Council

Project:

Ferbane
Fire Station

Title:

Existing
Site Layout

Scale @ A1: 1/500 Scale @ A3: 1/1000

Prepared by: KL Checked: AD Date: 20/11/2015

Project Director: C.McGovern

Drawing Status: Planning



TOBIN Consulting Engineers,
Fairgreen House, Fairgreen Road,
Galway, Ireland.
tel: +353-(0)91-565211
fax: +353-(0)91-565398
e-mail: galway@tobin.ie
www.tobin.ie

TOBIN Consulting Engineers will not be liable for any use of this document for any purpose other than that for which it was prepared.

Drawing No.: 8023-2101

Revision:

A

THE INFORMATION ON THIS DRAWING
IS TO THE ORDNANCE SURVEY IRELAND
ITM COORDINATE SYSTEM

LEGEND

SITE BOUNDARY
NEW FOOTPATH



NOTES:

- FIGURED DIMENSIONS ONLY TO BE TAKEN FROM THIS DRAWING.
- ALL DRAWINGS TO BE CHECKED BY THE CONTRACTOR ON SITE.
- ENGINEER/EMPLOYERS REPRESENTATIVE, AS APPROPRIATE, TO BE INFORMED BY THE CONTRACTOR OF ANY DISCREPANCIES BEFORE ANY WORK COMMENCES.
- THE CONTRACTOR SHALL UNDERTAKE A THOROUGH CHECK FOR THE ACTUAL LOCATION OF ALL SERVICES/UTILITIES, ABOVE AND BELOW GROUND, BEFORE ANY WORK COMMENCES.
- ALL LEVELS SHOWN RELATE TO ORDNANCE SURVEY DATUM AT MALIN HEAD.
- CCTV SURVEY TO BE CARRIED OUT ON ALL FOUL AND STORM LINES PRIOR TO COMPLETION OF TENDER DRAWINGS.

Rev	Date	Description	By	Chkd.
A	09/03/16	Issued for Planning	KL	AD

Client:

Offaly County Council

Project:

Ferbane
Fire Station

Title:

Proposed
Site Layout

Scale @ A1: 1/250 Scale @A3: 1/500

Prepared by: KL Checked: AD Date: 20/11/2015

Project Director: C.McGovern

Drawing Status: Planning



TOBIN Consulting Engineers,
Fairgreen House, Fairgreen Road,
Galway, Ireland.
tel: +353-(0)91-565211
fax: +353-(0)91-565398
e-mail: galway@tobin.ie
www.tobin.ie

TOBIN Consulting Engineers will not be liable for any use of this document for any purpose other than that for which it was prepared. The user of this document shall be responsible for its use and shall not be held liable for any loss or damage resulting from its use.

Drawing No.: 8023-2102

Revision:
A



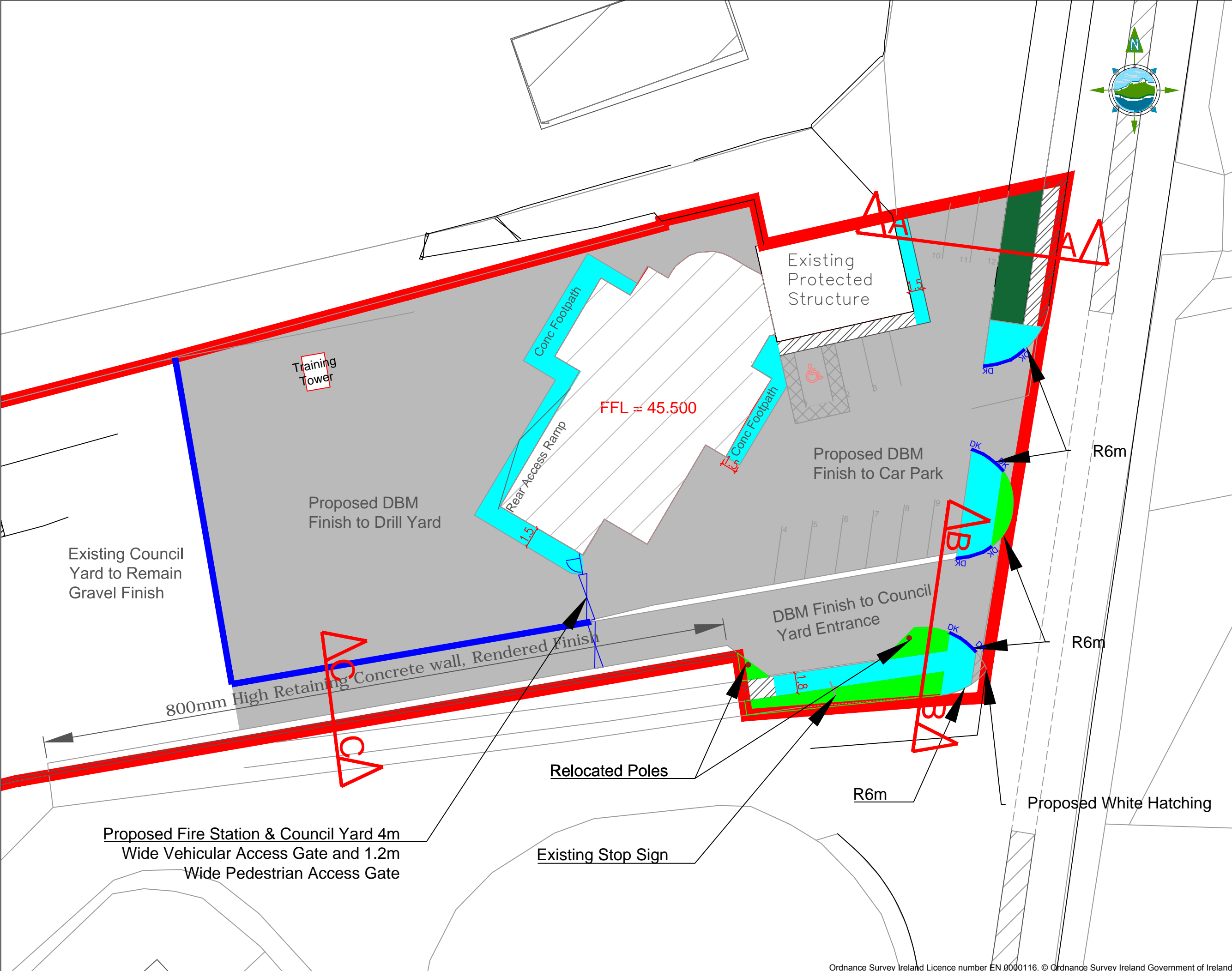
Example of Proposed Typical 2.4m High Rigid Mesh Fence
Polyester Powder coated to BS 6497



Example of Proposed Training Tower



Example of Proposed Typical 2.4m High Rigid Mesh Gates
Polyester Powder coated to BS 6497



THE INFORMATION ON THIS DRAWING IS TO THE ORDNANCE SURVEY IRELAND ITM COORDINATE SYSTEM

LEGEND

SITE BOUNDARY	[Red Line]
PROPOSED NEW DBM SURFACE	[Grey Fill]
PROPOSED NEW CONCRETE PATH	[Cyan Fill]
PROPOSED NEW GRASSED AREA	[Green Fill]
EXISTING GRASS AREA	[Dark Green Fill]
EXISTING FOOTPATH	[Hatched]
PROPOSED ROAD MARKINGS	[Double Line]
PROPOSED 2.4M HIGH RIGID MESH FENCE	[Blue Line]
PROPOSED DROP KERB	[DK]
FOR SECTIONS SEE DWG 8023-2111	[AA]

NOTES:

- FIGURED DIMENSIONS ONLY TO BE TAKEN FROM THIS DRAWING.
- ALL DRAWINGS TO BE CHECKED BY THE CONTRACTOR ON SITE.
- ENGINEER/EMPLOYERS REPRESENTATIVE, AS APPROPRIATE, TO BE INFORMED BY THE CONTRACTOR OF ANY DISCREPANCIES BEFORE ANY WORK COMMENCES.
- THE CONTRACTOR SHALL UNDERTAKE A THOROUGH CHECK FOR THE ACTUAL LOCATION OF ALL SERVICES/UTILITIES, ABOVE AND BELOW GROUND, BEFORE ANY WORK COMMENCES.
- ALL LEVELS SHOWN RELATE TO ORDNANCE SURVEY DATUM AT MALIN HEAD.
- CCTV SURVEY TO BE CARRIED OUT ON ALL FOUL AND STORM LINES PRIOR TO COMPLETION OF TENDER DRAWINGS.

Rev	Date	Description	By	Chkd.
A	09/03/16	Issued for Planning	KL	AD

Client:

Offaly County Council

Project:

Ferbane Fire Station

Title:

Proposed Fire Station Site Layout

Scale @ A1: 1/150 Scale @A3: 1/250

Prepared by:	Checked:	Date:
KL	AD	20/11/2015

Project Director: C.McGovern

Drawing Status: Planning

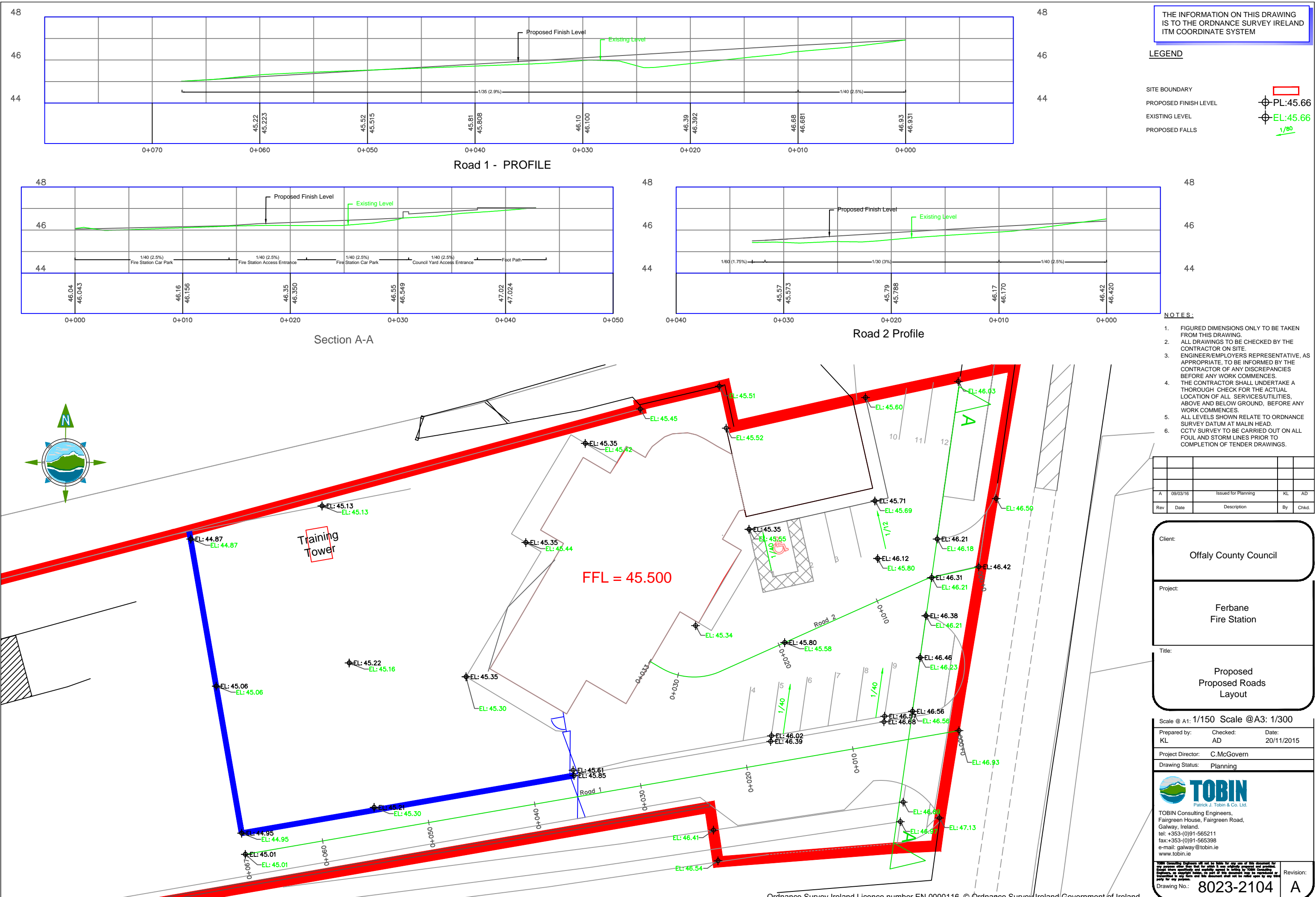
TOBIN
Patrick J. Tobin & Co. Ltd.

TOBIN Consulting Engineers,
Fairgreen House, Fairgreen Road,
Galway, Ireland.
tel: +353-(0)91-565211
fax: +353-(0)91-565398
e-mail: galway@tobin.ie
www.tobin.ie

Drawing No.: 8023-2103

Revision: A

Ordnance Survey Ireland Licence number EN 00001116. © Ordnance Survey Ireland Government of Ireland



THE INFORMATION ON THIS DRAWING IS TO THE ORDNANCE SURVEY IRELAND ITM COORDINATE SYSTEM

LEGEND

SITE BOUNDARY

PROPOSED FINISH LEVEL

EXISTING LEVEL

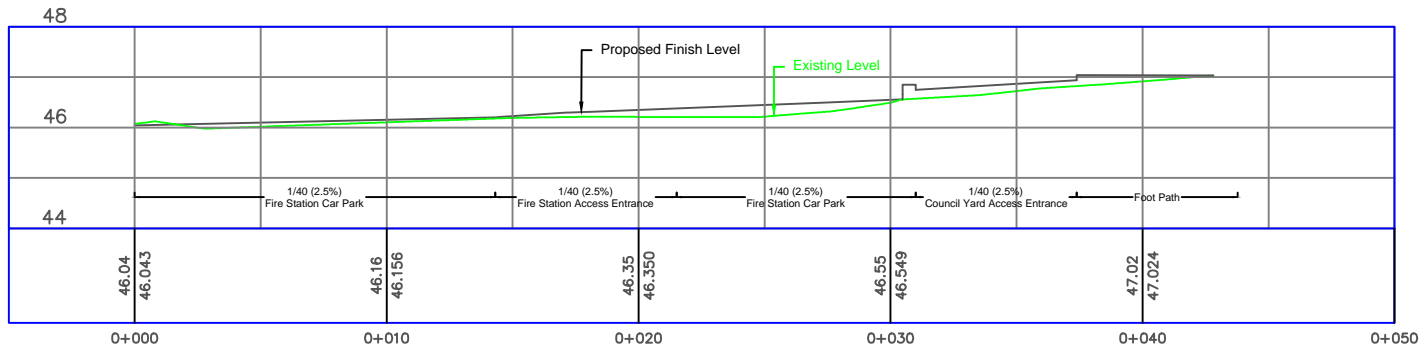
PROPOSED FALLS

PL:45.66

EL:45.66

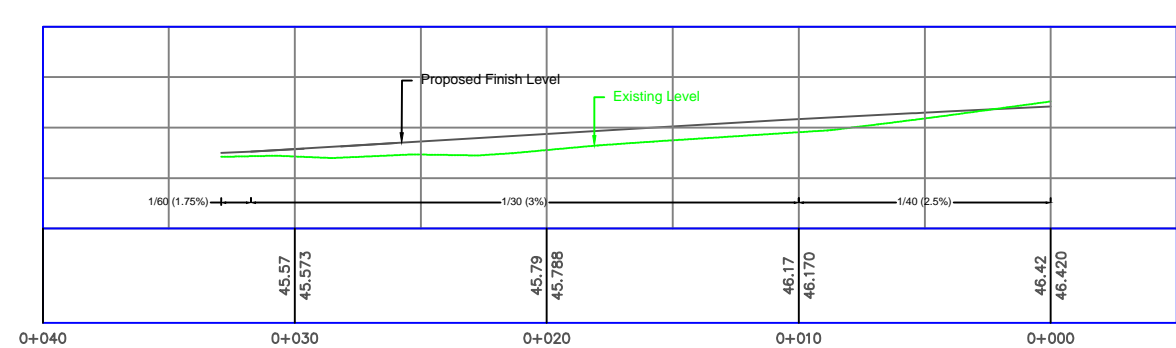
1/80

Road 1 - PROFILE



Section A-A

Road 2 Profile



- NOTES:**
- FIGURED DIMENSIONS ONLY TO BE TAKEN FROM THIS DRAWING.
 - ALL DRAWINGS TO BE CHECKED BY THE CONTRACTOR ON SITE.
 - ENGINEER/EMPLOYERS REPRESENTATIVE, AS APPROPRIATE, TO BE INFORMED BY THE CONTRACTOR OF ANY DISCREPANCIES BEFORE ANY WORK COMMENCES.
 - THE CONTRACTOR SHALL UNDERTAKE A THOROUGH CHECK FOR THE ACTUAL LOCATION OF ALL SERVICES/UTILITIES, ABOVE AND BELOW GROUND, BEFORE ANY WORK COMMENCES.
 - ALL LEVELS SHOWN RELATE TO ORDNANCE SURVEY DATUM AT MALIN HEAD.
 - CCTV SURVEY TO BE CARRIED OUT ON ALL FOUL AND STORM LINES PRIOR TO COMPLETION OF TENDER DRAWINGS.

Rev	Date	Description	By	Chkd.
A	09/03/16	Issued for Planning	KL	AD

Client: Offaly County Council

Project: Ferbane Fire Station

Title: Proposed Proposed Roads Layout

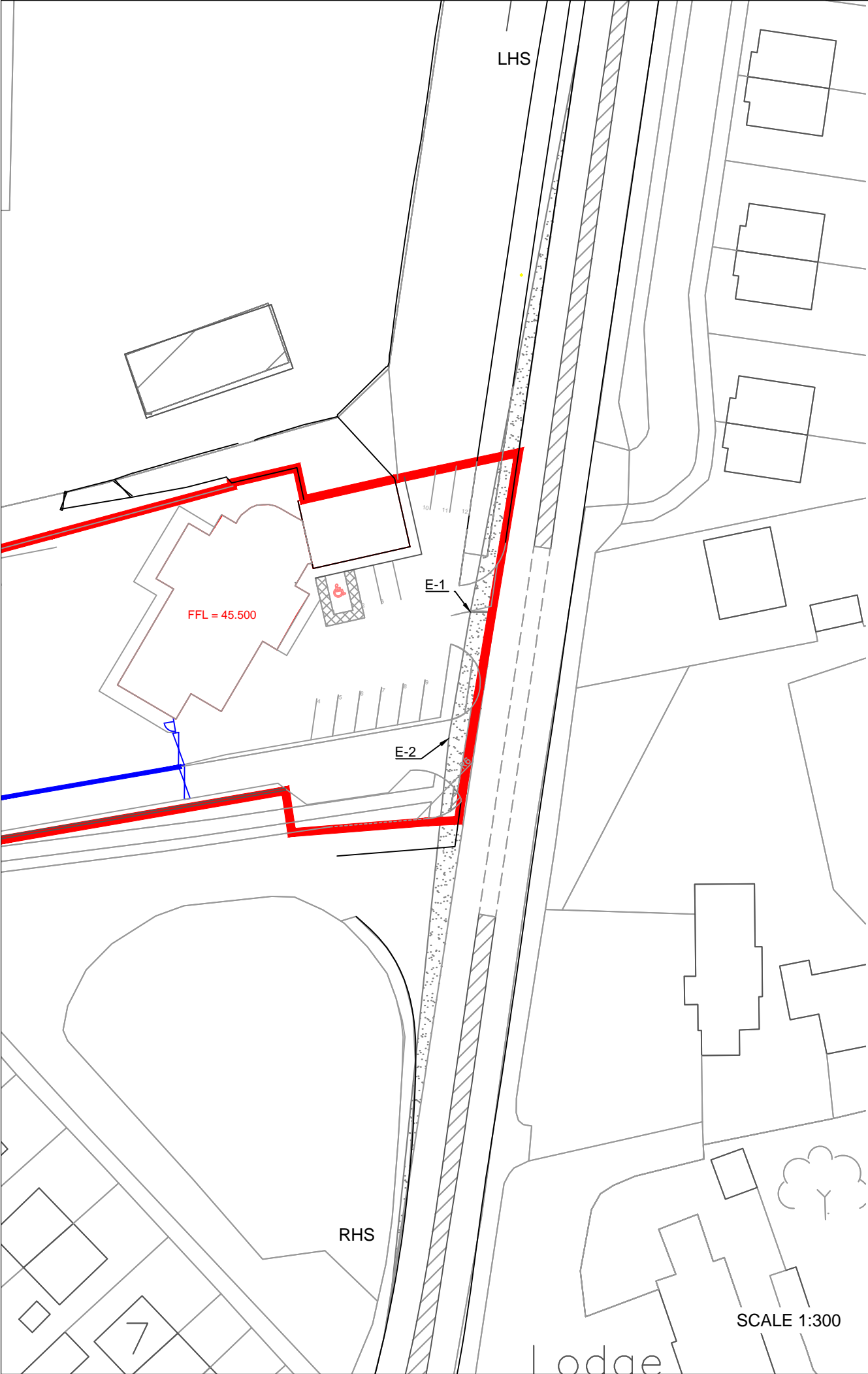
Scale @ A1: 1/150	Scale @A3: 1/300
Prepared by: KL	Checked: AD
Date: 20/11/2015	
Project Director: C.McGovern	
Drawing Status: Planning	

TOBIN
Patrick J. Tobin & Co. Ltd.

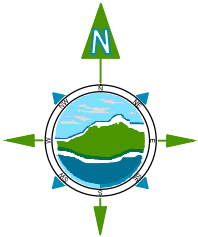
TOBIN Consulting Engineers,
Fairgreen House, Fairgreen Road,
Galway, Ireland.
tel: +353-(0)91-565211
fax: +353-(0)91-565398
e-mail: galway@tobin.ie
www.tobin.ie

Drawing No.: 8023-2104

Revision: A



CLEAR SIGHT TRIANGLE
DESIGN SPEED 50 km/h
SETBACK 3 m
LEFT SIGHT DISTANCE: E-1 70 m
E-2 85 m
RIGHT SIGHT DISTANCE: E-1 85 m
E-2 70 m



THE INFORMATION ON THIS DRAWING
IS TO THE ORDNANCE SURVEY IRELAND
ITM COORDINATE SYSTEM

LEGEND

SITE BOUNDARY

NOTES:

- FIGURED DIMENSIONS ONLY TO BE TAKEN FROM THIS DRAWING.
- ALL DRAWINGS TO BE CHECKED BY THE CONTRACTOR ON SITE.
- ENGINEER/EMPLOYERS REPRESENTATIVE, AS APPROPRIATE, TO BE INFORMED BY THE CONTRACTOR OF ANY DISCREPANCIES BEFORE ANY WORK COMMENCES.
- THE CONTRACTOR SHALL UNDERTAKE A THOROUGH CHECK FOR THE ACTUAL LOCATION OF ALL SERVICES/UTILITIES, ABOVE AND BELOW GROUND, BEFORE ANY WORK COMMENCES.
- ALL LEVELS SHOWN RELATE TO ORDNANCE SURVEY DATUM AT MALIN HEAD.
- CCTV SURVEY TO BE CARRIED OUT ON ALL FOUL AND STORM LINES PRIOR TO COMPLETION OF TENDER DRAWINGS.

Rev	Date	Description	By	Chkd.
A	09/03/16	Issued for Planning	KL	AD

Client: Offaly County Council

Project: Ferbane Fire Station

Title: Sight Line for Entrance 1 & 2

Scale @ A1:	as shown	
Prepared by: KL	Checked: AD	Date: 20/11/2015
Project Director:	C.McGovern	
Drawing Status:	Planning	



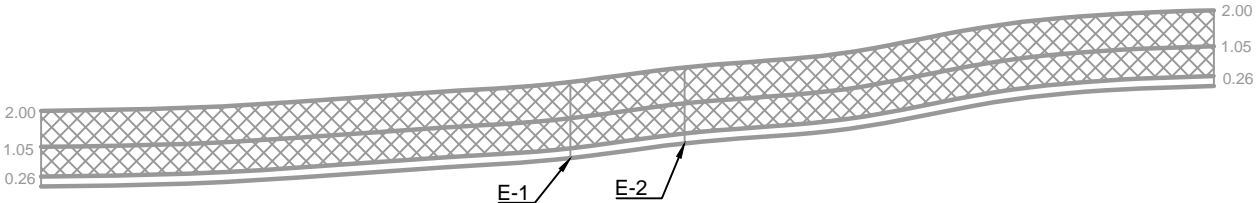
TOBIN
Patrick J. Tobin & Co. Ltd.

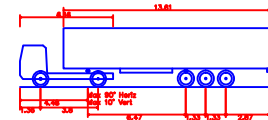
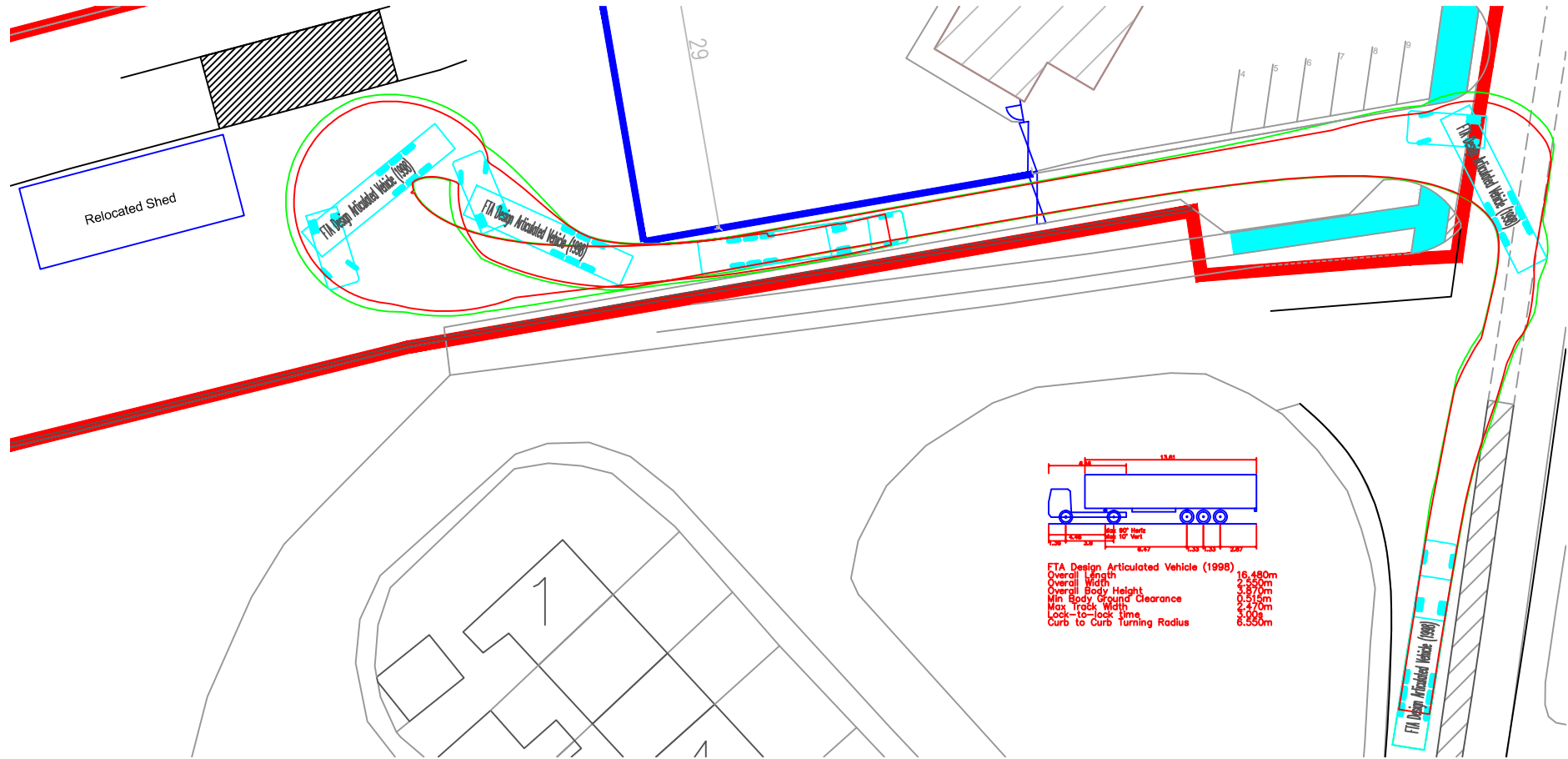
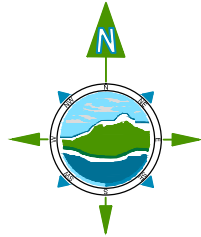
TOBIN Consulting Engineers,
Fairgreen House, Fairgreen Road,
Galway, Ireland.
tel: +353-(0)91-565211
fax: +353-(0)91-565398
e-mail: galway@tobin.ie
www.tobin.ie

Drawing No.: **8023-2105**

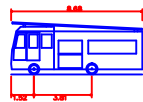
Revision: **A**

VERTICAL SIGHT ENVELOPE
VERTICAL SCALE 1:100
HORIZONTAL SCALE 1:500

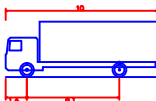




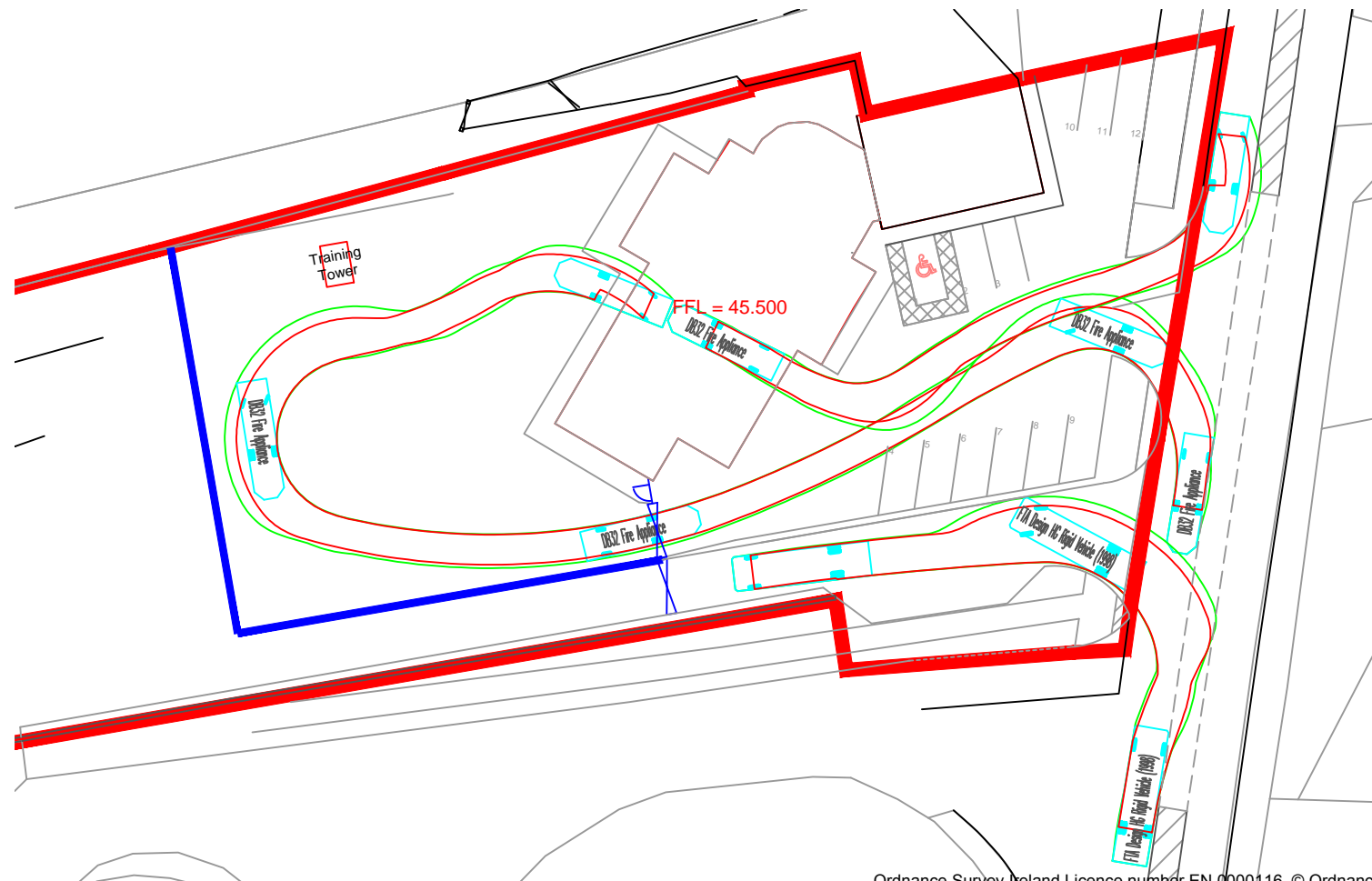
FTA Design Articulated Vehicle (1998)
Overall Length 16.480m
Overall Width 2.160m
Overall Body Height 4.452m
Min Body Ground Clearance 0.452m
Max Track Width 2.721m
Lock-to-lock time 5.910m
Curb to Curb turning Radius 8.550m



D632 Fire Appliance
Overall Length 8.680m
Overall Width 2.160m
Overall Body Height 4.452m
Min Body Ground Clearance 0.452m
Max Track Width 2.721m
Lock-to-lock time 5.910m
Curb to Curb turning Radius 8.550m



FTA Design HG Rigid Vehicle (1998)
Overall Length 10.000m
Overall Width 2.160m
Overall Body Height 4.452m
Min Body Ground Clearance 0.452m
Max Track Width 2.721m
Lock-to-lock time 5.910m
Curb to Curb turning Radius 8.550m



THE INFORMATION ON THIS DRAWING
IS TO THE ORDNANCE SURVEY IRELAND
ITM COORDINATE SYSTEM

LEGEND

SITE BOUNDARY	
VEHICLE PLAN	
FORWARD MOVEMENT	
CHASSIS OUTLINE	
BODY OUTLINE	
REVERSE MOVEMENT	
CHASSIS OUTLINE	
BODY OUTLINE	

NOTES:

- FIGURED DIMENSIONS ONLY TO BE TAKEN FROM THIS DRAWING.
- ALL DRAWINGS TO BE CHECKED BY THE CONTRACTOR ON SITE.
- ENGINEER/EMPLOYERS REPRESENTATIVE, AS APPROPRIATE, TO BE INFORMED BY THE CONTRACTOR OF ANY DISCREPANCIES BEFORE ANY WORK COMMENCES.
- THE CONTRACTOR SHALL UNDERTAKE A THOROUGH CHECK FOR THE ACTUAL LOCATION OF ALL SERVICES/UTILITIES, ABOVE AND BELOW GROUND, BEFORE ANY WORK COMMENCES.
- ALL LEVELS SHOWN RELATE TO ORDNANCE SURVEY DATUM AT MALIN HEAD.
- CCTV SURVEY TO BE CARRIED OUT ON ALL FOUL AND STORM LINES PRIOR TO COMPLETION OF TENDER DRAWINGS.

Rev	Date	Description	By	Chkd.
A	09/03/16	Issued for Planning	KL	AD

Client:
Offaly County Council

Project:
Ferbane
Fire Station

Title:
Proposed
Site Layout
Autotrack 1

Scale @ A1: 1/500 Scale @ A3: 1/1000

Prepared by: KL Checked: AD Date: 20/11/2015

Project Director: C.McGovern

Drawing Status: Planning



TOBIN Consulting Engineers,
Fairgreen House, Fairgreen Road,
Galway, Ireland.
tel: +353-(0)91-565211
fax: +353-(0)91-565398
e-mail: galway@tobin.ie
www.tobin.ie

TOBIN Consulting Engineers will not be liable for any use of this document for any purpose other than that for which it was prepared. The user of this document shall be responsible for its use and shall not be held liable for any loss or damage resulting from its use.

Drawing No.: 8023-2106 Revision: A

WARNING:
The location of existing services / utilities shown on drawings cannot be guaranteed. Local services to properties are not included but there presence should be anticipated.
No liability for errors or omissions of any kind whatsoever is accepted by TOBIN Consulting Engineers, its agents or servants. It is the responsibility of the contractor to establish the exact position of existing services / utilities using appropriate methodologies and competent personnel. The depths of underground services must not be assumed

THE INFORMATION ON THIS DRAWING
IS TO THE ORDNANCE SURVEY IRELAND
ITM COORDINATE SYSTEM

LEGEND

SITE BOUNDARY	
EXISTING STORM DRAIN	
EXISTING FOUL DRAIN	
PROPOSED STORM SEWER	
PROPOSED FOUL SEWER	
PROPOSED GULLY	
PROPOSED ACO TYPE DRAIN	

- NOTES:**
- FIGURED DIMENSIONS ONLY TO BE TAKEN FROM THIS DRAWING.
 - ALL DRAWINGS TO BE CHECKED BY THE CONTRACTOR ON SITE.
 - ENGINEER/EMPLOYERS REPRESENTATIVE, AS APPROPRIATE, TO BE INFORMED BY THE CONTRACTOR OF ANY DISCREPANCIES BEFORE ANY WORK COMMENCES.
 - THE CONTRACTOR SHALL UNDERTAKE A THOROUGH CHECK FOR THE ACTUAL LOCATION OF ALL SERVICES/UTILITIES, ABOVE AND BELOW GROUND, BEFORE ANY WORK COMMENCES.
 - ALL LEVELS SHOWN RELATE TO ORDNANCE SURVEY DATUM AT MALIN HEAD.
 - CCTV SURVEY TO BE CARRIED OUT ON ALL FOUL AND STORM LINES PRIOR TO COMPLETION OF TENDER DRAWINGS.

A	09/03/16	Issued for Planning	KL	AD
Rev	Date	Description	By	Chkd.

Client:
Offaly County Council

Project:
Ferbane Fire Station

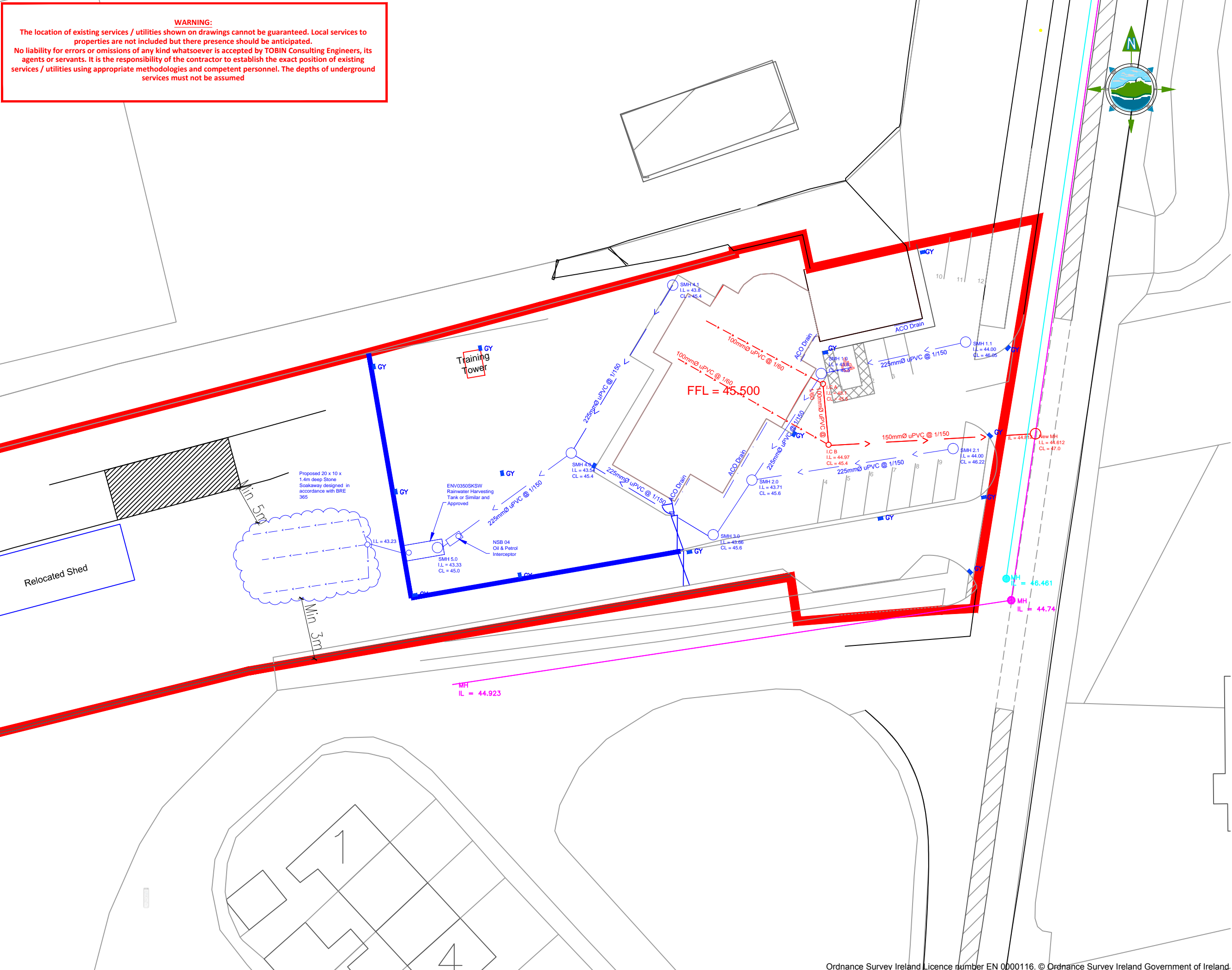
Title:
Proposed Storm & Foul Layout

Scale @ A1:	1/200	Scale @A3:	1/400
Prepared by:	KL	Checked:	AD
		Date:	20/11/2015
Project Director:	C.McGovern		
Drawing Status:	Planning		

TOBIN
Patrick J. Tobin & Co. Ltd.

TOBIN Consulting Engineers,
Fairgreen House, Fairgreen Road,
Galway, Ireland.
tel: +353-(0)91-565211
fax: +353-(0)91-565398
e-mail: galway@tobin.ie
www.tobin.ie

Revision:
8023-2107 A



WARNING:
The location of existing services / utilities shown on drawings cannot be guaranteed. Local services to properties are not included but there presence should be anticipated.
No liability for errors or omissions of any kind whatsoever is accepted by TOBIN Consulting Engineers, its agents or servants. It is the responsibility of the contractor to establish the exact position of existing services / utilities using appropriate methodologies and competent personnel. The depths of underground services must not be assumed

THE INFORMATION ON THIS DRAWING
IS TO THE ORDNANCE SURVEY IRELAND
ITM COORDINATE SYSTEM

LEGEND

- SITE BOUNDARY
- EXISTING 100mm CAST IRON WATERMAIN
- PROPOSED 75mm uPVC WATERMAIN
- EXISTING FIRE HYDRANT
- PROPOSED FIRE HYDRANT
- PROPOSED WATER METER

NOTES:

- FIGURED DIMENSIONS ONLY TO BE TAKEN FROM THIS DRAWING.
- ALL DRAWINGS TO BE CHECKED BY THE CONTRACTOR ON SITE.
- ENGINEER/EMPLOYERS REPRESENTATIVE, AS APPROPRIATE, TO BE INFORMED BY THE CONTRACTOR OF ANY DISCREPANCIES BEFORE ANY WORK COMMENCES.
- THE CONTRACTOR SHALL UNDERTAKE A THOROUGH CHECK FOR THE ACTUAL LOCATION OF ALL SERVICES/UTILITIES, ABOVE AND BELOW GROUND, BEFORE ANY WORK COMMENCES.
- ALL LEVELS SHOWN RELATE TO ORDNANCE SURVEY DATUM AT MALIN HEAD.
- CCTV SURVEY TO BE CARRIED OUT ON ALL FOUL AND STORM LINES PRIOR TO COMPLETION OF TENDER DRAWINGS.

A	09/03/16	Issued for Planning	KL	AD
Rev	Date	Description	By	Chkd.

Client:

Offaly County Council

Project:

Ferbane
Fire Station

Title:

Proposed
Watermain
Layout

Scale @ A1: 1/150 Scale @A3: 1/300

Prepared by: KL Checked: AD Date: 20/11/2015

Project Director: C.McGovern

Drawing Status: Planning



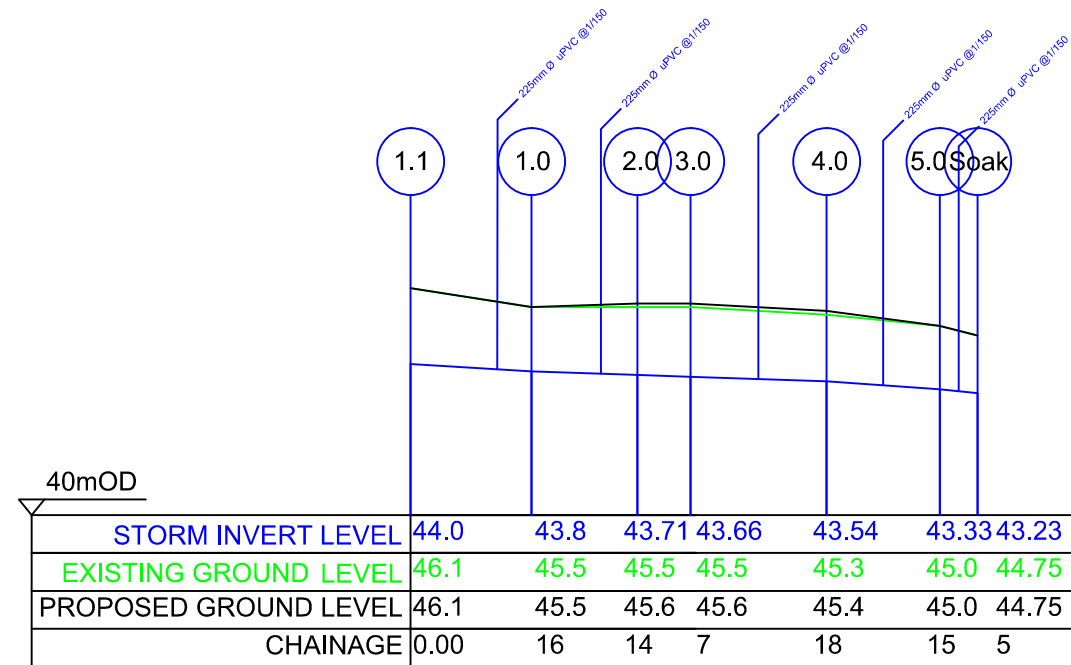
TOBIN Consulting Engineers,
Fairgreen House, Fairgreen Road,
Galway, Ireland.
tel: +353-(0)91-565211
fax: +353-(0)91-565398
e-mail: galway@tobin.ie
www.tobin.ie

TOBIN Consulting Engineers will not be liable for any use of this document for any purpose other than that for which it was prepared. The user of this document is advised to verify the accuracy of the information contained herein and to ensure that it is up to date and that it is not used for any other purpose.

Drawing No.: 8023-2108

Revision:

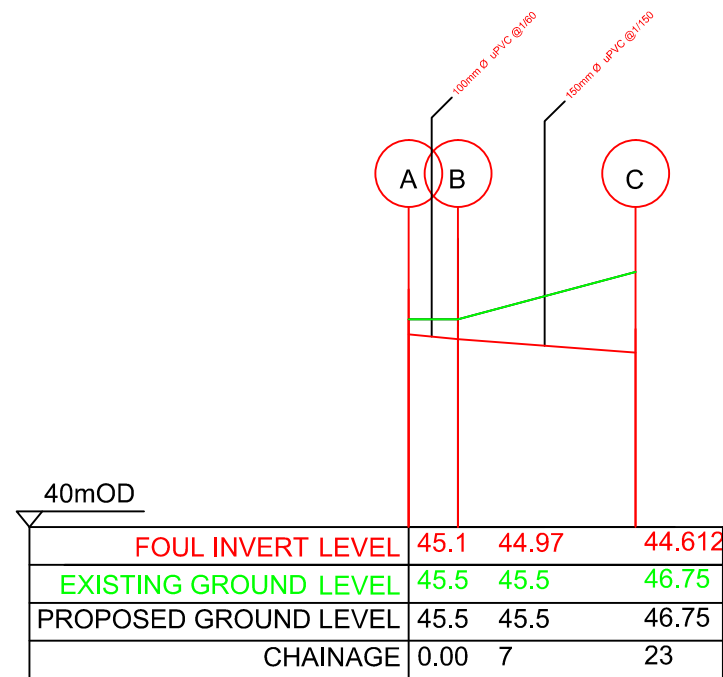
A



Storm Sections S 1.1 – Soakaway
Horizontal Scale 1:500 @A1
Vertical Scale 1:100 @A1

- NOTES:
- FIGURED DIMENSIONS ONLY TO BE TAKEN FROM THIS DRAWING.
 - ALL DRAWINGS TO BE CHECKED BY THE CONTRACTOR ON SITE.
 - ENGINEER/EMPLOYERS REPRESENTATIVE, AS APPROPRIATE, TO BE INFORMED BY THE CONTRACTOR OF ANY DISCREPANCIES BEFORE ANY WORK COMMENCES.
 - THE CONTRACTOR SHALL UNDERTAKE A THOROUGH CHECK FOR THE ACTUAL LOCATION OF ALL SERVICES/UTILITIES, ABOVE AND BELOW GROUND, BEFORE ANY WORK COMMENCES.
 - ALL LEVELS SHOWN RELATE TO ORDNANCE SURVEY DATUM AT MALIN HEAD.
 - CCTV SURVEY TO BE CARRIED OUT ON ALL FOUL AND STORM LINES PRIOR TO COMPLETION OF TENDER DRAWINGS.

A	09/03/16	Issued for Planning	KL	AD
Rev	Date	Description	By	Chkd.



Foul Sections I.C A – New Manhole
Horizontal Scale 1:500 @A1
Vertical Scale 1:100 @A1

Client:
Offaly County Council

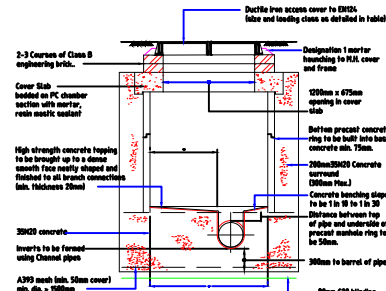
Project:
Ferbane
Fire Station

Title:
Proposed
Storm & Foul
Sections

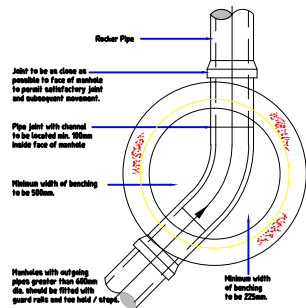
Scale @ A1: 1/200	Scale @A3: 1/400
Prepared by: KL	Checked: AD
Date: 20/11/2015	
Project Director: C.McGovern	
Drawing Status: Planning	

TOBIN
Patrick J. Tobin & Co. Ltd.
TOBIN Consulting Engineers,
Fairgreen House, Fairgreen Road,
Galway, Ireland.
tel: +353-(0)91-565211
fax: +353-(0)91-565398
e-mail: galway@tobin.ie
www.tobin.ie

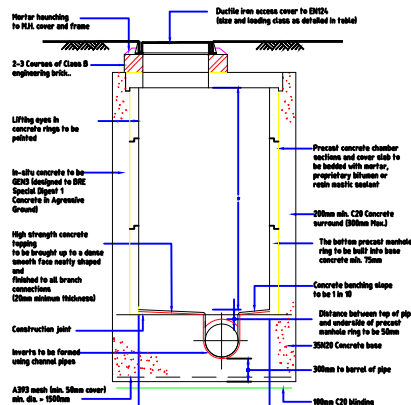
THE INFORMATION ON THIS DRAWING
IS TO THE ORDNANCE SURVEY IRELAND
ITM COORDINATE SYSTEM



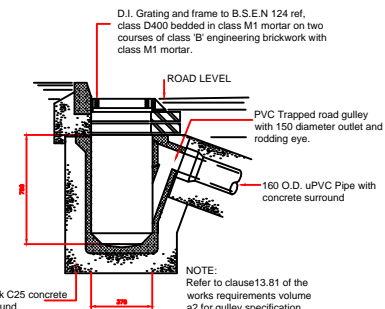
TYPICAL PRECAST MANHOLE DETAIL - TYPE C
Depth from ground level to soffit of pipe 1.0 - 1.45m



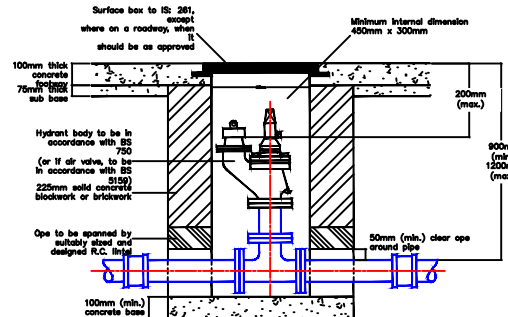
TYPICAL PRECAST MANHOLE - PLAN



TYPICAL PRECAST MANHOLE DETAIL - TYPE B
Maximum depth from cover level to soffit of pipe 3.0m



TYPICAL ROAD GULLEY DETAIL



FIRE HYDRANT (OR
AIRVALVE) CHAMBER DETAIL

- NOTES:

1. FOR BEDDING AND SEALING OF CHAMBER RINGS, THE TOP RING (TO PRE CAST COVER SLAB) AND BOTTOM RING TO BE BEDDED WITH CEMENT MORTAR. FOR INTERMEDIATE RINGS JOINTS ARE TO BE SEALED WITH APPROVED PRE-FORMED JOINTING STRIP.
2. PRE CAST MANHOLE TO BE SURROUNDED WITH A MINIMUM OF 150mm THICK GRADE C20/25 CONCRETE.
3. BENCHING FINISHED IN 2:1 SAND-CEMENT MORTAR WITH A SMOOTH TROWEL FINISH. IN 1:1 IN 30 SLOPE TOWARDS CHANNEL.
4. CLASS D400 OR E600 MANHOLE COVER AND FRAME TO IS/EN 124, 150mm DEEP FRAME FOR ROADS AND 100mm DEEP FOR FOOTPATHS AND GREEN AREAS, NON-ROCK DESIGN, CLOSED RING, CAST IRON, 100mm MINIMUM RING RADIUS, RIGID, GRAPHITE CAST IRON (DUCTILE CAST IRON), 600 x 600 (600mm i.d.) CLEAR OPENING, COVER AND FRAME COATED IN BITUMEN OR OTHER APPROVED MATERIAL. FRAME TO HAVE A MINIMUM MASS OF 140kg/m², FRAME BEARING AREA SHALL BE 80,000mm² MIN. FRAMES SHALL BE DESIGNED TO PREVENT COVERS FALLING IN. FRAMES SHALL BE SLOTTED ON APPROVED MANHOLE MANUFACTURING STANDARD.
5. STANDARD RUNGERS AT 300mm VERTICALLY AND GALVANISED STEEL OR FRP RUNGERS AT B.729 OR EQUIVALENT. NOTE: STEPS IRONS ARE NOT ACCEPTABLE.
6. WHEN DEPTH OF MANHOLES TO INVERT IS GREATER THAN 3.0m LADDERS SHALL BE USED INSTEAD OF RUNGERS TO B.S.4211 OR EQUIVALENT EXCEPT THAT STRINGERS SHOULD BE NOT LESS THAN 65 x 12mm IN SECTION AND RUNGS 25mm IN DIAMETER. FIXED LADDERS SHOULD MEET THE DIMENSIONAL REQUIREMENTS OF B.S.4211 OR EQUIVALENT.
7. LADDER STRINGERS SHOULD BE ADEQUATELY SUPPORTED FROM THE MANHOLE WALL AT INTERVALS OF NOT MORE THAN 1.0m. MANHOLE COVER TO BE BOLTED TO CLEATS TO FACILITATE REMOVAL.
8. ALL LADDERS, RUNGS, HANDRAILS, SAFETY CHAINS ETC. SHALL BE HOT DIP GALVANIZED TO B.729 OR EQUIVALENT.
9. PREFORMED HALF CIRCLE CHANNEL PIPES, THE PIPELINE MAY, WHERE PRACTICABLE, BE LAID THROUGH THE MANHOLE AND THE CROWN CUT OUT TO HALF DIAMETER, PROVIDED FLEXIBLE JOINTS ARE SITUATED ON EACH SIDE NO FURTHER THAN 600mm FROM THE INNER FACE OF MANHOLE WALL.
10. SHORT LENGTH PIPE AND PIPE JOINT EXTERNAL TO MANHOLE SHALL NOT EXCEED 600mm FROM THE INNER FACE OF MANHOLE WALL.

TYPE OF ACCESS	DEPTH FROM SOFFIT TO COVER LEVEL (m)	DN LARGEST PIPE IN MANHOLE / MEANS OF DESCENT RATIO SLOPE	MINIMUM INTERNAL DIMENSIONS	MINIMUM ACCESS SIZE RECTANGULAR CIRCULAR	REMARKS
MANHOLE	1.0 - 1.5	< 1/20mm 225mm > 300mm > 375mm to 450mm > 500mm to 700mm > 750mm to 900mm > > 900mm >	1200mm > 1200mm > 1200mm > 1300mm > 1300mm > 1600mm > The larger of 1800 or (D+N + 500)	750 x 700 E 600D 750D 750 x 600 E 1200 x 675 C 1200 x 675 C 1200 x 675 C 1200 x 675 C	Generally in accordance with safe work in confined spaces - Health and safety commission Larger opening size is required for manholes at shallower depths to permit standing / crouching Cover loading class C250 is valid for D400 in roots / road surges
MANHOLE	1.5 - 3.0	< 2/20mm 300mm > 375mm to 450mm > 500mm to 700mm > 750mm to 900mm > > 900mm >	1200mm > 1200mm > 1300mm > 1300mm > 1600mm > The larger of 1800 or (D+N + 500)	750 x 600 E 700D 750 x 600 E 750 x 600 E 750 x 600 E	Where a ladder is provided, a larger size may be needed Cover loading class C250 is valid for D400 in roots / road surges
MANHOLE	> 3.0	< 2/20mm 300mm > 375mm to 450mm > 500mm to 700mm > 750mm to 900mm > > 900mm >	1200mm > 1200mm > 1300mm > 1300mm > 1600mm > The larger of 1800 or (D+N + 500)	750 x 600 E 750 x 600 E 750 x 600 E 750 x 600 E	Where a ladder is provided, a larger size may be needed Cover loading class C250 is valid for D400 in roots / road surges
MANHOLE (SHAFT FOR MCA)	> 3.0	Steps Ladders Winch	1000mm 1200mm 1200mm	600 x 600 E 750 x 600 E 600 x 600 C	Min. clear space between the ladder / steps and the opposite face of the shaft should be approx. 200mm. (Winch only) no steps or ladders (Permanent or removable).

1. These sizes apply to straight-through flows, larger sizes may be required for turning chambers or chambers with several side branches or where specific installation requirements are necessary, e.g. downspout traps.

2. Minimum height of chamber is defined as minimum 2m from headroom to underside of reducing duct.

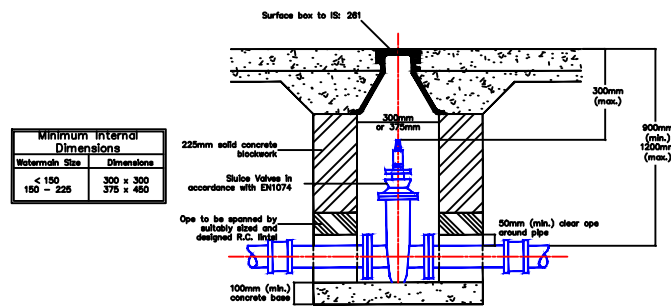
3. May be reduced to 600 x 600 or 600x where the configuration of the manhole chamber permits a satisfactory flow of water.

4. C denotes cover.

E denotes access.

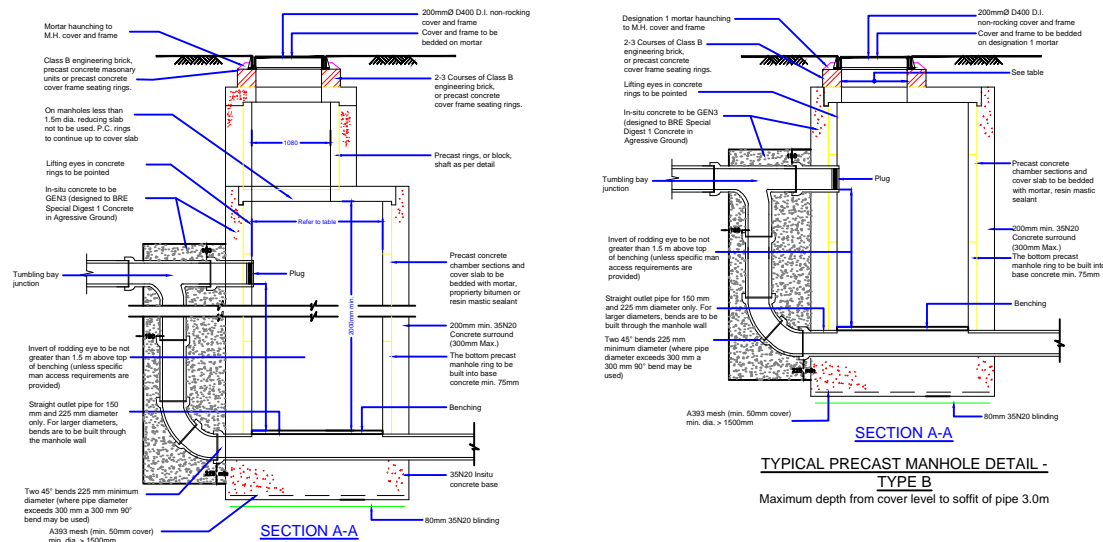
- NOTES:

1. FIGURED DIMENSIONS ONLY TO BE TAKEN FROM THIS DRAWING.
2. ALL DRAWINGS TO BE CHECKED BY THE CONTRACTOR ON SITE.
3. ENGINEER/EMPLOYERS REPRESENTATIVE, AS APPROPRIATE, TO BE INFORMED BY THE CONTRACTOR OF ANY DISCREPANCIES BEFORE ANY WORK COMMENCES.
4. THE CONTRACTOR SHALL UNDERTAKE A THOROUGH CHECK FOR THE ACTUAL LOCATION OF ALL SERVICES/UTILITIES, ABOVE AND BELOW GROUND, BEFORE ANY WORK COMMENCES.
5. ALL LEVELS SHOWN RELATE TO ORDNANCE SURVEY DATUM AT MALIN HEAD.
6. CCTV SURVEY TO BE CARRIED OUT ON ALL FOUL AND STORM LINES PRIOR TO COMPLETION OF TENDER DRAWINGS.

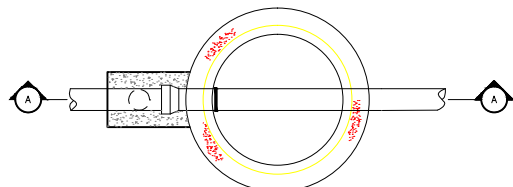


SLUICE VALVE CHAMBER
DETAIL

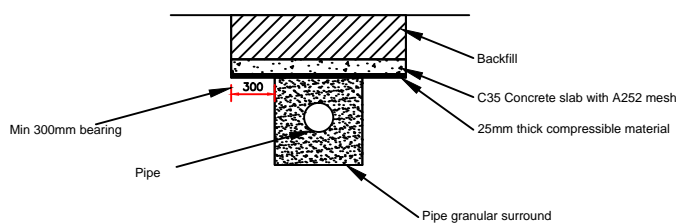
A	09/03/16	Issued for Planning	KL	AD
Rev	Date	Description	By	Chkd.



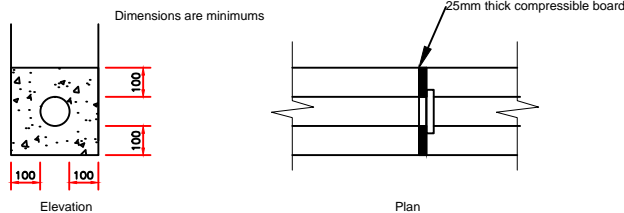
TYPICAL PRECAST MANHOLE DETAIL - TYPE A2
Depth from cover level to soffit of pipe 3.0m to 6.0m



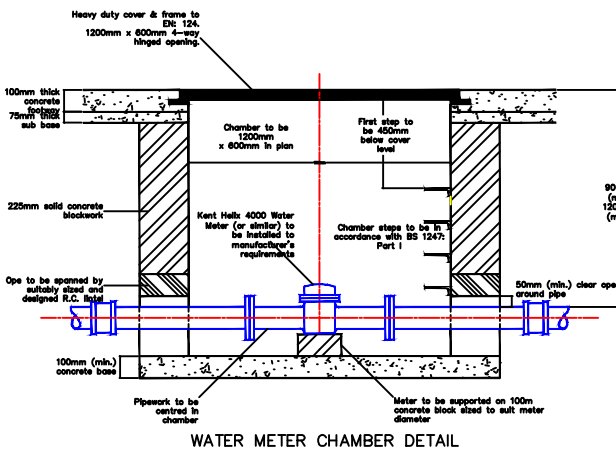
MANHOLE TYPE A - PLAN



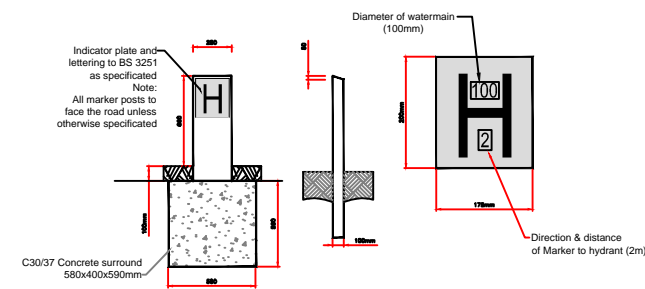
TYPICAL Protection for Pipes at Shallow Depths



TYPICAL Expansion Joint for Pipes Encased in Concrete



WATER METER CHAMBER DETAIL



TYPICAL HYDRANT MARKER POST DETAIL

Client:

Offaly County Council

Project:

Ferbane
Fire Station

Title:

Typical Details

Scale @ A1: 1/200 Scale @A3: 1/400

Prepared by: KL	Checked: AD	Date: 20/11/2015
Project Director:	C.McGovern	
Drawing Status:	Planning	



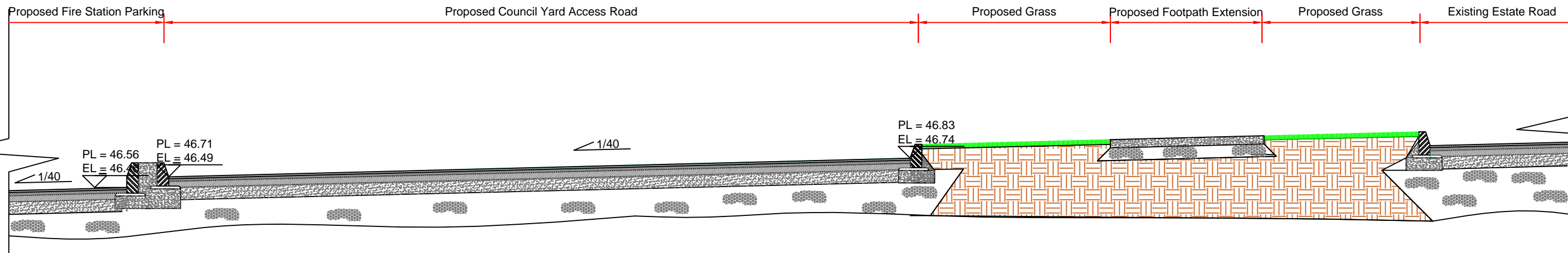
TOBIN Consulting Engineers,
Fairgreen House, Fairgreen Road,
Galway, Ireland.
tel: +353-(0)91-565211
fax: +353-(0)91-565398
e-mail: galway@tobin.ie
www.tobin.ie

TOBE Consulting Engineers will not be liable for any use of this document for any purpose other than that for which it was originally prepared and provided. Except where specifically and explicitly agreed in writing by TOBE Consulting Engineers, as copyright holder, no part of this document may be reproduced or transmitted in any form and this document shall not be relied upon by any third party for any purpose.

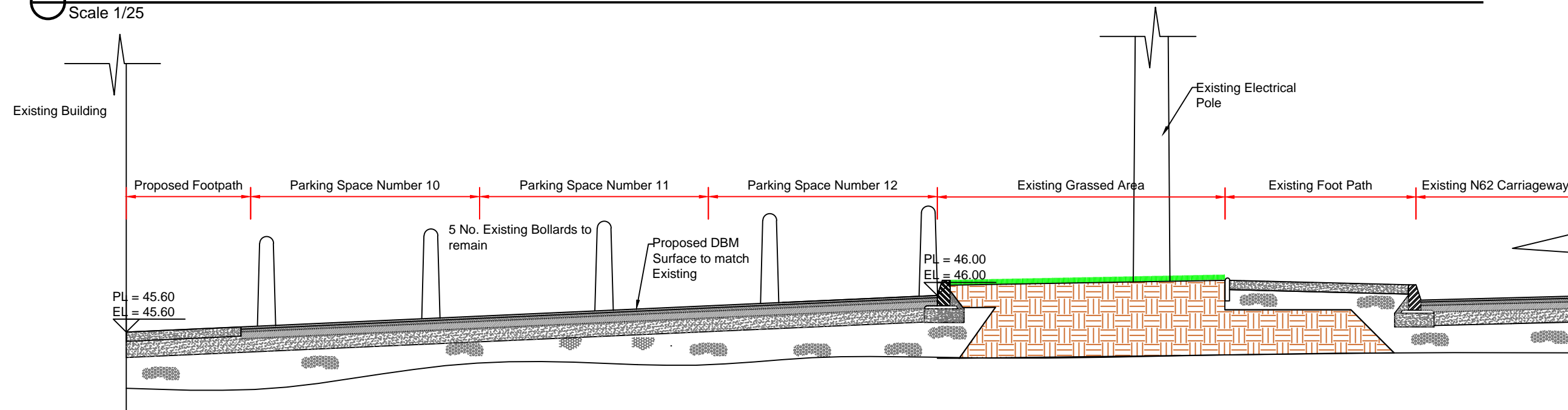
Drawing No.: 8023-2110

Revision:

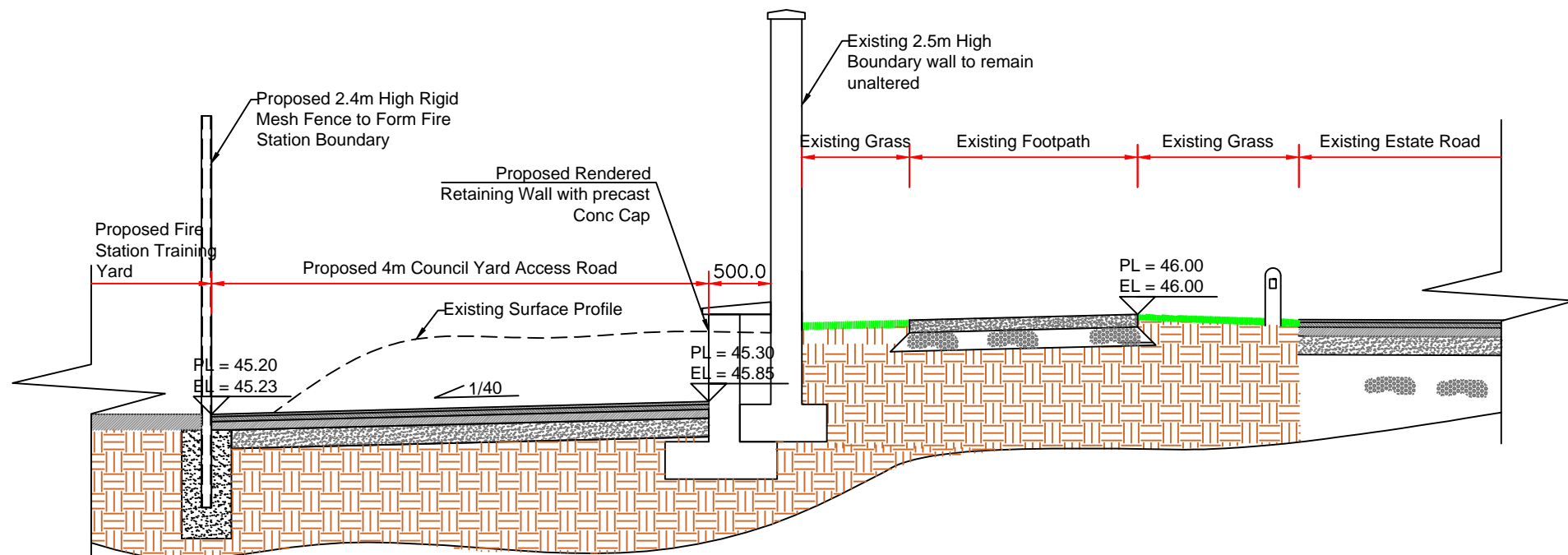
A



SECTION B-B
Scale 1/25



SECTION A-A
Scale 1/25



SECTION C-C
Scale 1/25

NOTES:

- FIGURED DIMENSIONS ONLY TO BE TAKEN FROM THIS DRAWING.
- ALL DRAWINGS TO BE CHECKED BY THE CONTRACTOR ON SITE.
- ENGINEER/EMPLOYERS REPRESENTATIVE, AS APPROPRIATE, TO BE INFORMED BY THE CONTRACTOR OF ANY DISCREPANCIES BEFORE ANY WORK COMMENCES.
- THE CONTRACTOR SHALL UNDERTAKE A THOROUGH CHECK FOR THE ACTUAL LOCATION OF ALL SERVICES/UTILITIES, ABOVE AND BELOW GROUND, BEFORE ANY WORK COMMENCES.
- ALL LEVELS SHOWN RELATE TO ORDNANCE SURVEY DATUM AT MALIN HEAD.
- CCTV SURVEY TO BE CARRIED OUT ON ALL FOUL AND STORM LINES PRIOR TO COMPLETION OF TENDER DRAWINGS.

Rev	Date	Description	By	Chkd.
A	09/03/16	Issued for Planning	KL	AD

Client:

Offaly County Council

Project:

Ferbane
Fire Station

Title:

Site Sections

Scale @ A1: 1/25 Scale @A3: 1/50

Prepared by: KL Checked: AD Date: 20/11/2015

Project Director: C.McGovern

Drawing Status: Planning



TOBIN Consulting Engineers,
Fairgreen House, Fairgreen Road,
Galway, Ireland.
tel: +353-(0)91-565211
fax: +353-(0)91-565398
e-mail: galway@tobin.ie
www.tobin.ie

TOBIN Consulting Engineers will not be liable for any use of this document for any purpose other than that for which it was originally prepared and submitted. It is the responsibility of the user to ensure that the document is used in accordance with its intended purpose and that it is not used for any other purpose without the prior written consent of TOBIN Consulting Engineers.

Drawing No.: 8023-2111

Revision:

A

NOTES:

1. FIGURED DIMENSIONS ONLY TO BE TAKEN FROM THIS DRAWING.
2. ALL DRAWINGS TO BE CHECKED BY THE CONTRACTOR ON SITE.
3. ENGINEER/EMPLOYERS REPRESENTATIVE, AS APPROPRIATE, TO BE INFORMED BY THE CONTRACTOR OF ANY DISCREPANCIES BEFORE ANY WORK COMMENCES.
4. THE CONTRACTOR SHALL UNDERTAKE A THOROUGH CHECK FOR THE ACTUAL LOCATION OF ALL SERVICES/UTILITIES, ABOVE AND BELOW GROUND, BEFORE ANY WORK COMMENCES.
5. ALL LEVELS SHOWN RELATE TO ORDNANCE SURVEY DATUM AT MALIN HEAD.
6. CCTV SURVEY TO BE CARRIED OUT ON ALL FOUL AND STORM LINES PRIOR TO COMPLETION OF TENDER DRAWINGS.

Rev	Date	Description	By	Chkd.
A	09/03/16	Issued for Planning	KL	AD

Client:

Offaly County Council

Project:

Ferbane
Fire Station

Title:

Typical Training Tower
Layout

Scale @ A1: 1/50 Scale @A3: 1/100

Prepared by:	Checked:	Date:
KL	AD	20/11/2015
Project Director:	C.McGovern	
Drawing Status:	Planning	



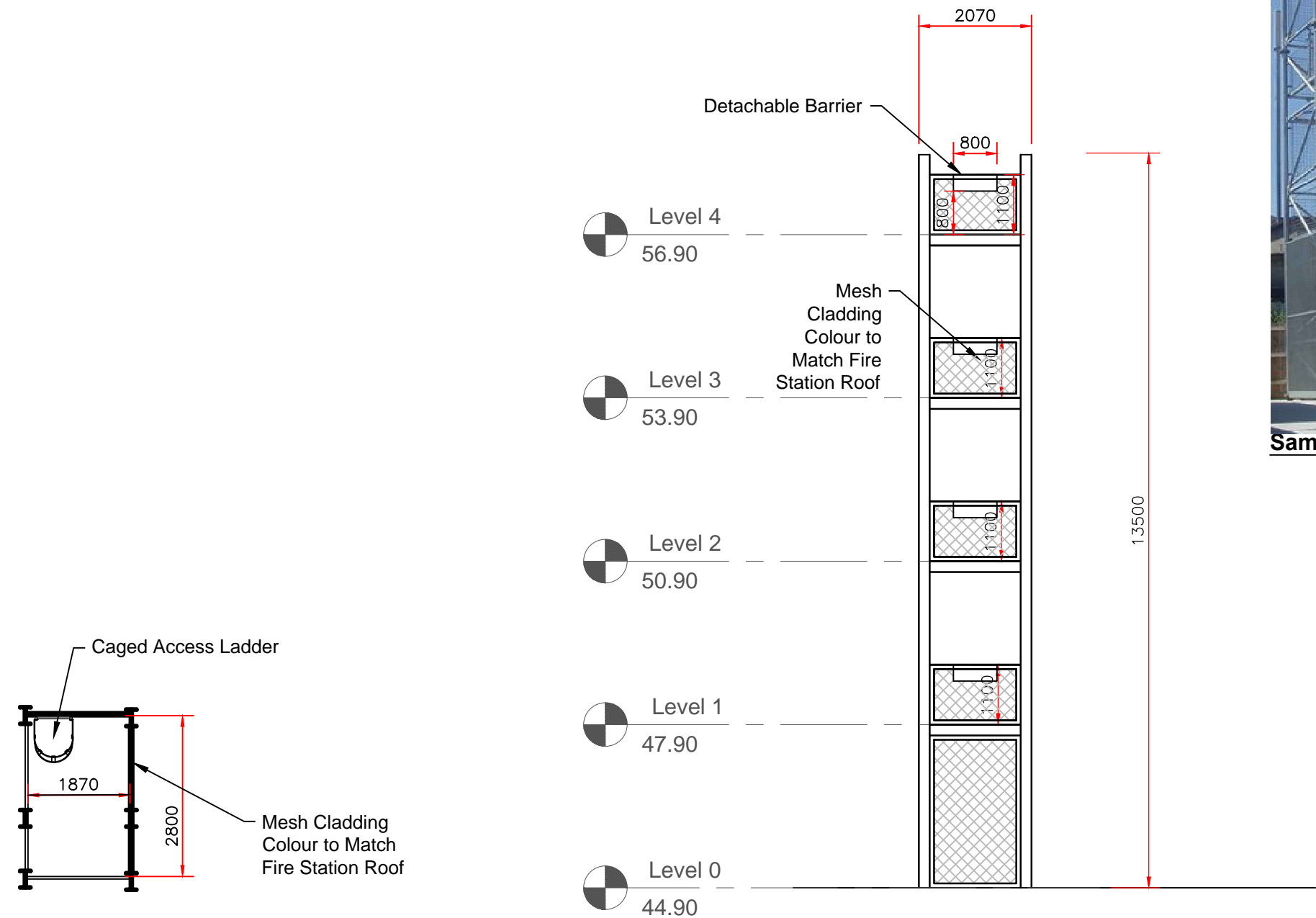
TOBIN Consulting Engineers,
Fairgreen House, Fairgreen Road,
Galway, Ireland.
tel: +353-(0)91-565211
fax: +353-(0)91-565398
e-mail: galway@tobin.ie
www.tobin.ie

TOBIN Consulting Engineers will not be liable for any use of this document for any purpose other than that for which it was originally prepared and issued. It is the responsibility of the user to ensure that the information contained herein is accurate and complete. The user shall be responsible for any errors or omissions in the use of this document and shall be liable for any loss or damage resulting from such use.

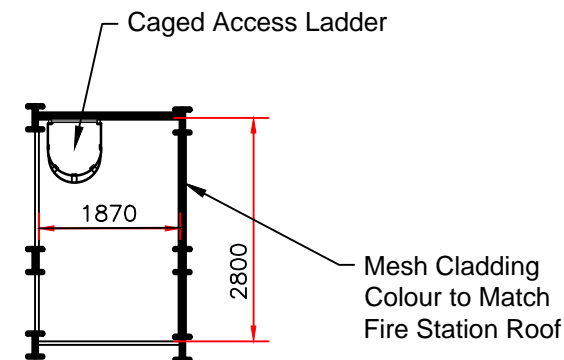
Drawing No.: 8023-2112 Revision: A



Sample Photo of Training Tower



Training Tower Typical Elevation
Scale 1:50



Training Tower Typical Floor Plan
Scale 1:50



Architectural Impact Assessment Report

Proposed Fire Station for Ferbane

Architectural Impact Assessment Protected Structure at Ferbane, Co. Offaly



Location:	20–17 GALLAN Ferbane
Ref:	207 14806019
Rating:	Regional
Former Use:	Train Station
Current Use:	Offaly County Council, Ferbane area office
Proposed Use:	Ferbane Fire Station to extension and single storey part of building and the two storey section will continue to be used as Offaly County Council, Ferbane area office

Record of Protected Structures:

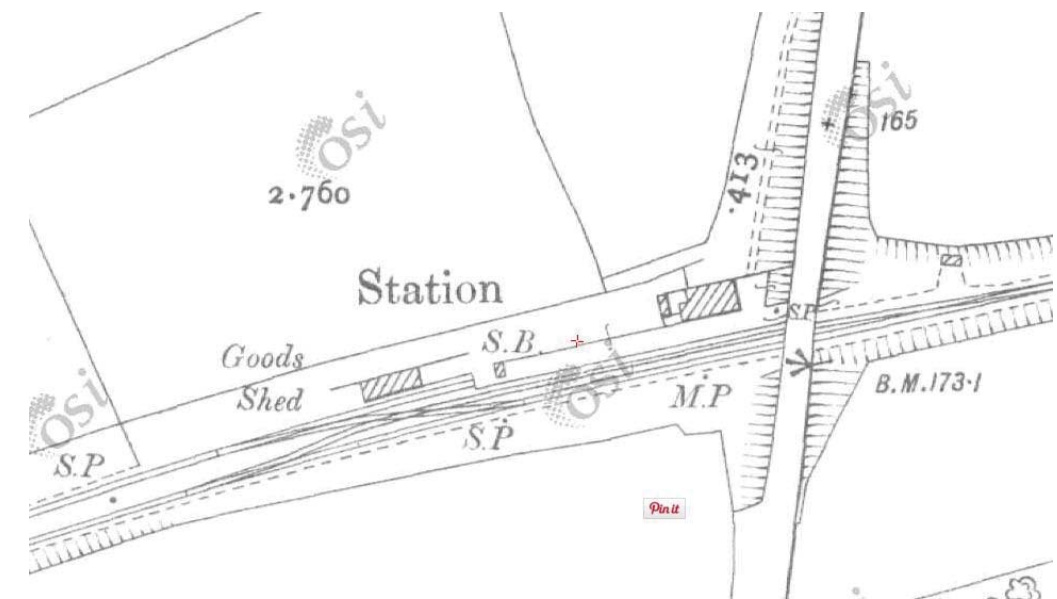
This Record of Protected Structures (RPS) is part of the County Development Plan for Offaly, 2014 - 2020 which was adopted by the members of Offaly County Council on 15th September 2014 and came into force on 13th October 2014.

Building Description:

Detached three-bay two-storey former railway station, built in 1884, on the Clara to Banagher Branch by the Great Southern and Western Railway. Set back from the road. Single-storey entrance to south. Pitched and hipped slate roofs with barge boards to gables, cast-iron rainwater goods and stepped brick cornice to eaves. Ruled-and-lined render to walls with smooth base plinth. Timber sash windows with painted stone sills. Square-headed door opening with overlight and timber door

Having closed to passengers in 1947 and ceased all services by 1963, the Clara to Banagher Line was made redundant. The station at Ferbane, like many of its counterparts, was no longer needed. Despite this, the Victorian structure has survived and is now reused, housing offices. Architecturally, the design is both simple and functional, adorned by few enrichments. Features that compliment its modest character include a brick eaves-cornice, timber barge boards, two-over-two sash windows and a square-headed doorway with overlight.

Original Setting:



Extract from the 25" historic map showing the station beside the tracks

This building was one of a number of almost identical buildings constructed along the Banagher line. The single storey side faced the platform and railway tracks. The station was in a rural setting outside of the town of Ferbane.



Historic photo of Ferbane station, probably taken from the railway bridge.



Historic photo of Belmont station, taken from the platform.



Belmont station was the next station along the Banagher line, it is used as domestic house today. Note the chimneys, it is likely that Ferbane station also had two chimneys. There was certainly one on the end nearest the road. They may have been removed because of water ingress or structural issues.

Current Setting:

The building is set within a county council yard with former stone railway sheds, newer storage sheds, prefabricated council accommodation and oil tanks to the rear.

This council yard area is separated from the relevant building by a green palisade fence. There is a mast to the rear of the building (the side of the former train track). The mast is also surrounded by a green palisade fence. The area in front of the building is covered in tarmac and is used for parking.



Council yard with palisade fence



Mast enclosure with palisade fence

A small enclosed courtyard adjoins the building. It contains a shed. A ground floor window and first floor window overlook the yard. This yard cannot be accessed from within the building. It would appear that a doorway from the building into the courtyard was closed up in the past. The outline of the doorway can be seen in the render. Another opening that would have opened onto the platform is also blocked up. A large painted metal gate allows access to the courtyard from the car park. This courtyard area is not currently in use.



Adjoining courtyard with metal gate



Adjoining courtyard with shed, mast to visible rear



Window overlooking courtyard



Window overlooking courtyard

The railway track has been removed. The platform adjoining the building has also been removed. This area has been infilled and now accommodates car parking. Further to the rear of the site near the stone shed, a section of the platform remains in place, although in poor order. The current county council offices no longer exist in their original railway station context.



Elevation of building, which would have faced onto platform.

Current Building Condition & Record:

The building comprises of a two storey section with a pitched natural slate roof and gable. This part of the building would originally have faced onto the train platform. The single storey section has a hipped roof. There is a lead valley between the hipped roof and the wall of the two storey section. The gable of the building faces onto the public road. On the gable are attractive timber fascias with a decorative circle at the end. This fascia is rotten and one of the circles is damaged. There are no doors on this elevation.



Street Elevation



There is a commemorative plaque on the single storey section. It is in honour of Vol. Frank Dolan, old IRA who was killed on the 9th July 1922.

The building is constructed of buff coloured brick, or possibly stone. The external walls are approx 400mm deep. It is unlikely that there is any cavity in the walls.

The existing windows are generally in good order both externally and internally. They would benefit from painting on the exterior. The locks and sash cords are all in place and are in working order. The first floor window overlooking the courtyard does not appear to be in good order and is painted closed. It will need to be restored to working order.

The original window surrounds are all in place and are in good order. There are no shutters and it would appear that there never were shutters.



External view of window



Sash horn and cord in place

The two external timber doors are identical and are in reasonable order and can be retained and repainted. They both have a square headed clear light over the door.



Front door



Rear door

The roof is of natural slate construction and will require some repairs. A few slates have slipped and may need to be replaced with similar natural slates. There are slates on the shed which is to be demolished. It is proposed retain these slates and use them for all future repairs on the roof of the main building. The slates are a heather colour and are probably Welsh in origin. One can see a few grey slates used for repairs that do not match the heather colour. The ridge and hip tiles are clay. The hoppers, gutters and downpipes are cast iron. They will require painting and some maintenance but are in reasonable order and will not require replacement.



Slate roofs

The brick eaves-cornice includes a beautiful stepped detail. These bricks are brownish purple in colour. The brick detail is only on two sides of the single storey section and does not continue onto the courtyard elevation.



Hopper at roof junction



brick detail

Internal condition

Internally there are signs of dampness on all of the walls.
There is also signs that the roof is leaking over the stairs.
No remedial action apart from heat and ventilation is proposed for the dampness on the walls. The internal finishes will be repainted.



Evidence of leak over stair



Dampness under first floor window



Dampness between ground floor window, dry lining blow window boards hides dampness



Crack in wall in ground floor office

Internal Doors

A number of the internal doors are original and many are of a more recent construction.
We have numbered the doors to show which are original and which are more recent.



Door 9



Door 6



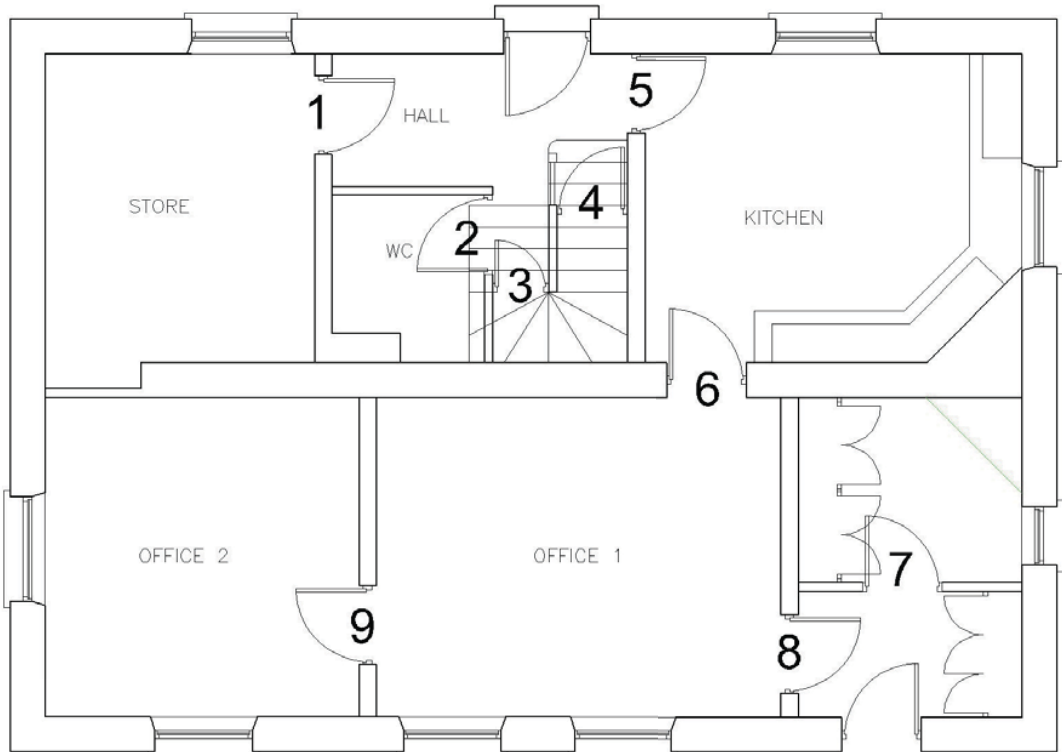
Door 5



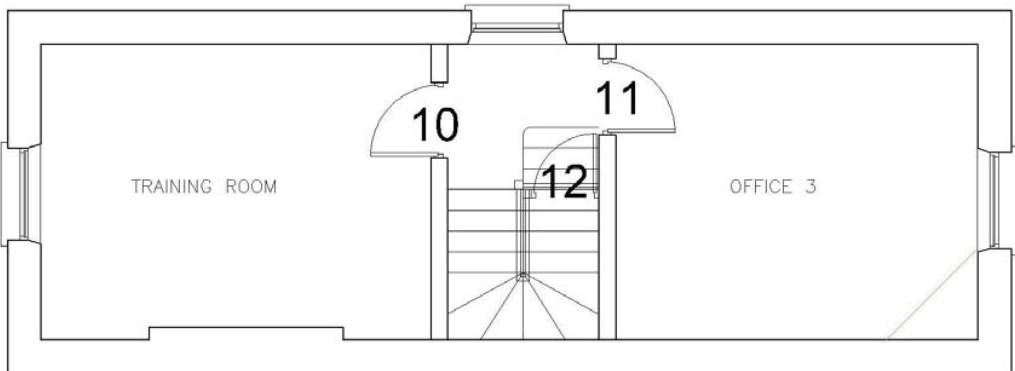
Door 4



Door 3 & 2 (to side)



Ground floor plan. Doors 3, 6, 8 & 9 are original



First floor plan. Doors 10 & 11 are original

Proposed alterations & Impact:

It is proposed to demolish the courtyard and the shed within the courtyard completely. The slates from the shed are to be used to repair the main roof.

To form the link with the new section of the fire station, it is proposed to remove the window, cut the wall down to ground level, leaving the existing lintel in place over the door. The existing window surrounds are to be left in place.



Relevant window, which is to be turned into doorway.

It is also proposed to demolish the wall dividing the main room in the single storey section in two. This wall is a stud partition and would not appear to be original. The layout of the room and the new skirting would suggest that the wall is not original, as would its stud work construction however the door in this wall is an original door (Door 9). We propose to save the door and use it to replace one of the newer doors.

It is also proposed to block up Door 6. This will allow Offaly Co Co to use the two storey part of the building and Ferbane Fire service to use the single storey part. It is proposed to block it by a stud partition, packed with insulation & with plasterboard on both sides, constructed within the depth of the doorway and to leave the door in place. This action is reversible and will not damage the fabric of the doorway.

The impact of the extension will not negatively affect the setting of the building. The current setting is rather bleak and the Fire Station use will bring the building back to being more involved in the day to day life of Ferbane. The extension is modern and is sympathetic to the protected structure. The structure of the new building will be completely separate to the existing. The roof is of the extension rises up from the side of the single storey section and the mass of the new part does not belittle the existing protected structure.



While there will be irreversible damage done to the protected structure, on balance I believe it is a positive change that breathes new and exciting life into this old railway station.



Niamh Kearns Dip.Arch., B.Arch.Sc., Conservation Grade III, MRIAI
Niall J. Kearns & Co. Ltd., Architects

Main Record - County Offaly

Ferbane, County Offaly

14806018



Reg. No.	14806018
Date	1880 - 1885
Previous Name	Ferbane Railway Station
Townland	GALLEN
County	County Offaly
Coordinates	211468, 224123
Categories of	ARCHITECTURAL
Special Interest	SOCIAL TECHNICAL
Rating	Regional
Original Use	railway station
In Use As	office

Description

Detached three-bay two-storey former railway station, built in 1884, on the Clara to Banagher Branch by the Great Southern and Western Railway. Set back from the road. Single-storey entrance to south. Pitched and hipped slate roofs with bargeboards to gables, cast-iron rainwater goods and stepped brick cornice to eaves. Ruled-and-lined render to walls with smooth base plinth. Timber sash windows with painted stone sills. Square-headed door opening with overlight and timber door.

Appraisal

Having closed to passengers in 1947 and ceased all services by 1963, the Clara to Banagher Line was made redundant. The station at Ferbane, like many of its counterparts, was no longer needed. Despite this, the Victorian structure has survived and is now reused, housing offices. Architecturally, the design is both simple and functional, adorned by few enrichments. Features that compliment its modest character include a brick eaves-cornice, timber barge boards, two-over-two sash windows and a square-headed doorway with overlight.

[Back To Results](#)



Civil Engineering Part VIII Planning Report

Offaly County Council

Ferbane Fire Station
Ferbane,
Co. Offaly

Report on Civil Works Planning Stage

March 2016

TOBIN CONSULTING ENGINEERS



Report on Civil Works Planning Stage

PROJECT: Ferbane Fire Station

CLIENT: Offaly County Council

COMPANY: **TOBIN Consulting Engineers**
Fairgreen House
Fairgreen Road
Galway

www.tobin.ie



DOCUMENT AMENDMENT RECORD

Client:	Offaly County Council
Project:	Ferbane Fire Station
Title:	Report on Proposed Civil Works

PROJECT NUMBER: 8023				DOCUMENT REF: 8023 Civil Report			
A	Civil Works Design Report for Planning Stage	KL	10/03/16	AD	10/03/16	AD	10/03/16
Revision	Description & Rationale	Originated	Date	Checked	Date	Authorised	Date
TOBIN Consulting Engineers							



Contents

1 INTRODUCTION I

1.1 FOUL DRAINAGE SYSTEM OVERVIEW I

1.2 STORM DRAINAGE SYSTEM OVERVIEW II

1.3 EXISTING DRAINAGE II

2 FOUL WATER DRAINAGE DESIGN II

2.1 OCCUPANCY FIGURES / LOADING RATESERROR! BOOKMARK NOT DEFINED.

3 STORM WATER DRAINAGE DESIGN III

3.1 INTRODUCTION ERROR! BOOKMARK NOT DEFINED.

4 WATER MAIN III

4.1 GENERAL OVER VIEW III

5 ROADS, TRAFFIC & TRANSPORT IV

5.1 EXISTING ROAD NETWORK IV

5.2 PROPOSED ACCESS IV

5.3 PROPOSED INTERNAL LAYOUT V

6 CONCLUSION V

APPENDIX A 6

APPENDIX B 7

APPENDIX C 8

1 INTRODUCTION

This report has been prepared to detail the Civil Works Planning submission element of a proposed Fire Station at Ferbane, Co. Offaly. It should be read in conjunction with relevant drawings as outlined and noted herein.

The proposed development will entail the construction of a new Fire Station on the old Railway site which is currently occupied by Offaly County Council. It is proposed to connect the fire station to the existing Area Office (former station House). The proposed floor space of the fire station will be approximately 350m2.

1.1 Desktop Study

A desktop study was conducted on the site to assess if the site is a noted flood risk and whether the site is within a Special Area of Conservation SAC, Special Protection Area (SPA) or Natural Heritage Areas (NHA).

The OPW National Flood Hazard Mapping report indicates no Flood Points, Recurring Flooding or Areas Flooded within 2.5km of the site as shown in appendix D.

The National Park and Wildlife Services Maps do not indicate that the site is located within a SAC, SPA or NHA as shown in appendix E. Offaly Fire Service Department also conducted their own Appropriate Assessment Screening and the outcome of that was that no further assessment was required.

1.2 Foul drainage system overview

The new Fire Station will add 3 No. Toilet/WC, 3 No. Urinals and 4 No. Sinks to the foul sewer and it is proposed to connect to the existing foul sewer located on the N62 Road. Details of the Foul Sewer can be found in Appendix A of this document and on drawing No. 8023-2106 Rev A. It is proposed that all additional pipes will be uPVC. The maximum pipe diameter is to be 150mm, with gradients of 1/60 and 1/150. All velocities at said gradients fall within the limits of 0.75 and 3m/sec as set out in “Recommendations for Site Development Works” as published by the Department of Environment.

1.3 Storm drainage system overview

The existing site is largely made of hard and gravel type surface with some surface water drainage in place. It is proposed to discharge the site to a proposed soakaway via an oil and petrol interceptor. The proposed soakaway will be designed and constructed in accordance with BRE 365. It is proposed that all additional pipes will be uPVC. The maximum pipe diameter is to be 225mm, with gradients of 1/150. All velocities at said gradients fall within the limits of 0.75 and 3m/sec as set out in “Recommendations for Site Development Works” as published by the Department of Environment.

1.4 Existing Drainage

Prior to designs being carried out on the drainage system, a visual survey of the existing lands was undertaken. The survey consisted of the following:

- 1. Assessment of existing sewers.
- 2. Sizes and location of existing manholes and sewers

The foul to the current Area office discharges to the existing foul sewer on the N62. Existing storm gullies exist but it is unclear where these gullies discharge to. The existing drainage can be seen on drawing No. 8023-2101 Rev A.

2 FOUL WATER DRAINAGE DESIGN

It is expected that the occupancy for the extension will not exceed 15 persons and a conservative value of 20 persons has been used for dry weather flow (DWF) calculations with six times DWF used to size pipes as shown in Appendix A. Occupancy figures are shown below and detailed in accordance with the recommendations of the Greater Dublin Strategic Drainage Study and using the EPA Waste Water Manual for small communities, the treatment plant has been designed based on the following design data:

Source				Hydraulic Loading (Litres/Day)		BOD ₅ Load (Grams/Day)		P.E.
Description	No of units	Occupancy per Unit	Total Occupancy	Per Occupant	Total	Per Occupant	Total	
Industrial with Canteen								
Fire Station	1	20	20	60	1200	30	600	
Total								
					1200		600	10

From this data, the PE for the proposed Fire Station is calculated using the Total Organic Loading, or BOD, figure of 60 grams/day and dividing it by 60, as per the Recommendations for Site Development Works for Housing Areas, to get a **PE** figure of **10**.

The foul sewer will flow via gravity to the existing foul sewer located on the N62, at the connection the existing foul sewer a new manhole will be constructed.

3 STORM WATER DRAINAGE DESIGN

The storm water drainage design has been designed to cater for surface water from all hard surfaces in the proposed development including roadways, footpaths, and buildings. A 1 in 30 year return period with 10% added for climate change was used to size the pipes.

The pipe ref. no., manhole no. upstream, manhole no. downstream, length of pipe, ground level at manhole upstream, ground level at manhole downstream, impermeable area for each pipe section, invert level upstream, invert level downstream, gradient, capacity and rate of flow for each pipe section are detailed in Appendix B and on Drawing No. 8023-2107 Rev A. Sections of the proposed drainage are shown on Drawing No. 8023-2109. The proposed soakaway for the development will be stone with a void ratio of 40% and will be 20 x 10 x 1.4m deep. The soakaway was designed in accordance with BRE 365 using a 1 in 100 year return period.

All stormwater generated within the site will pass through an oil and bypass separator details of which can be found in Appendix C

4 WATER MAIN

4.1 General overview

There is currently a 100mm Cast Iron watermain running along the N62 and it is proposed to connect to this with a 75mm uPVC watermain to serve the proposed Fire Station.

Fire Hydrants will be provided in accordance with the Building Regulations and Technical Guidance Document part B.

5 Roads, Traffic & Transport

5.1 Existing Road Network

The proposed Fire Station is located on the N62 at the site of the current Offaly County Council Area Office. The existing road infrastructure comprises of a 8.8m wide carriageway with 2m wide footpaths along either side of the N62 in the direction of Ferbane town.

Adjacent to the site is Gallen View Housing Estate. The footpath exiting the estate stops short of the N62 prior to the existing entrance to the Area Office.

Preliminary discussions regarding the roads layout was held with Mr. John Mitchell Offaly County Council Roads Department.

5.2 Proposed Access

At the request of Offaly Fire Service Department separate access was designed for the Council Yard and Fire Station. The Council Yard will be accessed roughly in the current location of the existing access with some adjustments to gradients and cross falls. The junction will be significantly improved with the addition of 6m radius kerbed entrance and the extension of existing footpath, exiting the housing estate, to the N62 to provide a safer crossing point for pedestrians. The Council Yard entrance will be 5.3m wide which narrows to 4m wide, there will be a pull in bay to allow for two way traffic. The Fire Station entrance will be 7.2m wide with 6m radius kerbing.

Autotrack analysis was carried using a standard Fire Appliance, a rigid 10m long truck and a 16m long articulated truck for the Fire Station entrance and Council Yard entrance respectively, as shown on drawing No.8023-2106 Rev A. The Autotrack analysis indicates that both junctions can accommodate the selected vehicles mentioned above. Offaly County Council have confirmed that the frequency of articulated trucks access the council yard will be 1 to 2 visits a month between the months of September and May.

Horizontal and vertical sightlines have been checked and are shown on drawing No. 8023-2105 Rev A.

5.3 Proposed Internal Layout

The Fire Station internal layout will see the provision of 12 dedicated parking spaces including 1 No. disabled parking space. There will be 10.5m radius turning circle to the rear of the station to allow Fire Appliance manoeuvring. Approach gradients, from the Fire Station to the N62, lie between 2.5 and 4% in accordance with NRA guidance. All the approach gradient for the last 10 meters are 2.5% in accordance with NRA guidance to allow vehicles to dwell before pulling out onto the man road.

6 CONCLUSION

The Report should be read in conjunction with the associated Drawings, layouts and specifications. We trust that adequate detail has been provided for wastewater drainage layout, storm water drainage layout, watermain layout and traffic assessment. Should you require any further detail, we will be happy to meet and supply same, as you may deem appropriate.

Signed:

Kerril Lindsay BE
for Tobin Consulting Engineers

Date: 10/03/2016

APPENDIX A

Foul Drainage Design Calculations

APPENDIX B

Storm Drainage Design Calculations

Ferbane Fire Station - 8023

Wastewater Drainage Design

[illegible]

Table 1: Wastewater Drainage Design Calculations
Refer to Dwg. 8023-2006

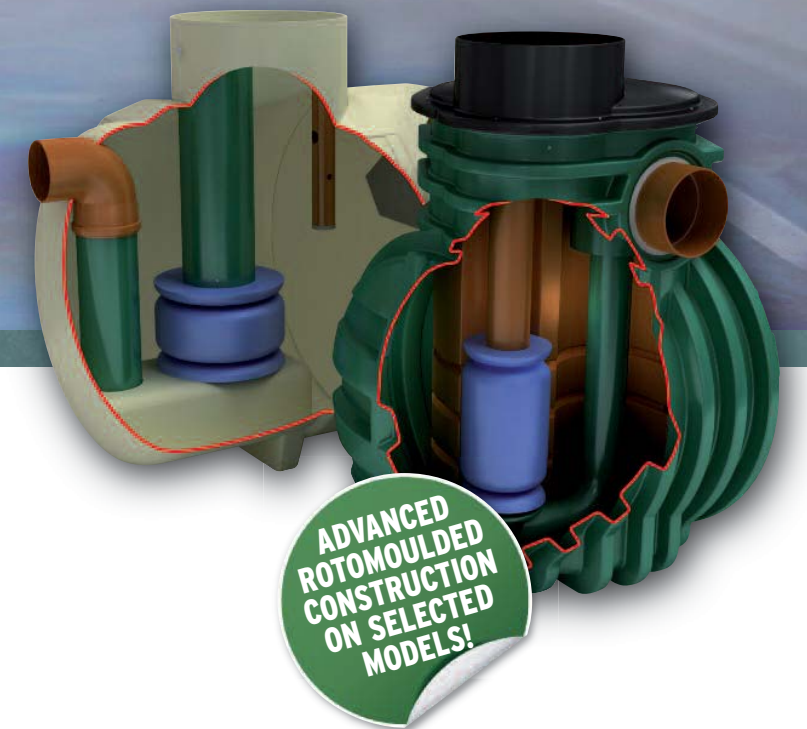
APPENDIX C

Oil and Petrol Interceptor Details

Kingspan *Klargester*

SEPARATORS

A RANGE OF FUEL/OIL
SEPARATORS FOR
PEACE OF MIND



Let us help!
Free professional
site visit with friendly
support and advice.
helpingyou@klargester.com
to make the right decision
or call **028 302 66799**

Kingspan
Environmental

Separators

A RANGE OF FUEL/OIL SEPARATORS FOR PEACE OF MIND

Surface water drains normally discharge to a watercourse or indirectly into underground waters (groundwater) via a soakaway. Contamination of surface water by oil, chemicals or suspended solids can cause these discharges to have a serious impact on the receiving water.

The Environment Regulators, Environment Agency, England and Wales, SEPA, Scottish Environmental Protection Agency in Scotland and Department of Environment & Heritage in Northern Ireland, have published guidance on surface water disposal, which offers a range of means of dealing with pollution both at source and at the point of discharge from site (so called 'end of pipe' treatment). These techniques are known as 'Sustainable Drainage Systems' (SuDS).

Where run-off is draining from relatively low risk areas such as car-parks and non-operational areas, a source control approach, such as permeable surfaces or infiltration trenches, may offer a suitable means of treatment, removing the need for a separator.

Oil separators are installed on surface water drainage systems to protect receiving waters from pollution by oil, which may be present due to minor leaks from vehicles and plant, from accidental spillage.

Effluent from industrial processes and vehicle washing should normally be discharged to the foul sewer (subject to the approval of the sewerage undertaker) for further treatment at a municipal treatment works.

SEPARATOR STANDARDS AND TYPES

A British (and European) standard (EN 858-1 and 858-2) for the design and use of prefabricated oil separators has been adopted. New prefabricated separators should comply with the standard.

SEPARATOR CLASSES

The standard refers to two 'classes' of separator, based on performance under standard test conditions.

CLASS I

Designed to achieve a concentration of less than 5mg/l of oil under standard test conditions, should be used when the separator is required to remove very small oil droplets.

CLASS II

Designed to achieve a concentration of less than 100mg/l oil under standard test conditions and are suitable for dealing with discharges where a lower quality requirement applies (for example where the effluent passes to foul sewer).

Both classes can be produced as full retention or bypass separators. The oil concentration limits of 5 mg/l and 100 mg/l are only applicable under standard test conditions. It should not be expected that separators will comply with these limits when operating under field conditions.

FULL RETENTION SEPARATORS

Full retention separators treat the full flow that can be delivered by the drainage system, which is normally equivalent to the flow generated by a rainfall intensity of 65mm/hr.

On large sites, some short term flooding may be an acceptable means of limiting the flow rate and hence the size of full retention systems.

Get in touch for a **FREE** professional site visit and a representative will contact you within 5 working days to arrange a visit.
helpingyou@klargester.com to make the right decision or call **028 302 66799**

BYPASS SEPARATORS

Bypass separators fully treat all flows generated by rainfall rates of up to 6.5mm/hr. This covers over 99% of all rainfall events. Flows above this rate are allowed to bypass the separator. These separators are used when it is considered an acceptable risk not to provide full treatment for high flows, for example where the risk of a large spillage and heavy rainfall occurring at the same time is small.

FORECOURT SEPARATORS

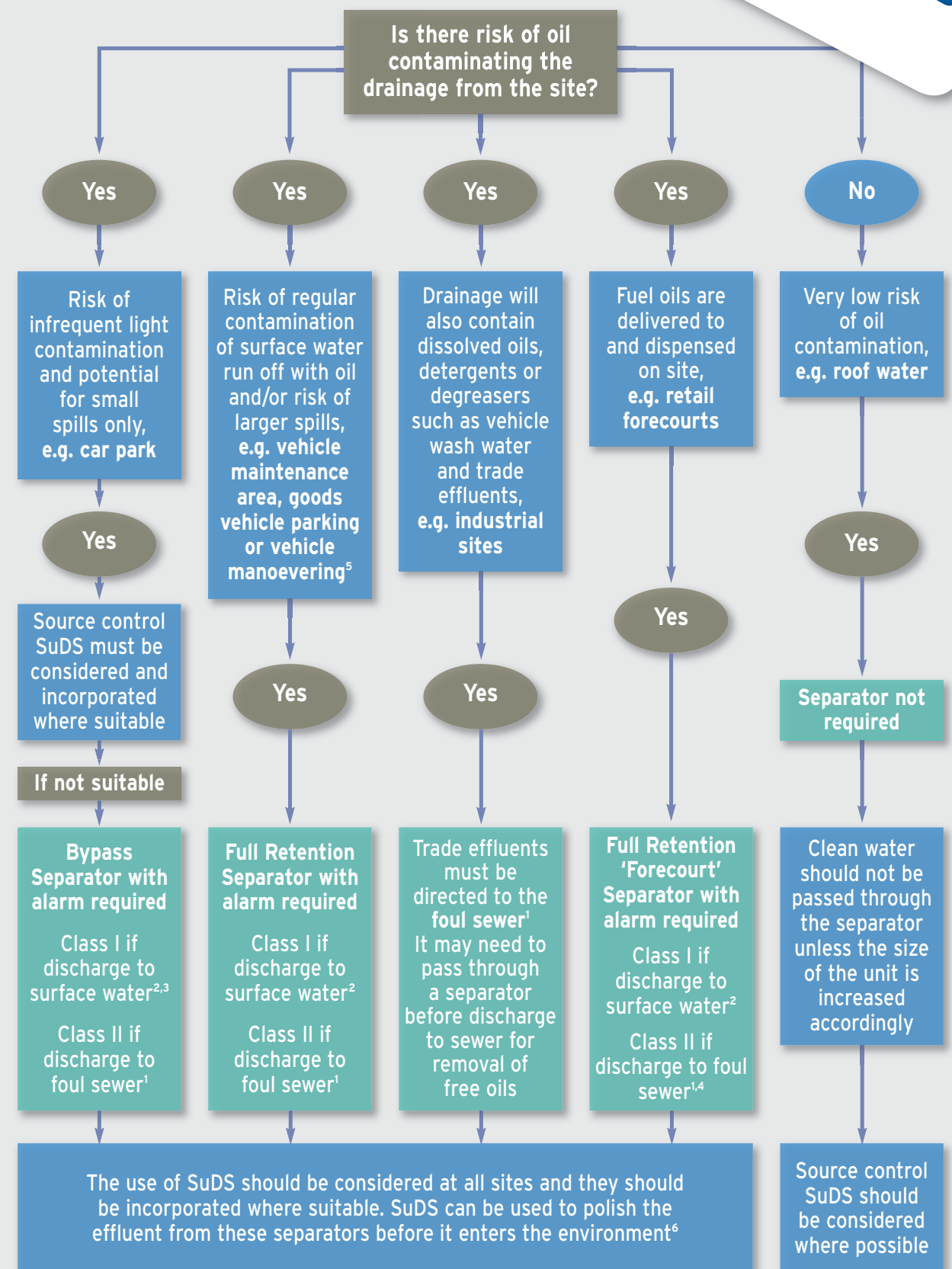
Forecourt separators are full retention separators specified to retain on site the maximum spillage likely to occur on a petrol filling station. They are required for both safety and environmental reasons and will treat spillages occurring during vehicle refuelling and road tanker delivery. The size of the separator is increased in order to retain the possible loss of the contents of one compartment of a road tanker, which may be up to 7,600 litres.

SELECTING THE RIGHT SEPARATOR

The chart on the following page gives guidance to aid selection of the appropriate type of fuel/oil separator for use in surface water drainage systems which discharge into rivers and soakaways.

For further detailed information, please consult the Environment Agency Pollution Prevention Guideline 03 (PPG 3) 'Use and design of oil separators in surface water drainage systems' available from their website.

Klargester has a specialist team who provide technical assistance in selecting the appropriate separator for your application.



¹ You must seek prior permission from your local sewer provider before you decide which separator to install and before you make any discharge.
² You must seek prior permission from the relevant environmental body before you decide which separator to install.
³ In this case, if it is considered that there is a low risk of pollution a source control SuDS scheme may be appropriate.
⁴ In certain circumstances, the sewer provider may require a Class 1 separator for discharges to sewer to prevent explosive atmospheres from being generated.
⁵ Drainage from higher risk areas such as vehicle maintenance yards and goods vehicle parking areas should be connected to foul sewer in preference to surface water.
⁶ In certain circumstances, a separator may be one of the devices used in the SuDS scheme. Ask us for advice.

Bypass NSB RANGE

APPLICATION

Bypass separators are used when it is considered an acceptable risk not to provide full treatment, for very high flows, and are used, for example, where the risk of a large spillage and heavy rainfall occurring at the same time is small, e.g.

- Surface car parks.
- Roadways.
- Lightly contaminated commercial areas.

PERFORMANCE

Klargester were one of the first UK manufacturers to have separators tested to EN 858-1. Klargester have now added the NSB bypass range to their portfolio of certified and tested models. The NSB number denotes the maximum flow at which the separator treats liquids. The British Standards Institute (BSI) tested the required range of Klargester full retention separators and certified their performance in relation to their flow and process performance assessing the effluent qualities to the requirements of EN 858-1. Klargester bypass separator designs follow the parameters determined during the testing of the required range of bypass separators.

Each bypass separator design includes the necessary volume requirements for:

- Oil separation capacity.
- Oil storage volume.
- Silt storage capacity.
- Coalescer.

The unit is designed to treat 10% of peak flow. The calculated drainage areas served by each separator are indicated according to the formula given by PPG3 $NSB = 0.0018A(m^2)$. Flows generated by higher rainfall rates will pass through part of the separator and bypass the main separation chamber.

Class I separators are designed to achieve a concentration of 5mg/litre of oil under standard test conditions.



Class II separators are designed to achieve a concentration of 100mg/litre of oil under standard test conditions.

FEATURES

- Light and easy to install.
- Class I and Class II designs.
- Inclusive of silt storage volume.
- Fitted inlet/outlet connectors.
- Vent points within necks.
- Oil alarm system available (required by EN 858-1 and PPG3).
- Extension access shafts for deep inverts.
- Maintenance from ground level.
- GRP or rotomoulded construction (subject to model).

To specify a nominal size bypass separator, the following information is needed:-

- The calculated flow rate for the drainage area served. Our designs are based on the assumption that any interconnecting pipework fitted elsewhere on site does not impede flow into or out of the separator and that the flow is not pumped .
- The required discharge standard. This will decide whether a Class I or Class II unit is required.
- The drain invert inlet depth.
- Pipework type, size and orientation.

SIZES AND SPECIFICATIONS

UNIT NOMINAL SIZE	FLOW (l/s)	PEAK FLOW RATE (l/s)	DRAINAGE AREA (m²)	STORAGE CAPACITY (litres) SILT	OIL	UNIT LENGTH (mm)	UNIT DIA. (mm)	ACCESS SHAFT DIA. (mm)	BASE TO INLET INVERT (mm)	BASE TO OUTLET INVERT (mm)	STANDARD FALL ACROSS (mm)	MIN. INLET INVERT (mm)	STANDARD PIPEWORK DIA. (mm)
NSBP003	3	30	1670	300	45	1700	1350	600	1420	1320	100	500	160
NSBP004	4.5	45	2500	450	60	1700	1350	600	1420	1320	100	500	160
NSBP006	6	60	3335	600	90	1700	1350	600	1420	1320	100	500	160
NSBE010	10	100	5560	1000	150	2069	1220	750	1450	1350	100	700	315
NSBE015	15	150	8335	1500	225	2947	1220	750	1450	1350	100	700	315
NSBE020	20	200	11111	2000	300	3893	1220	750	1450	1350	100	700	375
NSBE025	25	250	13890	2500	375	3575	1420	750	1680	1580	100	700	375
NSBE030	30	300	16670	3000	450	4265	1420	750	1680	1580	100	700	450
NSBE040	40	400	22222	4000	600	3230	1920	600	2185	2035	150	1000	500
NSBE050	50	500	27778	5000	750	3960	1920	600	2185	2035	150	1000	600
NSBE075	75	750	41667	7500	1125	5841	1920	600	2235	2035	200	950	675
NSBE100	100	1000	55556	10000	1500	7661	1920	600	2235	2035	200	950	750
NSBE125	125	1250	69444	12500	1875	9548	1920	600	2235	2035	200	950	750

■ Rotomoulded chamber construction ■ GRP chamber construction * Some units have more than one access shaft – diameter of largest shown.

Full Retention NSF RANGE



APPLICATION

Full retention separators are used in high risk spillage areas such as:

- Fuel distribution depots.
- Vehicle workshops.
- Scrap Yards

PERFORMANCE

Klargester were the first UK manufacturer to have the required range (3-30 l/sec) certified to EN 858-1 in the UK. The NSF number denotes the flow at which the separator operates.

The British Standards Institute (BSI) have witnessed the performance tests of the required range of separators and have certified their performance, in relation to their flow and process performance to ensure that they met the effluent quality requirements of EN 858-1. Larger separator designs have been determined using the formulas extrapolated from the test range.

Each full retention separator design includes the necessary volume requirements for:

- Oil separation capacity.
- Oil storage volume.
- Silt storage capacity.
- Coalescer (Class I units only).
- Automatic closure device.

Klargester full retention separators treat the whole of the specified flow.

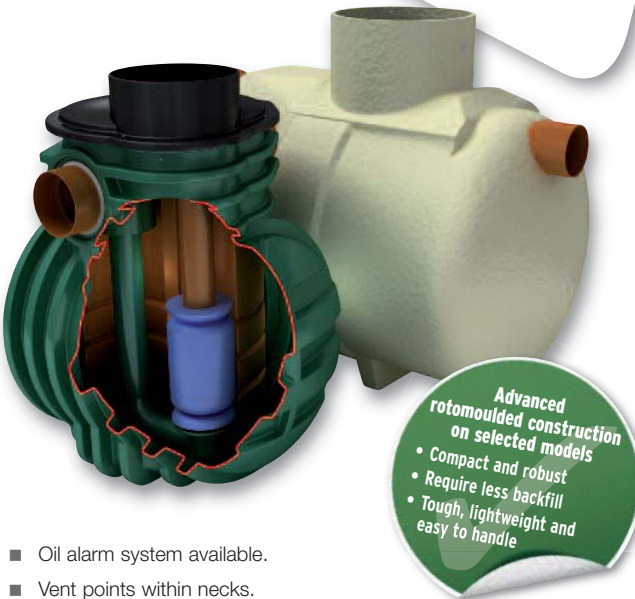
FEATURES

- Light and easy to install.
- Class I and Class II designs.
- 3-30 l/sec range independently tested and performance sampled, certified by the BSI.
- Inclusive of silt storage volume.
- Fitted inlet/outlet connectors.

SIZES AND SPECIFICATIONS

UNIT NOMINAL SIZE	FLOW (l/s)	DRAINAGE AREA (m²) PPG-3 (0.018)	STORAGE CAPACITY (litres) SILT	OIL	UNIT LENGTH (mm)	UNIT DIA. (mm)	BASE TO INLET INVERT (mm)	BASE TO OUTLET INVERT (mm)	MIN. INLET INLET (mm)	STANDARD PIPEWORK DIA. (mm)
NSFP003	3	170	300	30	1700	1350	1420	1345	500	160
NSFP006	6	335	600	60	1700	1350	1420	1345	500	160
NSFA010	10	555	1000	100	2610	1225	1050	1000	500	200
NSFA015	15	835	1500	150	3910	1225	1050	1000	500	200
NSFA020	20	1115	2000	200	3200	2010	1810	1760	1000	315
NSFA030	30	1670	3000	300	3915	2010	1810	1760	1000	315
NSFA040	40	2225	4000	400	4640	2010	1810	1760	1000	315
NSFA050	50	2780	5000	500	5425	2010	1810	1760	1000	315
NSFA065	65	3610	6500	650	6850	2010	1810	1760	1000	315
NSFA080	80	4445	8000	800	5744	2820	2500	2450	1000	300
NSFA100	100	5560	10000	1000	6200	2820	2500	2450	1000	400
NSFA125	125	6945	12500	1250	7365	2820	2500	2450	1000	450
NSFA150	150	8335	15000	1500	8675	2820	2550	2450	1000	525
NSFA175	175	9725	17500	1750	9975	2820	2550	2450	1000	525
NSFA200	200	11110	20000	2000	11280	2820	2550	2450	1000	600

■ Rotomoulded chamber construction ■ GRP chamber construction



- Oil alarm system available.
- Vent points within necks.
- Extension access shafts for deep inverts.
- Maintenance from ground level.
- GRP or rotomoulded construction (subject to model).

To specify a nominal size full retention separator, the following information is needed:-

- The calculated flow rate for the drainage area served. Our designs are based on the assumption that any interconnecting pipework fitted elsewhere on site does not impede flow into or out of the separator and that the influent is not pumped.
- The required discharge standard. This will decide whether a Class I or Class II unit is required.
- The drain invert inlet depth.
- Pipework type, size and orientation.

Washdown & Silt

APPLICATION

This unit can be used in areas such as car wash and other cleaning facilities that discharge directly into a foul drain, which feeds to a municipal treatment facility.

If emulsifiers are present the discharge must not be allowed to enter an NS Class I or Class II unit.

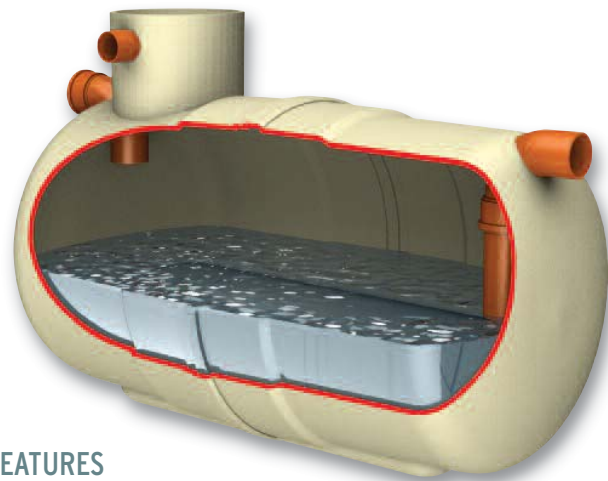
- Car wash.
- Tool hire depots.
- Truck cleansing.
- Construction compounds cleansing points.

PERFORMANCE

Such wash down facilities must not be allowed to discharge directly into surface water but must be directed to a foul connection leading to a municipal treatment works as they utilise emulsifiers, soaps and detergents, which can dissolve and disperse the oils.

SIZES AND SPECIFICATIONS

REF.	TOTAL CAPACITY (litres)	MAX. REC. SILT	MAX. FLOW RATE (l/s)	LENGTH (mm)	DIAMETER (mm)	ACCESS SHAFT DIA. (mm)	BASE TO INLET INVERT (mm)	BASE TO OUTLET INVERT (mm)	STANDARD FALL ACROSS UNIT (mm)	MIN. INLET INVERT (mm)	STANDARD PIPEWORK DIA. (mm)	APPROX EMPTY (kg)
W1/010	1000	500	3	1123	1225	460	1150	1100	50	500	160	60
W1/020	2000	1000	5	2074	1225	460	1150	1100	50	500	160	120
W1/030	3000	1500	8	2952	1225	460	1150	1100	50	500	160	150
W1/040	4000	2000	11	3898	1225	460	1150	1100	50	500	160	180
W1/060	6000	3000	16	4530	1440	600	1360	1310	50	500	160	320
W1/080	8000	4000	22	3200	2020	600	2005	1955	50	500	160	585
W1/100	10000	5000	27	3915	2020	600	2005	1955	50	500	160	680
W1/120	12000	6000	33	4640	2020	600	2005	1955	50	500	160	770
W1/150	15000	7500	41	5435	2075	600	1940	1890	50	500	160	965
W1/190	19000	9500	52	6865	2075	600	1940	1890	50	500	160	1200



FEATURES

- Light and easy to install.
- Inclusive of silt storage volume.
- Fitted inlet/outlet connectors.
- Vent points within necks.
- Extension access shafts for deep inverts.
- Maintenance from ground level.

Forecourt

APPLICATION

The forecourt separator is designed for installation in petrol filling station forecourts and similar applications. The function of the separator is to intercept hydrocarbon pollutants such as petroleum and oil and prevent their entry to the drainage system, thus protecting the environment against hydrocarbon contaminated surface water run-off and gross spillage.

PERFORMANCE

Operation ensures that the flow cannot exit the unit without first passing through the coalescer assembly.

In normal operation, the forecourt separator has sufficient capacity to provide storage for separated pollutants within the main chamber, but is also able to contain up to 7,600 litres of pollutant arising from the spillage of a fuel delivery tanker compartment on the petrol forecourt. The separator has been designed to ensure that oil cannot exit the separator in the event of a major spillage, subsequently the separator should be emptied immediately.

FEATURES

- Light and easy to install.
- Inclusive of silt storage volume.
- Fitted inlet/outlet connectors.
- Vent points within necks.
- Extension access shafts for deep inverts.
- Maintenance from ground level.

SIZES AND SPECIFICATIONS

ENVIROCEPTOR CLASS	TOTAL CAP. (litres)	DRAINAGE AREA (m²)	MAX. FLOW RATE (l/s)	LENGTH (mm)	DIAMETER (mm)	ACCESS SHAFT DIA. (mm)	BASE TO INLET INVERT (mm)	BASE TO OUTLET INVERT (mm)	STD. FALL ACROSS UNIT (mm)	MIN. INLET INVERT (mm)	STD. PIPEWORK (mm)	EMPTY WEIGHT (kg)
I	10000	555	10	3963	1920	600	2110	2060	50	400	160	500
II	10000	555	10	3963	1920	600	2110	2060	50	400	160	500
I	10000	1110	20	3963	1920	600	2110	2060	50	400	200	500
II	10000	1110	20	3963	1920	600	2110	2060	50	400	200	500



- Class I and Class II design.
- Oil storage volume.
- Coalescer (Class I unit only).
- Automatic closure device.
- Oil alarm system available.

INSTALLATION

The unit should be installed on a suitable concrete base slab and surrounded with concrete or pea gravel backfill. See sales drawing for installation.

If the separator is to be installed within a trafficked area, then a suitable cover slab must be designed to ensure that loads are not transmitted to the unit.

The separator should be installed and vented in accordance with Health and Safety Guidance Note HS(G)41 for filling stations, subject to Local Authority requirements.

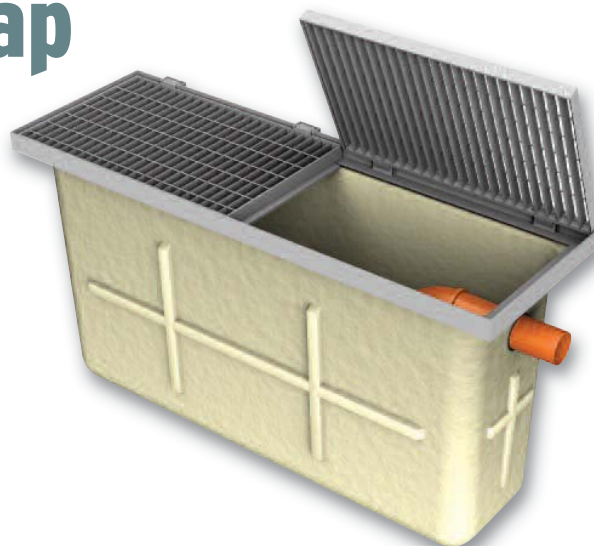
Car Wash Silt Trap

APPLICATION

Car Wash silt trap is designed for use before a separator in car wash applications to ensure effective silt removal.

FEATURES

- FACTA Class B covers.
- Light and easy to install.
- Maintenance from ground level.



Alarm Systems

British European Standard EN 858-1 and Environment Agency Pollution Prevention Guideline PPG3 requires that all separators are to be fitted with an oil level alarm system and that it should be installed and calibrated by a suitably qualified technician so that it will respond to an alarm condition when the separator requires emptying.

- Easily fitted to existing tanks.
- Excellent operational range.
- Visual and audible alarm.
- Additional telemetry option.



PROFESSIONAL INSTALLERS

Klargester Accredited Installers

Experience shows that correct installation is a prerequisite for the long-lasting and successful operation of any wastewater treatment product. This is why using an installer with the experience and expertise to install your product is highly recommended.



Services include :

- Site survey to establish ground conditions and soil types
- Advice on system design and product selection
- Assistance on gaining environmental consents and building approvals
- Tank and drainage system installation
- Connection to discharge point and electrical networks
- Waste emptying and disposal

Discover more about the Accredited Installers and locate your local expert online.

www.klargester.com/installers



CARE & MAINTENANCE

Kingspan Environmental Services

Who better to look after your treatment plant than the people who designed and built it?



Kingspan Environmental have a dedicated service division providing maintenance for wastewater products.

Factory trained engineers are available for site visits as part of a planned maintenance contract or on a one-off call out basis.

To find out more about protecting your investment and ensuring peace of mind, call us on:

0844 846 0500

or visit us online:

www.kingspanenvservice.com



COMMERCIAL WASTEWATER SOLUTIONS

- **BIODISC®, BIOTEC™ & ENVIROSAFE**
HIGH PERFORMANCE SEWAGE TREATMENT SYSTEMS
- **HILLMASTER** PACKAGE PUMP STATIONS
- **PUMPSTOR24** PUMPING SYSTEMS
- STORMWATER ATTENUATION SYSTEMS
- OIL/WATER SEPARATORS
- BELOW GROUND STORAGE TANKS
- GREASE & SILT TRAPS



NEW BUILD & RETROFIT SOLUTIONS

- BELOW GROUND RAINWATER HARVESTING SYSTEMS
- ABOVE GROUND RAINWATER HARVESTING SYSTEMS

Klargester

UK: College Road North, Aston Clinton, Aylesbury, Buckinghamshire HP22 5EW

Tel: +44 (0) 1296 633000 Fax: +44 (0) 1296 633001 Scottish Office: Tel: +44 (0) 1355 248484
email: info@klargester.com

Ireland: Unit 1a, Derryboy Road, Carnbane Business Park, Newry, Co. Down BT35 6QH

NI Tel : +44 (0) 28 302 66799 Fax: +44 (0) 28 302 60046 ROI Tel: 048 302 66799 Fax: 048 302 60046
email: info@klargester.ie

Visit our website www.klargester.com, or our company website www.kingspanenv.com



Certificate No. FM 563603



Certificate No. OH5 563604



In keeping with Company policy of continuing research and development and in order to offer our clients the most advanced products, Kingspan Environmental reserves the right to alter specifications and drawings without prior notice.

Issue No. 20: August 2014

APPENDIX D

OPW National Hazard Mapping

Summary Local Area Report

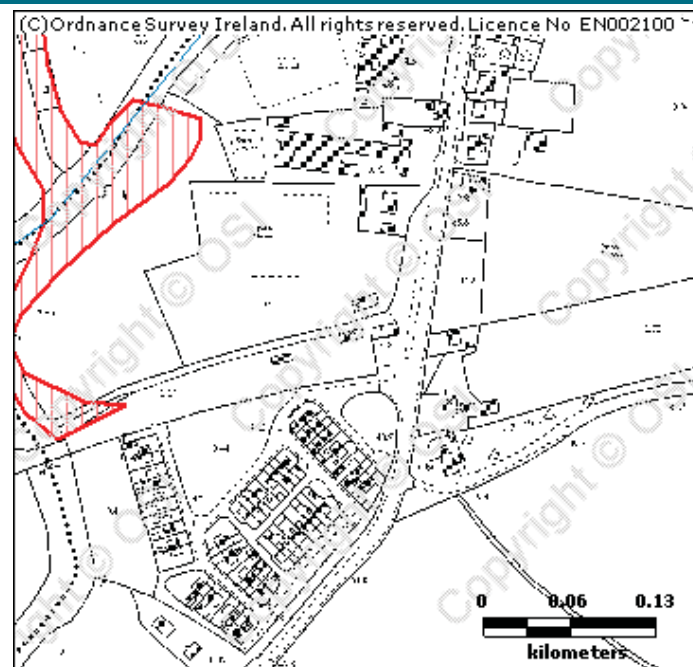
This Flood Report summarises all flood events within 2.5 kilometres of the map centre.

The map centre is in:

County: Offaly

NGR: N 114 241

This Flood Report has been downloaded from the Web site www.floodmaps.ie. The users should take account of the restrictions and limitations relating to the content and use of this Web site that are explained in the Disclaimer box when entering the site. It is a condition of use of the Web site that you accept the User Declaration and the Disclaimer.



Map Scale 1:5,215

Map Legend	
	Flood Points
	Multiple / Recurring Flood Points
	Areas Flooded
	Hydrometric Stations
	Rivers
	Lakes
	River Catchment Areas
	Land Commission *
	Drainage Districts *
	Benefiting Lands *

* Important: These maps do not indicate flood hazard or flood extent. Thier purpose and scope is explained in the Glossary.

0 Results

APPENDIX E

National Park and Wildlife Services Map

APPROPRIATE ASSESSMENT SCREENING
REPORT FOR PLANNING APPLICATIONS

Screening is used to determine if an AA is necessary by examining:

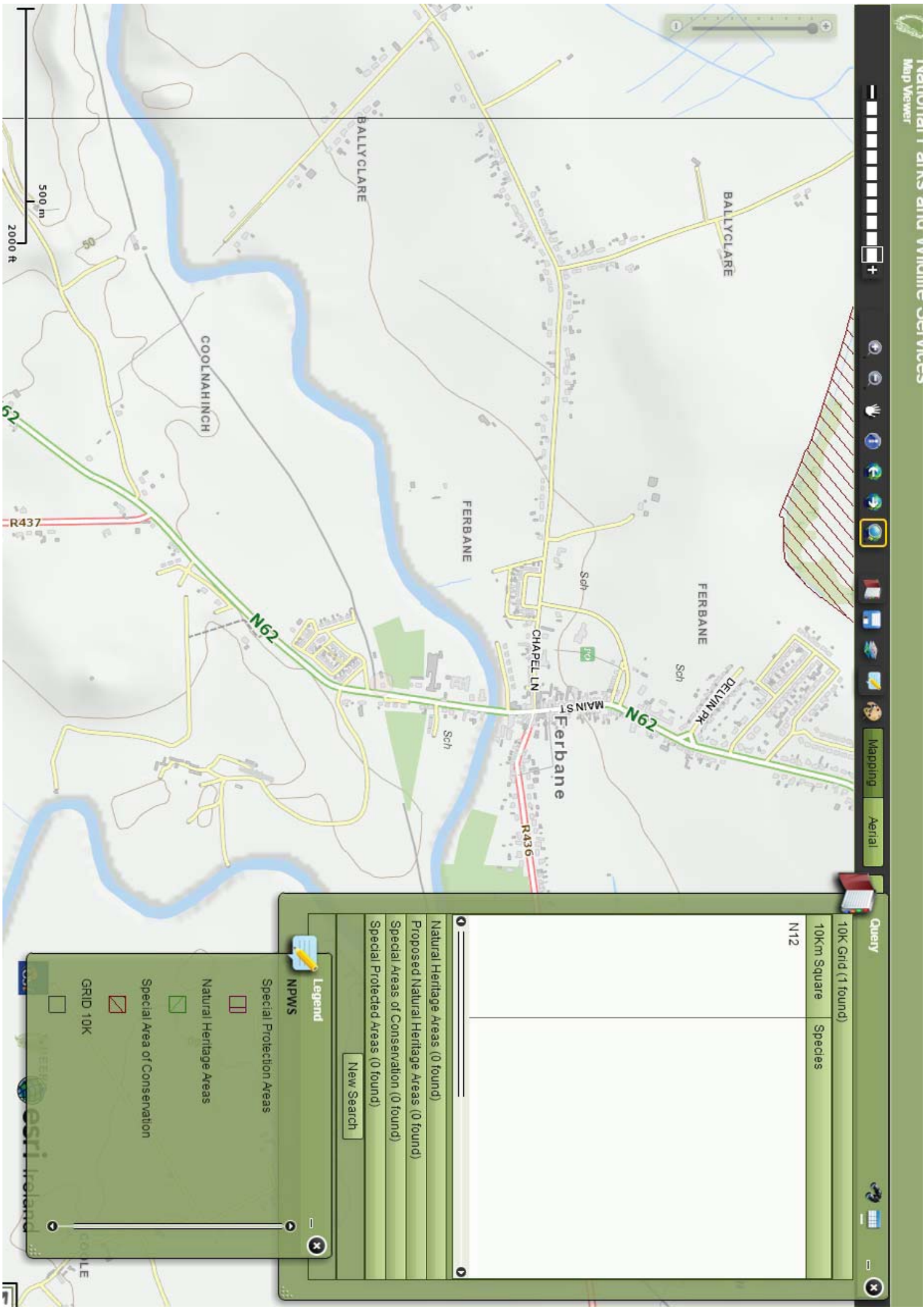
- If the plan / project is directly connected with / necessary to the management of the European site.
- If the effects will be significant on a European site in view of its conservation objectives, either alone / in combination with other projects.



Planning Authority: OCC

(A) DESCRIPTION OF PROJECT AND LOCAL SITE:			
Proposed development:	Fire Station		
Site location:	Gallen, Ferbane, Co. Offaly		
Site size:	0.217ha	Floor Area of Proposed Development:	325sqm
Identification of nearby European Site(s):	Ferbane Bog		
Distance to European Site(s):	1.7km as the crow flies		
The characteristics of existing, proposed or other approved plans / projects which may cause interactive / cumulative impacts with the project being assessed and which may affect the European site:	None		
Is the application accompanied by an EIS?	Yes: <input type="checkbox"/>	No: X <input type="checkbox"/>	
(B) IDENTIFICATION OF THE RELEVANT EUROPEAN SITE(S):			
The reasons for the designation of the European site(s):			
Raised bog			
The conservation objectives / qualifying interests of the site and the factors that contributes to the conservation value of the site: (which are taken from the European site synopses and, if applicable, a Conservation Management Plan; all available on www.npws.ie) (ATTACH INFO.)			
PLEASE SEE SITE SYNOPSIS SHEET ATTACHED.			
(C) NPWS ADVICE:			
Advice received from NPWS over phone:	None Received		
Summary of advice received from NPWS in written form (ATTACH SAME):	None Received		

(D) ASSESSMENT OF LIKELY SIGNIFICANT EFFECTS:			
(The purpose of this is to identify if the effect(s) identified could be significant – if uncertain assume the effect(s) are significant).			
If the answer is 'yes' to any of the questions below, then the effect is significant. (Please justify your answer, 'Yes' / 'No' alone is insufficient)			
Would there be... ... any impact on an Annex 1 habitat? (Annex 1 habitats are listed in Appendix 1 of AA Guidance).	Not likely due to the location and type of development development.rea, The site is sufficient distance from the European site.		
... a reduction in habitat area on a European site?	There will be no reduction in the habitat area. The site is sufficient distance from the European site.		
... direct / indirect damage to the physical quality of the environment (e.g. water quality and supply, soil compaction) in the European site?	Not likely due to the location and type of development The site is sufficient distance from the European site.		
... serious / ongoing disturbance to species / habitats for which the European site is selected (e.g. because of increased noise, illumination and human activity)?	Not likely due to the location and type of development The site is sufficient distance from the European site.		
... direct / indirect damage to the size, characteristics or reproductive ability of populations on the European site?	None likely due to the location and type of development The site is sufficient distance from the European site.		
Would the project interfere with mitigation measures put in place for other plans / projects. [Look at <i>in-combination</i> effects with completed, approved but not completed, and proposed plans / projects. Look at projects / plans within and adjacent to European sites and identify them]. Simply stating that there are no cumulative impacts' is insufficient.	No other plans known of in the vicinity of the site. The site is sufficient distance from the European site.		
(E) SCREENING CONCLUSION:			
Screening can result in:			
1.	AA is not required because the project is directly connected with / necessary to the nature conservation management of the site.		
2.	No potential for significant effects / AA is not required.		
3.	Significant effects are certain, likely or uncertain. (In this situation seek a Natura Impact Statement from the applicant, or reject the project. Reject if too potentially damaging / inappropriate.		
Therefore, does the project fall into category 1, 2 or 3 above?		Category 2	
Justify why it falls into relevant category above:		There would be no likely significant impact on the European site from the proposed development due to the scale of the proposed development and the separation distance between the subject site and European Site.	
Name:	Eoin O'Ceilleachair		
Position:	Chief Fire Officer	Date:	8 th July 2015





TOBIN

Patrick J. Tobin & Co. Ltd.

Galway
 Fairgreen House,
 Fairgreen Road,
 Galway.
 Ph +353 (0)91 565211
 Fax +353 (0)91 565398
 E-mail galway@tobin.ie

Dublin
 Block 10-3,
 Blanchardstown Corporate
 Park,
 Dublin 15.
 Ph +353 (0)1 803 0406
 Fax +353 (0)1 803 0409
 E-mail dublin@tobin.ie

Castlebar
 Market Square,
 Castlebar,
 Co. Mayo.
 Ph +353 (0)94 902 1401
 Fax +353 (0)94 902 1534
 E-mail castlebar@tobin.ie

visit us @ www.tobin.ie