



An
Bord
Pleanála

Inspector's Report ABP 302057-18

Development	Additional airfield maintenance and operational facilities and buildings at three airside locations
Location	Dublin Airport
Prospective Applicant	DAA Plc
Planning Authority	Fingal County Council
Type of Application	Pre-Application Consultation, Section 37B of the Planning and Development Act, 2000, as amended.
Inspector	Pauline Fitzpatrick

1.0 Pre-Application Consultation

The Board received a request on the 6th July 2018 from DAA Plc to enter into pre-application consultations in relation to the proposed development at Dublin Airport.

The Board's representatives met with the prospective applicant on the 11th December 2018, at which a number of current pre-application consultations cases were discussed.

2.0 Proposed Development

The growth in passenger numbers at the airport requires attendant airfield operations. The proposed development involves improvement and consolidation of airside buildings and infrastructure to ensure operational efficiencies and to maintain and improve the effective and safe operation of the airside environment.

The infrastructure is proposed at three locations. The first is a vacant site between the M50 garage and Hanger 5 located to the north east of the internal campus area referred to as the North Horsehoe. The other two sites are at Gate 22 and the existing Ground Service Equipment Storage (GSE) area to the south east of the airfield.

The proposed infrastructure at each location are as follows:

Location 1 - North Horseshoe		
Infrastructure	Function	Area
Outdoor Cleaner's Accommodation & Yard	Staff accommodation for staff responsible for clearing Foreign Objects and Debris (FOD).	1032 m ² building 95m ² garage 1
Apron Snowbase & Yard	Snowbase warehouse to be used to house equipment & vehicles and provide staff accommodation	663m ² garage 2 1510m ² yard

Airside Operations base	Airside operations office accommodation	
FOD Container	Storage of FOD	32m ²
Skips & Loading Ramp		190m ²
Low ramp hopper for spreader		52m ²
Ancillary Carpark Snowbase	Parking for multi-hogs & light snow vehicles	20 no.
Ancillary Parking for Operations Staff		8 no.
Ancillary Parking for FOD		15 no.
Substation	Electricity supply & distribution	46m ²
Washdown Areas	For airside vehicles	1 no.

Location 2 – Airfield Adjacent to Existing GSE Storage Facility

Infrastructure	Function	Area
Ground Storage Equipment (GSE) extension area	Existing GSE storage area comprises 9000m ² hardstanding. Additional storage required for when equipment not in use	2150m ²
Cabin Cleaners Compactors	3 no. compactors	365m ²
3 no. Acetate Tanks	Storage tanks for de-icing	50m ²

Location 3 – Gate 22

Infrastructure	Function	Area
Bus Parking	Passengers and Staff	15 no.

Animal Welfare Building		240m ²
Ramped Corral	For loading of animals onto transport vehicles	60m ²
3-sided bunker	Storage of stable waste	20m ²
Aircraft Waste Disposal Point and Pumphouse	Point of discharge of aircraft effluent into foul sewer	66m ²
2 Huts	Storage of general maintenance equipment	21m ²
Fuel Tank	For airside vehicles	5m ²
Wash down area	For airside vehicles	3 no.
2no. Cabin Cleaners Cabins	Accommodation of aircraft cleaning crew	42m ²
Car parking	To serve Gate 22 operations activities	12 no.
Glycol recovery tanker		4no.
Substation	Electricity supply & distribution	46m ²
Ancillary equipment parking		7no.

3.0 Prospective Applicant's Case

It is submitted that whilst the proposed development relates to a class specified in the Seventh Schedule of the Planning and Development Act, it does not meet the criteria established in section 37A(2) of the Act and does not come within the scope of strategic infrastructure development in that:

- The proposed development would not give rise to significant consequences of an economic or social nature. Although important to the efficient operation of the airport it cannot be considered of strategic economic or social importance to the Eastern and Midland Region or the State.

- The nature of the development as well as its limited scale and extent does not amount to new major infrastructure which would substantially change the operations of the airport or contribute to passenger capacity. Its purpose is so as to assist in the safe and efficient operation of the airfield. The proposed development would, therefore, not contribute to the fulfilment of any of the objectives of the National Planning Framework or the regional planning guidelines.
- It would not have a significant effect on the area of more than one planning authority.
- Precedent has been set in the Board's previous determinations in relation to airside support infrastructure under refs. 300667, PC0217, PC0200, PC0179, PC0189, PC0118, PC0095, PC0090, PC0059, PC0027 & PC0030.

4.0 Legal Provisions

The development subject of this pre application consultation request relates to airside infrastructure and ancillary facilities. Of relevance, therefore, is the following class of development in the Seventh Schedule inserted into the Planning and Development Act 2000 by section 5 of the Planning and Development (Strategic Infrastructure) Act 2006 and s.78(a) of the Planning and Development (Amendment) Act 2010:

Transport Infrastructure

1. Development comprising or for the purposes of any of the following:

An airport (with not less than 2 million instances of passenger use per annum) or any runway, taxiway, pier, car park, terminal or other facility or installation related to it (whether as regards passenger traffic or cargo traffic).

Section 37A(1) says that an application for permission for any development specified in the Seventh Schedule shall, if the following condition is satisfied, be made to the Board under section 37E and not to a planning authority. Section 37A (2) says That condition is that, following consultation under section 37B, the Board serves on the prospective applicant a notice in writing that, in the opinion of the Board, the

proposed development would, if carried out, fall within one or more of the following paragraphs, namely –

(a) the development would be of strategic economic or social importance to the State or the region in which it would be situate,

(b) the development would contribute substantially to the fulfilment of any of the objectives in the National Planning Framework or in any regional spatial and economic strategy in force in respect of the area or areas in which it would be situate,

(c) the development would have a significant effect on the area of more than one planning authority.

5.0 Assessment

I consider that Dublin Airport is an ‘airport’ falling within the class defined in the Seventh Schedule (see 4.0 above). I conclude that on the basis of the information provided and particularly the stated nature and purpose of the proposed developments to facilitate existing airside operations, that the proposed development would constitute a facility or other installation associated with an airport with not less than 2 million instances of passenger use per annum.

Whilst it could be said that the proposed works are strategic in terms of airside efficiencies, I am not convinced that the proposed development’s scale, purpose, function and significance are either ‘strategic’ or ‘substantial’ in the sense construed and required by Section 37A(2)(a) and (b) to justify SI status. The purpose of the development is so as to improve and consolidate airside buildings and infrastructure and to maintain and improve the efficient, effective and safe operational airside environment. In that context the proposal could not be viewed as one of strategic economic or social importance to the State or that it would, in itself, contribute substantially to the fulfilment of any of the objectives set out in the National Planning Framework or the Regional Planning Guidelines for the Greater Dublin Area 2010-2022. Whilst I acknowledge the compatibility of the proposed development with the zoning provisions for the site under the relevant development plans applicable to the airport the proposal would not have a significant effect on the area of more than one planning authority. I therefore consider that the proposed development as described

in the submission would not satisfy any of the conditions contained in section 37A (2) (a), (b) or (c) of the Act.

I note that two substations are proposed, one in the location referred to as North Horseshoe and the second at Gate 22. Although the voltage of each is not given I note the small site areas detailed in each instance, namely 46 sqm. The stated function of the substations is for electricity supply and distribution. I also note that in previous pre-application consultation applications for airside substations/replacement of airside substations the facilities were in the region of 10kV (see file refs. 302148 & PC0189).

Having regard also to the small scale and voltage capacity of the substations I conclude that these components of the proposed development are not for the purposes of 'electricity transmission' being electrical plant related to a high voltage line that would require consideration under Section 182A of the Planning and Development Act, 2000, as amended.

Having regard to these considerations, I am of the opinion that the proposed development does not constitute a strategic infrastructure development.

6.0 Recommendation

Having regard to the above I recommend that DAA Plc be informed that the proposed development consisting of additional airside maintenance and operational facilities and buildings at three airside locations does not fall within one or more of the paragraphs specified in the condition contained in section 37A (2) of the Planning and Development Act, 2000, as amended, and that a planning application should be made in the first instance to Fingal County Council.

Pauline Fitzpatrick
Senior Planning Inspector

December, 2018