



An
Bord
Pleanála

Inspector's Report.

Case Ref. No: 04. PC0238

Issue: SID Pre-application – whether project is or is not strategic infrastructure development.

Proposed Development: Extension to existing warehouse for purpose of handling cargo.

Location: Cargo terminal 2, Lehenagh More, Cork Airport, Co Cork.

Applicants: Worldwide Flight Services (IRL) Ltd.

Planning Authority: Cork County Council.

Inspector: Philip Green.

1.0 Proposed Development.

- 1.1 Worldwide Flight Services (IRL) Ltd. proposes to carry out development involving a 260 sq.m. extension to an existing warehouse building of 647 sq.m. used for cargo handling functions. The building is leased to the applicants by the DAA. The extension is stated to be required due to the expanding nature of the business. The extension will be constructed within the confines of an existing concrete yard to the rear of the existing building.
- 1.2 Standard construction practice will be used with excavation required for support foundations.
- 1.3 The extension will be a steel portal frame structure finished with insulated side and roof cladding to match the existing. The extension will be approx. 9.48m. high (same height as existing building). A roller shutter door is proposed on the north and south elevations allowing access to the secure yards.
- 1.4 Rainwater will be connected into the existing surface water system.
- 1.5 A set of site location, site layout, floor plan and elevational drawings are submitted with the request.

2.0 Applicant's case.

- 2.1 Cork is Ireland's second busiest airport and during 2014 2.138 million passengers travelled through the airport. The Airport therefore is a facility as defined in the Act and is required to enter into pre application discussions.
- 2.2 No new critical infrastructure is proposed and works constitute additional warehouse space allowing operational efficiencies to existing airport infrastructure and would not in itself be of strategic economic or social importance to the State or region.
- 2.3 Development in isolation would not contribute substantially to the fulfilment of objectives in the National Spatial Strategy, Cork County Development Plan 2014 – 2020 or the South West Regional Planning Guidelines 2010-2022.
- 2.4 The proposed development will not have a significant effect on more than one planning authority.
- 2.5 Similar pre application consultations considered by Board under references 03. PC0164 and 06F. PC0230 which Board concluded did not constitute strategic infrastructure (files attached hereto). Consultation made under provisions of s. 37(B) of the Act. It is not considered that any new critical infrastructure will be provided as part

of the proposed development and the proposed development would consist of operational efficiencies only to existing infrastructure.

3.0 Legal Provisions.

- 3.1** Of relevance 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:

Transport Infrastructure

2. 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).

- 3.2** 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 Spatial Strategy 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.*

4.0 Assessment.

- 4.1** I consider that the proposed development as set out can be classified as a facility or installation associated with an airport with not less than 2 million instances of passenger use per annum. However by virtue of the small-scale nature and extent of the proposed warehouse extension located within the boundaries of the existing airport provided in association with an established airport related (cargo handling) activity I consider that it would not satisfy any of the conditions contained in section 37A (2) (a), (b) or (c) of the Act. Therefore I

conclude that this proposed development does not constitute a strategic infrastructure development.

4.2 I would also refer the Board to similar recent decisions given by the Board including those referred to in section 2.5 above and the further cases attached to the current file including a decision at Dublin Airport (06F.PC0145) for a new hangar on a vacant lot between Hangars 5 and 6 North Apron which was determined not to constitute strategic infrastructure as it did 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 .a further case .

4.3 The Board should also note the further case for an extension to a corporate jet centre at the south east ramp of Shannon Airport (03.PC0163) deemed not to constitute strategic infrastructure.

5.0 Recommendation.

5.1 I recommend that Worldwide Flight Services (IRL) Ltd be informed that the proposed development at Cork Airport consisting of an extension to existing warehouse for purpose of handling cargo as described on the plans and particulars received by An Bord Pleanala on 4th November 2016 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 consequently does not constitute strategic infrastructure development. A planning application should be made in the first instance to Cork County Council.

Philip Green,
Assistant Director of Planning.
22nd November 2016