



**An
Bord
Pleanála**

Inspector's Report

Case Ref. No:	04. PC0240
Issue:	SID Pre-application – whether project is or is not strategic infrastructure development.
Proposed Development:	Proposed construction of maintenance building.
Location:	Cork Airport, Co Cork.
Applicants:	Dublin Airport Authority.
Planning Authority:	Cork County Council.
Inspector:	Philip Green.

1.0 Proposed Development.

1.1 The DAA intend to carry out the following works:

- Construction of new single storey shed of approx. 400 sq.m. to provide storage space for machinery used for operation and maintenance of the airport including snow ploughs, tractors and grass cutting equipment.
- Associated site works including mast lighting and extension to existing hardstanding.
- The hangar is to be located on the western side (airside) of the airport adjacent to the traffic control building. The site is presently used for the airports fire training ground which is in process of being relocated to the south.

1.2 Site location and proposed floor plans, elevations and sections for the above are submitted with the request.

2.0 Applicant's case.

2.1 Cork Airport handled over 2 million passengers in 2015 making it the State's second busiest airport. The Airport therefore is a facility as defined in the Act and is required to enter into pre application discussions.

2.2 Cork County Development Plan 2014 recognises Cork International Airport as a strategic asset and is subject to Objective TM 7-1 which includes for safeguarding of current and future operations in accordance with the Cork Airport special LAP 2010. The Carrigaline Electoral Area LAP 2011 also identifies the airport as falling under the Cork Airport Special LAP. The Special Local Area Plan for Cork Airport identifies the site as located on lands identified as X-01 for airside uses and Objectives LUS 5-1 and 5-2 promote appropriate uses including maintenance facilities and airport related development within the boundary of the Plan.

2.3 Proposed maintenance building not considered strategic in nature. No new critical infrastructure is proposed. The proposed development comprises of a relatively small maintenance building which will facilitate the storage of equipment and machinery related to the upkeep of the airport. Development would not deliver significant new infrastructure and would not contribute substantially to the fulfilment of objectives in the National Spatial Strategy or Regional Planning Guidelines.

2.4 Development is small scale in nature and extent and will not have a significant effect on more than one planning authority.

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 the development 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 development proposed can be classified as development comprising or for the purposes of a facility or installation associated with an airport with not less than 2 million instances of passenger use per annum.

- 4.2 This is a small ancillary building for purposes of essential maintenance and servicing of the airport. However I consider that the proposed development given its scale, nature and extent would, in itself, 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. I refer the Board to other airport cases where the Board has considered such ancillary

buildings and uses and concluded that the development proposed did not constitute strategic infrastructure requiring an application direct to An Bord Pleanala. Files attached include 03. PC0229, 06F PC0212, 03. PC0193, 03. PC0183, 06F. PC0145 and 04. PC0188 (for relocation of the fire training facility at Cork Airport).

5.0 Recommendation.

- 5.1** I recommend that the Dublin Airport Authority be informed that the proposed development at Cork Airport consisting of the proposed construction of maintenance building as described in the plans and particulars received by An Bord Pleanala on 14th 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.
21st December 2016