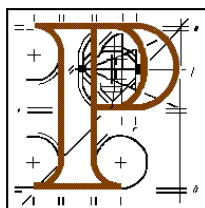


An Bord Pleanála



Inspector's Report.

Case Ref. No:	03. PC0251
Issue:	SID Pre-application – whether project is or is not strategic infrastructure development.
Proposed Development:	Proposed upgrade to the existing arrivals hall.
Location:	Shannon Airport, Shannon, Co Clare.
Applicants:	Shannon Airport Authority DAC.
Planning Authority:	Clare County Council.
Inspector:	Philip Green.

1.0 Proposed Development.

1.1 Shannon Airport Authority intend to carry out the following works:

- **Upgrade to arrivals hall:** Proposed to modify existing façade to facilitate provision of new café and relocation of car hire units.
- **South elevation:** 4 no. existing wooden kiosks protruding from line of existing curtain wall/glazing accommodating car hire units to be relocated. Wooden kiosks will be removed and replaced with new glazed units to match existing glazing. New glazed doors also provided.
- **East elevation:** Façade arrangement at south eastern corner to be modified to facilitate relocation of car hire units internally. This entails removal of two stores and relocation of existing door. Works to include demolition of existing stores, retention of existing exit door, demolish and rebuilding of new curtain wall section over 4.2m. approx. and reinstatement of roof over extended section.

1.2 Site location map, plans and elevations for the above are submitted with the request.

2.0 Applicant's case.

2.1 Although passenger numbers are below the two million instances of passenger use per annum the Airport is advised by local authority that it is the capacity capability that is relevant (up to 4.5 million terminal passengers). 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. The proposed development comprises operational efficiencies to airport infrastructure that is already in existence. It is not considered that these operational efficiencies would in isolation be of strategic economic or social importance to the State or region or contribute substantially to the fulfilment of objectives in the National Spatial Strategy, Clare County Development Plan 2017-2023 or the Mid West Regional Planning Guidelines 2010-2022.

2.4 In isolation the proposed development will not have a significant effect on more than one planning authority.

2.5 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 comprise operational efficiencies 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 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 refer the Board to numerous previous cases at Shannon (see airport related pre application consultation case list on file). In all those pre application consultation cases despite falling passenger numbers it was accepted by the Board that Shannon Airport would constitute an airport for the purposes of definition under the Seventh Schedule.
- 4.2 I consider that the minor works proposed and described can be classified as developments 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. The relatively small-scale nature and extent of the proposed developments would enhance the existing terminal building and facilitate the overall efficiency and

functioning of the airport. I do not however consider that the proposed works in themselves would 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.

5.0 Recommendation.

- 5.1** I recommend that the Shannon Airport Authority DAC be informed that the proposed development at Shannon Airport consisting of the proposed upgrade to the existing arrivals hall as described on the plans and particulars received by An Bord Pleanala on 9th October 2017 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 Clare County Council.

Philip Green,
Assistant Director of Planning.
2nd November 2017