

3.0 PLANNING AND ALTERNATIVES

3.1 INTRODUCTION

The proposed development is considered within the context of the relevant National, Dublin City Council (DCC) and Fingal County Council planning policies. The latter half of the chapter addresses the consideration of “alternatives” as required under the relevant planning legislation and the prevailing EIA legislation and guidance.

The site for the proposed development incorporates a route that commences in the administrative area of Fingal County Council at the Belcamp substation, runs along the R139 which forms a portion of the boundary between Fingal County and Dublin City Councils finally connecting to the permitted Darndale substation in the north of Clonshaugh Business and Technology Park located in Dublin City Council administrative area. Therefore, the Planning and Development Framework with which the development complies is defined by the Dublin City Council Development Plan 2016-2022 and the Fingal County Council Development Plan 2017-2023.

The proposed development complies with the planning policy for both Dublin City and Fingal County Council and meets the relevant criteria for Strategic Infrastructure Development.

3.2 STRATEGIC INFRASTRUCTURE DEVELOPMENT

The proposed development meets the relevant criteria and constitutes Strategic Infrastructure Development (SID) under Section 182A to 182E of the Planning and Development Act 2000 (as amended). Consultation with An Bord Pleanála has confirmed that the development constitutes Strategic Infrastructure Development (SID) given that it is a node on the transmission network (Ref consultation meeting with An Bord Pleanála August 24th 2018).

Section 182A of the Planning & Development Act 2000 (as amended), provides that applications for approval of “*development comprising or for the purposes of electricity transmission*” shall be made directly to the Board. Section 182A, sub-section 9, also provides that “*transmission*” is to be construed in accordance with section 2(1) of the Electricity Regulation Act 1999 but shall also be construed as meaning the transport of electricity by means of:

- (a) a high voltage line where the voltage would be 110 kilovolts or more, or
- (b) an interconnector, whether ownership of the interconnector will be vested in the undertaker or not.

Section 2(1) of the Electricity Regulation Act 1999 defines “*transmission*”, in relation to electricity, as:

“the transport of electricity by means of a transmission system, that is to say, a system which consists, wholly or mainly, of high voltage lines and electric plant and which is used for conveying electricity from a generating station to a substation, from one generating station to another, from one substation to another or to or from any interconnector or to final customers but shall not include any such lines which the [Electricity Supply] Board may, from time to time, with the approval of the Commission [for Energy Regulation], specify as being part of the distribution system but shall include any interconnector owned by the [Electricity Supply] Board.”

The Board's *Strategic Infrastructure Development Electricity Transmission Guidelines* provide that "*certain private sector proposed developments may constitute electricity transmission under section 182A where such proposals will ultimately form a node on or part of the transmission network. This might include for example substations and related connection infrastructure to the national grid associated with large commercial or industrial development.*"

3.3 FINGAL DEVELOPMENT PLAN 2017 – 2023

The Fingal Development Plan 2017 – 2023 came into effect in 2017. The plan outlines FCC's policies and objectives for the development and improvement in a sustainable manner of the economic, environmental, cultural and social assets of the County over the period 2017 to 2023.

Zoning

The proposed transmission cable commences at the Belcamp substation which is located in the Fingal County Council administrative area and runs south to the R139. The land in which Belcamp substation is located and the proposed route from the substation to the R139 is zoned 'High Technology' as shown in Figure 3.1.

'High Technology' zoning is included in a zoning category which FCC states is to allow enterprise and employment growth opportunities across various economic sectors. The Council states that the purpose of "High Technology" zoning is:

".. to facilitate opportunities for major office, science and technology, and research and development based employment within high quality, highly accessible, campus style settings".

In this context the installation of the proposed transmission cable will contribute to the provision of infrastructure intended to support the development of such activities and greater confidence in continuity and adequacy of electricity supply.

Utility Installations are permitted in principle within High Technology zones under the Fingal County Council Development Plan. Utility Installations is defined as "*a structure composed of one or more pieces of equipment connected to or part of a structure and/or a facility designed to provide a public utility service such as the provision of heat electricity, telecommunications, water or sewage disposal and/or treatment*". The proposed underground cable would be categorised as a "Utility Installation" in this context and would therefore comply with the intended uses of this zoning.

Within the Economic Development chapter of the Development Plan, it is stated that 'demand is likely to emanate from the data centre, biopharmaceutical, food production and logistics activities that require specific facilities to meet their exacting requirements'.

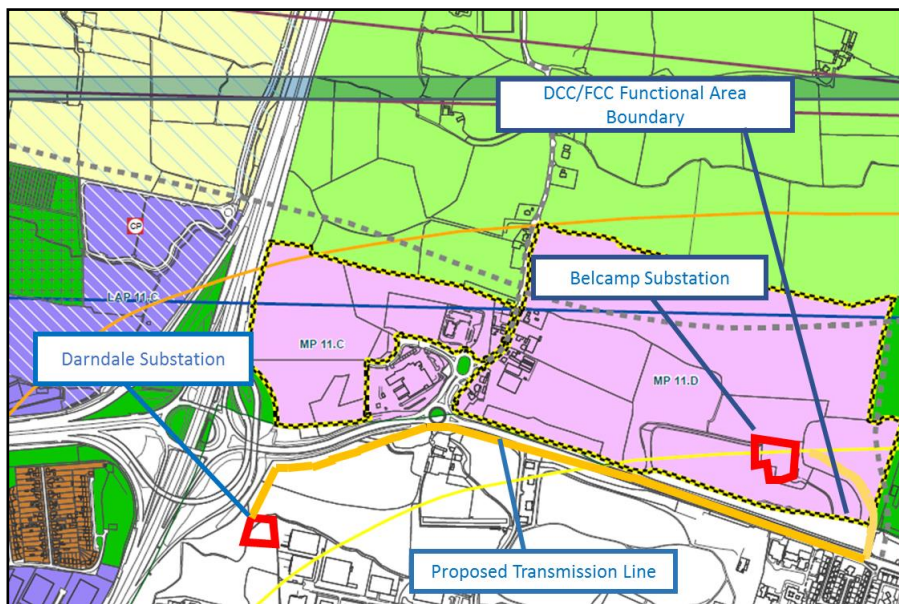


Figure 3.1 FCC Development Plan – 2017 - 2023

Objective ED109 states that with regard to such industrial or manufacturing units, the objective is to ‘ensure that a range of industrial and/ or manufacturing units, in terms of size, scale, format and arrangements, is provided for to adequately respond to enterprise requirements’.

Objective ED110 states the objective is to ‘proactively respond to the needs of enterprises undertaking pharmaceutical, data centre, food production and logistics activities that require bespoke building facilities to meet their specific manufacturing requirements’.

The proposed underground transmission cable will provide the power supply needed to support the existing and proposed data storage facility in Clonshaugh Business and Technology Park as well as other future requirement.

Economic Development – Fingal County Council

One of the strategies being implemented to encourage economic development includes:

“Ensuring proposals for economic development are served by high quality supporting infrastructure with sufficient capacity”.

The Council also indicates that sustainable economic development can be achieved through clustering:

“A key economic policy concept, whereby enterprises and industries that have common features cluster together in locations in order to achieve economies of scale and derive the benefits associated from networking opportunities, innovation, synergies, sharing a skilled workforce, and the use of developed infrastructure. Due to the proven advantages of economic clusters, this approach to enterprise and employment location will be continued”.

The proposed underground transmission cable complies with this economic development strategy in contributing to the infrastructure needed to facilitate the location of the proposed data storage facility at the former Diamond Innovations site (unit 1C) Clonshaugh Business and Technology Park, adjacent lands to Dub 17 and

although the facility is proposed for a location not within FCC administrative area, it is immediately adjacent the FCC boundary. FCC shares the same strategy with DCC for clustering of similar industrial activities.

3.4 DUBLIN CITY DEVELOPMENT PLAN 2016 – 2022

The Dublin City Council Development Plan 2016 – 2022 was adopted by DCC at a Special Council meeting on 23rd September 2016 and came into effect on 21st October 2016. The plan outlines DCC's policies and objectives for the development and improvement in a sustainable manner of the economic, environmental, cultural and social assets of the County over the period 2016 to 2022.

Zoning

The proposed transmission cable enters the administrative area of Dublin City Council adjacent to the roundabout at Stockhole Lane and proceeds in a southerly direction to the permitted Darndale Substation. This area is located in an 'Employment/Enterprise Zone' within the Clonshaugh Business & Technology Park, a designated industrial park as shown in Figure 3.2.

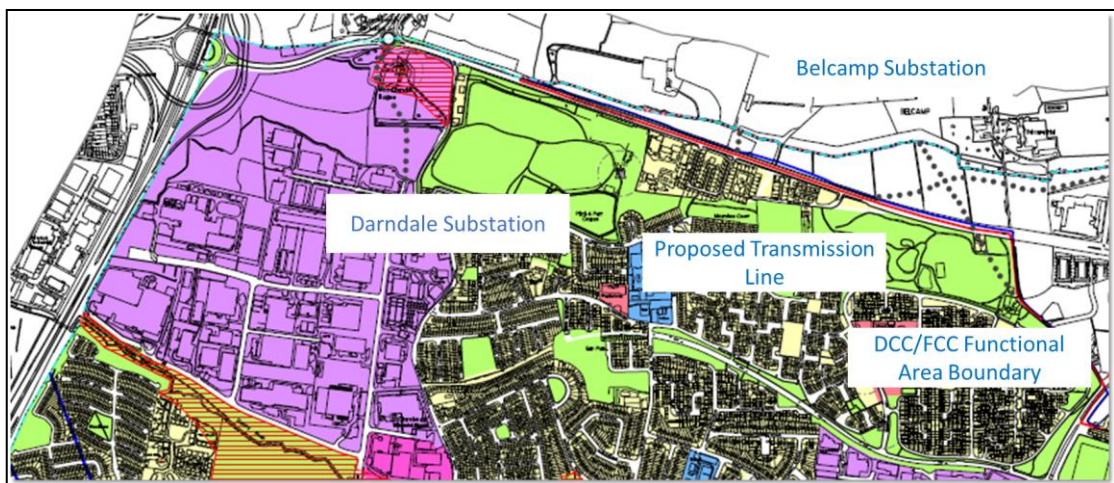


Figure 3.2 DCC Development Plan Land Use Zoning Map Set B (Source: Dublin City Council Development Plan 2016 – 2022)

The Plan identifies the Industrial Park as Zone Z6 with the aim to:

“provide for the creation and protection of enterprise and facilitate opportunities for employment creation.”

In relation to this land use zoning, the plan states that:

“Z6 lands constitute an important land bank for employment use in the city, which is strategically important to protect. The primary objective is to facilitate long-term economic development in the city region.”

The provision of the transmission cable will support current and proposed power demand within Clonshaugh Business and Technology Park. Its installation would contribute to meeting the zoning objectives for these lands in the provision of infrastructure required to support growth of future enterprise, economic development and employment within the Clonshaugh area.

A permissible land use under the Z6 zoning for the area relevant to this section of the proposed development includes that of 'Public Service Installation'. A Public Service Installation is defined as "A building, or part thereof, a roadway or land used for the provision of public services. Public services include all service installations necessary for electricity, gas, telephone, radio, telecommunications, television...". As the proposed transmission cable will be providing additional electricity supply to the Clonshaugh Business and Technology Park it is considered a public service installation and therefore should be considered a permissible development under the Z6 zoning.

Employment

It is the policy of DCC to facilitate economic development and the growth of employment in the county through support for objectives which promote economic, social and cultural development and in assisting the provision of employment opportunities for all.

Within Zone Z6 lands, the development principle relating to employment is:

"To create dynamic and sustainable employment areas. Any re-development proposals on Z6 lands should ensure that the employment element on site should be in excess of that on site prior to re-development in terms of the numbers employed and/or floor space."

In this instance, the proposed development is intended to provide a component of the infrastructure required to support the operation of the proposed data storage facility in Clonshaugh and adjacent industry. The proposed transmission cable, in providing power supply to the proposed data centre, will indirectly support employment of people working in these industries and as such meets the above objective.

Industry and Commerce

DCC Development Plan defines an economic cluster as an urban area where particular types of economic activity are concentrated and co-located to achieve synergies. Policy CEE21 (ii) of the development plan states that it is a policy of DCC to recognise the significant economic and employment benefits of the clustering of similar enterprises in an area. The various industrial and business parks are cited as important economic clusters. The positive characteristics of these areas include the availability of large plot sizes, infrastructures and heavily landscaped corporate park models.

DCC has also identified a number of principles for economic development in seeking to help deliver a better quality of life for residents. One such principle is to develop Dublin as the engine of the Irish economy "with a network of thriving spatial and sectoral clusters, as a focus for employment and creativity".

The proposed transmission cable facilitates the implementation of this policy in providing the necessary infrastructure required to facilitate the clustering of data facility centres in the Clonshaugh Business and Technology Park.

The Development Plan also acknowledges the importance of the Belfast & Eastern Economic Corridor for the development of the DCC area. The proposed transmission cable offers an important connection in facilitating the progression of the Eastern Economic Corridor.

3.5 PLANNING PERMISSIONS

As part of the assessment of the impact of the proposed development, account has been taken of developments that are currently permitted or under construction within the immediate environs of the proposed route for the transmission cable, including Clonshaugh Business & Technology Park, neighbouring industrial parks and surrounding areas.

The DCC and FCC Planning Department websites were consulted in order to generate a list of granted planning permissions for the areas along the proposed underground cable that fall within the administrative areas of both Councils. Permissions granted within the previous five years (since January 2013) were examined.

The areas considered under the DCC administrative area were the Clonshaugh Business & Technology Park, Clonshaugh Industrial Estate and the Willsborough Industrial Estate. There are residential estates to the south and east of the industrial and business parks identified above but any permissions in these estates are on a small scale and are not considered noteworthy in the context of this assessment. The outcome of this search is presented in Table 3.1 below.

The areas considered within the FCC administrative area included the industrial parks directly west of the site across the M50 (i.e. Airways Industrial Estate and Woodford Business Park) as well as on lands to the north of the site across the R139. Similar to the above paragraph, there are a number of residential permissions within Turnapin Cottages and Turnapin Grove to the west that have been omitted due to their small scale. Table 3.2 presents a list of the notable applications in FCC within the past five years.

Planning permission has been granted for construction of an aviation fuel line (Reg. Ref. F15A/0141 and 2552/15) along the R139. The construction of this project along the R139 with the proposed transmission cable will not coincide as they will be subject to T2 applications to the Local Authority (DCC and/or FCC) for road opening licences and the Local Authority would generally not permit two separate projects requiring road opening licences to occur at the same time along the same section of road.

Planning permission is currently being sought for the Greater Dublin Drainage (GDD) project (An Bord Pleanála Reference 301908-18). The GDD Project involves the provision of a new wastewater treatment works, a marine outfall, and a new drainage network in the northern part of the Greater Dublin Area. The new drainage network will include an Orbital Sewer, North Fringe Sewer Diversion and an Outfall, all connected to the proposed Wastewater Treatment Plant at Clonshaugh. The proposed wastewater treatment plant and sludge hub centre and associated North Fringe Sewer Diversion will be located less than 1km from the R139. The planning application for the GDD project including an EIAR and NIS was submitted to An Bord Pleanála in June 2018 and an oral hearing will be held in the coming months as part of assessing the application. As the construction of the GDD project is not likely to commence until 2021 at the earliest, there will be no overlap with the remediation works required for this project.

Dublin City Planning Application Reference No. & Applicant	Summary Description of Development	Location of Development	Date Granted <i>[Most recent first]</i>
ABP-301908-18 – Irish Water	Greater Dublin Drainage Project consisting of a new wastewater treatment plant, sludge hub centre, orbital sewer, outfall pipeline and regional biosolids storage facility.	Townlands of Clonsaugh, Dubber and Newtown, County Fingal and Dublin City	Pending decision 20/12/2018
4185/18 – Mullins Development LLC	The development will comprise: (1) The construction of a new two-storey c.16,860 sq. m. building for use as data storage facilities containing; data storage rooms, electrical & mechanical plant rooms and support areas including offices and welfare facilities, loading bays, back-up generators and water storage tanks; mechanical plant at roof level is screened from view on all sides by permanent screens. The facility will also include (2) 40 no. car parking spaces; and (3) associated landscaping and site infrastructure.	Former Diamond Innovations site (Unit 1C), Clonsaugh Business & Technology Park, and adjacent lands, Dublin 17	17-Oct-2018
3997/18 – Pargo Properties One Ltd.	Planning Application for new part single storey / part 2 storey Block 6 (1,640 sq.m.) containing 5 no. single storey warehouse units at 242 sq.m. with 2 storey ancillary offices at (82 sq.m.) each; and new part single storey/part 2 storey Block 7 (1,972 sq.m.) containing 6 no. single storey warehouse units at 242 sq.m. with 2 storey ancillary offices at (82 sq.m.) each; car parking and associated siteworks all for use as Light Industrial/Workshop/Enterprise Units.	Port Tunnel Business Park, Unit 13, Clonsaugh Industrial Estate, Dublin 17.	21-Sept-2018
3478/18 – Keddington Ltd.	Planning permission for 3 no. illuminated wall mounted box signs on the front and rear elevations, a 6m flag pole in the planted area in front of the main entrance and planning permission for retention for a directional kerb sign board at the rear entrance, a new door, screen and access ramp to the rear counter on the rear elevation.	East Corner, Willsborough, Clonsaugh Business and Technology Park, Dublin 17.	04-Sept-2018
3096/18 – Mullins Development LLC	The development will comprise: 1) The construction of a new two-storey c.16,860 sq.m building for use as data storage facilities: The facility will also include: 2) 40 no. car parking spaces; 3) Amendment to previously permitted site landscaping and associated site infrastructure - Planning Permission Reg. Ref. DCC 4449/16. An EIS will be submitted to the Planning Authority with the planning application and the EIS will be available for inspection or purchase at a fee not exceeding the reasonable cost of making a copy, during public opening hours at the offices of Dublin City Council.	Former Diamond Innovations site (Unit 1C), Clonsaugh Business & Technology Park, and adjacent lands, Dublin 17	24-Mar-2018

2347/18 - Butlers Chocolates	Extension to previously permitted planning reference 4008/15. Extension is to comprise of the installation of a rooftop solar photovoltaic array (595 sq. m) and associated electrical infrastructure on existing manufacturing facility	Butlers Chocolates, Clonshaugh Business and Technology Park, Dublin 17.	13-Apr-2018
4019/17 – Butlers Chocolates	Permission is being sought for alterations and additions to existing manufacturing facility, comprising the construction of a new 2-storey extension to the front elevation, incorporating a new main entrance foyer/reception area, meeting rooms, and staff facilities, with an area of 217. 6sq.m at ground floor level, and a new staff cafeteria area, together with additional offices and meeting rooms with an area of 197sq.m at first floor level.	Butlers Chocolates, Clonshaugh Business and Technology Park, Dublin 17.	24-Jan-18
3798/17 – Forest Laboratories (IRL) Ltd.	Forest Laboratories Ireland Limited intends to apply for permission for the installation of 1 no. extract unit along with supporting structure, duct work, pipe work, discharge pipe and all associated site works - all located at existing roof level plant deck and 2 No. fire exit doors and 1 No. roller shutter door.	Building 2, Clonshaugh Business and Technology Park, Dublin 17.	11-Dec-17
3328/17 – Irish Commercials (Sales) Ltd.	RETENSION: for revisions to existing workshop previously granted under planning ref 6311/05 consisting of, A removal of the internal dividing wall, B- 3 No. Up and Over doors to the East Elevation, together with all associated site works	35 & 36 Block 3, Port Tunnel Business Park, Clonshaugh, Dublin 17.	9-Oct-17
2822/17 - Forest Laboratories (IRL) Ltd.	Permission for the removal of 2 no. Existing air handling units (with associated works) and electrical control panel. Installation of 1 no. Air supply & extract unit & 1 no. Air extract unit along with supporting structure duct work, pipework, discharge pipes and all associated site works. All located at existing roof level plant deck.	Clonshaugh Business and Technology Park, Dublin 17.	4-Aug-17
2238/17 – Allman Equities Ltd.	The development will consist of extending the existing offices internally into part of the warehouse resulting in a change of use along with the addition of windows to the north and south elevations and associated site development works, all on a site of 0.6 hectares approximately.	Vanderbilt, Clonshaugh Business & Technology Park, Dublin 17.	22-May-17
2244/17 – Amazon Data Services Ireland Ltd.	The development will consist of the upgrade of existing boundary railings and palisade fence by increasing the height of the existing fencing and railings by 0.7 meters to the overall site boundary.	DUB 10-51, Clonshaugh Business & Technology Park, Dublin 17.	22-May-17
3925/16 – Telent Technology Services Limited	RETENTION: 1sq.m roof light, 1.8 m wide approach path at front entrance, dropped kerb to facilitate 2 new designated accessible parking spaces and 6 sq. m of additional first floor area, where existing stairs was removed	Unit 9, Willsborough Cluster, Clonshaugh Industrial Estate, Dublin 17.	16-Jan-17
4449/16 – Amazon Data Services Ireland Ltd.	The development will comprise: (1) The construction of a new one-storey c.14,107 sq. m. building for use as electrical rooms for electronic operations, mechanical plant rooms and support areas including offices and welfare facilities, a loading bay, back-up generators and a water tank farm. The facility will also provide (2) 30 no. car parking spaces; (3) The relocation of an attenuation area to the western side of the site; (4) Landscaping and associated ancillary works;	Former Diamond Innovations site (Unit 1C) and adjacent lands, Clonshaugh Business and Technology Park, Clonshaugh, Dublin 17.	22-Dec-2016

	<p>(5) The addition of an 8m acoustic screen to the existing transformer compound (Planning Permission Reg. Ref. DCC 3288/16). (6) Changes to previously approved perimeter security boundary railings and fencing including a fenced vehicle lock with double gates placed at the main site entrance. This change is consequent on the enlargement of the site of the existing DUB 54 building (Planning Permission Reg. Ref. DCC3874/15) to form the current site by the addition of lands to the east and west. The security hut at the site entrance has been amended by the addition of a services room. The building height to top of plant screen is circa 11.5m. meaning mechanical plant at roof level of the main building is screened from view on all sides.</p>		
2989/16 – ESB Telecoms Ltd.	<p>The continued use of the existing 24m high lattice communications structure carrying antennae and dishes shared with third party operators within a secure compound (previously granted permission LA ref. 2370/11).</p>	<p>ESB's Clonshaugh 38kV Substation site, Clonshaugh Industrial Estate, Coolock, Dublin 17</p>	26-Sep-16
3007/16 – Butlers Chocolates	<p>RETENTION: Full permission for an extension to the rear of existing manufacturing facility to consist of single storey warehouse building of 950 sq. metres gross floor area & all associated site works and retention permission for additional car park entrance at front of building.</p>	<p>Butlers Chocolates, Clonshaugh Industrial Estate, Clonshaugh, Dublin 17</p>	2-Sep-16

2552/15 – Fingleton White	<p>PROTECTED STRUCTURE: Permission for development of an aviation fuel pipeline from Dublin Port, Dublin 1 to Dublin Airport, Co Dublin. The route of the pipeline is from proposed inlet station at Team CV Ltd, Bond Drive, Dublin Port, Dublin 1 and via Bond Drive, Tolka Quay Road, East Wall Road, under the Tolka River, Alfie Byrne Road, Clontarf Road, Howth Road, Copeland Avenue, Malahide Road (R107) and R139 (formerly N32). (It then enters Fingal Co. Council administrative area at Clonshaugh Rd. and routes via AUL/FAI sports ground, under the M1 motorway via the DAA Long Term Red Carpark, adjacent to Eastlands Car Hire Compound, ALSAA complex, under the Swords Road R132 and via Corballis Road to a reception station at Dublin Airport, Co Dublin. A separate application is being lodged con-currently with Fingal County Council in respect of the development proposed in its administrative area). The development will consist of (a) single storey Control Building, pumps and ancillary pipework in a fenced compound at Bond Drive, Dublin Port, Dublin 1 (b) a 200mm diameter continuously welded steel pipeline, laid generally in the public road at a depth of circa 1.2m below surface level except where it will pass under the Tolka and Santry Rivers and culverted streams. The length of the pipeline in Dublin City Council administrative area will be circa 11.4 km (total length will be circa 14.4 km.) (c) 2no. above-ground control boxes associated with emergency shut-down valves on the pipeline, at the junction of the Malahide Road R107 and Donnycarney Road and on the R139 (formerly N32) east of the junction with Clonshaugh Road South. The pipeline will be laid in the roadway under the Clontarf Bridge which is a protected structure. An Environmental Impact Statement and Natura Impact Statement have been prepared in respect of the application and will be submitted with the planning application.</p>	Inlet Station; Team CV, Bond Drive, Dublin Port, Dublin 1 to Dublin Airport, Co. Dublin	26-Apr-16
4008/15 – Butlers Chocolates	Permission is being sought for the installation of a rooftop solar photovoltaic array (2856 sq. m) and associated electrical infrastructure on existing manufacturing facility, at Butlers Chocolates.	Butlers Chocolates, Clonshaugh Industrial Estate, Clonshaugh, Dublin 17	23-Feb-16
3933/15 Hibernia Express (Ireland) limited	Planning permission to install 4 no. telecommunications equipment containers (12mx3mx3m) including a steel platform and ancillary equipment contained within a 2.4 palisade fenced compound at their Hibernia Network offices.	Hibernia Network Office, International Exchange Centre, Clonshaugh Business and Technology Park, Dublin 17	16-Feb-16
2228/15 – Forest Laboratories (IRL) Ltd.	The development will consist of the formation of 4 no. openings and the provision of aluminium windows/exit doors on the east elevation of the existing facility, together with a galvanised steel external stair; (to give access to the roof of the building); on the north-east corner of existing facility.	Forest Laboratories (IRL) Ltd., (Building No. 1), Clonshaugh Industrial Estate, Clonshaugh, Dublin 17	30-Mar-15

2044/15 – Butlers Chocolates	Alterations & additions to existing manufacturing facility, including the construction of a new 2-storey extension to the front elevation, comprising a 103.2sq.m extension incorporating a new staff entrance foyer and additional offices at ground floor level, and a 121sq.m extension comprising a new canteen area at first floor level.	Butlers Chocolates, Clonshaugh Industrial Estate, Clonshaugh, Dublin 17	17-Apr-15
3551/13 Vodafone Ireland LTD.	The development will consist of the modification of the existing western elevation of the building by the inclusion of 3 new access doors to the building. The existing hardstanding & carpark area to the front of the site adjacent to the buildings southern elevation will be modified to allow for the installation of 3 new electrical generator units each measuring 16m long by 3.6m wide by 4m high generally. The proposed generator area will be enclosed by a fence of minimum height 2.4m	Vodafone CDC, Clonshaugh Industrial Estate, Coolock, Dublin 17	19-Feb-14
3286/13 Butlers Chocolates	For an amendment to planning permission granted ref 2797/13 (Extension to existing manufacturing plant consisting of a single storey building, total area 962 sq. m and all associated site works at rear of existing building. The amendment is a reduction in overall height of the building by 2.4 metres.	Butlers Chocolates, Clonshaugh Industrial Estate, Dublin 17	20-Jan-2014
3389/13 Butlers Chocolates	For an extension to their existing manufacturing plant consisting of a single storey building, floor area 1062 sq. m and all associated site works, adjacent to building permitted under 2797/13, at rear of existing building.	Butlers Chocolates, Clonshaugh Industrial Estate, Dublin 18	20-Jan-2014
2797/13 Butlers Chocolates	Permission is sought by The Irish Chocolate Company for an extension to their existing manufacturing plant consisting of a single storey building, total area 962 sq. m, and all associated works at rear of existing building	Butlers Chocolates, Clonshaugh Industrial Estate, Clonshaugh, Dublin 17	25-Sep-13
2584/13 Forest Laboratory (Irl) Ltd.	The development will consist of 40 additional car park spaces (including disabled spaces) and the erection of 2 no. bicycle sheds, 1 no. smoker's shelter together with the widening of existing entrance road and additional/replacement landscaping to the front (south) of their existing facility at the above address.	Forest Laboratories (IRL) Ltd., (Building No. 1), Clonshaugh Industrial Estate, Clonshaugh, Dublin 17	6-Aug-13
2181/13 Digital Realty Ltd	Raising height of existing oil tank enclosure by 2.1m (from 3.52 to 5.62m) to include new roof and louvred side panels.	Eircom Building, Clonshaugh Business Park, Dublin 17	20-May-13

Table 3.1 Recent planning applications to DCC (search conducted in November 2018)

Fingal County Planning Application Reference No. & Applicant	Summary Description of Development	Location of Development	Date Granted [Most recent first]
F18A/0507 – Brendan O'Connor	(a) the demolition of 396m.sq (tofront) and 454m.sq (to rear) of the existing warehouse and offices; (b) demolition of single storey linking buildings between units 11 and 12 (per previously approved planning ref. F17A/0632; (C) subdivision of the unit into 2 no. units 11a & 11b; (d) change of use to unit 11a to test centre/maintenance/repairs of heavy and light commercial vehicles with ancillary office/staff facilities; (e) modifications to existing 2 storey office facilities to unit 11b, this unit is to retain its warehousing and office use; (f) changes to elevations; (g) associated carparking, site development and landscape works;	Unit 11 Airways Industrial Estate, Santry, Dublin 17.	7-Sept-2018
F18A/0058 – Gannon Properties	Amendments to permitted development Reg. Ref. F15A/0609, PL06F.248052, at Belcamp, a protected structure (RPS No. 463), to replace 9 no. three storey bedroom houses with 8 no. two storey three bedroom houses, on a 0.19ha portion of the lands, with access from Malahide Road. The development includes 16 no. on-curtilage car parking spaces and all associated and ancillary site works.	Belcamp, Malahide Road, Dublin 17	5-Apr-18
F17A/0632 – Airways Investments Ltd.	Demolition of 2 No. single storey buildings that links two warehouses as well as ancillary recladding of original gables and restoration of internal circulation roadway.	Unit 11-12, Airways Industrial Estate, Santry, Dublin 17.	23-Jan-18
F17A/0422 – Topaz Energy Ltd.	The removal of condition no. 4 of An Bord Pleanála appeal case reference PL06F.245112 (Application Register Reference F15a/0182) and to allow for the continued 24-hour opening of the service station on a permanent basis.	Topaz Service Station, Clonshaugh Road, Clonshaugh, Co. Dublin	19-Oct-17

F15A/0609 – Gannon Properties	<p>The proposed development comprises a development of houses, apartments and shops and the change of use of Belcamp Hall, a Protected Structure (RPS No. 463), and its associated later extensions from educational uses to residential use, the chapel and the room in the north east part of Belcamp Hall ground floor to a community use, the three storey building on the north east to residential, cafe and childcare use. The works involve the refurbishment of Belcamp Hall and its later extension to provide 34 apartments (15 no. 1-bed, 13 no. 2-bed, 5 no. 3-bed and 1 no. 4-bed) and comprise the general repair and conservation of the existing buildings, and other works as is necessary to adapt the buildings to their new uses. The works to the Georgian House involves the general repair and conservation of the historic building fabric, upgrading the floors and installation of a new pitched roof. The works to the existing extensions to the south involve the complete refurbishment and fit out of the fire damaged blocks including installing new pitched roofs with dormer windows and the installation of balconies. An existing stairs on the south east will be demolished and a replacement staircase constructed. An additional floor will be inserted into the southern block to provide additional accommodation at roof level. The works to the chapel involves the repair, conservation and reinstatement of the building fabric and its fittings and works to adapt it to its new use. The three storey building to the north will be extended and converted to residential use on the first floor level, restaurant use on the ground floor and part basement level and a childcare facility at basement level. External brickwork and stone will be re-pointed and cleaned and rainwater goods and leadwork replaced. Decorative metal railings will be reinstated. Disabled access facilities will be provided to the chapel. New mechanical, electrical and waste services will be installed throughout. The works will also include external works, hard and soft landscaping, underground services, repairs to the external entrance stone bridge and other external stone paved features. The existing stone pillars and gates at the Malahide Road entrance to be relocated to a position within the development. The new works comprise: a courtyard of 27 dwellings (6 no. three storey 3-bed houses and one 3 storey block containing 8 no. 1-bed, 1 no. 2-bed & 1 no. 3-bed apartments, 5 no. 2-bed & 1 no. 3-bed duplex live/work units, and 5 no. 3-bed duplex units) and 1 no. corner retail unit (51m²), on lands east of the walled garden; and one 3-4 storey block of 47 apartments (12 no. 1-bed, 32 no. 2-bed & 3 no. 3-bed); one 3 storey block of 16 apartments (4 no. 1-bed, & 12 no. 2-bed) over 8 no. retail units (621.5m² gross area); and 139 no. terraced, semi-detached and detached 2 storey houses (3 no. 2-bed, 86</p>	Belcamp, Malahide Road, Dublin 17	28-Jun-17
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	no. 3-bed and 50 no. 4-bed) on lands between Belcamp Hall and Malahide Road. The development will include associated roads and infrastructure including a new east-west main road; services networks; 524 no. car parking spaces (incl. 273 on-curtilage); 118 no. bicycle spaces; bin stores; landscaping works including regeneration of existing woodland and provision of foot paths along Mayne River valley east and south of Belcamp Hall and protection and management of walled garden and woodland west of Belcamp Hall; and all associated ancillary and site works; all on a site of c.15.3ha, on lands bounded by the Malahide Road to the east, Mayne River to the south and development lands to the west and north, with access from the Malahide Road. Significant Further Information (including Environmental Impact Statement) received on 23/11/2016.		
F17A/0190 – Essentra Packaging Ireland Ltd.	Retention of a 45m ² ground floor extension to the rear of the premises.	Unit 8, Constellation Road, Airways Industrial Estate, Swords Road, Santry, Dublin 17.	27-Jun-17
F16A/0437 – Songdale Ltd.	The proposed development will consist of the redevelopment of the existing hotel to comprise 1) At upper basement level, a new store room (163sq.m.); 2) At ground floor level, a new extension to existing restaurant (76 sq. m), a new extension to existing kitchen (56 sq. m) with adjacent storage room (13 sq. m.), new staff facilities to include changing rooms/lockers, canteen, toilets and storage rooms (292 sq. m), a new storage area (122 sq. m), the conversion of existing function rooms, laundry and staff facilities to create new restaurant, bar, storage, toilet and kitchen facilities (532 sq. m) and 2 no. new function rooms (251 sq. m) and the conversion of existing storage areas and toilets to new office and luggage area (223 sq. m), and a new covered walkway to rear (196 sq. m.); 3) At first floor level, the conversion of existing business centre to 29 no. bedrooms (1,193 sq. m),sq. m construction of 6 no. bedrooms (260 sq. m) and a new link bridge to Block A (20 sq. m); 4) The construction of a new fifth floor incorporating 53 no. bedrooms (1,852 sq. m); 5) The construction of a new sixth floor incorporating 53 no. bedrooms (1,852 sq. m) and 6) All associated site development works. A total of 141 no. bedrooms are proposed.	The Clayton Hotel Dublin Airport, Stockhole Lane, Clonshaugh Road, Clonshaugh, Co. Dublin	11-Jan-17
F16A/0397 – Genvest ULC	The proposed development is comprised of three 5-storey office blocks, which will provide a total of 23,970 sq. m. of office floorspace, together with undercroft areas providing a further 5,048 sq. m	Stockhole Lane, Clonshaugh, Co. Dublin	12-Sep-16

F16A/0150 – OCS One Complete Solutions Ltd.	Continued use of the existing building structure as a transfer waste facility. Waste is temporarily stored on site in a sealed compactor for collection by a licensed collection company.	Unit 39, Airways Industrial Estate, Dublin 17.	14-Nov-16
F16A/0241 – Hugh Jordan & Co.	Circa 256 sq. m. of additional two storey office space within the existing building, new windows to west elevation and new exit door to south elevation	Unit 4, Constellation Road, Airways Industrial Estate, Swords Road, Santry, Dublin 17.	29-Aug-16
F16A/0082 – George Watters	a) The demolition of 1,619sq.m. of existing warehouse (b) the construction of a two storey extension to the east elevation (c) change of use to a heavy and light commercial vehicle workshop, warehouse and test centre with internal storage mezzanine, two storey ancillary office/staff welfare facilities and external yard, together with all associated car parking, site development and landscaping works.	Unit 13, Airways Industrial Estate, Boeing Road, Santry, Dublin 17.	8-Aug-16
F15A/0478 – Hewlett Packard Enterprise Ireland Ltd.	The installation of two traffic barriers (one at each vehicular access points) and the erection of new low-level timber fencing (to match existing to south western property boundary to Viscount Road).	29 Airways Industrial Estate, Viscount Road, Santry, Dublin 17.	19-Jan-16
F14A/0465 – Newlands Cross Hotels t/s Bewleys Hotel	Development including new buildings and alterations to Bewleys Hotel Dublin Airport, which was granted permission under previous Register References F03A/0660, F05A/0972, F05A/1489, F05A/1592 and F06A/0231. The application site measures 1.1 hectares and is part of the larger Bewleys site which measures 2.4 hectares. It is located approx.1.5 km south east of Dublin Airport, immediately adjacent to the M1/M50 Interchange and bounded by the road N32 to the south, Agriculture lands to the north and Clonshaugh Road to the east. the development will consist of total new development area of 26,455 sq. m. and will include 17,505 sq. m. consisting of 367 new bedrooms over two blocks on five to seven floors over ground level. Conference centre and seminar rooms of 3,150 sq. m. at ground floor level. 202 new car spaces at two new basement levels of 5,800 sq. m. The application will also include the change of use of the existing business centre at the first-floor level measuring 1,355 sq. m. into leisure centre. The application also includes new landscaping to the existing site. Car parking will be provided at 230 new surface car park spaces and 202 new car spaces at two underground levels; a total of 432 new car spaces. Previous permission allowed for 917 car spaces and the new total car will be 1349 car spaces.	Bewleys Hotel Dublin Airport, Stockhole Lane, Co. Dublin	23-Dec-15
F15A/0182 – Topaz Energy Ltd.	An extension to the opening hours permitted under application Reg. Ref. F13A/0221 to allow for 24 hours opening of the service station. For the purposes of clarification it is confirmed that the revised opening hours will not apply to the restaurant/drive thru which	Topaz Service Station, Clonshaugh Road, Clonshaugh, Co. Dublin.	14-Oct-15

	will continue to operate between the hours already permitted. Permission for retention consists of the retention of as-built alterations to service station approved under application register reference F13A/0221 to include: a) changes to ground floor plan, b) changes to building elevations and c) revised signage details on building.		
F15A/0141 – Fingleton White	Aviation fuel pipeline from Dublin Port to Dublin Airport. The proposed development is in Fingal County Council and Dublin City Council administrative areas. In the Fingal County Council administrative area the route of the pipeline is from the junction of the R139 (formerly N32) and the Clonshaugh Road via the Clonshaugh Rd. to AUL/FAI sports ground, adjacent to the north boundary of AUL/FAI sports ground, under the M1 motorway and via the DAA Long Term Red Carpark, adjacent to Eastlands Car Hire Compound, ALSAA complex, under the Swords Road R132 and via the Corballis Road to a reception station at the existing Fuel Storage Facility, Corballis Road, Dublin Airport. (In Dublin City Council Area, the route of the pipeline is from proposed inlet station at Team CV Ltd., Bond Drive, Dublin Port, Dublin 1 and via Bond Drive, Tolka Quay Road, East Wall Road, under the Tolka River, Alfie Byrne Road, Clontarf Road, Howth Road, Copeland Avenue, Malahide Road (R107) and R139 (formerly N32). A separate application is being lodged concurrently with Dublin City Council in respect of the development proposed in its administrative area). The development will consist of (a) single storey Control Building, ancillary pipework in bundled reception station at the existing Fuel Storage Facility, Corballis Road, Dublin Airport, Co. Dublin (b) 200mm diameter continuously welded steel pipeline, laid generally in the public road, at a depth of circa 1.2m. below surface level except where it will pass under the Mayne River, Cuckoo Stream on Clonshaugh Rd., under the M1 and under the junction of Corballis Road with the Old Swords Rd. (R132). Length of the pipeline in Fingal County Council administrative area will be circa 3.0 km (total length will be 14.4 km). An Environmental Impact Statement and Natura Impact Statement have been prepared in respect of the application and will be submitted with the planning application.	From Dublin Port, Dublin 1 to Dublin Airport, Co. Dublin	7-Jul-15
F15A/0085 – Federal Express Europe Inc.	1) The realignment of existing car parking area to the north western side of unit 3a/b, to include the provision of 16 no. additional car parking spaces (including 5 no. designated customer loading spaces and 3 no. designated wheelchair accessible car parking spaces), 7 no. motorcycle parking spaces and 10 no. bicycle stands; 2) The provision of 1 no. pedestrian access gateway and supplementary planting to infill the existing hedgerow along the north western site boundary facing onto the Swords Road (R132) and all ancillary site works thereto.	Unit 3a/b, Airways Industrial Estate, Constellation Road, Cloghran, Dublin 17.	2-Jun-15

F13A/0221 Topaz Energy Group Ltd.	Significant Additional Information received 07/11/2013. Construction of a service station of 584sq.m. gross floor area incorporating a net convenience retail area of 100 sq. m.; a cafe/restaurant seating area of 164sq.m. and ancillary food preparation, storage, staff and toilet areas of 320 sq. m. The storage station will also include a hot food deli and a drive through facility which will be ancillary to the main restaurant use and bin storage and delivery yards to its rear. The forecourt area will comprise a canopy with an illuminated fascia and 6 no. fuel pump islands; 2 no. car charging points, a separate 1 no. pump island HGV refuelling area, 2 no. 40,000 and 1 no. 60,000 litre underground fuel storage tanks with associated pipework and overground fill points and a car wash facility. Parking will comprise 61 car parking spaces (including 4 disabled parking spaces), 3 no. light goods vehicle parking spaces, 2 no. coach parking spaces and bicycle stands. The development also consists of the modification of the existing roundabout on Stockhole Lane to facilitate vehicular access; company signage throughout the site; all associated boundary treatments, landscaping, an external playground area and site development works at a 2.80 acre site.	Site off Stockhole Lane, Clonshaugh, Co. Dublin.	2-Dec-13
F08A/1217/E1 The Industrial Development Agency	Permission to environmentally remediate an area of 1.5 hectares on part of its land at Clonshaugh. The area is bounded to the south by the N32 carriageway, to the north and east by IDA lands and by private lands to the west. The proposed action will involve the excavation and offsite disposal of historically deposited waste and the restoration of the area. A temporary site compound will be constructed to facilitate the works.	Clonshaugh, Belcamp, Dublin 17	8-Aug-14
F08A/1305/E1 Mark Reynolds & Glenn Kilroy	A 325 bedroom hotel with associated spa and leisure facilities, meeting and conference rooms, restaurant, bar and function facilities, plant, lighting and associated facilities, ESB substations, provision of 650 underground and surface car parking spaces with access to the development from the proposed access road and existing adjacent road and roundabout, landscaping and all associated ancillary works. The hotel building's overall height is ten storeys with basement on a site approximately 1.5 kilometres south-east of Dublin Airport, adjacent to the M1/M50 interchange, the N32 and Bewleys Hotel to the south and Clonshaugh Road to the east. Planning permission was previously granted on substantially the same site (under Council Reg. Ref. F04A/1684 and An Bord Pleanala reference PL06F.212020) for a 239 bedroom and 13 suite hotel comprising 16 floors over basement with plant at roof level.	Clonshaugh, Co Dublin	4-Dec-14

Table 3.2 Recent planning applications to FCC (search conducted in April 2018)

A SID application by Eirgrid to ABP (VA0014) for a 220 kV powerline from Belcamp substation through Belcamp Park and south to Clonshaugh was considered by the board. The project was granted permission in 2012.

The existing Belcamp 220kV and 110kV Substation project was permitted by An Bord Pleanála under ABP Ref: VA0014 (Belcamp and Clonshaugh, Co Dublin (Section 12E Pre-Application reference VC0058) on the 12th of February 2013.

3.6 ALTERNATIVES

EIA legislation and the prevailing guidelines and best practice require that EIA Reports consider ‘alternatives’ for projects with regard to their environmental effects addressing:

- Do Nothing Alternative;
- Alternative project locations;
- Alternative designs/layouts;
- Alternative processes; and
- Alternative mitigation measures.

This chapter describes the alternatives that were considered for the proposed development, where applicable, under each of these headings and the reasons for the selection of the preferred options.

3.6.1 Do Nothing Alternative

The ‘do nothing’ alternative would involve not constructing the underground transmission cable between the permitted Darndale Substation and the current Belcamp Substation. This would mean the current power supply to the Clonshaugh Technology and Industrial Park would remain as is, at 110kV. The provision of support for current power demand and future growth in power demand as provided by the proposed development would not be made available.

The additional power supply is required to support the operation of the proposed data storage facility in the Clonshaugh Technology and Industrial Park. Without this strategic piece of infrastructure, the future potential of the Industrial Park to facilitate further industrial activity could be limited.

The Do-Nothing scenario has been considered in each chapter of the EIAR.

3.6.2 Alternative Project Locations

As a key objective in the construction of the proposed transmission cable is to provide support for current power demand to the Clonshaugh Technology and Industrial Park, from the applicant’s perspective there was one main component to assessing alternative project locations, primarily that of selection of the preferred route for the underground cable between the Darndale and Belcamp Substations.

A route selection assessment, “*Route Option Layout Plan*” prepared by CSEA, was carried out to determine the most appropriate route for installation of the cable installation in terms of environmental and engineering effects. This included an engineering feasibility study, financial feasibility study and a high-level environmental appraisal of the route options. The route options considered are presented in Figure 3.3. All routes have been determined as feasible with minimal temporary or long-term impacts on the environment. Each of the environmental factors have been assessed using the Description of Effects as identified in the EIA Guidelines to determine the More Preferred and Less Preferred route options. Route 2 was More Preferred for Water & Hydrology, Air Quality, Noise, Landscape and Visual Impact and Archaeology, Neutral for Soil, Geology and Hydrogeology, Biodiversity and Waste Management. It was Less Preferred for Human Health and Population as a result of

traffic disruptions along the very busy M50/R139 corridor; however, this would only be during the construction phase (19 weeks). The final chosen route is an amendment to Route 2 (Figure 3.4) with a modification at the eastern extent near Belcamp which was required at detail design to comply with the project Functional Specification provided by EirGrid. Based on the electrical & civil design parameters within the EirGrid Functional Specification it was not possible to have the proposed 110kV running parallel with the Finglas to Belcamp 220kV power line within the road bed of the R139. Therefore, a minor adjustment of the route to the north on to a green field closer to the Mayne river was required as it approaches the 220kV Belcamp Sub-station (Ref Figure 3.4). The EIA assessment for the modified Route 2 concluded that the proposed route is also feasible with minimal temporary and no long-term impacts on the environment. An NIS has been undertaken in consideration of the proximity of the proposed project in relation to the River Mayne (Appendix 7.2) and concluded that the implementation of appropriate mitigation measures with specific regard to surface water would rule out significant effects on the integrity of European Sites.

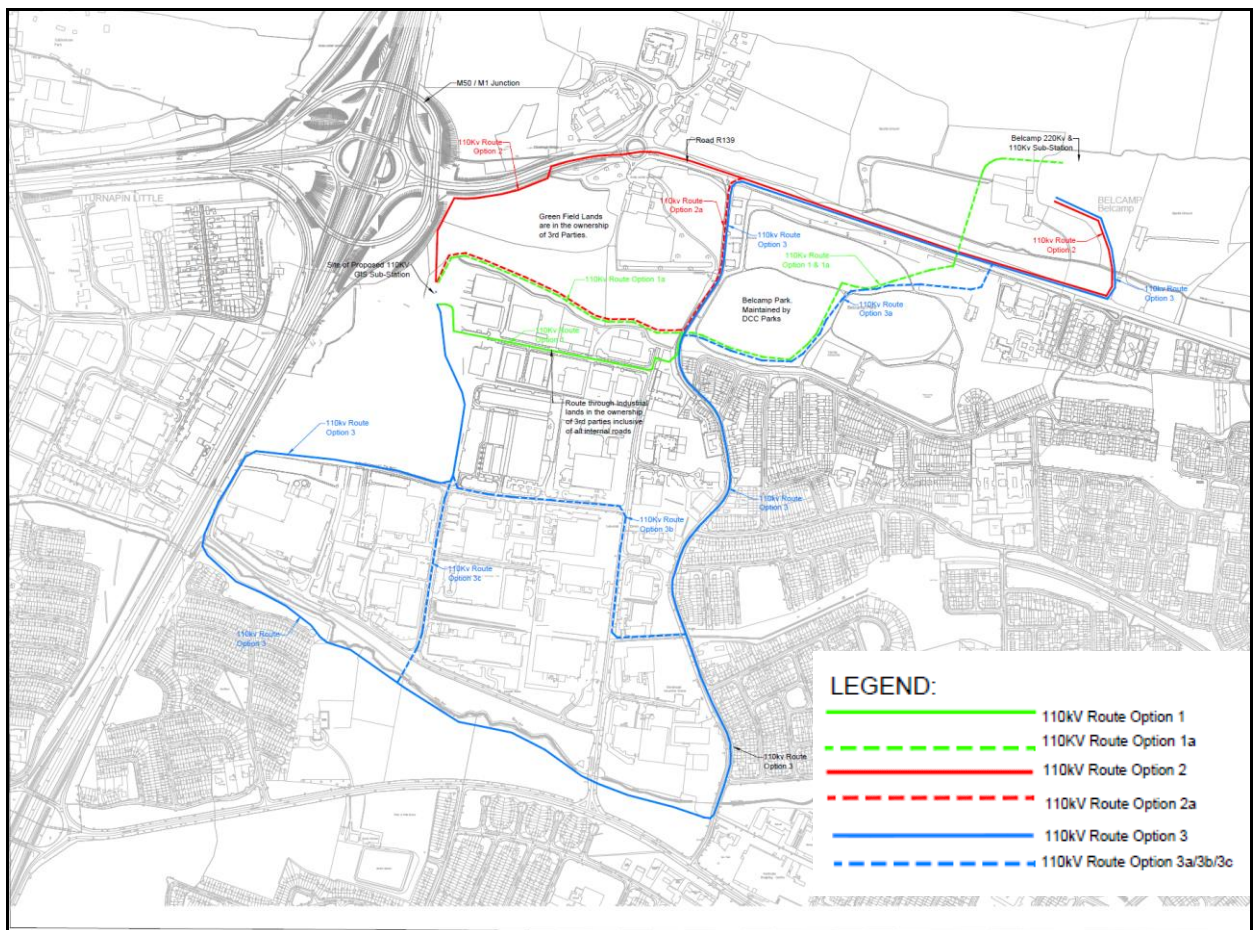


Figure 3.31 110kV Underground Transmission Cable Route Options (Source: CSEA, February 2018)



Figure 3.4 Final Selected Route for the underground cable

3.6.3 Alternative Design/Layouts

Alternative design options considered included an above ground cable. To minimise the visual impact of such a project, it was decided to design the project to deliver the required power supply below ground. This ensures the visual impact of the proposed project during the operational phase will be neutral and imperceptible.

Two single circuit underground cables were considered rather than a double circuit underground cable. However, the double circuit underground cable was chosen as it enables more power to be transferred over a particular distance and requires less land to do so – minimising ecological and visual impacts of the project and reducing installation costs.

3.6.4 Alternative Processes

This section typically examines the project processes in relation to likely emissions to air and water, likely generation of waste and likely effect on traffic to determine the process that is least likely to impact on these parameters.

The underground transmission cable will become an integral part of the national high voltage electricity grid which is currently operated by ESB Networks. As such the underground transmission cable must meet ESB Network's strict specifications to ensure it will be seamlessly absorbed into the national grid infrastructure and can provide a reliable power supply to the Clonshaugh area. From a "process design" point of view, therefore, the flexibility to select alternative processes for integrating into the current national grid is not available to the applicant.

3.6.5 Alternative Mitigation

The mitigation measures proposed are outlined in each of the successive chapters and are similar to those applied to typical construction projects of this kind. These represent the best practice for achieving minimal impact on the receiving environment. Whilst alternatives were considered in the EIA process, the measures presented represent the best options for the site.

3.6.6 Conclusions on Alternatives

The selected route is the most suitable route for the proposed development from an engineering perspective taking into account access to land and the stringent ESB Network specification. During construction the proposed route (similar to all the alternative routes assessed) will have a temporary, neutral and not-significant environmental effect. It is noted that all alternative proposed routes were considered to have a neutral, imperceptible, long-term environmental effect during the operational phase.

The design of the proposed transmission cable has been selected with due regard to minimising the environmental and visual impact once in situ. The selection of the design has been constrained to the standard specifications required by ESBN for connection to the national grid.

In conclusion, it is considered that the proposed development and design is the most suitable choice to provide the support required to meet current power requirements in the Clonshaugh area.