



COMHAIRLE | CLARE
CONTAE AN CHLÁIR | COUNTY COUNCIL

Registered Post

**Shannon Airport Authority DAC
C/o Paul Hennessy, Safety Compliance & Environment Manager
Shannon Airport, Shannon
Co. Clare
V14 EE06**

20th May 2025

Section 5 referral Reference R25-34 – Shannon Airport Authority DAC

Is an increase of electrical infrastructure airside at Shannon Airport development and if so, is it exempted development?

A Chara,

I refer to your application received on 2nd May 2025 under Section 5 of the Planning & Development Act 2000 (as amended) in relation to the above.

The Planning Authority has considered the matter and I attach herewith the Council's findings in this matter.

Where a declaration is issued by the Planning Authority, any person issued with a declaration, may on payment to an Bord Pleanála of the required fee, refer a declaration for review by An Bord Pleanála within 4 weeks of the date of the issuing of the declaration. Details on making such appeal are available on the Board's website at www.pleanala.ie.

Mise, le meas

**Anne O'Gorman
Staff Officer
Planning Department
Economic Development Directorate**

**An Roinn Pleanála
An Stiúrthóireacht Forbairt Gheilleagrach**

Áras Contae an Chláir, Bóthar Nua, Inis, Co. an Chláir, V95 DXP2

**Planning Department
Economic Development Directorate**

Áras Contae an Chláir, New Road, Ennis, Co. Clare, V95 DXP2



**DECLARATION ISSUED UNDER SECTION 5 OF THE
PLANNING & DEVELOPMENT ACT 2000 (AS AMENDED)**

Reference No.: R25-34



Comhairle Contae an Chláir
Clare County Council

Section 5 referral Reference R25-34

Is an increase of electrical infrastructure airside at Shannon Airport development and if so, is it exempted development?

AND WHEREAS, Shannon Airport Authority DAC has requested a declaration from Clare County Council on the said question.

AND WHEREAS Clare County Council, in considering this referral, had regard in particular to –

- (a) Sections 2, 3, 4 and 5 of the Planning and Development Act, 2000, as amended,
- (b) The description of 'Statutory Undertaker' as per Section 2 of the Planning and Development Act 2000 as amended,
- (c) The works as indicated in submitted documents from the referrer and received by the Planning Authority on 02/05/2025.

And whereas Clare County Council has concluded:

- (a) The proposed increase of electrical infrastructure airside at Shannon Airport, as per details received by the Planning Authority on 02/05/2025 is development and is exempted development in accordance with Section 4(1)(g) of the Planning and Development Act 2000 (as amended).

THEREFORE: The Planning Authority in exercise of the powers conferred on it by Section 5 of the Planning and Development Act, 2000 (as amended), hereby decides that:

The proposed development consisting of the increase of electrical infrastructure airside at Shannon Airport, Shannon, Co. Clare constitutes development which is exempted development as defined within the Planning & Development Acts, 2000 (as amended) and associated regulations.

Anne O'Gorman
Staff Officer
Planning Department
Economic Development Directorate

20th May 2025

CLARE COUNTY COUNCIL

SECTION 5 OF THE PLANNING AND DEVELOPMENT ACT 2000 AS AMENDED

DECLARATION ON DEVELOPMENT AND/OR EXEMPTED DEVELOPMENT

Chief Executive's Order No: 85500

Reference Number: R25-34

Date Referral Received: 2nd May 2025

Name of Applicant: Shannon Airport Authority DAC

Location of works in question: Shannon Airport, Shannon, Co. Clare

Section 5 referral Reference R25-34 – Shannon Airport Authority DAC

Is an increase of electrical infrastructure airside at Shannon Airport development and if so, is it exempted development?

AND WHEREAS Clare County Council, in considering this referral, had regard in particular to –

- (a) Sections 2, 3, 4 and 5 of the Planning and Development Act, 2000, as amended,
- (b) The description of 'Statutory Undertaker' as per Section 2 of the Planning and Development Act 2000 as amended.
- (c) The works as indicated in submitted documents from the referrer and received by the Planning Authority on 02/05/2025.

AND WHEREAS Clare County Council has concluded:

- (a) The proposed increase of electrical infrastructure airside at Shannon Airport, as per details received by the Planning Authority on 02/05/2025 is development and is exempted development in accordance with Section 4(1)(g) of the Planning and Development Act 2000 (as amended).

ORDER: Whereas by Chief Executive's Order No. HR 343 dated 19th May 2025, Gordon Daly, Chief Executive for Clare County Council, did, pursuant to the powers conferred on him by Section 154 of the Local Government Act 2001, delegate to Garreth Ruane, Senior Executive Planner, the powers, functions and duties as set out herein,

NOW THEREFORE pursuant to the delegation of the said powers, functions and duties and under Section 5(2)(a) of the Planning & Development Act 2000 (as amended) and having considered the various submissions and reports in connection with the referral described above, I, Garreth Ruane, Senior Executive Planner, hereby declare that the increase of electrical infrastructure airside at Shannon Airport, Shannon, Co. Clare is considered development which is exempted development.

Signed:


GARRETH RUANE
SENIOR EXECUTIVE PLANNER 

Date:

20th May 2025

Referral Question:

This referral is made by Shannon Airport DAC;

Is an increase of electrical infrastructure airside at Shannon Airport Development and if so, is it deemed to be exempt development?

In the additional information as submitted, Shannon Airport provides the following details (in summary);

- Shannon airport is committed to the Alternative fuels infrastructure regs. This sets out a number of mandatory national targets for the deployment of alternative fuels infrastructure for Road Vehicles, Vessels and stationary Aircraft.
- It is necessary for Shannon Airport Authority to upgrade the existing electrical infrastructure to ensure sufficient capacity for the electrification of Airport Stands to replace the fossil fuelled mobile ground power units.
- It is deemed best practice to extend the existing infrastructure to include capacity for the electrification of the aircraft strands as shown on the electrical schematic as submitted.
- This infrastructure upgrade will require the construction of a new electrical substation , the location of which is indicated in the details submitted and associated civil works.

The following details are submitted;

- Electrical schematic drawing
- General layout – electrification of aircraft stands
- Satellite view of location of proposed electrical substation
- Accompanying letter requesting the Council to provide support as the competent authority in completing a declaration on the Water Framework Directive.

Recent Planning History at and close to subject lands:

- **R25-36- Section V Referral**

APPLICANT(S):	Shannon Airport Authority DAC
REFERENCE:	R25-30
LOCATION:	Shannon Airport, Shannon County Clare.
Referral Question;	Is the replacement of the existing fuel hydrant delivery system at Shannon Airport development, and if so , is it exempted development. .
DUE DATE:	09 May 2025.

A decision on the above Section V has been issued to the Referrer and the stated development was deemed to be development and to be exempted development.

- **24- 60240**

Shannon Airport Authority (DAC)	Shannon Airport Shannon Co. Clare V14 EE06	for development which will consist of a single-storey extension to existing Gates 1 to 5 departures terminal, provision of external plant area and covered external circulation routes. Other works include minor elevational changes to adjacent areas and alterations to personnel access/egress locations and routes with all associated site works	View
---------------------------------	--------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------

Granted subject to conditions.

- **24-60271**

The Shannon Airport Authority DAC	Shannon Airport Rineanna South Shannon, Co . Clare	for a proposed development (planning permission for removal of existing signage and provision of new wayfinding and associated site works) to be located on lands at Shannon Airport, Rineanna South, Shannon, Co Clare. The development will consist of the removal of existing signage, provision of 4 No. new gantry signs, the provision of 5 No. new directional totem signs, new road directional signage and refurbishment works to existing gantries, directional signs, and all associated ancillary works
-----------------------------------	----------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Granted subject to conditions.

- **24-60273**

Shannon Airport Authority DAC	Shannon Airport Rineanna South Shannon Co. Clare	for a 1.2mW PV solar farm development. The proposed works will consist of a 1.2mW PV solar farm located within the airfield, with an area of approximately 2.25 hectares, comprising of linear arrays of solar photovoltaic panels on ground mounted frames (with associated cabling and ducting), a modular substation, inverters, new internal site access road and all associated ancillary development works
-------------------------------	--------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Granted subject to conditions.

- **24-60274**

The Shannon Airport Authority DAC	Shannon Airport Rineanna South Shannon, Co. Clare	for an extension of an existing car park at Shannon Airport, Rineanna South, Shannon, Co Clare. The proposed development will consist of the extension of an existing car park providing an additional 1051 parking spaces including a dedicated surface water drainage network, the re-alignment of airside /landside boundary security fence, the re-alignment of the internal perimeter road located airside, the relocation of the access to the wastewater treatment plant for maintenance purposes, the demolition of 10 industrial units and all ancillary associated site works. We note the protected structure NIAH reference 20406201 is located nearby to the proposed works and a Natura Impact Statement (NIS) has been prepared and will be submitted to the Planning Authority with the Planning Application.
-----------------------------------	---------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Granted subject to conditions.

- **24-60348**

Shannon Airport Authority DAC	Shannon Airport Shannon Co. Clare	for development which will consist of the demolition of existing single storey administration offices, consolidation/protection works to the western end of the shared services building, the removal and upgrade of the facade to the eastern end of the main terminal building over 2 no. stories, the reconfiguration of the existing Airside personnel and passenger entrance/egress locations, new security fencing, hard and soft landscaping, with the provision of wayfinding and branding signage, including all associated site works. Demolition works will be carried out within the curtilage of a Protected Structure (RPS No.: 328)
-------------------------------	-----------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Granted subject to conditions.

- **22-317**

Shannon Airport DAC

to RETAIN a 99m² single storey extension to the airport fire station fire tender bays. PERMISSION for development consists of the further construction of a 128m² single storey extension to the airport fire tender bays
Permission was granted subject to conditions.

- **19-845**

Tetra Ireland communications limited

o RETAIN development consisting of: the RETENTION of 3no. 3.1m high radio aerials attached on existing support poles on the roof top (these extend to a total height of 22.7m AGL) for use by the Emergency Services (Garda, Ambulance, Fire Brigade) together with 1no. GPS timing antenna and associated equipment, for the National Digital Radio Service
permission was granted with conditions.

- **15-450**

Shannon Airport Authority

or the refurbishment and localised reconfiguration of the existing Arrivals/Immigration Hall, Transit Lounge and Block A, Departure Gates areas within the Shannon Airport Terminal Building. All works are to take place 'Airside' (past security checks) and comprise of the following : 1) Arrivals/Immigration Hall: The relocation of the existing 'European Arrivals Door', localised replacement of the existing cladding and curtain walling facade at ground and first floor levels and associated reconfiguration and refurbishment of the internal office and arrivals, immigration and baggage hall areas; 2) Transit Lounge: The reconfiguration and refurbishment of the existing internal public areas resulting in the generation of 46m² of new airside retail space; 3) Block 'A' Departure gates 1-5: The localised replacement of the existing cladding and curtain walling facade at ground and first floor levels as well as the refurbishment of the internal public waiting and toilet areas, including all ancillary site and service works
Permission was granted with conditions.

- **18-514**

Shannon Airport Authority

for alterations and refurbishment works which were carried out to the New Terminal Building.
Permission was granted with conditions.

- **17-910**

For proposed alterations and refurbishment works to the New Terminal Building at Shannon Airport. The development, within a Strategic Development Zone, will consist of upgrade works to the existing arrivals Hall at Shannon Airport including alterations to the existing southern and eastern elevations and provision of additional floor area of 42.5m² to facilitate new Café and 16m² for ancillary accommodation
Permission was granted with conditions.

- **20-886**

Shannon Airport Authority DAC

the development consists of the erection of a 68m linear, glazed, and covered passenger walkway from departure gates area 1-5 to aircraft parking stand 26B
Permission was granted with conditions.

- **22-96**

Shannon Commercial Properties

for development at Rineanna South, Shannon Airport, Co Clare. The development consists of the construction of a single storey high-bay Air Cargo Hub and logistics/distribution facility (2705m²) with ancillary single storey office area (335 m²). The works include a new site access and the provision of 42 no carparking spaces which include accessible spaces, secure bicycle parking spaces, louvred plant/refuse store, photovoltaic array, building signage and a single storey substation. The construction of new hard surfaced ancillary delivery/service yard with vehicular and HGV parking all ancillary landscaping and associated site works and services including the decommission of adjacent septic tank and installation of a new pumping station to facilitate connection to existing airport infrastructure. The planning Application is accompanied by a Natura Impact Statement

Permission was granted with conditions.

- **22-155**

Shannon Airport Authority DAC

for an Electric Vehicle (EV) charging hub. The development will consist of EV charging facilities for public and staff use, an ESB Substation, a pedestrian crossing, signage, and all associated site works

Permission was granted with conditions.

- **23-60191**

University of Galway

for development at both the Shannon College of Hotel Management Trust Building and the Shannon College of Hotel Management Food & Beverage buildings, located at Shannon Airport, Rineanna South, Shannon, Co. Clare, which will consist of the following: 1. Removal of all current signage on the exterior of both buildings. 2. Erection of 1 no. signage (5.89m x 2.745m) on the southeast elevation of the Shannon College of Hotel Management Food and Beverage Building. 3. Erection of 1 no. signage (14.505m x 1.86m) on the northeast elevation of the Shannon College of Hotel Management Trust Building. 4. Erection of 1 no signage (5.925m x 2.87m) on the southeast elevation of the Shannon College of Hotel Management Trust Building.

Permission was granted with conditions.

Background to Referral

This Referral under Section 5(3)(a) of the Planning and Development Act 2000 (as amended) has been made Shannon Airport Authority DAC.

"Is an increase of electrical infrastructure airside at Shannon Airport Development, and if so, is it deemed to be exempt development? "

The applicant is seeking a Section 5 Declaration to determine if the following constitute works are if so, are these works exempted development or not.

Statutory Provisions Considered

(1) Planning and Development Act, 2000 (as amended)

To assess this proposal, regard must be had to the *Planning and Development Act 2000, as amended*.

S.3.(1) In this Act, "development" means, except where the context otherwise requires, **the carrying out of any works on, in, over or under land** or the making of any material change in the use of any structures or other land.

'Works' are defined in Section 2 of the *Planning and Development Act 2000, as amended* as follows:

"works" includes any act or operation of construction, excavation, demolition, extension, alteration, repair, or renewal and, in relation to a protected structure or proposed protected structure, includes any act or operation involving the application or removal of plaster, paint, wallpaper, tiles or other material to or from the surfaces of the interior or exterior of a structure.

Having regard to the nature of the proposed works, this is 'Development' and to be 'Works' as defined by the Planning and Development Act 2000 (as amended).

Consideration has also been given to the forms of exempted development as are set out under Section 4 'Exempted Development' of the Planning and Development Act 2000 (as amended) as follows;

“Exempted development.

4.—(1) The following shall be exempted developments for the purposes of this Act—.....

*(g) development consisting of the carrying out by any local authority or **statutory undertaker** of any works for the purpose of inspecting, **repairing, renewing, altering** or removing any sewers, mains, pipes, **cables, overhead wires, or other apparatus**, including the excavation of any street or other land for that purpose;*

I have considered the stated development in terms of the above provision for exempted development, this matter is considered in more detail later in this report.

(2) Planning & Development Regulations, 2001, as amended

(1) Class of Exempted development:

The following class of exempted development has been considered: **Schedule 2, Part 1, Class 32 of the Planning, and Development Regulations 2001** (as amended) provides for the following exempted development;

Exempted development	Conditions and Limitations
CLASS 32 The carrying out by any person to whom an aerodrome licence within the meaning of the Irish Aviation Authority (Aerodromes and Visual Ground Aids)	

<p>Order, 1998 (No. 487 of 1998) has been granted, of development consisting of—</p> <p>(a) the construction or erection of an extension of an airport operational building within an airport,</p> <p>(b) the construction, extension, alteration or removal of aprons, taxiways or airside roads used for the movement of aircraft and the distribution of vehicles and equipment on the airside, within an airport,</p> <p>(c) the construction, erection or alteration of visual navigation aids on the ground including taxiing guidance, signage, inset and elevated airfield lighting or apparatus necessary for the safe navigation of aircraft, within an airport,</p> <p>(d) the construction, erection or alteration of security fencing and gates, security cameras and other measures connected with the security of airport infrastructure, within an airport, or</p> <p>(e) the erection or alteration of directional locational or warning</p>	<ol style="list-style-type: none"> 1. Where the building has not been extended previously, the floor area of any such extension shall not exceed 500 square metres or 15% of the existing floor area, whichever is the lesser. 2. Where the building has been extended previously, the floor area of any such extension, taken together with the floor area of any previous extension or extensions, shall not exceed 15% of the original floor area or 500 square metres, whichever is the lesser. 3. The planning authority for the area shall be notified in writing not less than 4 weeks before such development takes place.
---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

signs on the ground, within an airport.	
(d) the construction, erection or alteration of temporary awnings, marquees, portable cabins or covered pedestrian or set down areas connected with the management of airport passenger movement in a State airport (within the meaning of Part 2 of the State Airports Act 2004 (No. 32 of 2004) for purposes connected with the prevention of transmission of Covid-19 (within the meaning of the Health (Preservation and Protection and other Emergency Measures in the Public Interest) Act 2020 (No. 1 of 2020)).	

I have reviewed all of the forms of exempted development as apply under the Planning and Development Regulations and in particular under Schedule 2, Part 1, Class 32 of the Planning, and Development Regulations 2001.

It is my view that there is no form or class of exempted development under which the proposed development could be considered to be exempted development

Environmental Impact Assessment

In assessing this application I have had regard to the provisions of EU Directive 2014/52/EU (which amends EU Directive 2011/92/EU), and which has been transposed into Irish legislation by the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (SI No. 296 of 2018). The subject development does not fall within the mandatory requirements for EIA as set out in Schedule 7 of the Planning and Development Regulations 2001, as amended. I therefore consider that the proposal constitutes a sub-threshold development and note the requirements of Article 103 (1)(a) and (b) of the Planning and Development Regulations 2001, as amended. As such having regard to the nature and scale of the proposed development and the nature of the receiving environment I consider that there is no real likelihood of significant effects on the environment arising from the proposed development. The need for environmental impact assessment can, therefore, be excluded at preliminary examination and a screening determination is not required.

Appropriate Assessment

I have carried out an AA screening assessment in relation to the proposed development (see attached to report) and have deemed that Appropriate Assessment is not required in this case.

Particulars of the works proposed.

The applicant is seeking a Section 5 Declaration in relation to the following to determine if the following constitute works or if so, are these works exempted development or not. The following are proposed (as stated on the application form submitted):

"Is an increase of electrical infrastructure airside at Shannon Airport Development, and if so, is it deemed to be exempt development? "

In the additional information as submitted, Shannon Airport provides the following details (in summary);

- Shannon airport is committed to the Alternative fuels infrastructure regs. This sets out a number of mandatory national targets for the deployment of alternative fuels infrastructure for Road Vehicles, Vessels and stationary Aircraft.
- It is necessary for Shannon Airport Authority to upgrade the existing electrical infrastructure to ensure sufficient capacity for the electrification of Airport Stands to replace the fossil fuelled mobile ground power units.
- It is deemed best practice to extend the existing infrastructure to include capacity for the electrification of the aircraft stands as shown on the electrical schematic as submitted.
- This infrastructure upgrade will require the construction of a new electrical substation , the location of which is indicated in the details submitted and associated civil works.

The following details are submitted;

- Electrical schematic drawing
- General layout – electrification of aircraft stands
- Satellite view of location of proposed electrical substation
- Accompanying letter requesting the Council to provide support as the competent authority in completing a declaration on the Water Framework Directive.

Considerations

(1) Planning and Development Act 2000 (as amended)

Having regard to the nature of the stated works , the stated works are determined to be 'Development' and to be 'Works' as defined by the Planning and Development Act 2000 (as amended).

Consideration has been given to the form of exempted development as is set out under Section 4 (1) (g) of the Planning Act 2000 (as amended) , as follows;'

4.—(1) The following shall be exempted developments for the purposes of this Act

*(g) development consisting of the carrying out by any local authority or **statutory undertaker** of any works for the purpose of inspecting, repairing, renewing, altering or removing any sewers, mains, pipes, cables, overhead wires, or other apparatus, including the excavation of any street or other land for that purpose;*

Having regard to the above, the works as proposed at Shannon airport and as described in the details as submitted with this Section V referral are considered to be exempted development in accordance with Section 4(1) (g) of the Planning and Development Act 2000 (as amended).

Consideration has also been given to Section 2. 'Interpretation' of the Planning Act , where a Statutory Undertaker is defined as ;

"statutory undertaker" means a person, for the time being, authorised by or under any enactment or instrument under an enactment to—

*(a) construct or operate a railway, canal, inland navigation, dock, harbour or **airport**,*

(b) provide, or carry out works for the provision of, gas, electricity or telecommunications services, or

(c) provide services connected with, or carry out works for the purposes of the carrying on of the activities of, any public undertaking;

The Shannon Airport Authority is considered to be a Statutory Under Taker in accordance with the above definition and the works as proposed are considered to fall within the class of exempted works as are set out in Class 4 (1) (g) of the Planning Act 2000 (as amended).

(2) Planning and Development Regulations 2001 (as amended)

Consideration has been given to Schedule 2, Part 1, Class 32 of the Planning, and Development Regulations 2001 (as amended) . I have found that there is no form of class or exempted development provision under which the stated development can be considered to be exempted development.

The restrictions on exempted development as set out under Article 9 of the planning and development regulations do not apply in this case as the stated works fall within the exempted development provisions set out under section 4 (g) of the Planning Act and is not exempted development in accordance with Article 10 of the Planning Regulations.

Conclusion

Having regard to the above, I consider that stated works, being;

"Is an increase of electrical infrastructure airside at Shannon Airport Development, and if so, is it deemed to be exempt development? "

Constitutes development in accordance with the Planning and Development Act 2000 (as amended) and constitutes exempted development in accordance with Section 4(1) (g) of the Planning and Development Act 2000 (as amended).

Recommendation

The following question has been referred to the Planning Authority:

"Is an increase of electrical infrastructure airside at Shannon Airport Development, and if so, is it deemed to be exempt development?"

The Planning Authority in considering this referral had regard to:

- (a) Sections 2, 3, 4 and 5 of the Planning and Development Act, 2000, as amended,
- (b) The description of 'Statutory Undertaker' as per Section 2 of the Planning and Development Act 2000 as amended.
- (c) The works as indicated in submitted documents from the referrer and received by the Planning Authority on 02/05/25

And whereas Clare County Council (Planning Authority) has concluded:

The proposed increase of electrical infrastructure airside at Shannon Airport, as per details received by the Planning Authority on 02/05/25 is development and is exempted development in accordance with Section 4(g) of the Planning and Development Act 2000 (as amended)

A McCarthy
Annemarie McCarthy
Executive Planner
Date: 16/05/25

16/05/25
exec planner
Garreth Ruane
Garreth Ruane
Senior Executive Planner
Date 16/05/25

Appropriate Assessment & Determination

STEP 1. Description of the project/proposal and local site characteristics:	
(a) File Reference No:	R24-34 Shannon Airport Authority DAC
(b) Brief description of the project or plan:	"Is an increase of electrical infrastructure airside at Shannon Airport Development, and if so, is it deemed to be exempt development? "
(c) Brief description of site characteristics:	The locations of the proposed works are all within the grounds of Shannon airport and are close or adjacent to the existing run ways.
(d) Relevant prescribed bodies consulted: e.g. DHLGH (NPWS), EPA, OPW	None
(e) Response to consultation:	None.

STEP 2. Identification of relevant Natura 2000 sites using Source-Pathway-Receptor model and compilation of information on Qualifying Interests and conservation objectives.				
European Site (code)	List of Qualifying Interest/Special Conservation Interest ¹	Distance from proposed development ² (km)	Connections (Source-Pathway-Receptor)	Considered further in screening Y/N
Lower river Shannon Sac 002165	Code Qualifying Habitats 1150 Coastal Lagoons* (* denotes priority habitat) 6410 Molinia Meadows on Chalk and Clay (Eu-Molinion) 1130 Estuaries 1140 Mudflats and Sandflats not	.12k	No	No

	covered by water at low tide 1330 Atlantic Salt Meadows (Glaucopuccinellietalia) 1410 Mediterranean Salt Meadows (Juncetalia maritima) 1310 Salicornia and other annuals colonizing mud and sand 1110 Sandbanks which are slightly covered by seawater at all times 1220 Perennial vegetation of stony banks 1230 Vegetated seacliffs of the Atlantic and Baltic coasts 1170 Reefs 1160 Large Shallow inlets and bays 3260 Water courses of plain to montane levels with the Ranunculon fluitantis and Callitricho Batrachion 91E0 Alluvial forests with Alnus glutinosa and Fraxinus excelsior AlnoPadion, Alnion incanae, Salicion albae) *			
River Shannon and river Fergus estuaries SAC	Code Species Name (Common Name) Status A017 Cormorant	1km	No	No

site code 004077	(Phalacrocorax carbo) Breeding + Wintering A046 Light-bellied Brent Goose (Branta bernicla hrota) Wintering A048 Shelduck (Tadorna tadorna) Wintering A050 Wigeon (Anas Penelope) Wintering A052 Teal (Anas crecca) Wintering A054 Pintail (Anas acuta) Wintering A056 Shoveler (Anas clypeata) Wintering A062 Scaup (Aythya marila) Wintering A137 Ringer Plover (Charadrius hiaticula) Wintering A140 Golden Plover (Pluvialis apricaria) Wintering A141 Grey Plover (Pluvialis squatarola) Wintering A142 Lapwing (Vanellus vanellus) Wintering A143 Knot (Calidris canutus) Wintering A149 Dunlin (Calidris alpina) Wintering A156 Black-tailed Godwit (Limosa limosa) Wintering A157 Bar-tailed Godwit (Limosa			
---------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--	--	--

	lapponica) Wintering A160 Curlew (Numenius arquata) Wintering A162 Redshank (Tringa totanus) Wintering A164 Greenshank (Tringa nebularia) Wintering A179 Black-headed Gull (Chroicocephalus ridibundus) Wintering A999 Wetlands and Water Birds Table 10: River Shannon and River Fergus Estuaries SPA Special Conservation Interest			
Lough Gash Turlough SAC 000051	Turloughs [3180] Rivers with muddy banks with Chenopodion rubri p.p. and Bidenton p.p. vegetation [3270]	7.28k	No	No
Sac of Curraghchase Woods site code 000174	Alluvial forests with Alnus glutinosa and Fraxinus excelsior (Alno-Padion, Alnion incanae, Salicion albae) [91E0] Taxus baccata woods of the British Isles [91J0]	8.8k	No	No

	<p>Vertigo moulinsiana (Desmoulin's Whorl Snail) [1016]</p> <p>Rhinolophus hipposideros (Lesser Horseshoe Bat) [1303]</p>			
SAC Askeaton fen Complex	<p>Calcareous fens with Cladium mariscus and species of the Caricion davallianae [7210]</p> <p>Alkaline fens [7230]</p>	6.5	No	No

¹ Short paraphrasing and/or cross reference to NPWS is acceptable – it is not necessary to reproduce the full text on the QI/SCI.

² If the site or part thereof is within the European site or adjacent to the European site, state here.

STEP 3. Assessment of Likely Significant Effects	
(a) Identify all potential direct and indirect impacts that may have an effect on the conservation objectives of a European site, taking into account the size and scale of the project under the following headings:	
Impacts:	Possible Significance of Impacts: (duration/magnitude etc.)
Construction phase e.g. <ul style="list-style-type: none"> • Vegetation clearance • Demolition • Surface water runoff from soil excavation/infill/landscaping (including borrow pits) • Dust, noise, vibration • Lighting disturbance • Impact on groundwater/dewatering • Storage of excavated/construction materials • Access to site • Pests 	No impacts envisaged all works are within the already developed lands at Shannon Airport, there will be no impact on habitats or vegetation and no impacts to water courses.
Operational phase e.g. <ul style="list-style-type: none"> • Direct emission to air and water • Surface water runoff containing contaminant or sediment • Lighting disturbance • Noise/vibration • Changes to water/groundwater due to drainage or abstraction • Presence of people, vehicles, and activities • Physical presence of structures (e.g. collision risks) • Potential for accidents or incidents 	No impacts envisaged all works are within the already developed lands at Shannon Airport, there will be no impact on habitats or vegetation and no impacts to water courses.
In-combination/Other	None

(b) Describe any likely changes to the European site:	
Examples of the type of changes to give consideration to include: <ul style="list-style-type: none"> • Reduction or fragmentation of habitat area • Disturbance to QI species 	None

- Habitat or species fragmentation
- Reduction or fragmentation in species density
- Changes in key indicators of conservation status value (water or air quality etc.)
- Changes to areas of sensitivity or threats to QI
- Interference with the key relationships that define the structure or ecological function of the site

(c) Are '*mitigation*' measures necessary to reach a conclusion that likely significant effects can be ruled out at screening?

☐ Yes ☐ No

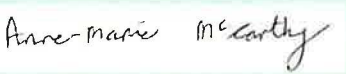

No

Step 4. Screening Determination Statement

The assessment of significance of effects:

Describe how the proposed development (alone or in-combination) is/is **not likely** to have **significant** effects on European site(s) in view of its conservation objectives.

No Impacts likely

	Tick as Appropriate:	Recommendation:
It is clear that there is no likelihood of significant effects on European site.		The proposal can be screened out. AA is not required.
Signature and Date of Recommending Officer:	 16/05/25	
Signature and Date of the Decision Maker:	 16/05/25	



COMHAIRLE | CLARE
CONTAE AN CHLÁIR | COUNTY COUNCIL

Shannon Airport Authority DAC
C/o Paul Hennessy, Safety Compliance & Environment Manager
Shannon Airport, Shannon
Co. Clare
V14 EE06

02/05/2025

Section 5 referral Reference R25-34 – Shannon Airport Authority DAC

Is an increase of electrical infrastructure airside at Shannon Airport development and if so, is it exempted development?

A Chara,

I refer to your application received on 2nd May 2025 under Section 5 of the Planning & Development Act 2000 (as amended) in relation to the above.

Please note that the Planning Authority is considering the matter and a reply will issue to you in due course.

Mise, le meas

Brian Fahy
Planning Department
Economic Development Directorate

An Roinn Pleanála
An Stiúirthóireacht Forbairt Gheilleagrach

Áras Contae an Chláir, Bóthar Nua, Inis, Co. an Chláir, V95 DXP2

Planning Department
Economic Development Directorate

Áras Contae an Chláir, New Road, Ennis, Co. Clare, V95 DXP2



Clare County Council
Aras Contae an Chlair
New Road
Ennis
Co Clare

02/05/2025 10:33:11

Receipt No. L1CASH/0/378501
***** REPRINT *****

SHANNON AIRPORT AUTHORITY DAC
C/O PAUL HENNESSY
SAFETY COMPLIANCE & ENVIRONEMENTA
MANAGER
SHANNON AIRPORT
SHANNON
R25-34

SECTION 5 REFERENCES 80.00
GOODS 80.00
VAT Exempt/non-vatable

Total : 80.00 EUR

Tendered :
CREDIT CARDS 80.00

Change : 0.00

Issued By : L1CASH - Rachael Barrett
From : MAIN CASH OFFICE LODGEMENT AF
Vat reg No.0033043E

P07

**CLARE COUNTY COUNCIL
COMHAIRLE CONTAE AN CHLÁIR**

Planning Department,
Economic Development Directorate,
Clare County Council,
New Road, Ennis,
Co. Clare.
V95DXP2

Telephone No. (065) 6821616
Fax No. (065) 6892071
Email: planoff@clarecoco.ie
Website: www.clarecoco.ie



Comhairle Contae an Chláir
Clare County Council

R25-34

**REQUEST FOR A DECLARATION ON DEVELOPMENT AND EXEMPTED DEVELOPMENT
(Section 5 of the Planning & Development Act 2000 (as amended))**

FEE: €80

This following form is a non-statutory form which has been prepared by Clare County Council for the purpose of obtaining the necessary information required for a declaration to be made under Section 5 by the Planning Authority

1. CORRESPONDENCE DETAILS.	
(a) Name and Address of person seeking the declaration	SHANNON AIRPORT AUTHORITY DAC SHANNON AIRPORT SHANNON CO. CLARE V14 EEOG
(b) Telephone No.:	
(c) Email Address:	
(d) Agent's Name and address:	PAUL HENNESSY SAFETY COMPLIANCE & ENVIRONMENT MGR. C/O SHANNON AIRPORT

**CLARE
COUNTY COUNCIL**

02 MAY 2025

**Received
Planning Section**

2. DETAILS REGARDING DECLARATION BEING SOUGHT

- (a) PLEASE STATE THE SPECIFIC QUESTION FOR WHICH A DECLARATION IS SOUGHT
Note: only works listed and described under this section will be assessed.

Sample Question: Is the construction of a shed at 1 Main St., Ennis development and if so is it exempted development?

IS AN INCREASE OF ELECTRICAL INFRASTRUCTURE AIRSIDE AT SHANNON AIRPORT DEVELOPMENT AND IF SO IS IT DEEMED TO BE EXEMPTED DEVELOPMENT ?

- (b) Provide a full description of the question/matter/subject which arises wherein a declaration of the question is sought.

SHANNON AIRPORT IS COMMITTED TO THE ALTERNATIVE FUELS INFRASTRUCTURE REG (REG(EU) 2023/1804). THIS SETS OUT A NO. OF MANDATORY NATIONAL TARGETS FOR THE DEPLOYMENT OF ALTERNATIVE FUELS INFRASTRUCTURE IN THE EU FOR ROAD VEHICLES, VESSELS AND STATIONARY AIRCRAFT.

IN ORDER TO COMPLY WITH THIS DIRECTIVE IT IS NECESSARY FOR SAA TO UPGRADE THE EXISTING ELECTRICAL INFRASTRUCTURE TO ENSURE SUFFICIENT CAPACITY FOR THE ELECTRIFICATION OF AIRCRAFT STANDS TO REPLACE THE FOSSIL FUELLED MOBILE GROUND POWER UNITS.

RPS CONSULTANTS WERE CONTRACTED TO REVIEW THE EXISTING ELECTRICAL INFRASTRUCTURE AND RECOMMENDED THAT RATHER THAN INSTALLING A NEW ELECTRICAL SUPPLY, IT WOULD BE BEST PRACTICE TO EXTEND THE EXISTING INFRASTRUCTURE TO INCLUDE CAPACITY FOR THE ELECTRIFICATION OF THE AIRCRAFT STANDS AS SHOWN ON THE ELECTRICAL SCHEMATIC (FIGURE 1)

THIS INFRASTRUCTURE UPGRADE WILL REQUIRE THE CONSTRUCTION OF A NEW ELECTRICAL SUBSTATION, WHOSE PROPOSED LOCATION IS INDICATED ON DRAWING (FIGURE 2) AND ASSOCIATED CIVIL WORKS.

- (c) List of plans, drawings etc. submitted with this request for a declaration:
(Note: Please provide a site location map to a scale of not less than 1:2500 based on Ordnance Survey map for the areas, to identify the lands in question)

- FIG 1 ELECTRICAL SCHEMATIC DRAWING
- FIG 2 GENERAL LAYOUT - ELECTRIFICATION OF AIRCRAFT STANDS
- SATELITE IMAGE / VIEW OF LOCATION OF PROPOSED ELECTRICAL SUBSTATION

(LOCATION 52° 41' 27" N ; 8° 54' 41" W)

- ACCOMPANYING LETTER REQUESTING COUNCIL SUPPORT AS THE COMPETENT AUTHORITY IN COMPLETING A DECLARATION ON THE WATER FRAMEWORK DIRECTIVE

3. DETAILS RE: PROPERTY/SITE/BUILDING FOR WHICH DECLARATION IS SOUGHT

(a) Postal Address of the Property/Site/Building for which the declaration sought:	SHANNON AIRPORT AUTHORITY DAC SHANNON AIRPORT SHANNON CO. CLARE V14 EEOG
(b) Do the works in question affect a Protected Structure or are within the curtilage of a Protected Structure? If yes, has a Declaration under Section 57 of the Planning & Development Act 2000 (as amended) been requested or issued for the property by the Planning Authority?	NO
(c) Legal interest in the land or structure in question of the person requesting the declaration (Give Details):	EMPLOYEE OF OWNER
(d) If the person in (c) above is not the owner and/or occupier, state the name and address of the owner of the property in question: <i>Note: Observations in relation to a referral may be requested from the owner/occupier where appropriate.</i>	SHANNON AIRPORT AUTHORITY DAC SHANNON AIRPORT SHANNON CO. CLARE V14 EEOG
(e) Is the owner aware of the current request for a Declaration under Section 5 of the Planning & Development Act 2000 (as amended)?:	YES
(f) Are you aware of any enforcement proceedings connected to this site? If so please supply details:	NO
(g) Were there previous planning application/s on this site? If so please supply details:	YES. LISTED UNDER SHANNON AIRPORT AUTHORITY DAC OR SHANNON AIRPORT GROUP UNDER THE ePLAN PORTAL
(h) Date on which 'works' in question were completed/are likely to take place:	LATE 2025 / 2026

SIGNED:



DATE:

02/05/25

GUIDANCE NOTES

This following are non-statutory advice notes prepared by Clare County Council for the purpose of advising people what information is required for a decision to be made under Section 5 by the Planning Authority

- (i) The request for a declaration under Section 5 must be accompanied by 2 copies of site location map based on the Ordnance Survey map for the area of a scale not less than 1:1000 in urban areas and 1:2500 in rural areas and should clearly identify the site in question.
- (ii) The request for a declaration under Section 5 must be accompanied by the required fee of €80.00.
- (iii) If submitting any additional plans/reports etc. as part of the request for a declaration, please submit 2 copies.
- (iv) The request for a declaration should be sent to the following address:

Planning Department,
Economic Development Directorate,
Clare County Council
Aras Contae an Chlair,
New Road,
Ennis,
Co. Clare
V95DXP2

- (v) Notwithstanding the completion of the above form, the Planning Authority may require the submission of further information with regard to the request in order to enable the Authority to issue a declaration on the question.
- (vi) The Planning Authority may also request other persons to submit information on the question which has arisen and on which the declaration is sought

FOR OFFICE USE ONLY

Date Received:	Fee Paid:
Date Acknowledged:	Reference No.:
Date Declaration made:	CEO No.:
Decision:	

T: +353 (0) 61 712 228
E: info@snnairportgroup.ie

www.snnairportgroup.ie



2nd May 2025

Dear Sir/Madam,

Shannon Airport have submitted a request under Section 5 of the Planning and Development Act 2000 (as amended) in respect of works planned at Shannon Airport.

Background

These works relate to a key project within the decarbonisation strategy for Shannon Airport, the aim of which is to enable ground handling operations transition from fossil fuels to renewable energy. This project will also ensure that Shannon Airport meets the obligations of the Alternative Fuels Infrastructure Regulation (EU) 2023/1084 by providing electrical power to aircraft at all applicable contact and non-contact stands by 2030.

In undertaking this work Shannon Airport are intending on applying for funding support under the EU-Connecting Europe Facility AFIFGEN programme as part of consortium of 11 airports across Europe.

As part of the application the Airport are required to complete an environmental compliance file including a declaration on the Water Framework Directive, attached with this letter.

As Clare County Council are our Competent Authority, we are requesting the Councils support in completing this declaration.

The proposed works

The works relating to this declaration consist of three main work packages:

- WP 1 – Enabling works to upgrade the electrical network including a new substation and approx. 350m of cabling
- WP 2 – Infrastructure to provide electrical connection at Aircraft Stands
- WP 3 – Infrastructure to provide charging facilities for Airport Vehicles

Further details are provided in the accompanying Section 5 request under the Planning and Development Act 2000 (as amended) to Clare County Council dated 2nd May 2025.

Water Framework Directive 2000/60/EC

The location of the development activity is on the airport apron as per drawing submitted with Shannon Airports Section 5 application dated 02/05/25. The operational development will not result in any emissions to water. The apron is a sealed surface, served by existing drainage infrastructure, hence any construction surface water runoff will be managed via the existing drainage system and best construction environmental management practices.

As this project will reduce the use of fuel in ground handling operations it will significantly decrease the risk of any contamination entering water bodies from spillages of fuel etc.

Conclusion

We would be grateful if Clare County Council as our competent authority, would consider our project and complete the declaration attached which is required for our funding submission to the EU-Connecting Europe Facility AFIFGEN programme.

Should you require any further information please do not hesitate to get in contact.

Kind regards,

Sinead Murphy

Head of Sustainability

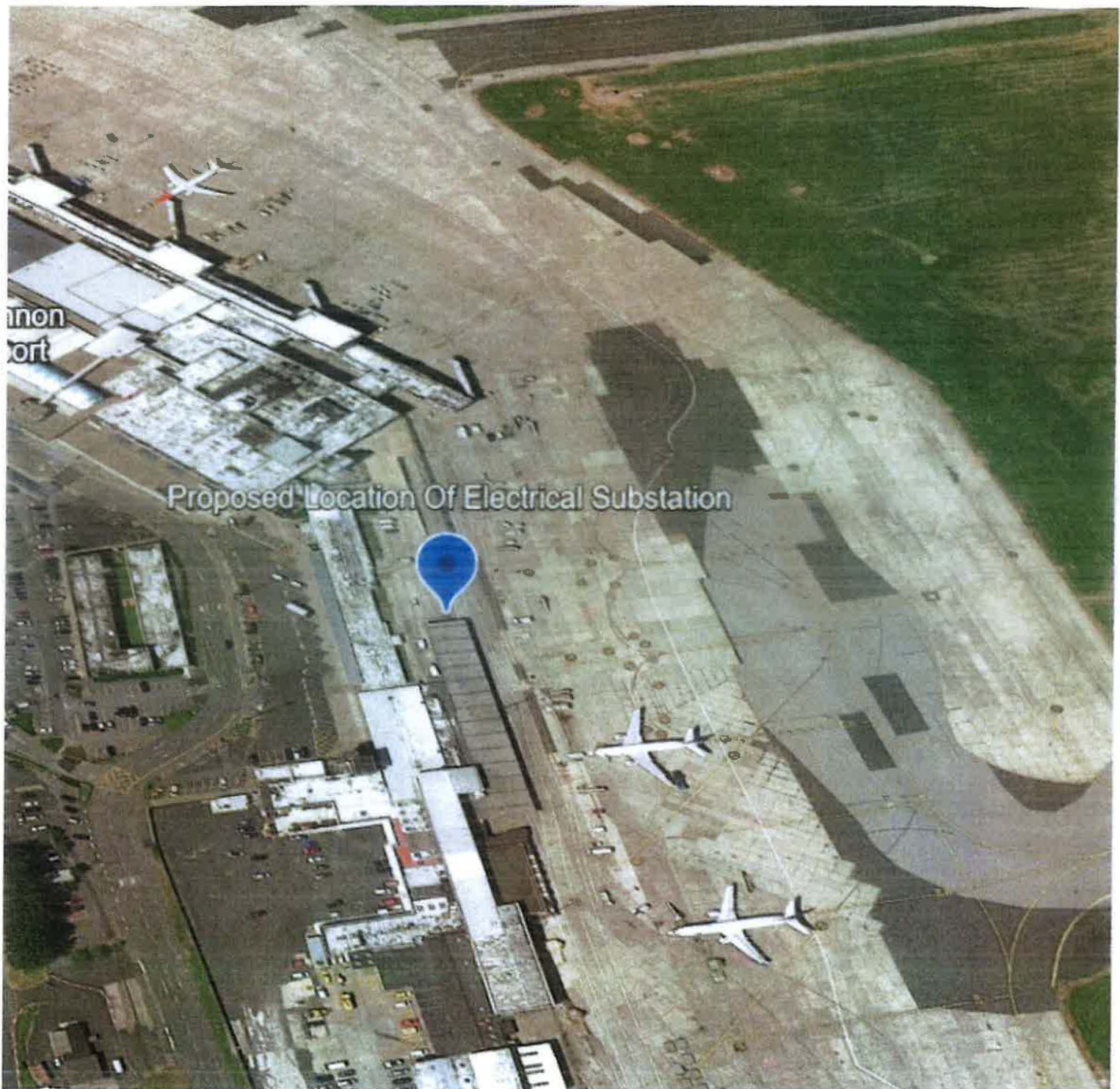
The Shannon Airport Group

0861034425 / murphy.sinead@snnairportgroup.ie

DECLARATION BY THE COMPETENT AUTHORITY UNDER THE WATER FRAMEWORK DIRECTIVE 2000/60/EC

(To be filled in and signed by the competent Member State authority under Article 3(2) of the Water Framework Directive and uploaded as part of the application— merged into one file together with the environmental compliance questionnaire and the other declaration(s).)

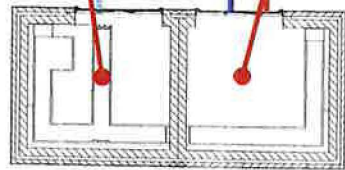
COMPETENT AUTHORITY	
Competent authority:	Clare County Council
Department:	
Contact person:	
Legal address:	Clare County Council, Ennis, Co Clare, Ireland V95 DXP2
Fax/ email address	
COMPLIANCE DECLARATION	
Name of the project:	Accelerating Green Energy iNfrastructure Deployment in European Airports_Part I
Location:	Shannon, Ireland
We hereby declare that:	
A detailed assessment of the potential impact of the project on all potentially affected water bodies has been carried out and it results that <i>(please tick the boxes as appropriate)</i> :	
1) the project will not lead to deterioration of the status of water bodies	<input type="checkbox"/>
2) where the project will lead to deterioration of the status of water bodies, all criteria set out in Article 4(7) of the Water Framework Directive are being complied with	<input type="checkbox"/>
Additional comments <i>(optional)</i>	
SIGNATURE OF THE AUTHORISED PERSON	
Name and function:	
Date of signature:	
Signature and stamp:	



Pin Drop: Location $52^{\circ}41'27''$ N
 $8^{\circ}54'41''$ W

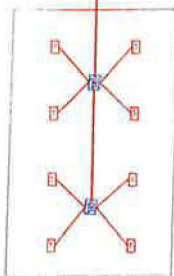
ESB Connection Point
To include MV switching, RMU
and Transformer

LV Distribution Point

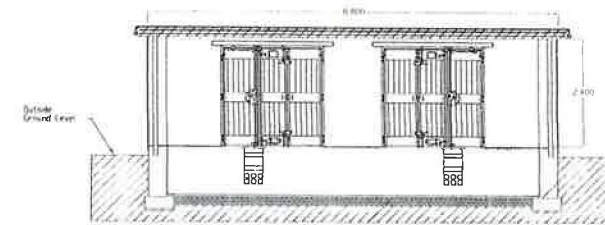


Proposed Electrical Substation

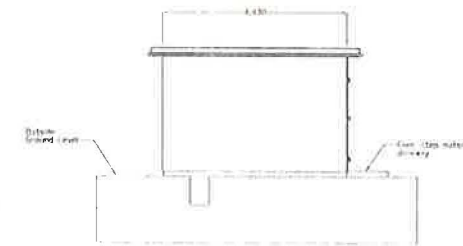
EV Charging Hub
to include
8 No 150 KW Charging Units



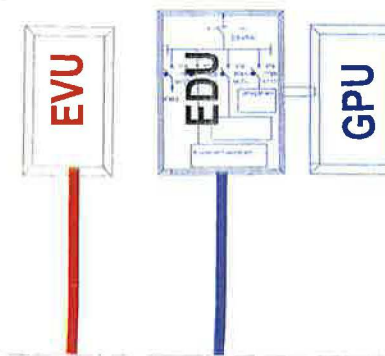
Proposed EV Charging Hub



Proposed EV Charging Hub



**Proposed Aircraft Stand
Charging Unit To include**
(1) Electrical Distribution Unit
(2) Ground Power Unit
(3) EV Charging Unit 22KW



**Proposed Aircraft Stand
Charging Unit**

© Copyright and ownership of this drawing is vested in Shannon Airport, whose prior written consent is required for its reproduction or publication in any form.
No dimensions to be scaled from this drawing.
Dimensions to be checked on site and any discrepancies to be notified to the Architect (Engineer).

Date	Rev	Checked	Description

SHANNON AIRPORT SUPPORT SERVICES DEPT

ELECTRIFICATION OF AIRCRAFT STANDS

FIG 1

DETAIL

Telephone 0961 712000
Fax 0961 712101
Web Portal 1777.177
E-Mail info@shannonairport.ie
Shannon Airport, Co. Clare
Date 10/01/2011



Screening for Appropriate Assessment

May 2025

Aircraft Stand Electrification

Shannon Airport
Co. Clare

Prepared for:



Screening for Appropriate Assessment: Shannon Airport – Electrification of Aircraft Stands

Project Title:	Shannon Airport - Aircraft Stand Electrification		Project Ref:	SHNSC
Document Title:	Screening for Appropriate Assessment		Status:	Issue
Revision:	Issue Date:	Author:	Reviewed by:	Approved by:
V1.0	16.05.2025	DMD	NB	NB

© Copyright Coiscéim Consulting.

This report has been prepared by Coiscéim Consulting for the sole use of our client (the 'Client') and, unless otherwise agreed in writing by Coiscéim Consulting, no other party may use, make use of, or rely on the contents of this report. No liability is accepted by Coiscéim Consulting for any use of this report, other than the purpose for which it was prepared.

The conclusions presented in this report represent Coiscéim Consulting's best professional judgement based on review of site conditions observed during the site visit and the relevant information available at the time of writing. Coiscéim Consulting has used reasonable skill, care, and diligence in compiling this report and no warranty is provided as to the report's accuracy.

Contents

1	Introduction.....	1
1.1	Legislative Context	1
2	Methodology	2
2.1	Statement of Competence.....	2
2.2	Guidance and Approach.....	3
2.3	Appropriate Assessment Process.....	4
2.3.1	Stage 1 – Screening for AA	4
2.3.2	Stage 2 – AA.....	5
2.3.3	Stage 3 – Alternative Solutions	5
2.3.4	Stage 4 - IROPI	5
3	Project Description	5
4	Overview of the Receiving Environment.....	8
4.1	European Sites	8
4.2	Description of the Receiving Environment	13
5	Potential Impacts Identification of European Sites at Risk of Effects	13
5.1	Determination of Zone of Influence	13
5.2	Direct habitat loss	14
5.3	Direct impact on species	14
5.4	Impacts of hydrology / hydrogeology.....	14
5.5	In-combination effects.....	18
5.6	Screening Summary and Conclusion.....	18
6	References.....	21

1 Introduction

This AA Screening report has been prepared by Coiscéim Consulting, for Shannon Airport Group who is applying for a European Communities Grant to assist in the development (Proposed Scheme) of a sustainable electrification solution to the existing aircraft stands, which are currently diesel powered.

This report has been prepared in accordance with the requirements of Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora (the Habitats Directive), and in accordance with the provisions of the Planning and Development Act, 2000 (as amended).

The report assesses the implications of the Proposed Scheme, (on its own, and in combination with other plans or projects), for European Sites (NATURA 2000 sites), in view of the conservation objectives of those sites. It examines the evidence and data to identify and assess the implications of the Proposed Scheme on European sites, in view of the conservation objectives of each of those sites. It considers whether the Proposed Scheme, by itself and in combination with other plans or projects, would adversely affect the integrity of any European sites. In reaching a conclusion, the mitigation measures deemed necessary to avoid or reduce any potential negative impacts, are proposed and explained.

The purpose of this AA Screening is to provide an examination, analysis and evaluation of the potential impacts of the Proposed Scheme on European sites and to present findings and conclusions with respect to the Proposed Scheme in light of the best scientific knowledge in the field. This AA Screening will inform and assist the competent authority in determining whether or not the Proposed Scheme will adversely affect the integrity of any European sites, either alone or in combination with other plans and projects, taking into account their conservation objectives.

The Proposed Scheme is neither connected with nor necessary to the management of any European sites.

1.1 Legislative Context

The Birds and Habitats Directives - Council Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds (the Birds Directive) and Council Directive 92 /43 /EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora (the Habitats Directive) – is a piece of European legislation which requires its member states to establish protected sites as part of a European wide network of sites (the Natura 2000 network) for habitats and species that are of international importance for conservation. These European sites within the Natura 2000 network include Special Areas of Conservation and Special Protection Areas designated under the Habitats Directive and the Birds Directive, respectively. The network includes both terrestrial and Marine Protected Areas.

SACs are designated on the basis of key habitats, listed on Annex I of the Habitats Directive (including priority Annex I habitat types which are in danger of disappearance) and for protected species listed on Annex II. SPAs are selected for bird species (listed on Annex I of the Birds Directive), regularly occurring populations of migratory bird species (such as ducks, geese and waders), and areas of international importance for migratory birds. The specified habitats and species for which each SAC and SPA is selected, correspond to the qualifying interests (in the case of SACs) or special conservation interest species (in the case of SPAs) for the sites, for which conservation objectives are prepared.

Article 6(3) of the Habitats Directive states that:

‘Any plan or project not directly connected with or necessary to the management of the site but likely to have a significant effect thereon, either individually or in combination with other plans or projects, shall be subject to appropriate assessment of its implications for the site in view of the site's conservation objectives. In the light of the conclusions of the assessment of the implications for the site and subject to the provisions of paragraph 4, the competent national authorities shall agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the site concerned and, if appropriate, after having obtained the opinion of the general public.’

This provision is transposed into Irish law by Part XAB of the Planning and Development Acts 2000 as amended. Section 177U(4) of the said Acts provides for screening for Appropriate Assessment as follows:

‘The competent authority shall determine that an appropriate assessment of [...] a Proposed Scheme [...] is required if it cannot be excluded, on the basis of objective information, that the [...] Proposed Scheme, individually or in combination with other plans or projects, will have a significant effect on a European site.’

In this report, consideration also has been given to the evolution in interpretation and application of directives and national legislation arising from recent case-law studies of the European and Irish courts, in respect of Article 6 of the Habitats Directive.

2 Methodology

2.1 Statement of Competence

This report was authored by Daireann McDonnell (BSc., MSc.) and Dr. Niamh Burke of Coiscéim Consulting. The background and experience of the authors and contributors to this report are set out below.

Daireann McDonnell is an experienced ecologist, with over twenty years in ecological and environmental consultancy. He holds a BSc. (Hons) from University College Dublin (Ag. & Env. Management) and a MSc. (Research) in Environmental Assessment from the University of Limerick. Daireann has held Senior, Principal and Director positions in ecological consulting companies in Ireland, and has worked in this field in the UK and Canada. He has provided project lead and direction relating to ecological interests and legislative requirements on a wide range of national infrastructure projects, for clients in the public sector and renewable energies sector.

Dr. Niamh Burke is Principal Ecologist with Coiscéim Ecology. She holds a BSc (Hons) in Natural Sciences with Environmental Science and a PhD in salmonid ecology. She is a Chartered Environmentalist (CEnv) with the Society for the Environment (Soc Env) and a Full Member of the CIEEM (Chartered Institute of Ecology and Environmental Management). Niamh is a senior scientist with academic research and consulting experience in terrestrial ecology, aquatic ecology and fluvial geomorphology. She is an experienced project manager with a full working knowledge of EIA, the planning process and relevant environmental legislation, both national and European. She also holds a post-graduate diploma in Environmental Law and Planning, from the honourable Society of Kings Inns.

With a specialism in aquatic habitats, she also has experience of terrestrial species' surveys and mitigation approaches. In her extensive consultancy roles, she has acted as reviewer for all ecological reporting, ensuring consistency of standards and approach.

2.2 Guidance and Approach

This report has been prepared with site-specific information gained from a desktop study and a field site visit – undertaken on the 2nd May 2025. The assessment was compiled having regard to the following documents:

European Commission Guidance:

Assessment of Plans and Projects Significantly Affecting Natura 2000 sites: Methodological Guidance on the Provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC (European Commission, 2001)

Communication from the Commission on the Precautionary Principle (European Commission 2000)

Nature and Biodiversity Cases – Ruling of the European Court of Justice (European Commission 2006)

Article 6 of the Habitats Directive – Rulings of the European Court of Justice (European Commission Final Draft September 2014)

Managing Natura 2000 Sites: The Provisions of Article 6 of the Habitat's Directive 92/43/EEC (European Commission, 2019)

Assessment of Plans and Projects in Relation to Natura 2000 sites: Methodological Guidance on Article 6(3) and (4) of the Habitats Directive 92/43/EEC (European Commission, 2021)

National Guidance:

Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities (Department of Environment, Heritage and Local Government 2010 revision)

Appropriate Assessment under Article 6 of the Habitats Directive: Guidance for Planning Authorities. Circular NPW 1/10 & PSSP 2/10 (NPWS, 2010)

OPR Practice Note PN01. Appropriate Assessment Screening for Development Management (Office of the Planning Regulator, 2021)

The following guidance has been referenced in characterising the habitats and impacts, including determining magnitude and significance of impacts, as relevant in the application to Appropriate Assessment and European sites:

Guidelines for Ecological Impact Assessment in the UK and Ireland (Chartered Institute of Ecology and Environmental Assessment, 2018)

Guidelines on the Information to be contained in Environmental Impact Assessment Reports (EPA, August 2017)

Environmental Guidelines Series for Planning and Construction of National Roads (National Roads Authority, 2005-2009)

The following documents were referenced during the Desk-top study to inform the assessment:

Online data available on European sites and protected habitats/species as held by the National Parks and Wildlife Service (NPWS) from www.npws.ie, including conservation objectives documents

Online data available on protected species as held by the National Biodiversity Data Centre (NBDC) from www.biodiversityireland.ie

Gilbert, Andrew Stanbury & Lesley Lewis (2021) Birds of Conservation Concern in Ireland 4: 2020–2026. Irish Birds 43: 1-22

Information on the surface water network and surface water quality in the area available from www.epa.ie

Information on groundwater resources and groundwater quality in the area available from www.epa.ie and www.gsi.ie

Ordnance Survey of Ireland mapping and aerial photography available from www.osi.ie

Information on the location, nature and design of the Proposed Scheme supplied by the applicant's design team

Clare County Development Plan 2023 – 2029 (Clare County Council, 2023)

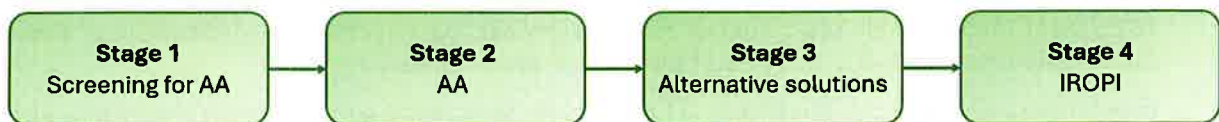
This assessment was carried out using the source-pathway-receptor (SPR) approach, a standard tool in environmental assessment. The SPR concept in ecological impact assessment relates to the idea that for the risk of an impact to occur, a source is needed (e.g. a development site); an environmental receptor is present (a lake); and finally, there must be a pathway between the source and the receptor (a watercourse linking the development site to the lake). Even though there might be a risk of an impact occurring, it does not necessarily mean that it will occur, and in the event that it does occur, it may not have significant effects on the receiving environment. Identification of a risk means that there is a possibility of ecological or environmental damage occurring, with the level and significance of the impact depending upon the nature and exposure to the risk and the characteristics of the receptor.

In this instance, the most relevant receptors are any relevant European sites with connectivity of the Proposed Scheme (OPR, 2021). These were considered during the desktop study stage of this screening assessment in order to assess the potential for significant effects upon their QIs and COs.

2.3 Appropriate Assessment Process

Guidance on the Appropriate Assessment (AA) process was produced by the European Commission in 2002, which was subsequently developed into guidance specifically for Ireland by the Department of Environment, Heritage and Local Government (DEHLG) (2009). These guidance documents identify a staged approach to conducting an AA, as shown in Figure 2.1:

Figure 2.1 The Appropriate Assessment Process



2.3.1 Stage 1 – Screening for AA

The initial, screening stage of the Appropriate Assessment is to determine:

- a. whether the proposed plan or project is directly connected with or necessary for the management of the European designated site for nature conservation
- b. if it is likely to have a significant adverse effect on the European designated site, either individually or in combination with other plans or projects

For those sites where potential adverse impacts are identified, either alone or in combination with other plans or projects, further assessment is necessary to determine if the proposals will have an adverse impact on the integrity of a European designated site, in view of the site's conservation objectives (i.e. the process proceeds to Stage 2).

2.3.2 Stage 2 – AA

This stage requires a more in-depth evaluation of the plan or project, and the potential direct and indirect impacts of them on the integrity and interest features of the European designated site(s), alone and in combination with other plans and projects, taking into account the site's structure, function and conservation objectives. Where required, mitigation or avoidance measures will be suggested.

The competent authority can only agree to the plan or project after having ascertained that it will not adversely affect the integrity of the site(s) concerned. If this cannot be determined, and where mitigation cannot be achieved, then alternative solutions will need to be considered (i.e. the process proceeds to Stage 3).

2.3.3 Stage 3 – Alternative Solutions

Where adverse impacts on the integrity of Natura 2000 sites are identified, and mitigation cannot be satisfactorily implemented, alternative ways of achieving the objectives of the plan or project that avoid adverse impacts need to be considered. If none can be found, the process proceeds to Stage 4.

2.3.4 Stage 4 – IROPI

Where adverse impacts of a plan or project on the integrity of Natura 2000 sites are identified and no alternative solutions exist, the plan will only be allowed to progress if imperative reasons of overriding public interest can be demonstrated. In this case compensatory measures will be required.

The process only proceeds through each of the four stages for certain plans or projects. For example, for a plan or project, not connected with management of a site, but where no likely significant impacts are identified, the process stops at stage 1. Throughout the process, the precautionary principle must be applied, so that any uncertainties do not result in adverse impacts on a site.

3 Project Description

Shannon Airport is committed to the Alternative Fuels Infrastructure Regulation (Regulation (EU) 2023/1804) This regulation sets a number of mandatory national targets for the deployment of alternative fuels infrastructure in the EU, for road vehicles, vessels and stationary aircraft.

In order to comply with this Directive, it is necessary for Shannon Airport to upgrade the existing electrical infrastructure to ensure sufficient capacity for the electrification of aircraft stands to replace the existing fossil fuelled equipment. RPS consultants, after reviewing the existing electrical infrastructure, recommended extending it to include capacity for aircraft stand electrification, identifying this as the best practice approach over installing a new supply. The infrastructure upgrade will require the construction of a new electrical substation, and associated civil works. The location of the Proposed Scheme is shown in Figure 3.1, and a schematic of the proposed layout is shown in Figure 3.2.

The Airport has developed a detailed decarbonisation Roadmap and the electrification of ground handling activities is a key project within the Roadmap. The Roadmap has set out the projects required to achieve at 51% reduction in Greenhouse Gas (GHG) emissions by 2030 and achieve Net Zero by 2050 at the latest. The

intent is to provide infrastructure to facilitate the electrification of ground handling activities at Shannon Airport.

Enabling Infrastructure: it is proposed to install electrical infrastructure to allow for the electrification of the non-contact stands 28, 27, 26A, 26B, 25A, 25B, 24A, 24B on the central apron, stand 23 on the east apron and stand 41 on the west apron. This will require the expansion of the existing Medium Voltage (10KV) network and the construction of an electrical substation on the east apron. The connection to the substation will require the construction of 300 meters of either sub-terrain or overhead ducting (to be decided during the design process) these works will require significant stakeholder engagement and project management to ensure continuity of airport operations during the construction works.

Electrification of Aircraft Stands: intends to provide electrical infrastructure to aircraft stands 28, 27, 26A, 26B, 25A, 25B, 24A, 24B on the central apron and stand 23 on the east apron as shown above. This infrastructure will enable the transition from existing fossil fuelled GPU's to electrically powered units. This project will involve further civil works to provide electrical infrastructure to the aircraft stands. Once this infrastructure is provided, the electrical power GPU's can be directly and permanently connected.

Enabling infrastructure for electrification of Airport Vehicles: Shannon Airport and its stakeholders are transitioning to electrical vehicles, with more than 140 vehicles operating within the airport apron area. As the aerodrome licence holder Shannon Airport has a responsibility to provide electrical infrastructure to ensure this transition. It is proposed that, where possible, vehicle charging points are located at the aircraft stands, which will require either sub-terrain or overhead ducting, to allow greater utilization of the apron space. However, there is a requirement to construct a central charging hub within the east apron area. This will require the construction of a suitable building / infrastructure to facilitate a multiple stakeholder facility.

The utilization of this charging hub will be controlled through a network management system to ensure fair stakeholder use and to minimise the peak power loading of the charging hub.

Shannon Airport supports 30 no. aircraft stands as published by AirNav Einn AD 2.24-2 (Figure 18) and it has 6 no. contact stand with associated electrically powered GPU's located on the west apron (stands 30,32,37,37 and 39). These stands are electrically supplied from the main airport electrical supply. The remaining stands published in AirNav Einn AD 2.24-2 are considered remote stands with no electrical supply.

Figure 3.1 Site location – Shannon Airport, Co. Clare

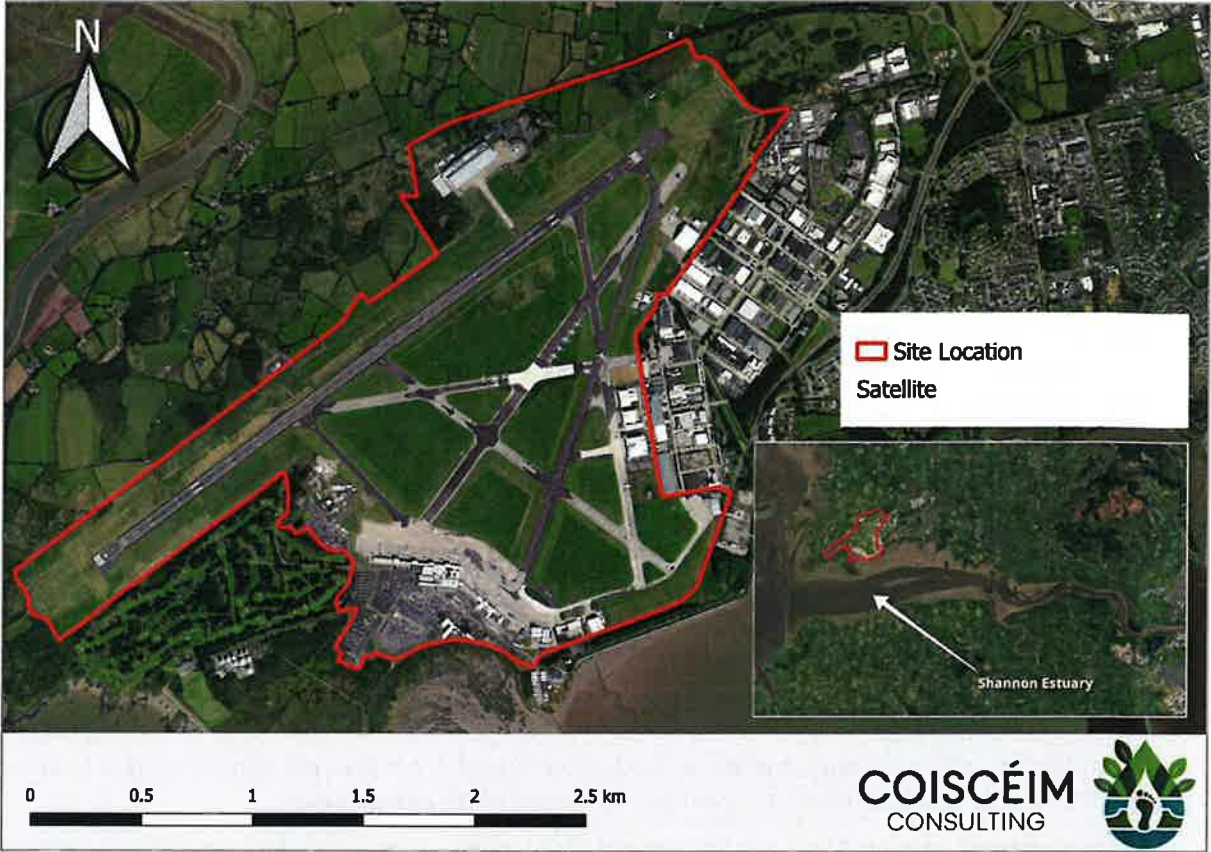
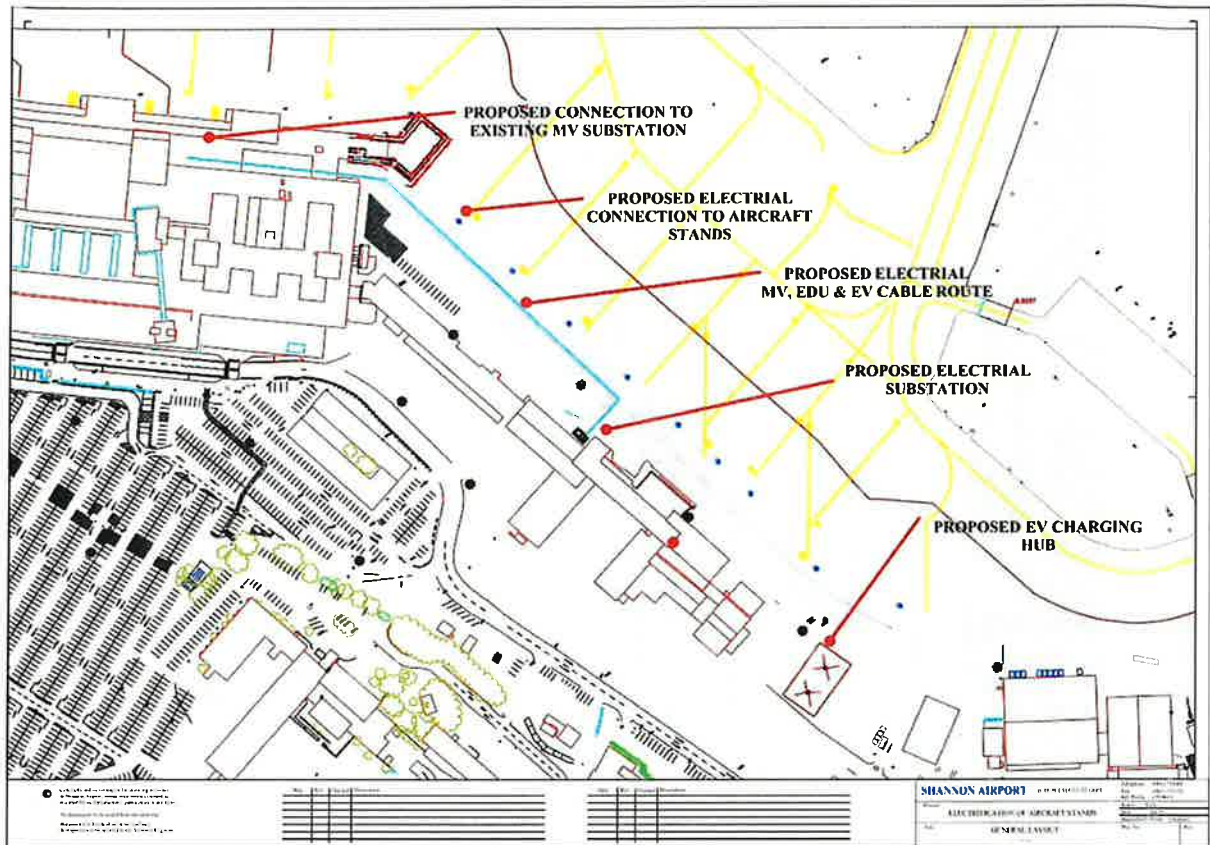


Figure 3.2 Site Layout – Proposed Electrification Layout within Shannon Airport and the Existing Aircraft Stands



4 Overview of the Receiving Environment

4.1 European Sites

All pertinent European Sites are considered. This screening assessment evaluates direct and indirect impacts of the Proposed Project, considering size and scale, land-take, distance, resource requirements, emissions, excavation, transportation, and construction/operation duration. Site synopses and conservation objectives from the NPWS website were reviewed as of the report's preparation. The project is fully contained within the existing built infrastructure and aircraft hardstanding areas within the airport fencing compound and there are no elements of the proposal within any European site. Designated sites are shown in Figure 4.1. These European sites are presented in Table 4.1, and their proximity to the Proposed Scheme.

Screening for Appropriate Assessment: Shannon Airport – Electrification of Aircraft Stands

Table 4.1 European sites in the vicinity of the proposed development site

Site Name and Code	Distance from Operation	Reasons for designation ¹ (*=Priority Annex I Habitat) ² (Sourced from NPWS online Conservation Objectives)
Special Areas of Conservation (SACs) and Special Protection Areas (SPAs)		
Lower River Shannon SAC 002165	0.1 km	<p>Habitats</p> <p>1110 Sandbanks which are slightly covered by sea water all the time</p> <p>1130 Estuaries</p> <p>1140 Mudflats and sandflats not covered by seawater at low tide</p> <p>1150 Coastal lagoons*</p> <p>1160 Large shallow inlets and bays</p> <p>1170 Reefs</p> <p>1220 Perennial vegetation of stony banks</p> <p>1230 Vegetated sea cliffs of the Atlantic and Baltic coasts</p> <p>1310 Salicornia and other annuals colonising mud and sand</p> <p>1330 Atlantic salt meadows (Glauco-Puccinellietalia maritimae)</p> <p>1410 Mediterranean salt meadows (Juncetalia maritimi)</p> <p>3260 Water courses of plain to montane levels with the Ranunculion fluitantis and Callitricho-Batrachion vegetation</p> <p>6410 Molinia meadows on calcareous, peaty or clayey-silt-laden soils (Molinion caeruleae)</p> <p>91E0 Alluvial forests with Alnus glutinosa and Fraxinus excelsior (Alno-Padion, Alnion incanae, Salicion albae)*</p> <p>Species</p> <p>1029 Freshwater Pearl Mussel (<i>Margaritifera margaritifera</i>)</p> <p>1095 Sea Lamprey (<i>Petromyzon marinus</i>)</p> <p>1096 Brook Lamprey (<i>Lampetra planeri</i>)</p> <p>1099 River Lamprey (<i>Lampetra fluviatilis</i>)</p> <p>1106 Salmon (<i>Salmo salar</i>)</p> <p>1349 Common Bottlenose Dolphin (<i>Tursiops truncatus</i>)</p> <p>1355 Otter (<i>Lutra lutra</i>)</p>

¹ Qualifying Interests" for SACs and "Special Conservation Interests" for SPAs based on relevant Statutory Instruments for each SPA, and NPWS Conservation Objectives for SACs downloaded from www.npws.ie in September 2018. Data on NHA/pNHA sites from the site synopsis documents published by the NPWS (where available).

² Priority Annex I habitat types are denoted with an "*" and are habitat types which are in danger of disappearance at a European level – from the definition of "priority natural habitat types" in Article 1(d) of the Habitats Directive

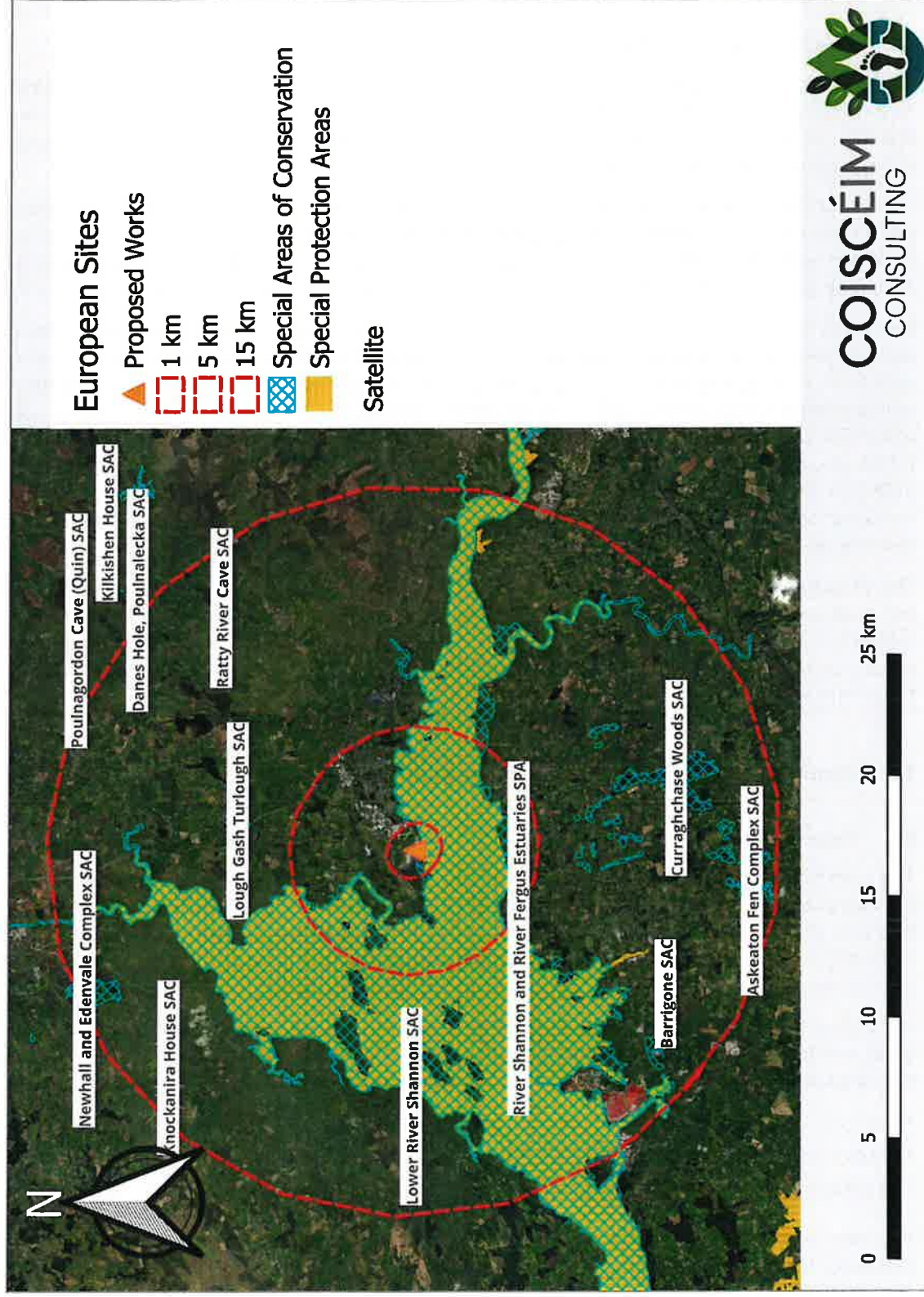
Screening for Appropriate Assessment: Shannon Airport – Electrification of Aircraft Stands

Site Name and Code	Distance from Operation	Reasons for designation ¹ (* = Priority Annex I Habitat) ² (Sourced from NPWS online Conservation Objectives)
Special Areas of Conservation (SACs) and Special Protection Areas (SPAs)		
Askeaton Fen Complex SAC 002279	6.5 km	Habitats 7210 Calcareous fens with <i>Cladium mariscus</i> and species of the <i>Caricion davallianae</i> * 7230 Alkaline fens
Lough Gash Turlough SAC 000051	6.7 km	Habitats 3180 Turloughs* 3270 Rivers with muddy banks with <i>Chenopodium rubri</i> p.p. and <i>Bidentio</i> p.p. vegetation
Curraghchase Woods SAC 000174	8.4 km	Habitats 91E0 Alluvial forests with <i>Alnus glutinosa</i> and <i>Fraxinus excelsior</i> (Alno-Padion, Alnion incanae, <i>Salicion albae</i>)* 91J0 <i>Taxus baccata</i> woods of the British Isles* Species 1016 Desmoulin's Whorl Snail (<i>Vertigo moulinsiana</i>) 1303 Lesser Horseshoe Bat (<i>Rhinolophus hipposideros</i>)
Ratty River Cave SAC 002316	12.3 km	Habitats 8310 Caves not open to the public Species 1303 Lesser Horseshoe Bat (<i>Rhinolophus hipposideros</i>)
Barrigone SAC 000432	12.3 km	Habitats 5130 <i>Juniperus communis</i> formations on heaths or calcareous grasslands 6210 Semi-natural dry grasslands and scrubland facies on calcareous substrates (<i>Festuco-Brometalia</i>) (* important orchid sites) 8240 Limestone pavements* Species 1065 Marsh Fritillary (<i>Euphydryas aurinia</i>)
Newhall and Edenvale Complex SAC 002091	13.3 km	Habitats 8310 Caves not open to the public Species 1303 Lesser Horseshoe Bat (<i>Rhinolophus hipposideros</i>)

Screening for Appropriate Assessment: Shannon Airport – Electrification of Aircraft Stands

Site Name and Code	Distance from Operation	Reasons for designation ¹ (*=Priority Annex I Habitat) ² (Sourced from NPWS online Conservation Objectives)
Special Areas of Conservation (SACs) and Special Protection Areas (SPAs)		
Knockanira House SAC 002318	13.3 km	Species 1303 Lesser Horseshoe Bat (<i>Rhinolophus hipposideros</i>)
Poulnagordon Cave (Quin) SAC 000064	14.0 km	Habitats 8310 Caves not open to the public
River Shannon and River Fergus Estuaries SPA 004077	0.1 km	Species 1303 Lesser Horseshoe Bat (<i>Rhinolophus hipposideros</i>)
		Birds A017 Cormorant (<i>Phalacrocorax carbo</i>) A038 Whooper Swan (<i>Cygnus cygnus</i>) A046 Light-bellied Brent Goose (<i>Branta bernicla hrota</i>) A048 Shelduck (<i>Tadorna tadorna</i>) A050 Wigeon (<i>Anas penelope</i>) A052 Teal (<i>Anas crecca</i>) A054 Pintail (<i>Anas acuta</i>) A056 Shoveler (<i>Anas clypeata</i>) A062 Scaup (<i>Aythya marila</i>) A137 Ringed Plover (<i>Charadrius hiaticula</i>) A140 Golden Plover (<i>Pluvialis apricaria</i>) A141 Grey Plover (<i>Pluvialis squatarola</i>) A142 Lapwing (<i>Vanellus vanellus</i>) A143 Knot (<i>Calidris canutus</i>) A149 Dunlin (<i>Calidris alpina</i>) A156 Black-tailed Godwit (<i>Limosa limosa</i>) A157 Bar-tailed Godwit (<i>Limosa lapponica</i>) A160 Curlew (<i>Numenius arquata</i>) A162 Redshank (<i>Tringa totanus</i>) A164 Greenshank (<i>Tringa nebularia</i>) A179 Black-headed Gull (<i>Chroicocephalus ridibundus</i>)
		Habitats Wetlands

Figure 4.1 European sites in the vicinity of the proposed development site



4.2 Description of the Receiving Environment

Annex habitats such as 1140 Mudflats and sandflats not covered by sea water at low tide, and 1330 Atlantic Salt meadows (*Glauco-Puccinellietalia maritimae*) occur in the wider area within 1km of the existing Shannon Airport complex. Habitat 1170 Reefs is also found interspersed in the intertidal zone along the Shannon estuary, due south of the airport.

The existing buildings and hardstanding of the airport stands and covered overhead infrastructure, within the airport security fenceline, is located approximately 1km from the above habitats (see Figure 4.1). The Proposed Scheme area comprises entirely highly modified habitat - Buildings and artificial structures (BL3). Given the absence of any works at depth, no risk to groundwater and or surface water is predicted.

Dedicated faunal surveys were not completed during the site walkover, as the entirety of the proposed development and all ancillary elements are fully contained within the Shannon Airport complex, located within the existing structures and aircraft hardstanding areas. There was no suitable habitat identified for any protected faunal species, within or potentially affected by the proposed limited works, comprising electrification installations on the aircraft standings. Taking account of the requirements of the Wildlife Act (2000, as amended) and the European Union (Invasive Alien Species) Regulations 2024 (S.I. No. 374 of 2024) the potential for introduction or spread of non-native species was evaluated, with reference to the conservation objectives of European Sites. No works that may facilitate the spread and/or dispersal of invasive species are scheduled to take place for the current proposal.

The Proposed Scheme does not involve any construction or associated works outside of the existing buildings and hardstanding of the operational airport, it is not foreseen that the works will give rise to other impacts on the receiving environment, such as habitat degradation and fragmentation, changes in water quality, pollution, and / or spread of invasive species. The impacts on designated sites will be evaluated for the potential direct and indirect impacts on the qualifying interests of any affected European Site.

5 Potential Impacts Identification of European Sites at Risk of Effects

5.1 Determination of Zone of Influence

The potential zone of influence (Zoi) currently recommended for plans is a distance of 15km from the plan boundary and derives from UK guidance (Scott Wilson et al. 2006). For projects however, the distance could be more or less than 15km and in some cases less than 100m, but guidance advises that this must be evaluated on a case-by-case basis with reference to the nature, size and location of the project, the sensitivities of the ecological receptors, and the potential for in-combination effects.

A standard source-receptor-pathway conceptual model was used to identify 'relevant' European sites (i.e. those which could be potentially affected). For significant effects to arise, there must be a risk enabled by having all three elements of the Source - Pathway – Receptor model.

- Source(s) – e.g. sediment run-off from construction works at proposed project site
- Receptor(s) – e.g. qualifying habitats and/or species of European Sites
- Pathway(s) – e.g. a watercourse connecting proposed project site to a European site

The identification of a pathway does not automatically mean that significant effects will arise. The likelihood for significant effects will depend upon the characteristics of the source (e.g. duration of

construction works), the characteristics of the pathway (e.g. water quality status of watercourse receiving run-off from construction) and the characteristics of the receptor (e.g. the sensitivities of the European site and its qualifying interests).

Having considered the potential ecological impacts through source-receptor-pathway connectivity (e.g. hydrological link) and given the nature of the proposed works, the Zone of Influence for the Proposed Scheme was considered as **1km**, acknowledging the presence of the Lower River Shannon SAC 002165 and River Shannon and River Fergus Estuaries SPA 004077 within this ZOI, and no further pathways to any additional European Sites (see Table 5.1 and 5.2, respectively). This is in the context of the proposed development being fully contained within the Shannon Airport compound security fenceline, and situated entirely within existing built infrastructure and aircraft stands.

5.2 Direct habitat loss

The existing active runway and aircraft hardstanding, as well as the built infrastructure and passenger / traffic access to the aircraft stands, means there is no ecological value identified for the habitats within the development area of the site. There are no potential pathways for direct impacts on habitats associated with the habitats of either the Lower River Shannon SAC or the River Shannon and River Fergus Estuaries SPA.

5.3 Direct impact on species

As above, the existing active runway and aircraft hardstanding, as well as the built infrastructure and passenger / traffic access to the aircraft stands, precludes the potential for Annex II species, or Annex I bird species within the development area of the site. There are no potential pathways for direct impacts on species associated with the Lower River Shannon SAC or the River Shannon and River Fergus Estuaries SPA. It is recognised that there is the potential for SCI bird species to be feeding, foraging, commuting or roosting outside of the SPA site boundary. However, given the location of the proposed works at a distance from any suitable habitat to be used by these species (e.g. grassland sward), and accounting for the situation of the electrification works wholly within the existing functional aircraft standing and built surfaces of the airport, there is no potential connection to species within or outside the SPA boundary. Similarly, the works location is located at a distance of over 300m from any suitable habitat for SPA SCI species, negating the potential for the limited construction works to give rise to direct disturbance impacts via noise or vibration, acknowledging the existence of the operational airport as the baseline environment.

5.4 Impacts of hydrology / hydrogeology

The proposed works comprise the installation of electrical grid, supported by existing overhead grid structures within the Shannon Airport hardstanding and aircraft stand infrastructure. New overhead gangway infrastructure, cabling and a new substation will be required (site layout Figure 3.2). There are no surface water features, and no groundwater present at the surface, or near surface, of the proposed development. All surface water and wastewater generated within the Shannon Airport facility is managed on site and discharged to main sewerage, or via existing licenced discharges from surface water management on site. The Proposed Scheme, comprising electrification of the existing aircraft standings, will not give rise to any increase in discharge capacity, nor will there be the requirement for connection to any surface water or groundwater feature. Thus, no impacts due to hydrological pathways are anticipated for Lower River Shannon SAC or the River Shannon and River Fergus Estuaries SPA, as a result of the proposed works.

Table 5.1 Assessment of Potential Impacts on Qualifying Interests of Lower River Shannon SAC – 002165

Qualifying Interests	Relevant to Proposed Works	Potential for Impacts	Evaluation with Regard to the Conservation Objectives of the SAC
Habitats 1110 Sandbanks which are slightly covered by sea water all the time 1130 Estuaries 1140 Mudflats and sandflats not covered by seawater at low tide 1150 Coastal lagoons* 1160 Large shallow inlets and bays 1170 Reefs 1220 Perennial vegetation of stony banks 1230 Vegetated sea cliffs of the Atlantic and Baltic coasts 1310 Salicornia and other annuals colonising mud and sand 1330 Atlantic salt meadows (Glauco-Puccinellietalia maritimae) 1410 Mediterranean salt meadows (Juncetalia maritimi) 3260 Water courses of plain to montane levels with the Ranunculus fluitantis and Callitriche-Batrachion vegetation 6410 Molinia meadows on calcareous, peaty or clayey-silt-laden soils (Molinion caeruleae) 91E0 Alluvial forests with Alnus glutinosa and Fraxinus excelsior (Alno-Padion, Alnion incanae, Salicion albae)* Species 1029 Freshwater Pearl Mussel (<i>Margaritifera margaritifera</i>) 1095 Sea Lamprey (<i>Petromyzon marinus</i>)	Yes	Nil	<p>The maintenance of habitats and species within Natura 2000 sites at favourable conservation condition will contribute to the overall maintenance of favourable conservation status of those habitats and species at a national level. The site-specific Conservation Objectives for the Qualifying Interests of the SAC are set out in the <i>Conservation Objectives: Lower River Shannon SAC 002165. Version 1.0</i> (NPWS, 2012).</p> <p>Favourable conservation status of a habitat is achieved when:</p> <ul style="list-style-type: none"> its natural range, and area it covers within that range, are stable or increasing, and the specific structure and functions which are necessary for its long-term maintenance exist and are likely to continue to exist for the foreseeable future, and the conservation status of its typical species is favourable. <p>The favourable conservation status of a species is achieved when:</p> <ul style="list-style-type: none"> population dynamics data on the species concerned indicate that it is maintaining itself on a long-term basis as a viable component of its natural habitats, and the natural range of the species is neither being reduced nor is likely to be reduced for the foreseeable future, and there is, and will probably continue to be, a sufficiently large habitat to maintain its populations on a long-term basis. <p>The proposed development has been evaluated with regard to the site-specific objectives for each of the QIs, as identified here. There is no spatial overlap between the project area and the designated site, the proposal is not predicted to cause any impact with regard to the 'maintain' or 'restore' objectives of the SAC. There is no potential for disturbance to the area, range, distribution, habitat extent or availability, foraging or mobility of any of the QI habitats or species by virtue of the small scale and limited duration of the proposed works. The project is not predicted to reduce the range or disrupt the timing or intensity of use of the designated area for any species. Indirect impacts to water quality that could affect habitats or species are not predicted due to the nature of the proposal. The</p>

Qualifying Interests	Relevant to Proposed Works	Potential for Impacts	Evaluation with Regard to the Conservation Objectives of the SAC
1096 Brook Lamprey (<i>Lampetra planeri</i>) 1099 River Lamprey (<i>Lampetra fluviatilis</i>) 1106 Salmon (<i>Salmo salar</i>) 1349 Common Bottlenose Dolphin (<i>Tursiops truncatus</i>) 1355 Otter (<i>Lutra lutra</i>)			proposed works are not predicted to introduce any barrier that might limit the access to foraging or hydrological requirements. Considering the limited scale and duration of the proposed works, it is determined that there will be no significant direct or indirect impact that could adversely influence these Qualifying Interests in view of their Conservation Objectives.

River Shannon and River Fergus Estuaries SPA 004077

Table 5.2 Assessment of Potential Impacts on Qualifying Interests of River Shannon and River Fergus Estuaries SPA – 004077

Qualifying Interests	Relevant to Proposed Works	Potential for Impacts	Evaluation with Regard to the Conservation Objectives of the SPA
Birds A017 Cormorant (<i>Phalacrocorax carbo</i>) A038 Whooper Swan (<i>Cygnus cygnus</i>) A046 Light-bellied Brent Goose (<i>Branta bernicla hrota</i>) A048 Shelduck (<i>Tadorna tadorna</i>) A050 Wigeon (<i>Anas penelope</i>) A052 Teal (<i>Anas crecca</i>) A054 Pintail (<i>Anas acuta</i>) A056 Shoveler (<i>Anas clypeata</i>) A062 Scaup (<i>Aythya marila</i>) A137 Ringed Plover (<i>Charadrius hiaticula</i>) A140 Golden Plover (<i>Pluvialis apricaria</i>) A141 Grey Plover (<i>Pluvialis squatarola</i>) A142 Lapwing (<i>Vanellus vanellus</i>) A143 Knot (<i>Calidris canutus</i>) A149 Dunlin (<i>Calidris alpina</i>)	Yes	Nil	The conservation objective for the majority of SCI species are to restore the favourable conservation condition of these species in the River Shannon and River Fergus Estuaries SPA through consideration for the population trend, and distribution, as describe in the <i>Conservation Objectives: River Shannon and River Fergus Estuaries SPA 004077. Version 1.0</i> (NPWS, 2012). Cormorant have a specific CO to restore the favourable conservation condition of this species in the River Shannon and River Fergus Estuaries SPA through consideration for the number of nesting sites and foraging sites available, as well as the disturbance levels at breeding sites and other areas connected to the colony, and the presence of barriers that might impact the access to foraging waters. The conservation objective relative to wetland habitats is to maintain the favourable conservation condition of Wetland habitats in the River Shannon and River Fergus Estuaries SPA as a resource for the regularly-occurring migratory waterbirds that utilise these areas by ensuring that there is no significant loss of wetland habitats, and no significant impact on the quality or functioning of the wetland habitat within the SPA.

Screening for Appropriate Assessment: Shannon Airport – Electrification of Aircraft Stands

Qualifying Interests	Relevant to Proposed Works	Potential for Impacts	Evaluation with Regard to the Conservation Objectives of the SPA
<p>A156 Black-tailed Godwit (<i>Limosa limosa</i>) A157 Bar-tailed Godwit (<i>Limosa lapponica</i>) A160 Curlew (<i>Numenius arquata</i>) A162 Redshank (<i>Tringa totanus</i>) A164 Greenshank (<i>Tringa nebularia</i>) A179 Black-headed Gull (<i>Chroicocephalus ridibundus</i>)</p> <p>Habitats Wetlands</p>			<p>There is no spatial overlap between the project area and the designated site, the proposal is not predicted to cause any disturbance to breeding populations and foraging colonies by virtue of the small scale and limited duration of the works. The proposed works are not predicted to reduce the range or disrupt the timing or intensity of use of the designated area for any species.</p> <p>Given the location of the proposed works at a distance from any suitable habitat to be used by these species (e.g. grassland sward), and accounting for the situation of the electrification works wholly within the existing functional aircraft standing and built surfaces of the airport, there is no potential connection to species within or outside the SPA boundary. Similarly, the works location is located at a distance of over 300m from any suitable habitat for SPA SCI species, negating the potential for the limited construction works to give rise to direct disturbance impacts via noise or vibration, acknowledging the existence of the operational airport as the baseline environment.</p> <p>Indirect impacts to water quality that could affect these species, and their food availability are not predicted due to the nature and scale of the proposed project. The proposed works are not predicted to introduce any barrier that might limit the access to foraging waters for these species. Considering the limited scale and duration of the proposed works, it is determined that there will be no significant direct or indirect impact that could adversely influence these SCIs in view of their Conservation Objectives.</p>

5.5 In-combination effects

The resources referenced in carrying out the assessment on in-combination effect were as listed below:

- The National Planning Application database (www.myplan.ie - accessed 10th May 2025)
- An Bord Pleanála database (www.pleanala.ie – accessed 10th May 2025)
- EPA Appropriate Assessment Tool Mapping Resource (www.gis.epa.ie/EPAMaps/AAGeoTool - accessed 10th May 2025)
- EIA Portal (www.housinggov.ie/maps.arcgis.com – accessed 10th May 2025)

There are a number of planning applications relating to ongoing development and upgrade within the Shannon Airport complex; none of which are currently live. There are no elements of any consented development which could interact in combination or cumulatively with the current Proposed Scheme.

The proposal is located within the functional area of Clare County Council. Plans and developments within the county must comply with the following policies and objectives of the **Clare County Development Plan (2023 - 2029)** relevant to the protection of European sites and the protection of European sites and of water quality in the County and its coastal areas and waters.

Having regard to the policies and objectives referred to under the relevant development plans, and with regard to the policies and objectives of Shannon Airport as a public authority, it is concluded that the possibility of any other plans or projects acting in combination with the proposed development to give rise to significant effects on any European site in the Zone of Influence (Zol) of the project, is unlikely.

5.6 Screening Summary and Conclusion

Based on a consideration of the likely impacts arising from the proposed works and a review of their significance in terms of the conservation interests and objectives of the European sites screened, no significant impacts have been identified on the European sites as a result of the proposed development. No indirect impact to the aforementioned Natura 2000 sites are predicted, as no significant changes in the chemical or physical composition of the SAC or SPA are likely as a result of the development or operation of the proposed development. No significant impacts to habitats or species upon which any of the qualifying interests of the SAC or SPA rely upon will be impacted upon as a result of the proposed development. As no direct or indirect impacts have been identified, no cumulative or in-combination impacts are therefore possible (Table 5.3).

Table 5.3 AA Screening Conclusion Summary

European Site	Screening Rationale / Conclusion
Lower River Shannon SAC - 002165	<p>A potential source-pathway receptor link was assessed, due to the short distance (0.1km) between the Proposed Scheme and this SAC.</p> <p>No changes to the hydrological conditions of the site may be expected as arising from the operation of the project given the nature of the project. No changes to any habitats and/or species listed as the QIs of this SAC are envisioned given the nature of works. With no likely source of impact, no complete impact source pathway-receptor chain could be identified.</p> <p>Taking account of the nature of the project, fully contained within the existing Shannon Airport complex and sited on existing built infrastructure and aircraft hardstandings, there is no potential for significant effects, in view of the QIs and COs for this European Site.</p>

Screening for Appropriate Assessment: Shannon Airport – Electrification of Aircraft Stands

European Site	Screening Rationale / Conclusion
River Shannon and River Fergus Estuaries SPA -004077	<p>A potential source-pathway receptor link was assessed, due to the short distance (0.1km) between the Proposed Scheme and this SPA.</p> <p>No changes to the hydrological conditions of the site may be expected as arising from the operation of the project given the nature of the project. No changes to any habitats and/or species listed as the SCIs of this SPA are envisioned given the nature of works. With no likely source of impact, no complete impact source pathway-receptor chain could be identified.</p> <p>Taking account of the nature of the project, fully contained within the existing Shannon Airport complex and sited on existing built infrastructure and aircraft hardstandings, there is no potential for significant effects, in view of the SCIs and COs for this European Site.</p>

The proposed electrification of the aircraft stands, and associated installation of electrical infrastructure within the existing Shannon Airport hardstanding and built environment does not have the potential to give rise to direct or indirect affecting the receiving environment and consequently affect the conservation objectives supporting the qualifying interests or special conservation interests of any European sites, with particular reference to the Lower River Shannon SAC and the River Fergus and River Shannon Estuaries SPA.

Therefore, an Appropriate Assessment is not required to further assess the nature of these effects and to propose mitigation to avoid or reduce those effects on the European sites.

As the proposed development is not likely to have effects on the QIs/SCIs or conservation objectives of any European sites, there is also not any potential for other plans or projects to act in combination with it to result in significant effects on any European sites.

The potential impacts of the proposed development on the receiving environment, their Zol, and the European sites at risk of significant effects are summarised in Table 5.4 below. In assessing the potential for the proposed development to result in a significant effect on any European sites, any measures intended to avoid or reduce the harmful effects of the project on European sites are not taken into account.

In view of the best scientific knowledge and on the basis of objective information, it can be excluded that the Proposed project, either individually or in combination with other plans or projects, is likely to have any significant effects on any European site(s) in view of their conservation objectives.

Table 5.4 Summary of Analysis of Likely Significant Effects on European sites

Potential Direct, Indirect, In Combination Effects and the Zol of the Potential Effects	Are there any European sites within the Zol of the proposed development?
Habitat loss	<p>Yes – The Lower River Shannon SAC and the River Shannon and River Fergus Estuaries SPA site boundaries are 0.1km from the Shannon Airport site containing the proposed electrification scheme.</p> <p>Based on the nature of the proposal, for the electrification of the existing aircraft stands, fully located on existing hardstanding within the Shannon Airport facility, there are no pathways identified by which the proposed works could give rises to significant effects on the QIs of the SAC / SCIs of the SPA, with regard to habitat loss.</p>
Habitat degradation as a result of hydrological impacts	<p>Yes – The Lower River Shannon SAC and the River Shannon and River Fergus Estuaries SPA site boundaries are 0.1km from the Shannon Airport site containing the proposed electrification scheme.</p> <p>Based on the nature of the proposal, for the electrification of the existing aircraft stands, fully located on existing hardstanding within the Shannon Airport facility, there are no pathways identified by which the proposed works could give rises to significant effects on the QIs of the SAC / SCIs of the SPA having regard to alteration of hydrological pathways, habitat degradation due to hydrological impacts, barriers to hydrological pathways or access to aquatic / wetland systems.</p>
Disturbance and displacement impacts	<p>Yes – The Lower River Shannon SAC and the River Shannon and River Fergus Estuaries SPA site boundaries are 0.1km from the Shannon Airport site containing the proposed electrification scheme.</p> <p>Based on the nature of the proposal, for the electrification of the existing aircraft stands, fully located on existing hardstanding within the Shannon Airport facility, there are no pathways identified by which the proposed works could give rises to significant effects on the QIs of the SAC / SCIs of the SPA, with regard to disturbance and / or displacement, alteration of range, loss of breeding or foraging habitat, or any other such impacts in view of the conservation objectives for the respective SAC and SPA.</p>

6 References

CIEEM Chartered Institute of Ecology and Environmental Assessment, (2018). *Guidelines for Ecological Impact Assessment in the UK and Ireland.*

Cutts, N., Phelps, A. & Burdon, D. (2009) *Construction and Waterfowl: Defining Sensitivity, Response, Impacts and Guidance.* Institute of Estuarine & Coastal Studies (IECS) The University of Hull

DEHLG (2010) *Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities* (Department of Environment, Heritage and Local Government 2010 revision).

EPA (2017) *Guidelines on the Information to be contained in Environmental Impact Assessment Reports.*

European Commission, (2021) *Assessment of Plans and Projects in Relation to Natura 2000 sites: Methodological Guidance on Article 6(3) and (4) of the Habitats Directive 92/43/EEC*

Irish Water (2023) Annual Environmental Report 2023. Swords D0024-01

Leitrim County Council (2023) Donegal County Development Plan 2023 – 2029

NPWS (2010) Appropriate Assessment under Article 6 of the Habitats Directive: Guidance for Planning Authorities. *Circular NPW 1/10 & PSSP 2/10*

NPWS Standard Data Forms and Conservation Objectives for relevant European Sites:

https://www.npws.ie/sites/default/files/protected-sites/conservation_objectives/CO002165.pdf

https://www.npws.ie/sites/default/files/protected-sites/conservation_objectives/CO000051.pdf

https://www.npws.ie/sites/default/files/protected-sites/conservation_objectives/CO002279.pdf

https://www.npws.ie/sites/default/files/protected-sites/conservation_objectives/CO000174.pdf

https://www.npws.ie/sites/default/files/protected-sites/conservation_objectives/CO002316.pdf

https://www.npws.ie/sites/default/files/protected-sites/conservation_objectives/CO002091.pdf

https://www.npws.ie/sites/default/files/protected-sites/conservation_objectives/CO000432.pdf

https://www.npws.ie/sites/default/files/protected-sites/conservation_objectives/CO002318.pdf

https://www.npws.ie/sites/default/files/protected-sites/conservation_objectives/CO000064.pdf

NRA (2011) *Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes.*

Office of the Planning Regulator (2021) *OPR Practice Note PN01. Appropriate Assessment Screening for Development Management*