

RECORD OF EXECUTIVE BUSINESS AND CHIEF EXECUTIVE'S ORDER

Reg. Ref.: FW17A/0025

Register Reference: FW17A/0025

Date of Registration: 1 March, 2017

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Development: The proposed development consists of the following:

- Construction of a data storage facility building with an overall height of c. 13 metres, containing data halls, associated electrical and AHU Plant Rooms, a loading bay, maintenance and storage space, office administration areas, screened plant and solar panels at roof level, all within a building with a total gross floor area of 20,739 sq.m;
- Emergency generators, emission stacks and a paladin fencing boundary treatment are provided in the adjacent compound;
- A temporary client control building, a transformer bay, a temporary substation, a permanent MV Switchroom building and a permanent MV / Control room building are to be provided for the construction phase;
- The permanent power supply will include the construction of a 220kv Gas Insulated Switchgear (GIS) substation building with a GFA of 1,350 sq.m and construction of 4 no. transformer bays;
- A water sprinkler pump room and storage tank, humidifier tanks and diesel tanks and filling area;
- Modification of the existing entrance and a new access control point to the lands from the existing roundabout on the R121 / Church Road to the west of the application site and a single-storey gate house / security building at this entrance with a GFA of 152 sq.m. A secondary entrance is proposed on the southern boundary, which also provides for construction access;
- Construction of internal road network and circulation areas, footpaths, provision of 46 no. car parking spaces (inclusive of 5 no. visitor parking spaces and 3 no. disabled spaces), 1 no. motorbike parking

CONTRIBUTION

Standard Levy:

€ 1,402,400

Open Space:

Other:

SECURITY:

Bond:

Cash:

Other:

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space and 15 no. cycle parking spaces;

- Landscaping and planting, boundary treatment, lighting, security fencing, bollards and camera poles, and all associated site works including underground foul and storm water drainage network, attenuation areas, and utility cables, on an application site area measuring 26.14 hectares.

An Environmental Impact Statement (EIS) will be submitted to the Planning Authority with the planning application and the EIS will be available for inspection or purchase at a fee not exceeding the reasonable cost of making a copy at the offices of the Planning Authority.

The site is bound to the south by the R121 / Cruiserath Road, to the west by the R121/ Church Road and to the north by undeveloped land and Hollywood Road.

Location: Bounded to the south by the R121/ Cruiserath Road, to the west by R121/ Church Road and to the north, by undeveloped land and Hollywood Road, Dublin 15

Applicant: ADSIL

Application Type: Permission

Zoning: 'HT' – The objective of which is to 'Provide for office, research and development in high technology/ high technology manufacturing type employment in a high quality built and landscaped environment'

Planning Officers Report:

LM/YT

Report of the Planning Officer dated 24/04/2017.

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This is an application for PERMISSION for development at Cruiserath Road, Dublin 15. The site is bound to the south by the R121/ Cruiserath Road to the west by the R121/ Church Road and to the north by undeveloped land and Hollywood Road, Dublin 15. Applicant ADSIL. Proposal as follows:

- Construction of a data storage facility building with an overall height of c. 13 metres, containing data halls, associated electrical and AHU Plant Rooms, a loading bay, maintenance and storage space, office administration areas, screened plant and solar panels at roof level, all within a building with a total gross floor area of 20,739 sq.m;
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- Construction of internal road network and circulation areas, footpaths, provision of 46 no. car parking spaces (inclusive of 5 no. visitor parking spaces and 3 no. disabled spaces), 1 no. motorbike parking space and 15 no. cycle parking spaces;
- Landscaping and planting, boundary treatment, lighting, security fencing, bollards and camera poles, and all associated site works including underground foul and storm water drainage network, attenuation areas, and utility cables, on an application site area measuring 26.14 hectares.

An Environmental Impact Statement (EIS) will be submitted to the Planning Authority with the planning application and the EIS will be available for inspection or purchase at a fee not exceeding the reasonable cost of making a copy at the offices of the Planning Authority.

The site is bound to the south by the R121 / Cruiserath Road, to the west by the R121 / Church Road and to the north by undeveloped land and Hollywood Road.

Site Description:

The site is a green field site which has not been developed to date. The southern and western boundaries are defined by a planted berm and parts of the northern boundary are defined by planting. The site slopes gently in a northern direction. There is an existing ESB wayleave which

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runs along the western and northern boundaries of the site. The site is located east of Tyrrelstown and it is bounded by the R121 to the west and Cruiserath Road to the south. The eastern boundary of the site adjoins the existing Bristol Meyers Squibb facility and green fields define the northern site boundary separating the site from the existing Carlton Hotel. To the south of the site is an office and warehouse facility associated with Mallinckrodt and a biopharmaceutical and office site associated with Alexion, a green field site and the Mulhuddart cemetery. The site area is 26.14 hectares.

Proposal:

The proposed development consists of the following:

- Construction of a data storage facility building with an overall height of c. 13 metres, containing data halls, associated electrical and AHU Plant Rooms, a loading bay, maintenance and storage space, office administration areas, screened plant and solar panels at roof level, all within a building with a total gross floor area of 20,739 sq.m;
- Emergency generators, emission stacks and a paladin fencing boundary treatment are provided in the adjacent compound;
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- Construction of internal road network and circulation areas, footpaths, provision of 46 no. car parking spaces (inclusive of 5 no. visitor parking spaces and 3 no. disabled spaces), 1 no. motorbike parking space and 15 no. cycle parking spaces;
- Landscaping and planting, boundary treatment, lighting, security fencing, bollards and camera poles, and all associated site works including underground foul and storm water drainage network, attenuation areas, and utility cables, on an application site area measuring 26.14 hectares. An Environmental Impact Statement (EIS) has been submitted accompanying the planning application.

Submissions/Observations:

Two submissions have been made which raise the following points:

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- Concerns regarding the energy usage of the proposed development.
- The development will not use 100% renewable energy.
- Energy usage will affect the implementation of the Irelands Renewable Energy Action Plan.
- The EIS does not quantify or assess the projects impacts related to greenhouse gas emissions.
- The application should have been referred to Sustainable Energy Authority of Ireland, The ESRI, and Teagasc as these bodies plus the EPA are the four *'ordinary members'* of the Climate Change Advisory Council.
- What source of electricity will be used?
- The heat generated as a by-product should be re-used.
- Architecturally the design is poor; the development should be broken up.

Relevant Planning History on site:

None traced on the site.

Relevant Planning History in the area:

F07A/1372: Permission was granted for a new four-storey data storage building to accommodate data processing equipment and ancillary functions a Network Operations Centre, roof level screened plant area, 2 No. ground level generator compounds, underground fuel tanks and fill points, water moat, security vehicular control point, security embankment structures, smoking shelter, bicycle shelter, refuse area, associated car parking spaces, 3 No. signs on the building, 2 No. signs at ground level, 3 No. roof level satellite dishes, 1 No. roof level communications mast, and all associated works above and below ground.

The lands was zoned ST1 under the 2005-2011 Fingal Development Plan. The objective was as follows; *'to facilitate opportunities for science and technology based employment and associated and complementary uses in a high quality environment in accordance with an approved local area plan.'*

FW12A/0116: Permission was granted for change of use from factory unit to electronic data storage centre, with external generator compound, office extension and boundary fencing

The site was zoned HT, High Technology/High Technology & manufacturing under the 2011-2017 Fingal Development Plan. The objective was as follows: *'Provide for office, research and development and high technology/high technology manufacturing type employment in a high quality built and landscaped environment.'*

FW14A/0138: Permission for A) amendments to previously approved planning application reference FW14A/0020. B) Permission is also sought for the Retention and Completion of a single level Data Centre (626m²) adjacent to the utility building. The site was zoned HT, High Technology/High Technology & manufacturing under the 2011-2017 Fingal Development Plan. The objective was as

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follows: *'Provide for office, research and development and high technology/high technology manufacturing type employment in a high quality built and landscaped environment.'*

FW15A/0117: Permission was granted for change of use of floor-space part single part two storey building from light industrial warehouse use with ancillary office use as a data centre with ancillary office. The development comprised of a 9,215 sq.m gross Data Centre use at ground floor level with 2,270 sq. m gross ancillary office use over ground and first floor level.

The site was zoned HT, High Technology/High Technology & manufacturing under the 2011-2017 Fingal Development Plan. The objective was as follows: *'Provide for office, research and development and high technology/high technology manufacturing type employment in a high quality built and landscaped environment.'*

Reports:

Irish Water: No report received to date.

Water Services Report: No objection subject to conditions.

Transportation Report: No objection subject to conditions.

Environment: No report received to date.

Heritage Officer: No report received to date.

Biodiversity Officer: No report received to date.

Parks/Operations: No report received to date.

EHO: No objection subject to conditions.

An Taisce: No report received to date.

Heritage Council: No report received to date.

DAA: Report received; no comment on the proposed development.

NTA: No report received to date.

EPA: Report received.

ESB: No report received to date.

IAA: No report received to date.

Comm for Energy Regulation: No report received to date.

TII: Report received; no objection to the proposed development.

DAHRRGA: Report received, additional information requested regarding archaeological assessment.

Pre-Planning:

Pre-planning was had with the area planners, the proposal was considered to be generally acceptable in principle. It was noted that the electricity connection route to the grid had not been finalised and it was agreed that this aspect could be dealt with separately.

Fingal Development Plan 2017-2023:

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The subject site is zoned HT High Technology, the objective and vision are as follows:

Objective: Provide for office, research and development and high technology/high technology manufacturing type employment in a high quality built and landscaped environment.

Vision: Facilitate opportunities for high technology, high technology and advanced manufacturing, major office and research and development based employment within high quality, highly accessible, campus style settings. The HT zoning is aimed at providing a location for high end, high quality, value added businesses and corporate headquarters. An emphasis on exemplar sustainable design and aesthetic quality will be promoted to enhance corporate image and identity.

Extract from Chapter 12 of the Fingal Development Plan 2017-2023

'Business parks and industrial areas in Fingal are intended to provide high quality physical environments for businesses and industry reflecting the character of the County. The principle aims are to achieve high quality design, visual continuity and pedestrian/cycle friendly environments whilst ensuring the functioning of business and industrial locations. It is also considered that good design will assist in the long term economic viability of these areas.'

A small section within the northern part of the site is located within the Outer Airport Noise Zone.

Objective DA07

'Strictly control inappropriate development and require noise insulation where appropriate within the Outer Noise Zone, and actively resist new provision for residential development and other noise sensitive uses within the Inner Noise Zone, as shown on the Development Plan maps, while recognising the housing needs of established families farming in the zone.

To accept that time based operational restrictions on usage of a second runway are not unreasonable to minimize the adverse impact of noise on existing housing within the inner and outer noise zone.'

Having regard to the nature of the proposed development and the location of the data hall, it is considered that there will be no undue impact on the proposed development being partially located within the outer airport noise zone.

Objective EN07

'Support the implementation of the 'Strategy for Renewable Energy 2012-2020' Department of Communications, Energy and Natural Resources (now Department of Communications, Climate Action and Environment) and the related National Renewable Energy Action Plan (NREAP) and National Energy Efficiency Action Plan (NEEAP).'

Objective EN09

'Require details of the requirements for alternative renewable energy systems, for buildings greater than 1000sq m or residential schemes above 30 units, under SI 243 of 2012 European

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Communities (Energy Performance of Buildings) to be submitted at pre planning stage for consideration. These should take the form of an Energy Statement or Feasibility Study carried out by qualified and accredited experts.'

National Spatial Strategy

Section 3.7.2 of the Strategy relates to Energy. The strategy notes that reliable and effective energy systems such as gas and electricity to power industry and services are key pre-requisites for effective regional development. The Strategy notes that it is vital that the energy investment programme is integrated with planning policy at regional and local level and there is a need to address electricity infrastructure in county development plans and local area plans to facilitate national, regional and local economic progress.

Environmental Impact Statement:

A short outline of each relevant chapter is given below. Chapters 1-4 give introduction to the EIS, screening and scoping, development description and considering alternatives. Chapters 5-15 cover the environmental issues and chapter 16 deals with cumulative impacts and interactions.

CHAPTER 1-INTRODUCTION

This chapter gives an introduction of the EIS, outlines the objective of the EIS, compliance with EIS regulations and guidelines. It sets out the EIS format and indicates the difficulties encountered in relation to technical deficiencies, lack of information or knowledge encountered in compiling any specified information of which there were none.

CHAPTER 2- DESCRIPTION OF THE SITE AND PROPOSED DEVELOPMENT

In this chapter, the proposed development description is outlined and a detailed description of the project. ADSIL propose to construct a High Technology Data Storage Facility at a 26ha Greenfield site in townland of Cruiserath between Damastown Industrial Estate and Ballycoolin Industrial Estate near Blanchardstown in Dublin 15. The proposed development includes a single storey data storage building with ancillary infrastructure. The development primarily comprises of a series of data server halls and climate control rooms. All these will be supported by centralised utilities such as electrical substation and drainage systems. The Project is known as 'Project G'.

CHAPTER 3- PLANNING AND DEVELOPMENT CONTEXT

The site of the proposed development is situated within the administrative area of Fingal County Council, and therefore the Planning and Development Framework with which the development complies with is defined by the Fingal Development Plan 2017-2023.

The proposed development is to be located within the area zoned 'HT'- High Technology with the aim to *'facilitate opportunities for high technology, high technology and advanced manufacturing, major offices and research and development based employment within high quality, highly accessible, campus style settings'*.

The proposed development is located in an area zoned for industrial use and is adjacent to Blanchardstown Corporate Park, a designated industrial park. The site itself is currently a

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Greenfield site and planning applications are understood to have been made by the IDA for the lands to date.

The proposed development will be in keeping with all the aspects of the relevant planning policy documents. In that, it is situated on suitably zoned lands in the Blanchardstown area. The development is an appropriate land use in accordance with objective HT- High Technology.

CHAPTER 4- ALTERNATIVES

In this chapter the description of alternatives that were considered for the proposed development and the reasons for the selection of the preferred option. The preferred option was assessed under two components:

- Selection of preferred country- the selection of Ireland as the preferred country for this development was based largely on climatic conditions and strategic business considerations.
- Selection of preferred site location- detailed assessment was completed on a number of potential development sites within the greater Dublin area. The sites considered were both green fields and vacant industrial sites.

Candidate Sites were considered in terms of:

- Availability of necessary land type and quality of lands.
- Availability and ease of grid connection power.
- Site zoning and suitability of neighbouring activities.
- Potential impacts on the local environment.
- Suitability of ground conditions for construction.
- Availability of required infrastructure and emergency services.

Having undertaken this assessment, it was concluded that the chosen site in Cruiserath, adjacent to Blanchardstown Corporate Park, met the highest proportion of the necessary criteria of the candidate sites.

CHAPTER 5- POPULATION & HUMAN HEALTH

It is anticipated that the construction of the proposed facility will take 12 to 18 months and will be completed during normal hours, that is, 7am-7pm Monday to Friday with a half day working on Saturday 8am-1pm. The total peak construction population on site is estimated to be in the order of c.400 staff, average 250. Once operational, the Data Storage Facility is anticipated to hire c.32 employees who will be present on site daily with additional maintenance and support service visitors as required. Staff members will be present on a shift basis, so numbers will vary throughout the day. The surrounding road network in the vicinity of the site includes the R121, the N2, the N3 and the M50. The site is currently serviced by Dublin Bus. The 40B bus provides services between Parnell Street and Tyrrelstown via Finglas Road and Ballycoolin Road, with the first and last services departing at 6:15 and 23:30 respectively. Buses operate on 15 minutes intervals during peak hours, with services less frequent during off-peak times. The 236 bus provides services between Blanchardstown Centre and Palmerstown via Ballycoolin Road and Tyrrelstown Roundabout. The

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238 bus provides services between Tyrrelstown and Lady's Glen via Ballycoolin Road and Blanchardstown centre. Buses operate on hourly intervals Monday-Sunday, with shorter operating hours on Sundays.

Socio Economic- The proposed data storage facility is to be located on an existing Greenfield site on the east of Blanchardstown Corporate Park. The site is not directly adjacent to any areas of national or local environmental sensitivity. The eastern boundary of the site is adjacent to the existing pharmaceutical facility (Bristol-Myers Squibb). To the south and west of the site is the Cruiserath Road R121 and to the north are undeveloped lands next to the Carlton Hotel. Blanchardstown village is located a short distance to the south. The closest residential properties are located approximately 100m west of the proposed site boundary.

Population- Ireland's population is 4,757,976 as per the 2016 census. Fingal region is shown to be the largest growing county in Ireland between the census years of 2011 and 2016 with 8.1% population increase while the population of the state increased by only 3.7%.

Age Profile- The 2006-2011 population statistics indicates a very youthful working age population in the area. During that period the percentage of people in Fingal within the working age group (15-64) amounted to 69% compared to the national average of 67% at that time. This indicates that whilst there has been a slight contraction in the pool of labour force available in the Fingal area, the available labour force has remained above the national average.

Employment- Unemployment increased significantly in the Fingal region and in the State as a whole between 2006 and 2011. The data collected suggests that in terms of labour force, the Fingal area has a significant requirement and is capable of supporting industries with a need for professional, managerial and skilled employees.

Predicted Impacts

Land Uses-The proposed development is to be located on zoned lands adjacent to extensive industrial development. During construction, there is the potential for short term nuisance impacts from traffic, construction waste, dust and noise if not carefully managed. The applicant will require contractors to implement a Construction Environment Management Plan to ensure that each of these potential impacts is minimised. The development when operational will generate limited additional traffic, air or water emissions and waste generations from activities.

Population- During the construction, there will be limited impacts on the residential amenity of the population living in the locality. Following completion of the proposed development, the construction trips will be removed and there will be an increase in the permanent staff trips over and above the baseline level. This is assessed further in the traffic and transport chapter of the EIS.

Accommodation/Housing Demand- There may be slight increase in the demand for housing in the area during the construction phase. The majority of the employees will live within the Greater Dublin Region. This increase will have a slight impact on the housing demand both during the construction and operational phase.

Employment and Economic Activity-There is significant capital value to the project. A considerable number of jobs will be created during the construction. It is anticipated that the construction of the proposed facility will take 12 to 18 months. The total peak construction population on site is estimated to be of the order of c.400 staff, average 250. Construction will be completed during normal hours, that is, 7am-7pm Monday to Friday with a half day working on Saturday 8am-1pm

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and staff will be present on site on a shift basis. However it is possible that the appointed contractors may wish to carry out certain operations outside these hours, which are the evening hours during long summer days. Such occurrences will be notified to the local authority, where required and generally kept to a minimum. Once operational, the Data Storage Facility is anticipated to hire c.32 employees.

Tourism, Amenity & Recreation- The visual amenity of the area will be intruded upon during the construction phase, which is a temporary impact. The proposed development will not be particularly prominently visible outside the immediate site surrounds of the Cruiserath and R121 Roads. The impact of the development will vary from slight to moderate as much of the surrounding context is industrial lands or zoned greenfield lands where similar development is established or under construction. There are no impacts on local amenities, protected trees or woodlands, significant views or scenic views.

Human Health- No potential significant adverse effects have been noted in the assessment of the potential effects on health related biophysical factors such as water, air and noise that are covered elsewhere in the EIS. A number of health and safety related topics are covered by separate and more specific legislation and so do not form part of an EIS.

Mitigation Measures-

Operational Phase Health and Safety- The operation of the proposed facility will be carried out in strict accordance with all Irish/European regulations governing safety in the work place with specific regard to the regulations implemented under the Safety, Health and Welfare at Work Act, 2005. Full relevant training in the operating procedures for equipment will be provided to each employee in accordance with the application policies. In the case of fire, the emergency personnel have been fully trained to deal with such emergencies.

Transport movement mitigation measures- Transport movement mitigation measures are addressed in details in Chapter 13.

- Monitoring and control of construction traffic will be ongoing during construction works. Construction traffic will minimise movements during peak hours.
- Different shift work cycles will ensure that the resulting adverse environmental impact from traffic will be mitigated.

Residual impacts:

It is expected that the proposed development will have a positive, long term impact on the immediate hinterland through continued employment and the associated economic and social benefits.

A Construction Management Plan and a Mobility Management Plan have been prepared with regard to the proposed to help mitigate impacts on the local environment.

CHAPTER 6- SOILS, GEOLOGY AND HYDROGEOLOGY

Soils

The soil on the site is predominantly classified as BminDW-BasicDeep Well Drained Mineral. The area to the south of the site includes Mulhuddart graveyard. Further to the north and east of the

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site are soils composed of BminPD-surface water gleys. The subsoil type located at the proposed development is predominantly classified as TLs- Till type subsoil comprising limestone till of variable texture. The EIS reports from surrounding developments in the Blanchardstown Industrial Park describe the soils and subsoil as topsoil up to 0.30mbgl thick overlying sandy gravelly clay in the vicinity on the Mountjeu site. Top soil 0.3m overlying stiff, locally soft to firm and very stiff sandy silt to approximately 1.2m which in turn overlies medium dense to dense silty, gravelly sand or cobbles and boulders ranging from 1.8-3.5mbgl metres below ground level at Alexion site. Topsoil and clays up to 2m at Bristol-Myers Squibb.

Geology

The nearest site of geological history to the subject site according to the GIS online mapping system is for the Huntstown Quarry c.2.5km to the east of the site. The Priest Town Tectonite (Limestone boulder moraine) is also located c.4.2km north-northwest of the site. The recorded geological heritage site within close proximity to the subject site is the Mulhuddart Holly Well located c.670m south west of the site.

Hydrogeology

The site has an aquifer classification of PI, generally indicating that the site is underlain by a poor aquifer generally unproductive except for local zones on the eastern portion of the site. The western portion of the site is classified as LI-locally important Aquifer- bedrock aquifer which is moderately productive only in local zones. The GIS presently classifies the aquifer in the region of the subject site as High (H). The vulnerability of the soil is considered High to Extreme.

Groundwater Quality

The Water Framework Directive requires 'Good Water Status' for all the European water by 2015 to be achieved through a system of river basin management planning and extensive monitoring. The available ground water quality data for the existing site has been assessed and there is no anticipated effect to the site groundwater.

Groundwater flows and Levels

From the static water levels (SWL) measured during site investigations at surrounding sites, groundwater flows has been found to be in a southerly direction towards the Tolka River and likely towards the River Liffey on a more regional scale. Groundwater was encountered at only two locations, at 1.7m and at 12m within the subsoil.

Groundwater Wells

The current index shows a number of groundwater monitoring and abstraction wells within a 3 km radius of the site. The abstraction wells generally supply a mix of use ranging from domestic to public to industrial use. The wells are generally located in the Calp Limestone with recorded yields ranging between ca.16m³/d to 115m³/d.

Predicted Impacts

Construction Phase

- Excavation and Infilling.
- Accidental Spills and Leaks.
- Surface Water Runoff.

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Based on the above points, in relation to the construction phase, the potential impacts on the soil, geology and hydrogeology is considered to have a short term, slight impact.

Operational Phase

- Loss of Agricultural Soil.
- Local reduction in recharge to the aquifer due to the increase in hardstanding on this and surrounding developed lands.

There is no likely impact on the geological heritage, sensitive groundwater receptor or groundwater supplies. There is a potential for leaks and spillage during operation and maintenance of the development. Any accidental emissions of chemicals or oil, petrol or diesel leaks could cause contamination if mitigation measures are not put in place.

Cumulative Impacts

The loss of soil resource is an inevitable consequence of development of Greenfield sites.

- Potential for pollution of groundwater during the construction and operational phases.

The mitigation measures proposed, construction management plan and environmental management plans will reduce potential for contamination. No significant cumulative effects are predicted to soil, geology or hydrogeology.

Mitigation Measures

Construction Phase

Construction Management Plan will be provided.

- Soil Removal and Compaction:
 - Soil will be retained on site and re-used.
 - Temporary Storage of Soil will be carefully managed.
 - Material will be stored away from any surface water drains.
 - Movement of Material will be minimised.
 - All excavated material will be visually assessed for signs of possible contaminants such as staining and strong odours.
 - Should any unusual staining or odour be noticed, samples of the soil will be analysed for the presence of possible contaminants.
 - If the soil happens to be contaminated, it will be disposed of by a licenced waste disposal contractor.
- Fuel and Chemical Handling:

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- All oils and paints will be stored in designated areas.
- Drainage from the bounded areas shall be diverted for collection and safe disposal.
- Refuelling or addition of hydraulic oils will take place in a designated area away from surface water gullies or drains.
- Fuel will be transported in a double skinned tank.
- Spill kits and hydrocarbon absorbent packs will be made available.
- All relevant personnel will be fully trained in the use of the equipment.
- All ready-mixed concrete will be brought to site by truck.
- A risk assessment for wet concreting will be completed prior to works being carried out.
- Wash down and wash out of concrete transporting vehicles will take place at an appropriate facility offsite.
- Chemical containers will be stored in a dedicated internally bounded chemical storage cabinet and labelled clearly to allow appropriate remedial action.
- Surface Water run-off:
 - Water containing silt will be treated to ensure silt removal.
 - Surface water attenuation basin will be used as part of the surface water runoff source control solution.
 - Silt and sediments traps will be constructed within the surface water attenuation basin.
- Accidental releases
 - All personnel on site will be trained in the implementation of emergency response procedures.

Operation Phase

- Fuel and Chemical handling:

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- Oil and fuel tanks will be stored above ground in the designated fuel storage compound with an impervious base.
- Drainage from the bunded areas will be diverted for collection and safe disposal.
- Surface Water Runoff
 - All surface water run-offs will be directed to the onsite attenuation basins which will be fitted with interceptors prior to discharge to the public drainage.

Residual Impacts

In this case of the proposed development, the residual impact is considered to be neutral in terms of quality and of an imperceptible significance.

CHAPTER 7 -WATER AND HYDROLOGY

The most significant drainage system in the vicinity of the site is the River Tolka. The Mooretown stream is also a tributary of the Tolka River. This lies < 500m north of the site. A relatively shallow ditch is located in the south western portion of the site. There are no offsite discharges from this ditch into either the surrounding roadside or surface water sewer networks.

The proposed development is located within the Eastern River Basin District (ERBD) under the Water Framework Directive (2000/60/EC) and is situated in Hydrometric Area No. 09 of the Irish River Network. It is located within the Tolka catchment. The 2013 Q values when compared to the linear Q values show that the Q value of the River Tolka has remained unchanged with the latest value listed as Q2 which is 'bad' or 'seriously polluted'. From reviewing the available data on fluvial and groundwater flooding, there is no evidence of either occurring at the proposed area of development. Flood maps produced by OPW show that the site is located within Flood Zone C. the probability of flooding from 0.1% in 1000 year events is low. The review of available information has identified no flood hazards for the proposed development. In terms of the criteria for rating the importance of hydrological features, the subject site is rated as low importance.

Predicted Impacts

Construction Phase

- Increased run-off and sediment loading:
 - Surface water may become polluted from construction activities.
 - Run-off containing large amounts of silt can cause damage to surface water systems.
 - Impermeable and compaction of soil may increase run-off.

In relation to increased run off and sediment loading, impact is considered to be medium term-moderate.

- Infill of existing onsite farm drain.

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- No anticipated impact on the nearby stream network.

In relation to the contamination of local watercourses, the potential impact is considered to be long term-imperceptible.

- Contamination of Local Water Courses:
 - Pollution from the spillage or leakage of fuels and oils stored on site.
 - Spillage or leakage of fuel and oils from construction vehicles.
 - Spillage of oil or fuel from refuelling machinery on site.
 - Pollution from the uses of concrete and cement.

In relation to the contamination of local watercourses, the potential impact is considered medium term-moderate.

Operation Phase

- Surface Water:
 - Increased hardstanding will reduce local recharge to ground but increase surface water run-off.
- Waste Water:
 - Potential impact is considered long term imperceptible.
- Fuel and Other Spills:
 - Leaks and spillages due to the vehicle movements and parking in the car park.

Cumulative Impacts

- Surface water run-off during the construction phase may contain increased silt levels or become polluted from construction activities.
- Contamination of local water sources from accidental spillage and leakage from construction traffic and materials.
- Increased hard shedding will reduce local recharge to ground and increase surface water run-off.
- Increased risk of accidental releases from fuel storage.
- Increased risk of accidental recharge of hydrocarbons from car parking areas.

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Mitigation Measures

Construction Phase

- A project specific Construction and Environmental Management Plan will be prepared and maintained by the responsible contractors.
- All personnel will be trained in the implementation of the procedures and in the use of equipment.
- Run-off water containing silt will be contained and treated on site.
- Temporary storage of soil will be carefully managed.
- Material will be stored away from any surface water drains.
- Movement of material will be minimised to reduce degradation of soil structure and generation of dust.
- Distance of topsoil piles from drainage ditches or surface water drains will be maintained.
- To minimise any impact from spillages, all oils and paints will be stored within temporary bounded areas.
- Oil and fuel storage tanks shall be stored in designated areas.
- Drainage from the bounded areas shall be diverted for collection and safe disposal.
- Refuelling of construction vehicles and the use of any hydraulic oils will take place in a designated area away from water drains.
- An adequate supply of spill kits and hydrocarbon adsorbent packs will be stored in this area.
- Ready mixed concrete will be brought to site.
- Wash down and washout of concrete transporting vehicles will take place at an appropriate facility offsite.
- Fuel and chemical containers will be stored in a dedicated internally bounded chemical storage and be labelled clearly.
- Emergency response procedures will be outlined in the site CEMP.

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Operational Phase

- An Environmental Management Plan will be put into place.
- All relevant personnel will be trained for site-specific emergency response measures.
- There will be containment measures planned which will minimise the risk of release of solid or liquid material spillages to the water environment.
- Storage of fuel on site will be in bounded containers or compartments.
- The surface water drainage systems will be designed in accordance with the Greater Dublin Strategic Drainage Study (GDSDS).
- Permeable paving will be utilised across the site and hard standing will be kept to a minimum.
- All surface water discharging off site will be limited to a prescribed flow rate.
- Surface water will be discharged to a series of roadside swales.
- A fire water ring will be installed to provide firefighting water or hydrants to be used in the event of a fire.
- The onsite attenuation basin will be used for retention of potentially contaminated firewater in the event of a fire or accident.
- All foul water will be discharged to the existing IDA sewage system.
- The water system will be metered to facilitate detection of leakage and the prevention of water loss.

Residual Impacts

- With appropriate mitigation measures, there is no evidence that any significant residual impacts will take place. The residual impact is considered to be minimal.

CHAPTER 8- FLORA AND FAUNA

Desktop and field surveys were conducted in order to collate all the available information relevant to the ecology of the site and surrounding area. The proposed development site does not occur within any sites designated of nature conservation. There are no direct links with European sites, Natura 2000 sites. The closest designated site to the proposed development is the Royal Canal proposed Natural Heritage Area (pNHA) located at its nearest point 4km to the south. There is no hydrological pathway between the proposed development and the Royal Canal. Considering the

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distance between the site and the pNHA, and the absence of any hydrological link, any potential impacts on the Royal Canal are not likely. The nearest SAC to the proposed development site is the Rye Water Valley located c. 8.7km to the South west. There are no source-pathway receptor links between the proposed development site. An Appropriate Assessment Screening was also carried out in relation to the proposed development which determines that would not give rise to likely significant effects on any Natura 2000 sites. The field survey identified several habitat types- Fossitt 2000 within the proposed development site, that is:

- Scrub, (WS1)- Has value for birds and small mammals.
- Tree line- Has value for birds and small mammals.
- Grassland [dry calcareous and natural grassland (GS4), Dry meadows and grassy verges (GS2) and Wet grassland (GS4). A few Hares were noted on the site.]- Tall and wet grassland has value for birds, small mammals' invertebrates (food and cover).
- Cultivated land (BC3)- Little value for wildlife.
- Hedge rows (WL1) - Has value for birds and small mammals (food and cover) there are few hedgerows in the surrounding landscape.
- Drainage ditches (FW4).

Flora

Field survey recorded none of the protected, rare or threatened flora species on the site. No invasive plants were recorded on or adjacent to the proposed development site.

Fauna

A total of 21no. birds of 2no. different species were recorded in the bird survey walkover. All birds, including their nests and eggs, are protected under the Wildlife Acts; Red-listed Black headed Gull, Skylark Amber-listed, and Buzzard. Records of rare, protected and threatened species within 10km square of the study area were also obtained from the National Biodiversity Data Centre and Bat Conservation Ireland. There is a potential occurrence of a number of species on the site (Natterer's Bat, Lesser Noctule, Pipistrelle, Soprano Pipistrelle, Common Frog, Smooth Newt, Irish Hare (occurrence confirmed and is protected under Wildlife Act 1976), Irish Stoat, and Red Fox].

Potential Impacts

Construction Phase

- Construction phase will include site clearance, soil clearance and removal of a length of hedgerow (high importance).
- Potential inadvertent pollution of surface water, light and physical disturbance.
- Removal of habitats- semi-natural grassland, treeline and scrubs (of low ecological value).
- Displacement of fauna (Rabbits and Hares) there is abundant habitat in the surrounding landscape.
- Habitat fragmentation, minor impact on the use of hedgerows by foraging and commuting bats.

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- There might be an impact on breeding amphibians but no evidence of frog or smooth newt was recorded in the survey.
- Artificial lighting and noise disturbance to species such as birds and bats may have local, long-term impact in the absence of mitigation.
- No impacts on existing downstream watercourses are expected either during the construction or operation phases of the proposed development.

Operational Phase

- Human activity on the site.
- Artificial lighting.

Cumulative Impacts

The proposed development is located in a part of west County Dublin which in recent years has experienced a marked increase in both industrial and residential development. Much of the land in the area is zoned for development, which could lead to further habitat loss and loss of green space. Such habitat loss is likely to be significant at a local scale. Development may also impact on water quality in the absence of mitigation.

Mitigation Measures

Construction Phase

- Prevent silt or any contaminants from reaching any watercourses.
- Supplementing the boundary planting with native tree and shrubs to compensate for the loss of hedgerows and any of the existing tree line during the works.
- Ensure the hedgerow is not removed between March 1st and August 31st inclusive to avoid impacts on nesting birds as per the Wildlife Acts.
- Install ten bird boxes in appropriate secluded locations to compensate for the loss of nesting habitat, and clean and maintain annually.
- Mitigation measures outlined within regard to soil, water and waste management will contribute to mitigation of impacts on biodiversity.

Operational Phase

- Petrol Interceptors and the attenuation ponds to be regularly maintained and kept in proper working order for the duration of the development.
- Commit to minimal usage of pesticides and rodenticides in the management of the site given the surrounding agricultural landscape where Buzzards may feed on small mammals.
- Bird boxes installed on site should be regularly maintained and cleaned annually during winter period.

Residual Impacts

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Assuming a successful implementation of all the mitigation measures, residual impacts will only be significant at the following geographic scales:

- Loss of hedgerow habitat and supplementary planting of trees and shrubs along site boundaries.
- Loss of grassland and arable field.
- Displacement of local fauna including bats, birds and small mammals.

CHAPTER 9 - AIR QUALITY AND CLIMATE

This chapter assesses and evaluates the potential impacts on the surrounding air quality and climate environment as a result of the proposed development. Air dispersion modelling was carried out using the United States Environmental Protection Agency's regulated model AERMOD. The modelling of air emissions from the site was carried out to assess the concentration of Nitrogen Dioxide and the consequent impact on human health. The subject site is located within Zone A (Air Quality Monitoring Annual Report). With regards to NO₂, continuous monitoring data from the EPA at Zone A locations, NO₂ levels are both below annual and one hour limit values.

Predicted Impacts

Construction Phase

- Dust emissions and the potential for nuisance dust.
- Potential for greenhouse gas emissions to the atmosphere (CO₂ and NO₂ from construction traffic).

Operational Stage

- Emissions from the emergency generators.
- Traffic generated air pollutants.

Mitigation Measures

Construction Phase

- Hard surface roads will be swept to remove mud.
- Unsurfaced roads will be restricted to essential site traffic.
- Regular watering of roads that have potential to give rise to fugitive dust.
- Speed restriction on vehicles within the site.
- Use of enclosed vehicles for delivering materials with dust potentials.
- Public roads outside the site will be regularly inspected and cleaned.
- Material handling systems and stock piling will be laid out to minimise wind exposure.
- During movement of materials, trucks will be covered with tarpaulin and be adequately inspected.

Operation Phase

- Stack heights designed to aid dispersion.

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- Stack height at 20m above local ground level will mitigate odour nuisance from sensitive receptors.

Residual Impacts

The results of the air depression modelling study show that the residual impacts of the proposed development on air quality and climate will be insignificant.

CHAPTER 10 - NOISE AND VIBRATION

The nearest residential locations are located to the west of development lands on the opposite site of a section of the R121. The hotel is located on the north of the site and the eastern boundary of the site is shared with existing industrial lands and operations. The southern boundary of the site is formed by industrial and agricultural lands.

Predicted Impacts

Construction Phase

- Construction noise on site.
- Noise from the flow of vehicular traffic to and from construction site.
- The potential for vibration at neighbouring sensitive locations.

Operation Phase

- Building service noise.
- Emergency site operation.
- Additional vehicular traffic on public roads.

Mitigation Measures

Construction Phase

- Limiting the hours of site activities which are likely to create high levels of noise or vibration.
- Establishing channels of communication between the contractor, local authority and residents.
- Appointing a site representative to deal with matters relating to noise.
- Monitoring levels of noise and vibrations at sensitive locations.
- All site access roads will be kept even so as to mitigate the potential for vibration from lorries.
- Selection of plant with low inherent potential for generation of noise and vibration.
- Erection of barrier around items such as generators and high duty compressors.
- Noisy plant to be situated as far away from sensitive properties.

Operational Phase

- Purchasing of low noise generating equipment.

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- Site will operate well within the constraints of the best practice guidance noise limits that have been adopted.

Residual Impacts

- There will be no significant impact at residential locations in terms of ambient noise.
- There will be a slight impact at the closest residence identified on insert 10.3.
- There will be an imperceptible impact from vehicle movements.

CHAPTER 11 – LANDSCAPE AND VISUAL AMENITY

The site is located north of Mulhuddart village in west Dublin and it is bounded by the Cruiserath Road to the South and the R121 to the west. The eastern boundary of the site adjoins the existing Bristol Meyers Squibb facility, and the green field defines the northern site boundary separating the site from existing Carlton Hotel. The site together with its wider surrounds are zoned 'HT': High Amenity in the Fingal Development Plan with the objective to provide for office, research and development and high technology/ high technology manufacturing type employment in a high quality built and landscaped environment.

Predicted Impacts

Construction Phase

- Removal of the hedgerows along the boundary between the two fields of the site.
- Landscape and visual impact during construction will be short term, moderate and neutral in nature.

Operational Phase

- Overall landscape and visual impact of the proposed development will be positive.

Mitigation Measures

- Appropriate stripping and storage of topsoil sufficient for the reinstatement of temporary construction areas.
- To use horizontal cut-off light fittings for the lighting standards on site roads and carparks.

Residual Impacts

- No residual landscape and visual impacts will arise. The lands are zoned for development as proposed and the scheme provides for an appropriate response to the permitted land use.

CHAPTER 12- ARCHAEOLOGY, ARCHITECTURE AND CULTURAL HERITAGE

This chapter seeks to identify and record the location, nature, and dimensions of any archaeological and architectural feature, fabric or artefacts that may be impacted by the proposed development. The location of the proposed development was visited by Archer Heritage Planning Ltd on the 25th

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February 2016. The proposed development area is a very large green field site currently under cereal crop and comprised of three divisions, a hard-core roadway runs all around the edge of the site with large, tree-covered bund to east, south and north.

- There are no site of archaeological importance in the immediate area, the nearest is Buzzardstown Graveyard c.430m to the south.
- There are no entries specific to the subject site or for the townland of Cruiserath contained in the Topographical Files of the National Museum of Ireland.
- No new features of archaeological or cultural heritage interest were identified in historical maps.
- There are no sites of architectural heritage within the subject site recorded in the RPS or NIAH.
- No previous archaeological excavations have been undertaken at the subject site.
- Test excavations were undertaken to the east in advance of construction of the Bristol-Myers Squibb facility and recorded numerous features associated with Cruiserath House.

Predicted Impacts

Construction Phase

- Threat to unrecorded, buried archaeological sites or features during ground disturbance works (provision of access roads and service trenches).
- Features of significance will be uncovered during excavations.

Operation Phase

- No potential impacts are identified at this moment during the operational phase as it is anticipated that issues of archaeological, architectural and cultural heritage interest will have been resolved prior to or during the construction phase.

Mitigation Measures

- Pre-development assessment undertaken by licenced qualified practitioner.
- Test-trench assessment will be undertaken by a suitable qualified archaeologist.
- Monitoring of ground disturbance works.

Residual Impacts

It is not anticipated that there will be any residual impacts on archaeological features or sites encountered.

CHAPTER 13 – TRAFFIC AND TRANSPORTATION

Pedestrian Facilities

The development includes internal pedestrian footpaths providing safe passage for the pedestrians between internal buildings. External public footpaths are provided on both sides of the road along

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the south and east boundaries of the site. The internal footpaths connect to these external footpaths through the site's main access.

Cycle Facilities

There is an excellent cycle network provided in the vicinity of the site. Cycling infrastructure includes two-way cycle tracks on both sides of the R121 to the west the site with cycle facilities up to the main access to the development and cycle tracks on both sides of Cruiserath Road south of the site. Cycle Parking is provided in accordance with first principals, based on staff levels.

Public Transport

The site is currently serviced by Dublin bus, with services 40D, 236 and 238 stopping in the vicinity of the site. The 40D bus provides services between Parnell Street and Tyrrelstown via Finglas Road and Ballycoolin Road operating on 15 minutes intervals during peak periods with services less frequent during off-peak times. The 236 bus provides services between Blanchardstown Centre and Palmerstown via Ballycoolin with three morning services departing from Blanchardstown centre and three return evening services operating on an hourly basis. The 238 bus provides services between Tyrrelstown and Lady's Glen, with the first and last services departing at 7:00 and 21:00 respectively.

Characteristics of the proposed development

It is likely that construction of the proposed development would take place over a period of approximately 12-18 months from the commencement of construction for site development works. The construction traffic has been estimated using data from a similar data storage facility development. The following construction data has been used to estimate peak daily construction traffic:

- Average construction staff : 275
- Peak construction staff: 400
- Average cars per day: 165
- Peak cars per day: 240
- Peak HGV per day: 110
- Peak HVG per day: 300

Access to the site will be via a new access controlled entrance from the R121 along the western boundary of the proposed development. An additional access is also proposed along the southern boundary primarily for construction. Construction material will be sourced from Huntstown Quarry, Finglas, which is currently operated by Roadstone. HGVs will travel to the site from Huntstown Quarry via the R135, Corduff Road and Cruiserath Road, as indicated using blue arrows on insert 13.2. LVs and LGVs will travel to the site from the N2 or N3, with associated route options based on origin.

Predicted Impacts

- Congestion during peak hours.

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- Journey delays.
- Air pollution.
- The impact of the development during construction will be temporary and manageable.

Cumulative Impacts

The traffic impacts of the development were assessed taking the cumulative traffic impacts, including impacts associated with the existing surrounding developments (BMS, Alexion and Mallinckrodt) into account. The overall impact is considered to be negligible.

Mitigation Measures

Construction Phase

- Wheel cleaning facilities and regular cleaning of main access road.
- Temporary car parking facilities will be provided.
- Monitoring and control of construction traffic.
- Construction traffic routes minimising traffic impact on surrounding residential developments will be used.

Operational Phase

There was a junction analysis performed and the results yield that the Roundabout of R121, Cruiserath Road, Church Road, Damastown Avenue and Powerstown Road is currently operating just below capacity during the AM peak hours and at capacity during the PM peak hours, with insufficient spare capacity to facilitate additional demand which will occur regardless of the proposed development. Fingal County Council would need to provide some minor geometry modifications at this junction to maintain its functionality.

The junction was tested for a range of minor modifications, and the following modifications yield the best results:

- Increased entry width at Cruiserath Road to 9m.
- Increasing the effect flare length of Cruiserath Road to 30m.
- Increasing entry width of Church Road to 8m.
- Increasing entry width of Damastown Avenue to 9m.

Pedestrian and Cyclist facilities

- Internal road markings through the carpark to highlight pedestrian routes.
- Dropped kerbs at building entrance to enable easier access.
- A total of 13 cycle parking spaces will be provided at ground level for the proposed development and 118 cycle parking spaces for the indicative Masterplan development.

Residual Impacts

The residual impacts of the development will be negligible.

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CHAPTER 14 – MATERIAL ASSETS AND WASTE MANAGEMENT

Material Assets

Material assets are defined in Environmental Protection Agency as *'resources that are valued and that are intrinsic to specific places, they may be either human or natural in origin and the value may arise for either economic or cultural reasons'*.

The subject site is located in an area primarily characterised by commercial and business parks notably to the east and south. There is extensive residential housing at Tyrrelstown west of the site and towards Blanchardstown Village.

Predicted Impacts

- Loss of agricultural land.
- Increase in demand for electricity supply and usage.
- Impacts on highways and transportation.
- Increased waste generation.

Cumulative Impacts

With respect to material assets, the impact of the proposed masterplan development is classed as long term and moderate.

Mitigation Measures

- Establishment of connections of onsite water, drainage and power to the existing offsite services.
- The applicant has already engaged in active communication with EBS, FCC, IDA, Irish Water and other relevant bodies.
- Attention will be paid to wayleaves associated with EBS underground services which transverse the northern and western boundaries of the site.

Residual Impacts

The proposed development entails significant power and water usage however the existing service providers have confirmed the availability of supply and there will therefore be no significant impact on material assets to the wider economy.

Waste Management

This section presents the assessment of the wastes likely to arise at the development during the construction and operational phases and how that waste will be managed.

Predicted Impacts

Construction Phase

The construction phase will begin with initial soil excavation in preparation of the site foundations and floor levels.

- Spoil will be generated.
- There may be surplus of materials such as off-cuts, waste insulation, gypboard offcuts, tiles, glass and piping offcuts.
- Waste from packaging and small quantities of hazardous waste.
- Oversupply of material may be generated.

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Operation Phase

The proposed data storage facility will employ c.32 staff and as such will generate a moderate amount of non-hazardous waste. These include:

- Packaging waste.
- Office waste.
- General non-hazardous waste non-hazardous WEE.
- Empty containers.
- Kitchen waste.
- Landscaping waste.

Standard hazardous wastes include:

- Hazardous WEE.
- Waste lubricant oil.
- Waste batteries from battery room.

Cumulative Impacts

Additional construction works, including levelling, landscaping and road network expansion will generate additional wastes. The predicted impact will be short term and imperceptible.

Mitigation Measures

Construction Phase

- Implementation of Construction and Demolition Waste Management Plan.
- Subcontractors will be required to follow the site Construction and Demolition Waste Management Plan.
- Construction waste will be dealt with in compliance with the provisions of the Waste Management Act 1996 and associated Regulations.
- Contractors will also ensure optimum levels of waste reduction, reuse and recycling are achieved.

Operational Phase

- Operational Waste Management Plan will be developed prior to commencement.
- All waste materials will be segregated into appropriate categories and will be stored in appropriate bins.
- Use of specialised container in waste storage area.
- Composting of waste for re-use on site.
- All waste leaving site will be recovered or recycled.
- All waste leaving site will be transported by suitable permitted contractors and taken to suitably licenced or permitted facilities.

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- Any waste classed hazardous will be stored in a designated area and will be removed off site by a licenced hazardous waste contractor.
- Waste sludge collected at the interceptors will be pumped out as required by a licenced contractor.

Residual Impacts

Due to the high levels of recovery and recycling during construction phase, the impact will be short term and imperceptible.

The predicted impact of the operational phase will be long term and imperceptible.

CHAPTER 15 – INTERACTIONS

In this chapter is the discussion of the interaction between environmental factors and impacts. As discussed earlier in the EIS, the majority of interactions are long-term and neutral.

Positive Impacts

Material Assets on:

- **Human beings-** increased employment with the locality. This is a long term positive impact on the locality and on Dublin in general.

Landscaping on:

- **Soil and Geology-** all surplus topsoil or subsoil generated from construction excavations on site is expected to be reused onsite or for landscaping purposes.

Neutral Impacts

Soil and Geology on:

- **Water-** the primary potential of the construction works on surface water is due to sediment laden runoff and on ground water is due to removal of protective soil. However, it is considered that the proposed construction environmental management plan will ensure that the impacts will be neutral.
- **Air and Climate-** there is a potential for the construction activity to impact on air quality in terms of dust generated, but suitable construction management plan will ensure a neutral impact.
- **Architectural, Archaeological and cultural heritage-** aspects of the proposed development have the potential to impact on unidentified archaeological features during construction works.
- **Waste Management-** any waste soils arising from the project will be handled, transported and disposed or recovered in accordance with the Construction Waste Management Plan. The impact of soil removal on the waste management aspect will therefore be neutral.

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- **Flora and Fauna-** an existing hedgerow associated with the central field drain will be removed during construction works. However vegetation and additional planting along the site boundary will maintain habitat for flora and fauna.
- **Noise-** impacts associated with excavation work will be transient in nature and have a short term impact on the noise environment which will be mitigated by the construction management plan.
- **Human beings-** the construction will entail the excavation of a significant amount of soil and therefore some localised loss of arable land currently used for crop farming.
- **Landscape and Visual Impact-** landscaped berms and additional planting will soften the visual impact of the proposed development.

Water on:

- **Human Beings-** then proposed development will generate wastewater emissions from the site which will be discharged into the Dublin Bay, which is a public amenity. There is a potential for impact on the human being using the amenity.
- **Flora and Fauna-** the proposed development will result in increased surface water run-off. The predicted impact will be long term and neutral.
- **Waste Management-** sludge separated from the surface streams via the hydrocarbon interceptors will require disposal. The waste stream will be handled, transported and disposed in accordance with the relevant requirements of the Waste Management Act. The impact will be neutral.
- **Soil and Geology-** surface water runoff collecting in excavation during the construction phase will be pumped out and treated by means of hydrocarbon interceptor. The impact will be short term and neutral.
- **Landscape and Visual-** the proposed onsite drainage network will include a primary attenuation basin along the southern part of the site. This will be well screened by the vegetated berms and therefore the impact will be neutral.

Air and Climate on:

- **Human Beings-** the mitigation measure that will be put into place at the proposed facility will ensure that the impact of the facility comply with the ambient air quality legislative limits. The predicted impact is long term and neutral.
- **Water-** the operational procedures and other general site maintenance regime will ensure that the impact of the facility comply with the ambient air quality legislative limits. The predicted impact is long term and neutral.

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- **Flora and Fauna-** mitigation measure during the construction phase of the proposed development will ensure that the dust generation is minimised. The impact on the surrounding flora and fauna will be neutral.

Landscape on:

- **Human Beings-** the proposed development is of moderate height and it is located adjacent to an existing industrial park. The development will be well screened from the existing residential properties; therefore the impact will be negligible.
- **Flora and Fauna-** the construction of the proposed development will involve the removal of some of the existing landscape including hedgerows, however this will be replaced by other suitable landscaping and the impact will be neutral.

Noise on:

- **Human Beings-** noise is expected to be generated during both construction and operation at the site. Construction noise will be controlled in accordance with a Construction Environmental Management Plan and will be short term and temporary. Operational noise will be mitigated to the required standards. The impact will be neutral.

Material Assets on:

- **Human Beings-** the development will have impact on material assets such as surface water drainage, water supply, and waste water network, power and road infrastructure. The predicted impact is long term and neutral.
- **Water-** the impact on surface water drainage, water supply and wastewater network will be long term and neutral due to a combination of mitigation measures to be implemented.

Negative Impacts

Air and Climate on:

- **Landscape-** the proposed development will include industrial type generator stacks c.20m which will permanently alter the existing landscape. However the impact is in keeping with the landscape character of the area and will be minimal.

Noise on:

- **Flora and Fauna-** noise generated during the construction phase of the proposed development will have a short term negative impact on fauna which are likely to be displaced during construction works.

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Adequacy of EIS:

The information to be contained in an EIS is set out in Schedule 6 of the Planning and Development Regulations 2001(as amended). The impact of the proposed development was assessed under all the relevant headings with respect to, consideration of alternatives, population and human health, spoils and hydrogeology, water & hydrology, flora and fauna, air quality and climate, noise & vibration, landscape & visual amenity, archaeology, architecture and cultural heritage, traffic & transportation, material assets & waste management and interactions. The content and scope of the EIS is generally considered to be acceptable and in compliance with Planning Regulations. The EIS has regard to the EPA *Guidelines on information to be contained in EIS* (EPA 2002 and *Advice Notes on Current Practice in preparation of EIS* (EPA 2003) and the European Commission document on *Guidance on EIA, EIS Review* (EC 2001). The EIS has regard to the provisions of the revised EIA Directive 2014/52/EU.

Appropriate Assessment:

A screening statement for Appropriate Assessment was carried out by consultant ecologists and is included within Appendix 8.1 of the EIS. The conclusion of this report is that the proposed development is not likely to have any significant impacts on the conservation objectives of any Natura 2000 sites within the 15km radius alone or in combination with other plans or projects in the area. The Screening Statement has been assessed and its conclusion, along with mitigation measures proposed are considered to be acceptable.

Energy

The following objectives are within the Fingal Development Plan 2017-2023.

Objective EN07

'Support the implementation of the 'Strategy for Renewable Energy 2012-2020' Department of Communications, Energy and Natural Resources (now Department of Communications, Climate Action and Environment) and the related National Renewable Energy Action Plan (NREAP) and National Energy Efficiency Action Plan (NEEAP).'

Objective EN09

'Require details of the requirements for alternative renewable energy systems, for buildings greater than 1000sq m or residential schemes above 30 units, under SI 243 of 2012 European Communities (Energy Performance of Buildings) to be submitted at pre planning stage for consideration. These should take the form of an Energy Statement or Feasibility Study carried out by qualified and accredited experts.'

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Regarding energy, the following is stated within Section 2.5 of the EIS that '*ADSIL has a long term commitment to achieve 100% renewable energy usage for its global infrastructure footprint.*' And '*ADIL's electricity supplier in Ireland currently holds a CER certified fuel mix disclosure guaranteeing every megawatt-hour that they supply in the market is generated from renewable sources. The electricity supplier's fuel mix consists of energy in the form of wind farms they own and operate and third party renewable energy projects that they have long term power purchase agreements in place and Guarantees of Origin as described in Directive 2009/28/EC of the European Parliament and the of the Council of 23/04/09. ADSIL intends to run a competitive tender for purchasing the offtake from new renewable energy projects in Ireland and the UK in the latter half of 2017.*'

It is noted as part of the pre-planning consultation, the applicants were advised to incorporate renewable energy into the proposed development. The proposed solar panels on the roof which will provide the hot water for the office and welfare facilities of the staff are noted. It is also noted that pre-planning took place when the previous Development Plan was in use, the applicants would also have had to have regard to the Draft Development Plan. It is noted within the Planning Consultant's report that cloud storage is 29% more energy efficient than on premises data storage facility. This type of cloud storage significantly reduces the amount of energy required to power data storage.

With regard to energy, in planning policy terms there is no policy at a national level regarding very high energy consuming projects such as data centres. In energy policy, it is noted that the Eirgrid All Ireland Generation Capacity Statement 2016-2025 makes specific reference to the projected increase in demand arising from consented and likely planned data centres. The proposed facility is not an optional form of development in the modern world, at least in an international context. It is noted that the demand for data storage is projected to rise significantly for the foreseeable future and data storage facilities are required. At an international level there is a strong case that Ireland as a location for such facilities is a favoured location due to the temperate climate and prevailing winds which reduces the overall energy requirement. In the absence of a clear policy on this form of development at a national level it is, in my opinion, difficult to conclude that the proposed development is not acceptable in principle.

Assessment:

Having visited the subject site and assessed the drawings and particulars submitted and having regard to the Development Plan objectives I am of the opinion that the main issues to be assessed are as follows:

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Principle

It is noted within the planning consultant's report the planning precedent in the area for permitting Data Centres within HT zoned lands and similar previous zoning ST1, namely reg. ref. FW12A/0116, FW14A/0138, FW15A/0117 and F07A/1372. (These permissions are outlined within the planning history.)

This planning precedent is noted. The principle of data halls on High Technology (HT) zoned lands under the 2017-2023 Development Plan is considered to be acceptable.

Layout, Design & Landscaping:

The proposed development is for phase one of a data hall complex, this phase comprises of a data hall and associated external emergency generator compound. The data hall will be accessed from the centrally located roundabout on the R121 on the western boundary of the site. A secondary access is located on the Cruiserath Road. The existing entrance off the Cruiserath Road is to be closed.

A gatehouse/ security hut is to be located adjacent to the main campus entrance. The security hut is a flat roofed structure c.4.3m in height. It will be clad in two different colour metal wall panels; there will be a high level of glazing with the structure. The building will comprise of a security room, security office, meeting room, CCTV room and welfare facilities.

The data hall structure and associated external emergency generator compound will be located at its nearest point c. 56m from the Cruiserath Road. This data hall structure is a flat roofed structure will have a gross floor area of 20,739sqm, is 345m in length the roof will be 12.25m high within screened plant at roof level and the roof increases to 13m at the entrance. The building comprises of data halls, associated electrical and AHU plant rooms, a loading bay, maintenance and storage space, administration areas, circulation space and welfare facilities. The generator compound is located on the southern side of the building and will be secured by a 2.4m high fence. The generators are 4.8m in height. The southern façade of the building is long and is broken up by way of 6 no. galvanised emissions stacks, the centrally located administration area and the upper part of the façade comprising of varying and complementary grey coloured panels. These colour panels wrap around the eastern and western facades. A water sprinkler pump room and storage tank are located to the southern west of the data hall. The sprinkler tank room is a square flat roofed structure. The tank is cylindrical and is a maximum of 5.6m inclusive of railing parapet. Humidifier storage tanks are located to the north of the building, these are cylindrical tanks with a maximum height is 5.6m. A covered refuse and bicycle store is located to the south of the data hall, this is a flat roofed structure which is 3m in height.

A 220Kv substation is proposed to the north of the proposed data hall, east of the proposed entrance. This compound will comprise of a substation structure, a client control building and 4 no. transformers. The 4 no. transformers are located centrally within the compound and the substation structure is located to the west of the transformer sand the client control room is located to the

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east of the transformers. These structures are flat roofed structures are no greater than 6.5m in height and will be clad in metal panels.

It is also proposed to provide a temporary client control building, a transformer bay, a temporary substation, a permanent MV Switchroom building and a permanent MV / Control room building are to be provided for the construction phase, located within the proposed 220Kv substation location. These temporary facilities are only required during the construction phase and will not be required when the proposed data hall is complete. These structures are flat roofed single storey structures c.6m in height and clad in metal panels.

An architectural design report has been submitted as part of the planning application. This document has a number of 3D images, details on the finishes and outlines the proposed phasing for the development of the overall site. The masterplan and future phases for the development for the overall site is set out in this document also. A total of 8 no. data halls are envisaged for the overall site.

As part of the planning application a tree survey & report, a landscape design rationale, a landscape plan for phase 1 and a lighting scheme for the application site have been submitted. There is an existing substantial planted berm along the southern and western boundaries of the site. The proposed site will be secured by way a 3m high security fence, perimeter intrusion infrared detection system bollards and 8m high camera poles are certain intervals around the site. These security measures will be screened by way of the existing landscaped berms and a proposed high level of landscaping and planting. The proposed supplementary planting includes native woodland species and some coniferous trees to give all year round coverage. A line of 2m high semi mature trees is also proposed south of the southern side of the building, windflowers meadow planting is proposed within two locations to the north of the data hall.

Having regard to the height of the structure, the elevation design, the finishes and the existing and proposed landscaping the proposed development is considered to be acceptable from a visual perspective.

Residential:

There are a number of existing residential dwellings located to the west of the application site in Tyrrelstown. There is an existing berm along the western boundary of the site which will be further supplemented and planted. The high structure on the site is a maximum c.13m at the entrance only which is not considered to be excessive from a visual perspective. Having regard to the existing road and the proposed supplementing of the berming and landscaping of the western boundary and the proposed height of the structures, it is considered there will be no undue overshadowing to adjacent properties. Having regard to the nature of the proposed development it will not result in excessive levels of traffic to the area and the existing road infrastructure is currently under capacity.

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The noise mitigation measures are noted within the EIS and will be conditioned in the event of favourable decision.

Traffic and Transportation

A total of 39 no. car parking spaces are proposed within the site and bicycle and motorcycle parking has been provided for within the site layout plan.

A report from the Transportation Section of Fingal County Council has been received with the following comment made:

General

The proposed development is located in an area where there has been significant infrastructure investment, in coordination with the land use zoning. In particular, the N2-N3 Link Road and the Upgrade of the N3 Mulhuddart Interchange have been completed. This Link Road is a dual two lane carriageway with high capacity roundabouts.

Parking

The maximum parking requirement for the development would be 207 spaces based on Development Plan Management requirements of 1 space/100 sq. m GFA, Industry-Data Centres for a GFA of 20,739 sq.m. The applicant proposes to provide 39 spaces based on parking demand from first principals given the fact that data centres are not particularly staff intensive and tend to operate 24hours a day. The provision of 39 spaces would be acceptable. However, it is noted that are only spaces shown on the proposed layout.

The minimum cycle parking requirement for the development is 103, spaces based on Development Plan Management requirements of 1 space/200 sq. m GFA Industry-Data Centres. The applicant proposes to provide 16 spaces based on demand from first principals given the fact that data centres are not particularly staff intensive and tend to operate 24hours a day. There are good cycle facilities provided within the road network to serve the development. The Transportation Planning Section are satisfied with the provision of 16 spaces in the initial phase and would accept that It is reasonable, therefore, to phase the implementation of any additional spaces, if, and when they are required.

Access and Internal Layout

The proposed development would be accessed off the existing roundabout junction with the R121/Boulevard Bealing Village Access and a relocated entrance off the Cruiserath Road. The existing entrance on Cruiserath Road would be closed off. The applicant shows an indicative layout of ghost islands and right turn pockets on Cruiserath Road. The proposed details would take into

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account the proposed right turn pocket for the existing development opposite the proposed relocated access off Cruiserath Road.

The detailed design and construction of the main access and the service access points including boundary location, the protection of existing services would need to be agreed with the Transportation Planning Section prior to construction. This should also include taking in-charge details and visibility of pedestrians and cyclists on the existing pedestrian and cyclist network.

There would be a number of proposed service access gates located along the security perimeter fence line. The exact location, type and details of these access points would need to be agreed with the Transportation Planning Section prior to construction.

The proposed main entrance separates pedestrians, bicycles, and cars from HGVs. However, it is important internally to segregate pedestrians, bicycles, and cars from the turning movements of HGVs. The proposed loading bay area is directly adjacent the staff parking area. The details of segregating the loading area and the staff parking area should be agreed with the Transportation Planning Section prior to construction.

Traffic & Transport Assessment

The EIS for the proposed development included a Transportation Impact Assessment (TIA). During the operational stage of the development there would be a maximum number of 32 staff over a 24hour period. The peak hour trips associated with the development would be 11 trips in and 7 trips out in the AM and 4 trips in and 4 trips out in the PM. The report analysed the following major junctions in the vicinity of the development and the traffic impacts were assessed taking the cumulative traffic impacts associated with the surrounding developments into account:

- Roundabout junction - Cruiserath Road/Corduff Road/Ballycoolin Road/Blanchardstown Road North:*
- Roundabout junction - Cruiserath Road/Church Road/ Powerstown Road/Damastown Avenue:*
- Roundabout junction - R121/Boulevard Bealing Village Access Road and the proposed main access to the site:*

The assumptions regarding the trip generation and distribution are reasonable. The junction analysis carried out and the future year assessments show that the proposed development would not have any significant negative impact on the junctions. The analysis determines that the junctions are operating at or close to capacity during the peak hour and will continue to operate at capacity with some delays and queuing in the future year scenarios due to the traffic impacts associated with growth in the area. The traffic generated by the proposed development would only have a marginal impact.

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The impact of construction traffic would be temporary and would be managed through monitoring and traffic routing as proposed in the Preliminary Construction Management Plan.

Mobility Management Plan

A Mobility Management Plan was submitted. The proposed number of staff for the development is below the threshold for a Mobility Management. However, as part of the overall master plan a mobility management plan would be required.

Conclusion

The Transportation Planning Section has no objection to the proposed development subject to conditions.'

This report is noted and in the event of a favourable decision appropriate conditions will be attached.

Water Services:

A report has been received from Water Services Section of Fingal County Council with no objection to the proposed development subject to conditions.

A report has been received from Irish Water with no objection to the proposed development subject to conditions.

Archaeology

The report from the Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs is noted. Given the rich archaeological heritage of Fingal there is a residual risk of archaeological remains being present within the site. However having discussed the proposal with the Departments' Archaeologist it is considered that in this instance a condition that ensures that an Archaeological Assessment is undertaken prior to the commencement of development and sufficient time is given to allow for a review of any findings and course of action that may be required resulting therefrom would be acceptable.

Conclusion:

The proposed development will have no undue negative impact on the subject site or the adjoining sites in the area. The proposed development is acceptable under the 'HT' zoning objective and the specific objectives under the 2017-2023 Development Plan subject to a number of appropriate conditions.

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RECOMMENDATION

I recommend that a decision to GRANT PERMISSION be made under the PLANNING & DEVELOPMENT ACTS 2000, AS AMENDED, subject to the following (15) condition(s):-

Conditions and Reasons

1. The development shall be carried out in its entirety in accordance with the Environmental Impact Statement, plans, particulars, specifications, and information lodged with the application on the 01/03/17 save as may be required by the other conditions attached hereto.

REASON: To ensure that the development shall be in accordance with the permission and that effective control be maintained.

2. All mitigation measures contained within the Environmental Impact Statement shall be strictly complied with. Prior to the commencement of development the applicants shall submit for the written agreement of the Planning Authority a detailed Mitigation Plan outlining each mitigation measure proposed and indicating who is responsible for same.

REASON: In the interests of the proper planning and development of the area.

3. i) The use of the development shall be strictly adhered to, as indicated on the submitted plans, drawings and documentation (datahall). The offices, security hut and the 220Kv substation shall remain ancillary to the data hall use permitted.
ii) Any change of use, subdivision or amalgamation, in particular additional mezzanine areas, whether or not such change or subdivision would otherwise constitute exempted development, under the Planning and Development Regulations 2001-2015 shall not be undertaken without a prior grant of permission.

REASON: (i) to avoid any misunderstanding as to the proper construction of this permission
(ii) to regulate the use of the development and to ensure proper planning control is maintained.

4. i) Prior to the commencement of development, (a) details/samples of the materials, colours and textures of all the external finishes to all of the proposed buildings, (b) details of external elevations all of the proposed buildings and (c) signage shall be submitted to and agreed in writing with the

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Planning Authority.

- ii) No additional advertising sign(s) or structure(s) shall be erected on the site or on the façade of the proposed structures except those agreed above, without a prior grant of planning permission.
- iii) Finished floor levels of buildings shall not exceed the heights as indicated on the drawings submitted unless otherwise agreed in writing with the Planning Authority.

REASON: In the interest of the proper planning and development of the area.

5. Prior to the occupation of the proposed development on site the applicants shall submit for the written agreement of the Planning Authority a Construction Management Plan.

REASON: In the interest of traffic and pedestrian safety and proper planning and sustainable development.

6. Prior to the commencement of development the applicants shall:
- i) Engage the services of a suitably qualified archaeologist to carry out an archaeological assessment of the development site. The assessment shall include the results of an archaeological geophysical survey of the development site. No sub-surface work shall be undertaken in the absence of the archaeologist without his/her express consent.
 - ii) The archaeologists shall carry out any relevant documentary research and inspect the site. Test trenches may be excavated at locations chosen by the archaeologist (licensed under the National Monument Acts 1930-2004), having consulted the site drawings.
 - iii) Having completed the work, the archaeologist shall submit a written report to the Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs, and a copy of the report to the Planning Authority. A period of 4 weeks from the submission of the written report to the DAHRRG, to site development works being commenced, shall be adhered to in order to enable a full review of the report and any remedial action to be determined arising from the findings. Where archaeological material/features are shown to be present, preservation in situ, preservation by record (excavation) or monitoring may be required.

REASON: To ensure appropriate measures to safeguard archaeology is found on site.

7. i) Prior to the commencement of development on the site the applicants shall submit for the written agreement of the Planning Authority:
- a) The detailed design and construction of the main access, secondary access and the service access points including, boundary location the protection of existing services and visibility of pedestrians and cyclists at the back of the footpath.
 - b) Details of the location, type, design and construction of the proposed gated access points in the security fence line.
 - c) Details providing adequate segregating between the loading bay area turning movements and the staff parking area.
- ii) 39no. car parking spaces shall be provided.

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iii) The applicant shall comply with any future requirement of the Planning Authority in relation to adjusting the floodlight aiming or fitting appropriate additional louvres to deal with remaining glare issues that may arise for road users/residents but may only become apparent when the installation is commissioned.

REASON: In the interest of clarity and traffic safety.

8. i) The applicant shall comply with the requirements of the Waste Management Act 1996 as amended in relation to waste stored/generated as a result of any activity at this site.
ii) The applicant shall ensure that all hauliers of waste hold a valid Waste Collection Permit for the waste material collected from the site and that the waste material is delivered to authorised waste recovery/disposal facilities.
iii) Prior to the commencement of development the applicant shall submit for the written agreement of the Planning Authority a project construction and demolition waste management plan to the Environment Department. The plan shall be prepared with reference to 'Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects' – Department of the Environment, Heritage & Local Government (2006) and provide information on the management of all construction and demolition waste arising on-site and provide details on the provision for re-use of said material (including destinations) and/or recovery/disposal of this waste using authorised facilities and authorised collectors.
iv) During the construction phase, ground water or surface water from the site shall not be discharged to waters or sewers unless licensed under Section 4 or Section 16, whichever is appropriate, of the Local Government (Water Pollution) Acts 1977 and 1990.
v) All storage tanks for fuel and or chemicals shall be surrounded by a bund capable of retaining 110% of the volume of the largest single tank within the bunded area. The intake and outlet for the tanks shall be positioned inside the bund. Provision shall be made to remove and dispose of the rainwater so as to ensure the specified volume is always available within the bund.
vi) Prior to the operation of the facility, the applicants shall submit for the written agreement of the Planning Authority a detailed Operational Waste Management Plan.

REASON: In the interest of sustainable waste management.

9. All public services to the proposed development including electrical, telephone cables and equipment shall be located underground throughout the entire site where possible.

REASON: In the interest of amenity.

10.) The landscape plan (drawing no.16-449-PD-01, 16-449-PD-02, 16-449-PD-03 & 16-449-PD-04) submitted on the 01/03/17 shall be carried out and completed in full.
ii) The landscape plan shall be completed no later than the first planting season after the first operation of the datahall unless otherwise agreed in writing with the Planning Authority.

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REASON: In the interest of proper planning and sustainable development of the area.

11. i). During the construction phase no heavy construction equipment/machinery (to include pneumatic drills, construction vehicles, generators, etc) shall be operated on or adjacent to the construction site before 7.30a.m or after 7.00p.m, Monday to Saturday. No activities shall take place on site on Sundays or Bank Holidays. No activity, which would reasonably be expected to cause annoyance to residents in the vicinity, shall take place on site between the hours of 7.00p.m and 7.30a.m. No deliveries of materials, plant or machinery shall take place before 7.30a.m in the morning or after 7.00p.m in the evening.
- ii) If there is any occasion when work is required to be carried on outside daytime hours, the Environmental Health Department of Fingal County Council, local residents and businesses in areas which are likely to be affected by noise from the proposed works shall be notified in advance e.g. in letter or leaflet or advertisement form, of:
- Name, address and telephone number of company carrying out works
 - Nature of and reason for works
 - Likely duration and times of work
- iii) During the construction phase, all necessary steps shall be taken to contain dust and airborne pollutants arising from the site and to prevent nuisance to persons in the locality. This shall include a) covering skips, b) covering slack heaps, c) netting of scaffolding, d) regular road and pavement damping and sweeping, e) use of water spray to suppress dust, f) proper paved or hard stand access for trucks and vehicles to and from the site to prevent dirt and dust from the site being carried from the site on to public roads etc.
- iv) During the construction phase of the proposed development due consideration shall be given to the guidance contained within British Standard 5228 'Noise Control on Construction and Open Sites Part - Code of Practice' for basic information and procedures for noise control. In particular construction noise levels shall be monitored continuously and a threshold value of 65dB LAeq,1hr free-field at residential noise sensitive locations in the vicinity of the development shall be adopted. When noise levels exceed this threshold steps will be taken by the contractor to review the works and implement additional mitigation measures where practicable.
- v) During the Operational Phase noise emissions from the site shall be broadband in nature and free from audible tonal characteristics. In relation to site operations the following free field noise limits shall not be exceeded:
- Day to Day Operation (Noise Sensitive & Schools) - 40dB LAeq,15min
 - Day to Day Operation (Commercial) - 55dB LAeq,15min
 - Emergency Operation (Noise Sensitive & Schools) - 55dB LAeq,15min
- vi) Generator testing shall be carried out during daytime periods (i.e. between 07:00 to 19:00hrs Monday to Friday) and shall not exceed a free field level of 55dB LAeq,1hr at nearby residential noise sensitive locations.
- vii) The development shall be so operated that there will be no emissions of malodours, gas, dust,

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fumes or other deleterious materials, no noise vibration on site as would give reasonable cause for annoyance to any person in any residence, adjoining unit or public place in the vicinity.

REASON: In the interest of proper planning and sustainable development of the area.

12. A wheel wash facility shall be put in place during the construction phase. All trucks leaving the site shall go through this facility. During the construction phase effective measures shall be taken by the operator to prevent the undue emission of dust from the site and site roadways. A water bowser(s) or similar facility shall be available on site at all times during dry weather, so that all vehicle and plant roadways can be watered to lay dust as necessary.

REASON: In the interests of amenity and minimising nuisance caused by the emission of dust.

13. . i) All fuel storage tanks shall be surrounded by a bund capable of retaining 110% of the volume of the largest single tank within the enclosed area. The bund shall be impermeable and shall retain any spillages from the intake or outlet pipe. Steps shall be taken to ensure that accidental spillages can be contained on site and shall not be allowed to escape to nearby water courses or surface water sewers. Rainwater shall be removed by pumping to ensure that the full containing volume is always available.
- ii) Surface water runoff from the substation transformer bunds and generator diesel tank bunds shall be discharged to the surface water network via an appropriate full retention separator. The retention capacity shall be continuously monitored to ensure that the appropriate capacity is being maintained. In the event of a severe spill and/or retention capacity being exceeded, an automated shut-off system shall be activated to ensure the containment of all contaminant.
- iii) In the interest of water conservation and the prevention of water wastage, the developer shall re-use the water from the Air Handling Units.
- iv) The developer shall ensure that adequate storage capacity in the attenuation basins for fire water runoff is being maintained at all times.
- v) The developer shall ensure that adequate storage capacity in the attenuation basins for discharge from the Air Handling Units is being maintained at all times.
- vi) No surface water/rainwater shall discharge into the foul sewer system under any circumstances.
- vii) The surface water drainage shall be in compliance with the 'Greater Dublin Regional Code of Practice for Drainage Works Version 6.0' Fingal County Council April 2006.

REASON: In the interest of proper planning and sustainable development.

14. Where the applicant proposes to connect directly or indirectly to a public water/wastewater network operated by Irish Water, the applicant shall sign a connection agreement with Irish Water prior to the commencement of the development.

REASON: In the interest of proper planning and sustainable development.

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15. Any temporary buildings or structures including the Temporary Client Control Room to the north of the Data Storage Facility Building and the Temporary SubStation to the south of the Data Storage Facility Building shall be removed when no longer required and the ground reinstated to a specification to be first agreed in writing by the Planning Authority.

REASON: In the interest of clarity and proper planning and sustainable development.

16. The developer shall pay the sum of €1,462,406 (updated at date of commencement of development, in accordance with changes in the Tender Price Index) to the Planning Authority as a contribution towards expenditure that was and/or that is proposed to be incurred by the planning authority in respect of public infrastructure and facilities benefiting development in the area of the Authority, as provided for in the Contribution Scheme for Fingal County made by the Council. The phasing of payments and the provision of security to ensure payment shall be agreed in writing with the planning authority prior to the commencement of development.

REASON: It is considered reasonable that the payment of a contribution be required in respect of the public infrastructure and facilities benefiting development in the area of the Planning Authority and which is provided, or which is intended to be provided by, or on behalf of the Local Authority.

Note on above Condition:

Please note that with effect from 1st January 2014, Irish Water are now the Statutory Body responsible for both water and waste water services (excluding surface water). Accordingly, the contribution payable has been reduced by the amount of the contribution associated with these services. A separate charge will be levied by Irish Water in relation to the provision of water and/or wastewater treatment infrastructure and connections to same. Further details are available on the Irish Water website www.water.ie, Tel. (01) 602100

Note to Applicant:

In the interest of Public Health and Environmental Sustainability, Irish Water Infrastructure capacity requirements and Proposed connections to the Water and Waste Water Infrastructure shall be subject to the constraints of the Irish Water Capital Investment Programme

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Harry McLaughlin
Senior Executive Planner
25/04/17

Endorsed:

Peter Kennedy
Administrative Officer 25/4/17

Order: A decision pursuant to Section 34 of the PLANNING & DEVELOPMENT ACTS 2000, AS AMENDED to GRANT PERMISSION for the above proposal subject to the (15) ^a condition(s) set out above is hereby made.

Dated 25th April, 2017

Noted. General Cizek SP
25.04.2017

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Consent of copyright owner required for any other use.

Ahe JG

Thereunto empowered by order of the Chief Executive, Fingal County Council C.E. No. 6822 dated 10/4/17 delegating to me all his powers, functions & duties in relation to the council of the County of Fingal in respect of this matter.