



An
Bord
Pleanála

Board Direction
BD-019212-25
ABP-319438-24

The submissions on this file and the Inspector's report were considered at a Board meeting held on 13/03/2025.

The Board decided to refuse permission, generally in accordance with the Inspector's recommendation, for the following reasons and considerations.

Reasons and Considerations

1. The policies of the Fingal County Development Plan, 2023-2029 seek to ensure that car parking serving Dublin Airport is managed in a comprehensive manner so as to maximize the use of public transport and sustainable transport modes above the requirements of the private car. It is also indicated within the Dublin Airport Local Area Plan, 2020 that new car parking provision should only be provided where absolutely essential, thereby incentivising sustainable travel choices (Section 8.5.5). Furthermore, it is stated that any provision of additional car parking requires a careful balance to be struck between meeting the needs of accommodating future growth and undermining the economic viability of public transport routes servicing Dublin Airport (Section 8.6). As the commercially operated car park would be intrinsically linked and dependent on Dublin Airport, the proposed development would result in the increased supply of airport-related car parking and an increase in the volume of general traffic on the Airport's internal road network which may undermine the effective operation of existing and planned public transport services. The proposed development fails to accord with Objective DAO6 of the Fingal County Development Plan, 2023-2029, would set an undesirable precedent for similar development in the surrounding area and would therefore be contrary to the proper planning and

sustainable development of the area.

2. It is considered that the proposed development which would result in traffic congestion and would adversely affect the strategic function, efficiency and carrying capacity of the national road network in the surrounding area thereby undermining the effective operation of existing and planned public transport services in the area. The proposal will also result in an intensification of trip generation at the generally substandard junction between the L2060 and R132 which incorporates restricted right-hand turning movements. The proposal would therefore result in circuitous trips to and from the Airport which would be contrary to the Transport Strategy for the Great Dublin Area (2022-2042) and the current Climate Action Plan. Furthermore the proposed intensification of car use at this location would contravene objectives CMP1 and CM01 and would therefore be contrary to the proper planning and sustainable development of the area.
3. The proposed commercially operated multi-storey car park and ancillary valeting service fails to maximise the site's potential to provide employment intensive uses as required by Policy EEP2 of the Fingal County Development Plan, 2023-2029. For this reason, the proposed development fails to align or accord with the Objective and Vision for the 'GE' (General Employment) zoned lands and is therefore contrary to the proper planning and sustainable development of the area.

Board Member


Paul Caprani

Date: 18/03/2025