

5158366-21-CO-00144

10<sup>th</sup> Nov 2017

David Curran  
Executive Officer  
An Bord Pleanála  
64 Marlborough Street  
Dublin 1  
D01 V902

Dear David,

**RE: PROPOSED CONTINUANCE OF USE ON A PERMANENT BASIS OF THE 8,840 SPACE LONG-TERM CAR PARK ON A SITE AT HARRISTOWN AND THE 2,040 SPACE LONG-TERM CAR PARK AT STOCKHOLE, DUBLIN AIRPORT, CO. DUBLIN**

**PRE-APPLICATION CONSULTATION REGISTER REFERENCE: PLO6F.PC0250**

The copy of the written record, dated 24<sup>th</sup> October, 2017, of the first pre-application consultation meeting of 18<sup>th</sup> September, 2017 refers.

On behalf of daa, we would like to thank the Board representatives for their time and for a productive first meeting.

The record of the meeting is generally representative of the discussion, but in the interests of completeness we would be grateful if you could include the points set out below as an addendum to the written record.

These are points which were raised and discussed at the first meeting, and which include consideration of the site specific CP (Car Park) map-based objective for car parking that pertains to both long-term car parking sites, as well as some of daa's responses to queries raised.

Our additional points, which follow the order of the written record dated 24<sup>th</sup> October, 2017, are as follows:

#### **Presentation by the Prospective Applicant: Page 4 and 5**

3<sup>rd</sup> bullet point: Amend to read: 'The nature and location of both car parks is fully consistent with the site specific CP (Car Park) map-based local objective that pertains to both car parks, and the Airport Inner Noise Zone and outer Public Safety Zone designations of the Fingal County Development Plan 2017. The location of the car parks is also consistent with the provisions of the Dublin Airport Local Area Plan (now expired).'

4<sup>th</sup> bullet point: Add the following text at the end: 'The MMU demonstrates that 56% of all passengers access the Airport by non-private vehicle modes of transportation, which compares very favourably with similarly sized Airports in Europe, and is particularly relevant given the majority of passengers (53.4%) originate from outside Dublin. Just one in three passengers travel by private vehicle (note this relates to all Airport passengers, regardless of where they park).'

7<sup>th</sup> bullet point: Amend to read that a Screening Report for Appropriate Assessment will accompany the application (not an Appropriate Assessment (AA)).

**Queries/Matters raised by the Board: Page 4**

In relation to the strategic impact on public transport usage, daa issued a detailed response to An Bord Pleanála on 5<sup>th</sup> October, 2017. This demonstrates that the number of passengers accessing Dublin Airport by bus has almost doubled since Terminal 2 was permitted. It also demonstrates that public transport mode split at Dublin Airport compares favourably with comparable rail-linked airports in Europe.

In relation to the efficient use of land/multi-storey, the detailed response issued to An Bord Pleanála of 5<sup>th</sup> October, 2017 states, inter alia, that car parks are an intrinsic element of Airport infrastructure; that the Airport must provide car parking infrastructure as a consequence of its national catchment; and that multi storey format is not appropriate given the relative nature of long-term car parking – being remote from terminals with a low turnover of customers.

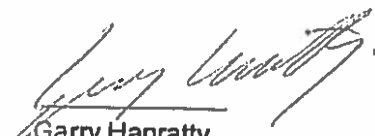
In relation to the longer term impact on the planned Metro North, the detailed response issued to An Bord Pleanála of 5<sup>th</sup> October, 2017 states, inter alia, that public transport users will divert from existing bus services to Metro; and that there will be no meaningful impact beyond Corridor A or at best the Greater Dublin Area. A case study examining a new rail link serving Edinburgh Airport, shows the public transport mode share is still less than it is for Dublin Airport.

In relation to a supply and demand analysis of car parking in the area, daa noted there are only three authorised long term car parks serving Dublin airport. daa is not privy to third party commercially sensitive information but is happy to provide details in respect of its own operations of relevance to the assessment. In this regard, the detailed response to An Bord Pleanála of 5<sup>th</sup> October, 2017 includes mapped information on the location of all authorised passenger parking serving the Airport. In relation to unauthorised car parking, by its very nature, there are no publicly available details and it would be unreasonable for such parking to form part of the analysis.

Furthermore, there was no discussion on the requirement for a more detailed profiling of car park users under different scenarios. We would be grateful if the Board could provide additional detail on this point, so that we can ensure we include a full response within the application documentation.

We would be grateful if you could include the points set out below as an addendum to the written record.

Yours faithfully,  
For and on behalf of Atkins,

  
Garry Hanratty  
Atkins Ireland