



An
Bord
Pleanála

Board Order
ABP-319438-24

Planning and Development Acts 2000 to 2022

Planning Authority: Fingal County Council

Planning Register Reference Number: F24A/0007

APPEAL by APO Valet Parking Dublin Limited care of McGill Planning Limited of 22 Wicklow Street, Dublin against the decision made on the 2nd day of April 2024, by Fingal County Council, to refuse permission.

Proposed Development: The proposed development will consist of the construction of a multi-storey (up to five storeys) car park of 362 number spaces (with valet service) and ancillary single storey staff facilities block; a three-storey block of industrial units (three number); provision of new vehicular entrance from Kettles Lane to the south and closure of existing access (from private lane) to the east of the site; provision of on-site wastewater treatment system including septic tanks and percolation areas, together with all associated site development, services provision, landscaping and boundary treatment works, all on lands at Kettles Lane, Glebe, Cloghran, Swords, County Dublin. The site is located north of Kettles Lane and immediately east of Metropoint Business Park.

Decision

REFUSE permission for the above proposed development in accordance with the reasons and considerations set out below.

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, therefore, 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 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 Policy CMP1 (Decarbonisation of Motorised Transport) and Objective CM01 (Transition to Sustainable Modes) of the Fingal County Development Plan 2023-2029 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.



Paul Caprani

**Member of An Bord Pleanála
duly authorised to authenticate
the seal of the Board.**



Dated this 19th day of March 2025.