

An
Coimisiún
Pleanála

Commission Order
ABP-320748-24

Planning and Development Act 2000, as amended

Planning Authority: Fingal County Council

Planning Register Reference Number: FW24A/0253E

Appeal by Dublin Airport Authority (DAA) plc against the decision made on the 8th day of August, 2024 by Fingal County Council to refuse permission for the proposed development.

Proposed Development: (1) The demolition of existing cattle pen and hard standing area (total 911 square metres) and the removal of one number existing gated site entrance from the South Parallel Road (R108), and the construction of a westwards extension to the existing Holiday Blue Long-Term Car Park to provide an extended surface car park which will comprise 950 number airport staff car parking spaces, of which 48 number will be provided for Persons with Reduced Mobility (PRM) and 96 number will be serviced by Electric Vehicle (EV) charging points, to be accessed off the South Parallel Road (R108) via an upgraded existing former temporary construction access/egress, with an emergency access also to be provided through the existing Holiday Blue Long-Term Car Park immediately east of the proposed development site via a tie in, with security barriers, to the existing internal roundabout; (2) 30 number bicycle spaces, (3) one number new bus shelter, (4) new internal road layout, with set down areas for buses and

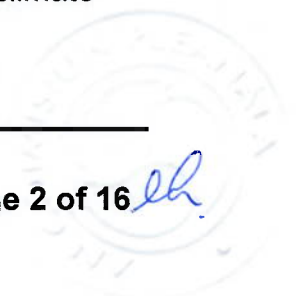
footpaths, incorporating two number existing culverts (one of which is to be extended) and one number new culvert over the Santry River, (5) proposed riparian corridor either side of the Santry River, (6) one number single-storey substation, (7) one number new single storey welfare building, (8) one number new single-storey security hut with security barriers, (9) new foul and surface water drainage system works incorporating attenuation, (10) the erection of CCTV equipment, security fencing, electrical enclosure, lighting, signage, and boundary fencing, and (11) all other associated site development works, including temporary construction compound, and all hard and soft landscaping, all on a site of approximately 4.26 hectares, bounded by the South Parallel Road (R108) to the north, Harristown Lane to the west, Horizon Business Park to the south, and an existing former construction access road to Horizon Business Park and the existing Holiday Blue Long-Term Car Park to the east in the townland of Harristown, Dublin Airport, County Dublin.

Decision

GRANT permission for the above proposed development in accordance with the said plans and particulars based on the reasons and considerations under and subject to the conditions set out below.

Reasons and Considerations

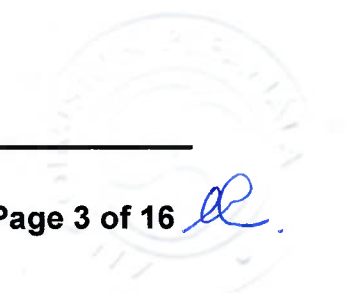
The Commission performed its functions in relation to the making of its decision, in a manner consistent with Section 15(1) of the Climate Action and Low Carbon Act 2015, as amended by Section 17 of the Climate Action and Low Carbon Development (Amendment) Act 2021, (consistent with Climate Action Plan 2024 and Climate Action Plan 2025 and the national long term climate action strategy, national adaptation framework and approved sectoral adaptation plans set out in those Plans and in furtherance of the objective of mitigating greenhouse gas emissions and adapting to the effects of climate change in the State).



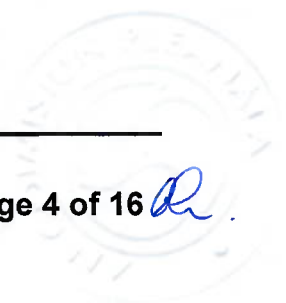
In coming to its decision, the Commission had regard to the following:

- European legislation, including of particular relevance:
 - Directive 2011/92/EU, as amended by 2014/52/EU, on the assessment of the effects of certain public and private projects on the environment, and
 - Directives 92/43/EEC (Habitats) and 79/409/EEC (Birds), as amended by 2009/147/EC, on the conservation of natural habitats, wild fauna and flora.

- National and regional planning and related policy, including:
 - the National Aviation Policy which seeks to promote Dublin as a secondary hub airport (Action 4.3.1), noting that surface access is particularly relevant in the case of Dublin,
 - the National Planning Framework, First Revision (April 2025), which seeks to promote high-quality international connectivity, noting its importance to international competitiveness (National Strategic Outcome 4), and
 - the Regional Spatial and Economic Strategy 2019-2031, which seeks to protect and enhance international connectivity (RSO 14), and support growth and movements and passengers at Dublin Airport to include its status as a secondary hub, and in particular improved airport access (RPO 8.18).



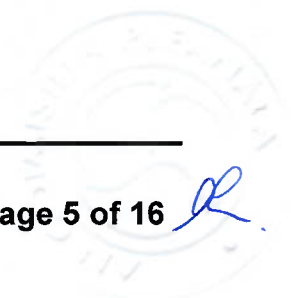
- Local planning policy, including the:
 - the location of the proposed development on zoned 'GE – General Employment' lands under the provisions of the Fingal County Development Plan 2023-2029, which seeks to provide opportunities for general enterprise and employment in the context of the ancillary nature of the proposal, the development of Dublin Airport as a secondary hub (objective DAO3), the protection and enhancement of the transportation capacity required to provide for the surface access needs of the airport (objective DAO8) and the maintenance and protection of accessibility to the Airport as a priority (objective DAO9), and
 - the provisions of the Dublin Airport Local Area Plan 2020, as extended, which seeks to limit the growth of staff car parking in order to improve public transport usage, particularly in locations near the centre of Dublin Airport campus where land can be more efficiently used for other purposes (objective CP04) and to control the supply of car parking at Dublin Airport so as to
 - (a) maximise the use of public transport,
 - (b) reduce traffic congestion, and
 - (c) to secure the efficient use of land (objective CP07).
- other relevant national policy and guidance documents,
- the planning history of Dublin Airport generally and Terminal 2 specifically, and in particular Condition 23 of An Coimisiún Pleanála Register Reference Number PL 06F.220670 (Planning Authority Register Reference Number F06A/1248),



- the nature, scale and design of the proposed development, as set out in the planning application and the pattern of development in the vicinity including the adjacent 'Holiday Blue' long-term car park and Horizon Logistics Park,
- the submissions made in connection with the application and appeal, and
- the report and recommendation of the Inspector, including the examination, analysis and evaluation undertaken in relation to Environmental Impact Assessment (EIA) and Appropriate Assessment (AA).

Proper Planning and Sustainable Development

Having regard to the nature of the development, which would maintain the overall staff parking numbers at Dublin Airport within the figure described in Section 8.6.1 of the Dublin Airport Local Area Plan 2020, as extended, it is considered that the proposed development of a staff only car park at a location removed from the centre of Dublin Airport Campus to be served by a shuttle bus transfer arrangement, would not contravene the GE Zoning in the provision of car parking to support sustainable employment at Dublin Airport and would assist in promoting Dublin Airport's status as a secondary hub through reduced surface access demand to the main airport campus, thus improving international connectivity and competitiveness in line with local, regional and national policy. Subject to compliance with the conditions set out below, it is considered that the proposed development would not give rise to unacceptable impacts on traffic safety and convenience during construction and operation, would not detract from the visual amenities or the character of the area and would not adversely impact on airport operations or public health. The proposed development would, therefore, be in accordance with the proper planning and sustainable development of the area.



The Commission considered that the limitation by condition of the permission to a seven year period from the date of this permission, in line with Section 7.5 of the Development Management Guidelines (2007), would enable an assessment of the impact of the staff parking by reference to the potential delivery of anticipated step changes in public transport accessibility to Dublin Airport, within the period, including the permitted Metrolink and Bus Connects schemes and the proposed Ground Transportation Centre, car parking and road upgrade proposals as part of the infrastructure planning application F23A/0781.

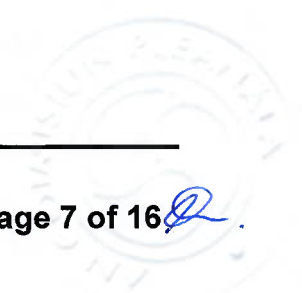
Appropriate Assessment Stage 1

The Commission considered the documents submitted with the application, and all other relevant submissions on file, and carried out an Appropriate Assessment in relation to the potential effects of the proposed development on designated European sites. The Commission agreed with the screening assessment and conclusion carried out in the Inspector's Report that the North Dublin Bay Special Area of Conservation (site code: 000206) and North Bull Island Special Protection Area (site code: 004006) are the European sites in respect of which the proposed development has the potential to have a significant effect in view of the conservation objectives for the site and that Stage 2 Appropriate Assessment is, therefore, required.

Appropriate Assessment Stage 2

The Commission considered the Natura Impact Statement (NIS) and all other relevant submissions on file and carried out an Appropriate Assessment of the implications of the proposed development on the North Dublin Bay Special Area of Conservation (site code: 000206) and North Bull Island Special Protection Area (site code: 004006), in view of these sites' conservation objectives. The Commission considered that the information before it was sufficient to undertake a complete assessment of all aspects of the proposed development in relation to the sites' conservation objectives using the best scientific knowledge in the field. In completing the assessment, the Commission considered, in particular, the following:

- (a) Detailed assessment of all aspects of the proposed development that could result in significant effects or adverse effects on European sites within a zone of influence of the application site.
- (b) Conservation objectives and conservation status of Qualifying Interest/ Special Conservation Interest habitats and species.
- (c) Application of mitigation measures designed to avoid adverse effects on site integrity and likely effectiveness of same.
- (d) Assessment of in-combination effects with other plans and projects, including those specifically referred to by the appellant.



In completing the Appropriate Assessment, the Commission accepted and adopted the Appropriate Assessment carried out in the Inspector's Report in respect of the potential effects of the proposed development on the aforementioned European Sites. In overall conclusion, the Commission were satisfied that the proposed development would not adversely affect the integrity of the European Site in view of the site's conservation objectives and that there is no reasonable scientific doubt as to the absence of such effects.

Environmental Impact Assessment

The Commission considered that the Environmental Impact Assessment Report (EIAR), supported by the documentation submitted by the applicant on population and human health, biodiversity, with particular attention to species and habitats protected under the Habitats Directive and the Birds Directive, land, soil, water, air and climate, material assets, cultural heritage and the landscape, the interaction between the above factors, and the vulnerability of the proposal to risks of major accidents and/or disasters. The information provided is reasonable and sufficient to allow the Commission to reach a reasoned conclusion on the significant effects of the proposed development on the environment, taking into account current knowledge and methods of assessment.

The Commission completed an environmental impact assessment in relation to the proposed development on population and human health, biodiversity, with particular attention to species and habitats protected under the Habitats Directive and the Birds Directive, land, soil, water, air and climate, material assets, cultural heritage and the landscape, the interaction between the above factors, and the vulnerability of the proposal to risks of major accidents and/or disasters and concluded that, subject to the implementation of the mitigation measures proposed as set out in the Environmental Impact Assessment Report (EIAR), and subject to compliance with the conditions set out below, the effects of the proposed development on the environment, by itself and in

combination with other plans and projects in the vicinity, would be acceptable. In doing so, the Commission adopted the report and conclusions of the Planning Inspector.

Conditions

1. The development shall be carried out and completed in accordance with the plans and particulars lodged with the application, as amended by the further plans and particulars received by An Coimisiún Pleanála on the 4th day of September 2024, except as may otherwise be required in order to comply with the following conditions. Where such conditions require details to be agreed with the planning authority, the developer shall agree such details in writing with the planning authority prior to commencement of development and the development shall be carried out and completed in accordance with the agreed particulars.

Reason: In the interest of clarity.

2. (a) This permission shall be for a period of seven years from the date of this Order. At the end of this period the use of the lands shall cease unless, prior to the end of the period, planning permission shall have been granted for a further period.
- (b) Upon cessation of the use hereby permitted, all ancillary structures and services, including buildings and hard surfaces, shall be removed, the lands shall be topsoiled and reseeded with grass and restored to agricultural use.
- (c) The use of the car parking shall be for Dublin Airport staff only.

Reason: In the interest of clarity and to allow for a future assessment of the potential delivery of anticipated step changes in public transport

accessibility to Dublin Airport, within the period, including the permitted Metrolink and Bus Connects schemes and the proposed Ground Transportation Centre, car parking and road upgrade proposals in the vicinity of the site and the demand for staff car parking spaces serving Dublin Airport in the light of the circumstances then prevailing.

3. The mitigation and monitoring measures contained in the submitted Environmental Impact Assessment Report (EIAR), shall be implemented.

Reason: To protect the environment.

4. The mitigation and monitoring measures contained in the submitted Natura Impact Statement (NIS), shall be implemented.

Reason: To protect the integrity of European sites.

5. A Construction and Environmental Management Plan (CEMP) shall be submitted to, and agreed in writing with, the planning authority prior to the commencement of development. The CEMP shall include but not be limited to construction phase controls for dust, noise and vibration, waste management, protection of soils, groundwaters, and surface waters (including a management response to prohibit the mobilisation/migration of contaminants such as PFAS and invasive species), site housekeeping, emergency response planning, site environmental policy, and project roles and responsibilities.

Reason: In the interests of residential amenities, public health and safety and environmental protection.

6. (a) The internal road network serving the proposed development, including junctions, parking areas (including motorcycle parking areas), footpaths and kerbs shall be in accordance with the requirements and detailed construction standards of the planning authority, as the roads authority for such works.
- (b) The final quantum and layout of the staff parking spaces, not exceeding 950 in number, shall be submitted to, and agreed in writing with, the planning authority prior to the commencement of the development hereby permitted.
- (c) Details of the allocation and operation of the staff parking permit scheme and the shuttle bus arrangements shall be submitted to, and agreed in writing with, the planning authority prior to the commencement of the development hereby permitted.
- (d) The development shall not open for the approved use intended by the developer until the Road Safety Audit process has been complied with by the developer in accordance with Transport Infrastructure Ireland Standard GE-STY-01024 and the agreed recommendations from the Road Safety Audit report have been completed by the developer to the satisfaction of Fingal County Council, as the roads authority.

Reason: In the interests of traffic and pedestrian safety.

7. A detailed construction traffic management plan shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. The plan shall include details of arrangements for routes for construction traffic, parking during the construction phase, the location of the compound for storage of plant and machinery and the location for storage of deliveries to the site.

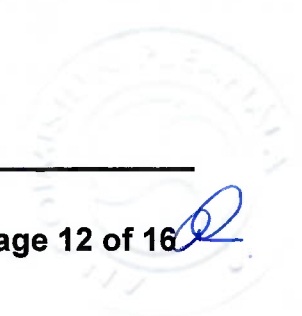
Reason: In the interests of traffic safety and convenience.

8. Public lighting shall be provided in accordance with a scheme prepared in line with the principles of the Bat Conservation Trust Guidance on Bats and Artificial Lighting at Night. The scheme shall include lighting along pedestrian routes through open spaces, details of which shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. Such lighting shall be provided prior to the operation of the car park hereby permitted.

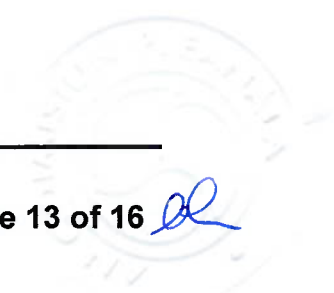
Reason: In the interests of amenity and public safety, and wildlife protection.

9. Prior to the commencement of development (including demolition and tree clearance), a bat survey shall be undertaken by a bat specialist and submitted to, and agreed in writing with, the planning authority. Any demolition of structures or tree clearance that supports a new record of bat roost shall be carried out only under licence from the National Parks and Wildlife Service (NPWS) and details of such licence shall be submitted to the planning authority.

Reason: In the interest of wildlife protection.



10. (a) The developer shall engage a suitably qualified (licensed eligible) archaeologist to monitor (licensed under the National Monuments Acts) all site clearance works, topsoil stripping, groundworks, dredging and/or the implementation of agreed preservation in-situ measures associated with the development following consultation with the National Monument Service (NMS).
- (b) Prior to the commencement of such works, the archaeologist shall consult with and forward to the National Monument Service as appropriate a method statement for written agreement. The use of appropriate tools and/or machinery to ensure the preservation and recording of any surviving archaeological remains shall be necessary. Should archaeological remains be identified during the course of archaeological monitoring, all works shall cease in the area of archaeological interest pending a decision of the planning authority, in consultation with the National Monument Service, regarding appropriate mitigation [preservation in-situ/excavation].
- (c) The developer shall facilitate the archaeologist in recording any remains identified. Any further archaeological mitigation requirements specified by the planning authority, following consultation with the National Monument Service (NMS), shall be complied with by the developer.
- (d) Following the completion of all archaeological work on site and any necessary post-excavation specialist analysis, the planning authority and the National Monument Service (NMS) shall be furnished with a final archaeological report describing the results of the monitoring and any subsequent required archaeological investigative work/excavation required. All resulting and associated archaeological costs shall be borne by the developer.



Reason: To ensure the continued preservation [either in situ or by record] of places, caves, sites, features or other objects of archaeological interest.

11. Prior to commencement of development, the developer shall enter into water and/or wastewater connection agreement(s) with Uisce Éireann.

Reason: In the interest of public health.

12. The attenuation and disposal of surface water shall comply with the requirements of the planning authority for such works and services. Prior to the commencement of development, the developer shall submit details for the attenuation and disposal of surface water from the site for the written agreement of the planning authority, following consultation with Inland Fisheries Ireland.

Reason: To prevent flooding and in the interests of sustainable urban drainage.

13. (a) The woodland area between Harristown Lane (L31251) and the western (red line) site boundary, as outlined in blue, shall be permanently retained.
- (b) The landscaping scheme shown on drawing number D21081-ATK-SCS-01-XXX-DR-C-040-0002, as submitted to the planning authority on the 14th day of June, 2024 shall be carried out within the first planting season following substantial completion of construction works.
- (c) The applicant shall protect and retain the proposed riparian corridor throughout development. All planting in this area shall be water compatible and not obstruct the watercourse and otherwise be in accordance with Inland Fisheries Ireland guidance.

- (d) All planting shall be adequately protected from damage until established. Any plants which die, are removed or become seriously damaged or diseased, within a period of two years from the completion of the development, shall be replaced within the next planting season with others of similar size and species, unless otherwise agreed in writing with the planning authority.

Reason: In the interests of residential and visual amenity.

14. Prior to the commencement of development, the developer or any agent acting on its behalf, shall prepare a Resource Waste Management Plan (RWMP) as set out in the Environmental Protection Agency's Best Practice Guidelines for the Preparation of Resource and Waste Management Plans for Construction and Demolition Projects (2021) including demonstration of proposals to adhere to best practice and protocols. The Resource Waste Management Plan (RWMP) shall include specific proposals as to how the RWMP will be measured and monitored for effectiveness, these details shall be placed on the file and retained as part of the public record. The Resource Waste Management Plan (RWMP) must be submitted to the planning authority for written agreement prior to the commencement of development. All records (including for waste and all resources) pursuant to the agreed Resource Waste Management Plan (RWMP) shall be made available for inspection at the site office at all times.

Reason: In the interest of sustainable waste management.

15. Site development and building works shall be carried out between the hours of 0700 to 1900 Mondays to Fridays inclusive, between 0800 to 1400 on Saturdays and not at all on Sundays and public holidays. Deviation from these times shall only be allowed in exceptional circumstances where prior written agreement has been received from the planning authority.

Reason: In order to safeguard the residential amenities of property in the vicinity.



Mick Long

Planning Commissioner of An Coimisiún Pleanála duly authorised to authenticate the seal of the Commission.

Dated this *27th* day of *April* 2026.