



An
Bord
Pleanála

Record of Meeting 06F.PC0250 1st Meeting

Case Reference / Description	06F.PC0250 Proposed permanent continuance of use of Holiday Blue and Express Red Long-Term Car Parks at Dublin Airport		
Case Type	Pre-application consultation		
1st / 2nd / 3rd Meeting	1 st		
Date	18 th September, 2017	Start Time	11 am
Location	Meeting Room 1	End Time	1 pm
Chairperson	Phillip Green	Executive Officer	Muiríosa Cassells

Attendees		
Representing An Bord Pleanála		
Staff Member	Email Address	Phone
Phil Green, Assistant Director of Planning		
Suzanne Kehely, Senior Planning Inspector		
David Curran, Senior Executive Officer		
Muiríosa Cassells, Executive Officer	m.cassells@pleanala.ie	01-8737247

Representing the Prospective Applicant		
Yvonne Dalton, Group Head of Planning, DAA		
Jane Roche, Planner DAA		
John Lyons, Head of Car Parks DAA		
Aiden O'Neill Senior Planner, Coakley O'Neill		
Chris Fay Traffic Engineer, Atkins		
Deirdre Larkin Environmental Consultant, Atkins		

The meeting commenced at 11 a.m.

Introduction

The Board referred to the letter received from the prospective applicant dated 25 July, 2017 formally requesting pre-application consultations with the Board.

The Board advised the prospective applicant that the instant meeting essentially constituted an information-gathering exercise for the Board. It also invited the prospective applicant to outline the nature of the proposed development and to highlight any matters it wished to receive advice on from the Board.

The Board mentioned general procedures in relation to the pre-application consultation process as follows:

- The Board will keep a record of this meeting and any other meetings, if held. Such records will form part of the file which will be made available publicly at the conclusion of the process.
- The Board will serve formal notice at the conclusion of the process as to whether or not the proposed development is Strategic Infrastructure Development (SID). It may form a preliminary view at an early stage in the process as to whether the proposed development would likely constitute strategic infrastructure.

- A further meeting or meetings may be held in respect of the proposed development.
- Further information may be requested by the Board and public consultations may also be directed by the Board.
- The Board may hold consultations in respect of the proposed development with other bodies.
- The holding of consultations does not prejudice the Board in any way and cannot be relied upon in the formal planning process or any legal proceedings.

Presentation by the Prospective Applicant

The proposed development is for the continuance of use on a permanent basis of the existing long-term car parking spaces which comprise 8,840 spaces on a site at Harristown, and 2,040 spaces on a site at Stockhole, Dublin Airport, County Dublin. No new works are proposed.

The prospective applicant states that Dublin Airport has seen an exceptional growth in passenger numbers. It processed almost 28 million passengers per annum in 2016, and exceeded 100,000 passengers on peak summer days. The strategic importance of Dublin Airport to the State is confirmed in national, regional and local planning policy. The status of the car parks has been recognised in the current Fingal Development Plan 2017 – 2023. It appears that Fingal is the only authority who's area it would have a significant effect upon.

The prospective applicant went through their presentation. Some key issues raised were:

- Long-term car parking has previously been determined to constitute Strategic Infrastructure Development, recognising it forms a key element at the airport's surface access infrastructure (Board's case ref.s PC0100 and PC0156 refer).
- National policy recognises that Dublin Airport, the principal airport for the country, is one of Ireland's most significant pieces of infrastructure underpinning national competitiveness (NSS page 62). The Regional Planning Guidelines for the Greater Dublin Area (GDA) 2010 – 2022 recognise aviation and transport as essential to economic trade, international competitiveness and movement of people, and that the GDA contains the unique asset of Dublin Airport which is a primary international air access point for the State.
- The National Transport Authority's (NTA) GDA Transport Strategy 2016 – 2035 supports the protection and enhancement of access to Dublin Airport as a strategic priority.
- The passenger throughput is of strategic economic importance to the State.

- Access by car remains a necessary and, in some instances, sole mode option, particularly during the “first wave” from 4am – 6am when public transport options are either limited or unavailable.
- Metro North will not remove the need for long-term car parking as the majority of passengers are from outside Dublin, or from the other areas of Dublin not served by the north-south axis of the Metro North.
- The nature and location of both car parks is consistent with the Airport Inner Noise Zone and outer Public Safety Zone constraints, where heights are restricted and car parking is a compatible use consistent with Dublin Airport Local Area Plan (LAP).
- The rationale for a permanent permission is to confirm its long-established use as part of the airport modal mix. Accessibility to and from the airport is to be provided and enhanced in line with planning policy, to safeguard the operational requirements of the airport, and ensure the safe and efficient transfer of passengers to and from the airport. This is in accordance with its updated mobility management initiatives.
- Consultations have taken place with the NTA, Fingal County Council and Transport Infrastructure Ireland (TII). Any issues raised will be addressed within the application.
- Road traffic and transportation surveys and assessment issues will also be addressed in the application.
- An Environmental Impact Assessment Report (EIAR) and Appropriate Assessment (AA) will accompany the application. Previous screening has confirmed no significant impacts.

Queries/Matters raised by the Board

The Board advised that as this proposal is for a permanent use of land, the strategic impact of this on public transport usage and efficient use of land will be assessed. This will include for example the longer term impact on the planned Metro North. Furthermore, having regard to the previous reasons for controlling car parking, the Board will have to examine the proposal in the context of wider transport, traffic and parking issues in the area. A supply and demand analysis of car parking in the area serving the airport and its environs will be required to justify the provision of permanent car parking on the scale proposed. The Board advised that the more detailed profiling of car park users under different scenarios would be useful. The Board advised it would meet with both the NTA and TII and FCC to seek its input in this regard. The Board also queried the possibility of multi-storey car parking.

The Board made reference to the Department of Housing Planning and Local Governments Circular letter which advises on the Implementation of Directive 2014/52/EU on the effects of certain public and private projects on the environment (EIA Directive) which is soon to be transposed into Irish law. Any Environmental Impact Assessment Report (EIAR) submitted should have regard to specific amendments to include headings like “population and human health”, “biodiversity”, “land” and “climate.”

The Board also advised the prospective applicant to have regard to Appropriate Assessment and any indirect effects in any submission of a Natura Impact Statement.

The minutes of the DAA's meetings with Fingal County Council, the NTA and TII will be forwarded to the Board to facilitate the meeting with these bodies

Conclusion

The record of the instant meeting will issue in due course.

The Board's representatives will meet with the NTA/TII and Fingal County Council and will also seek a meeting with the SIDS Board, with the intention of relaying further comments to the prospective applicant in a future meeting.

The meeting concluded at 1 p.m.

Phillip Green

Assistant Director of Planning