



An
Bord
Pleanála

Record of Meeting

Long-term carparks – Dublin Airport

Case Reference	06F.PC0250		
Description	Proposed permanent continuance of use of Holiday Blue and Express Red Long-Term Car Parks at Dublin Airport		
Case Type	Pre-application consultation		
Meeting	2nd		
Date	19 th December, 2017	Start Time	11.10 am
Location	Meeting Room 3	End Time	12 pm
Chairperson	Anne-Marie O'Connor	Executive Officer	Muiríosa Cassells

Attendees:
Representing An Bord Pleanála
Anne-Marie O'Connor, Assistant Director of Planning
Suzanne Kehely, Senior Planning Inspector
David Curran, Senior Executive Officer
Muiríosa Cassells, Executive Officer
Representing DAA
Jane Roche, Planner DAA
Aiden O'Neill Senior Planner, Coakley O'Neill
Deirdre Larkin EIAR Manager, Atkins
Chris Fay Traffic Engineer, Atkins

The representatives of An Bord Pleanála welcomed the prospective applicant and introductions were made. The Board's representatives acknowledged the comments on the record of the first meeting of 18th September 2017, which were received by letter dated 24th October 2017. The prospective applicant had no further comments to make on the record.

The Board stated that since the last meeting it has met with the NTA and TII on 12th October 2017, and Fingal County Council on the 13th October 2017.

The prospective applicant informed the Board that they had also met with Fingal County Council and the NTA/TII. They recapped on the following key planning issues and requested An Bord Pleanála to have regard to the following updates since the last meeting:-.

- The nature of both carparks are fully consistent with the Fingal Development Plan 2017-2023 through the new Car Park Objective.
- 26,800 long term car parking spaces was established as appropriate for an airport serving 32 million passengers per annum under the terms of Condition 23 of the planning permission for Terminal 2. This permission considered Metro North would be delivered, meaning Metro's contribution to public transport mode share was a factor in arriving at the required quantum of long-term spaces.
- Sustained strong passenger growth (currently 29 MPPA) means an increasing requirement for airport access across all transport modes.
- The airport enjoys a strong public transport mode share (34% DAA, 37% National Transport Authority figures). Just one-third of passengers access the airport by private car (representing all passengers whether parking at Dublin Airport, Quickpark or elsewhere, including passengers dropped to the airport).
- The results of completed Origin Destination Surveys show that the entry/exists of the car parks largely avoid the AM and PM peaks, and that they have no material impact on the national interchanges (M1 or Ballymun/M50). Concerns of TII regarding the impact on national roads are fully addressed.
- Two case studies of airports were examined (Manchester and Edinburgh) which have recently added rail links. These demonstrate a modest uplift in public transport use. Rail links make a positive impact but do not obviate the need for car parking spaces.
- Fingal County Council has given its support for the planning application by stating that the 2017-2023 CDP supports, by means of Local Objectives, the Harristown and the Eastlands long term car parking areas and in its opinion does not include any policy requirements that would disallow the current long term car parking regimes at both Harristown and Eastlands from operating on a permanent basis.

The prospective applicant also made reference to recent planning permissions for hotel developments in the vicinity of the airport which precluded the use of hotel car parking as long term airport parking.

The Board stated that if the development was considered to fall within the definition of Strategic Infrastructure Development, an Environmental Impact Assessment Report (EIAR) would be required as the project relates to 7th Schedule development. It was noted that an EIS had been prepared in respect of the planning application for Terminal 2, and an EIA carried out by the Board (PL06F.220670). On this basis, a cap of 26,800 long-term spaces was found to be appropriate and this was reflected in the terms of Condition 23 of the permission issued by the Board. The cap refers to all long-term public car parking spaces serving the airport, including airport related car parking outside the DAA's jurisdiction.

Rather than simply accepting the 26,800 cap as the 'accepted' baseline or starting point, the EIAR should review the original EIS to consider if anything of significance has changed in the intervening period that would be relevant to the 26,800 cap. The proposed development should also be considered in the context of whether the level of car parking is reasonable based on current public transport provision, infrastructure, mobility management, traffic capacity and the need for the airport to operate efficiently.

The Board also reminded the prospective applicant that the amended EIA Directive (2014) had come into effect and referred to the Circular letter issued by the Department of Housing Planning and Local Government. Any Environmental Impact Assessment Report (EIAR) submitted should have regard to the requirements set out in the Directive.

Procedures:

Procedures in relation to the making of a formal planning application to the Board were given as follows:

- An application can only be lodged after formal notice has been received by the prospective applicant under section 37A(4)(a) of the Planning and Development Act, 2000 as amended.
- The application must be made by way of full completion of an application form to An Bord Pleanála.
- The sequencing of the application process and the content of the public notice is as set out at section 37E of the Planning and Development Act, 2000, as amended.
- The Board requires as a minimum that the public notice of the application would be in two newspapers circulating in the area to which the proposed development relates, one of which should be a national newspaper. A site notice in accordance with the protocols set out in the Planning and Development Regulations, 2001-2011 must also be erected. The date of the erection of the site notice is to be inserted; otherwise it should contain the same information as the newspaper notices and should remain in place for the duration of the period

during which the public can make submissions to the Board. In respect of an NIS, the prospective applicant was reminded that this must be referred to in the public notices and submissions/observations be invited in respect of it.

- The documentation relating to the application is to be available for public inspection at the offices of the relevant planning authority and the offices of An Bord Pleanála. In this regard the requirements in terms of the number of copies of the documentation to be lodged with the relevant planning authority and the Board is as follows:

- Planning Authority – 5 hard copies and 2 electronic copies.

- An Bord Pleanála – 3 hard copies and 7 electronic copies.

The Board also requires the prospective applicant to provide a stand-alone website containing all of the application documentation. The address of this website is to be included in the public notice.

- The public notice of the application is to indicate that the application documentation will be available for public inspection after at least 5 working days have elapsed from the date of the publication of the notice so as to ensure that the documentation is in place for such inspection.
- The time period for the making of submissions by the public is to be at least seven weeks from the date the documents become available for inspection (not from the date of publication of the public notices). The Board requires that the public notice must indicate the deadline time and date for the making of submissions to the Board. It was agreed that the prospective applicant would advise the Board's administrative personnel in advance of the details of its proposed public notice and that any further definitive advice on same including confirmation of dates/times could be communicated at that stage.
- The service of notice of the application on any prescribed bodies must include a clear statement that the person served can make submissions to the Board by the same deadline as specified in the public notice. The Board will provide a list of the prescribed bodies to be notified at the time of providing its formal SID determination.
- The service letter on the planning authority with the necessary copies of the documents should be addressed to the County Manager and should also alert the authority to the Board's requirement that the application documentation be made available for public inspection/purchase by the planning authority in accordance with the terms of the public notice (copies of any newspaper/site notices should

be provided to the planning authority). It is the Board's intention that all of the application documentation will remain available for public inspection during the currency of the application.

- The depositing of the application documentation and the making of the application to the Board should take place immediately after the publication of the notice and the completion of the service requirements. It should not wait until the period for the public to make submissions has elapsed. The application documentation should include a copy of all letters serving notice of the application on prescribed bodies and the local authority, copies of the actual newspaper notices as published and the site notice.
- The fee for lodging an application is €100,000. The fee for making a submission in respect of an application is €50 (except for certain prescribed bodies which are exempt from this fee). There is an existing provision enabling the Board to recover its costs for processing any application from the applicant. In addition, it was pointed out that the legislation also enables the Board direct payment of costs or a contribution towards same to the planning authority and third parties.

The sequencing of the making of the application was summarised as follows:

1. Publish newspaper notices.
2. Serve copy of relevant documents on bodies/persons required to be notified of the application. Deposit required number of copies with relevant planning authority.
2. Deposit required number of copies of application documentation with An Bord Pleanála and make an application to it.

Conclusion:

In respect of an oral hearing, the Board pointed out that the holding of an oral hearing is entirely at the discretion of the Board. It also said the Board has discretion to hold a limited agenda oral hearing. The Board can also seek further information, if required.

The onus is on the prospective applicant to decide if it requires a further meeting with the Board or if it wishes to proceed to a formal SID determination. The Board would accordingly wait to receive further correspondence from the prospective applicant.

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

Anne-Marie O'Connor

Assistant Director of Planning