

PC0250 - Meeting notes with NTA/TII at Thursday 12th October 11a.m. at APB Offices.

In attendance

An Bord Pleanála Representatives	National Transport Authority Transport Infrastructure Ireland
Philip Green, ADP, Chair	Michael McAree, Planning and Policy, NTA
Suzanne Kehely, SPI	Tara Spain, Head of Land Use Planning, TII
Muiriosa Cassells, EO	

1. The Board explained about the process.

2. The Board outlined proposal and brief planning history

The Board explained (by reference to map of car parking and information supplied by DAA on 18th September and 4th October) that the DAA is seeking permanent permission for current temporary long term car parks.

Long-term car parking supply is within supply cap of 26,800 at 25,425 and comprises.

- Holiday Blue 8840
- Red Express (Eastland) 10340 (PA0030 restricted permanent use – seeking now to partly revisit this)
- Quick park 6245

The Board referred to previous decisions which have restricted the use to temporary so as to enable a review of car parking requirements and made specific reference to the original 26800 limit (as part of T2 permission for up to 32mppa) which was based on the delivery of Metro North.

3. The Board invited comments and posed the following questions?

The Board stated that it is particularly mindful of the development plan objective DA022 to promote public transport and sustainable use of lands as this accords with national spatial and transport policies. In this context the NTA and TII were asked to consider supply and demand for car parking in the airport and its impact on public transport provision. **[Inspectors Note: The purpose of this is not to assess the merits of the proposal but rather to give direction to the scope of issues and criteria for assessment and accordingly inform the applicant as to the nature of material to be submitted at application stage.]**

- What do the NTA consider a reasonable basis for car parking requirements in view of the airport's needs?

- Has the NTA or TII any information on the impact of supply of airport car parking in the area outside DAA control such as that provided in hotels and also possible other car parking providers?
- In the context of a permanent commitment of lands to surface car parking what appropriate details of supply and demand analysis needs to be carried out. Has the NTA/TII guidance as to what data is necessary to ascertain this.
- What demand control strategies would the NTA envisage necessary? E.g. mobility management plans, pricing, car parking is designed for 95% capacity at peak times – this leaves vacant parking for a lot of the year – does this space then compete with public transport as there is an effective over provision for extensive periods.
- Do the NTA and TII accept their data, e.g. that 34% of passengers use public transport? How is this calculated? Have you looked at their methodology?
- Is the public transport modal share reasonable and will this be sustained by permanency of car parking and delivery of Metro? If data is required to support this, what type?
- The Board noted that the Staff parking is not quantified – (but general location highlighted in pale green) – should this wider parking and land use issue be addressed– e.g.is this justified – what is the modal split here – could some of this land be used for passenger car parking. Or perhaps this is causing a traffic issue?
- Are there any improvements that could be made to the current Mobility Management Plan that could be addressed in this application– e.g. in light of public transport developments.

4. Discussion /Responses

There was some discussion as to whether or not the cap limit remained relevant. The NTA was broadly satisfied that the cap has been an effective measure in controlling car parking supply by the DAA although not by others. The NTA is broadly satisfied with the rationale for the need for the car parks and amount proposed although it was acknowledged that there may be some merit in revisiting the cap which was initially based on modelling by the NTA. (The board is to revert on this matter.) the permanency of the two proposed car parks was unlikely to effect the feasibility of Metro North. Although the NTA did not accept that the Metro North should only serve Dublin based airport passengers.

The NTA referred to a Transport Study for the area which may help in an informed decision making process. While reasonable levels provided within DAA control– the NTA acknowledges that the supply of other car parking in the area is a strategic transport issue and the transport study/FCC may address this but overall satisfied that levels proposed are reasonable

The NTA referred to the importance of a co-ordinated approach with the shuttle services/buses and its delivery of Bus Connect project such that it would not be compromised.

The NTA referred to its Strategic Plan for the Greater Dublin Area

The NTA acknowledged the DAA Mobility Management and commitment to public transport usage. Generally satisfied with the MMP – could perhaps be tweaked to maximise efficiency.

The TII supports the NTA in its strategic approach. The TII supports an airport centred approach and its operational efficiency as a transport mode for passengers from their origin to international destination. The capacity of the immediate road network and junctions in the vicinity of the airport is its priority. There were issues of congestion and capacity in the immediate airport terminal areas and car parking intensification is an issue in this context.

The TII provided correspondence with the project engineer for the proposed development. This concerns measures for transport, car parking and traffic management in addition to EIS scoping of traffic/capacity issues.

Ultimately there were benefits identified with the continued use of car parking in the context of an efficient airport operation in the absence of the Metro North. The NTA has good communications with the DAA and is satisfied with its overall compliance with the conditions attached to terminal 2. It is satisfied with the levels of public transport use and with the modal split for passengers generally in an international context. An ongoing issue with staff parking was acknowledged but considered substantially to be a separate issue. Efforts at addressing were acknowledged and in accordance with the original permission (condition 24.)

5. Conclusion

The NTA is agreeable to giving further guidance on transport data and modelling should board consider revisiting the overall cap.

The Board concluded by stating that a draft written record of meeting would be circulated to the attendees before finalising.