



An
Bord
Pleanála

Record of Meeting 06F.PC0250

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	Meeting with Fingal County Council.		
Date	13 th October, 2017	Start Time	3.15 p.m.
Location	Offices of Fingal County Council	End Time	4.15 p.m.
Chairperson	Phillip Green	Executive Officer	Orla Moloney

Attendees		
Representing An Bord Pleanála		
Staff Member	Email Address	Phone
Phil Green, Assistant Director of Planning		
Suzanne Kehely, Senior Planning Inspector		
Orla Moloney, Administrative Assistant		

Representing Fingal County Council	
Name	Department
Patricia Cadogan, Senior Executive Planner	Planning and Strategic Infrastructure Department
Paul O'Brien, Executive Planner	Planning and Strategic Infrastructure Department
Niall Thornton, Executive Engineer	(Transportation Division) Planning and Strategic Infrastructure Department
Fergus Finch, Executive Engineer	(Water Services Division) Planning and Strategic Infrastructure Department

The meeting commenced at 3.15 p.m.

Introduction

The Board stated that the meeting was an information-gathering exercise from its point of view, pursuant to section 37C(4) of the Act whereby the Board can consult with any person it considers may have information relevant to the purposes of a consultation under section 37B. A record of the meeting would be taken which would be made public at the closure of the pre application consultation process. The record of the meeting will be forwarded to the local authority in the first instance for any comments it might wish to make on this.

The Board set out the nature of the pre-application process generally and the three criteria it must have regard to under the provisions of Section 37A(2) (a), (b) and (c). The Board said that its remit at this point in time is to determine whether or not the proposed development constitutes strategic infrastructure; it is not a function of the pre-application consultation process to reach conclusions on the particular planning merits of a case.

The Board's representatives mentioned that, as part of the pre-application consultation process, it can impart advice to the prospective applicant on issues that might inform the Board's decision-making process. The Board stated that one meeting had taken place with the prospective applicant (held on the 18th September, 2017), and one meeting had taken place with the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII)(12th October, 2017) and that it had been informed that the prospective applicant had also met with the local authority and the NTA/TII.

Matters Discussed

The Board summarised the key points which were discussed in previous meetings with the DAA, NTA and TII. The Board referred to previous reasons for conditions of temporary permission and informed the local authority that it is particularly mindful of the objective DA022 concerning public transport and efficient land use.

The Board explained that the NTA and TII are broadly supportive of the prospective application insofar as it remains within the cap and is reasonable based on current public transport provision, infrastructure, mobility management and traffic capacity.

Development Plan: specific objectives:

The Board enquired about the status and implementation of the County Development Plan and LAPs in respect of airport development and surrounding land. In response, the local authority updated the Board about a number of objectives and intended LAPs. There are no current LAPs in the surrounding area.

In respect of the Harristown site they referred to the development of industrial/commercial business park and road access. (subject to new zoning /LAP??)

With regard to road proposals, the local authority discussed a proposed secondary access road to the Harristown carpark, which is partially owned by the DAA. The local authority stated that the DAA have not made any proposals to use this road. There is no timeframe in place currently, however, the local authority are in discussions with the DAA.

Traffic and Transport Planning:

The local authority stated that there are currently no capacity issues with the main access road to either carpark and that the roads are satisfactory although roads within the more immediate vicinity of the airport are fairly much at capacity.

The local authority informed the Board that the new road for the Northern runway located along the boundary of R108 is almost complete.

The Board enquired about the status of the Transport study that is due to be carried out by the local authority. The local authority informed the Board that this study is currently in the early stages. Junctions and lands that are zoned for development including the airport and the new runway will be assessed. There was a discussion as to how this information could give context to the need for and assessment of permanent airport car parking as proposed. The local authority stated it would revert to the Board with details of the scope and timing of the study.

The Board queried the local authority's views on the provision of airport related car parking outside DAA control, such as that provided by hotels in the vicinity having particular regard to the cap limit for Terminal 2. In response, the local authority stated that any extensions to hotels included conditions did not to facilitate airport car parking.

Other matters

In terms of recent development works/permissions the local authority informed the Board that Santry Road has been upgraded to two lanes which has improved traffic flows in the area. Dardistown cemetery have been granted permission for a crematorium and carpark extension. Other developemtn in Santry Business Park and Car hire business.

In terms of the demand/need for the proposed project, the local authority stated that the addition of a new runway may increase the growth in passenger numbers, which may increase the number of flights. Flight routes are being extended throughout the year in peak and off peak seasons which may attract more passengers all year round. The local authority said that improvements have been made such as the upgrading of the Swords and Santry roads in terms of accessibility to the airport.

The local authority commented that that there is scope for further improvements with further development of runways by implementing a dual carriageway along the land near Keelings.

The local authority concluded with saying it accepted car pakring is needed in the area alongside the Metro North project. The local authority is broadly in favour of the proposed project.

With regard to water quality in the surrounding area, the local authority said that they are not aware of any water quality issues with the surface water in the stream which is located along the boundary to the Business Park. In terms of SUDS/drainage there are no issues currently. The local authority suggested that they would investigate the water quality of the surrounding streams to the carpark.

The Board invited comments about previous or likely conditions of a permission. Other than spcifically referring to the success of the electricity power points, FCC were generally satsified with those previsouly attached. Further consideration may be given to this.

Conclusion

It was agreed that the record of the instant meeting will be forwarded by the Board to the local authority seeking any comments or additions to the record it might wish to make. The local authority will revert to the Board with details on the scope and timing of the Transport Study for the area and also an update of the water quality of receiving waters for surface water discharge from the car parks.

The meeting concluded at 4:15 p.m.

Phillip Green
Assistant Director of Planning