



An
Bord
Pleanála

Inspector's Report

ABP-313157-22

Development

Alterations to section of the existing internal road network and associated works, on the Departures routes to and from the Terminal 1 and Terminal 2 forecourts and all other associated works

Location

Departures routes to and from the Terminal 1 & Terminal 2 - Part of the Express Red Long-Term Car Park, Towlands of Corballis / Collinstown & Toberbunny, Dublin Airport, Dublin

Planning Authority

Fingal County Council

Planning Authority Reg. Ref.

F21A/0518

Applicant(s)

Dublin Airport Authority (DAA).

Type of Application

Permission.

Planning Authority Decision

Grant

Type of Appeal

Third Party

Appellant(s)

Cllr Joe Newman.

Observer(s)

Senator Emer Currie

Date of Site Inspection

19th of September 2022

Inspector

Karen Hamilton

Contents

1.0 Site Location and Description	5
2.0 Proposed Development	5
3.0 Planning Authority Decision	6
3.1. Decision	6
3.2. Planning Authority Reports	7
3.3. Prescribed Bodies	8
3.4. Third Party Observations	9
4.0 Planning History.....	10
5.0 Policy Context.....	12
5.1. Fingal County Development Plan 2017-2023.....	12
5.2. Dublin Airport Local Area Plan 2020	13
5.3. Natural Heritage Designations	13
5.4. EIA Screening	14
6.0 The Appeal	15
6.1. Grounds of Appeal	15
6.2. Applicant Response	15
6.3. Planning Authority Response	16
6.4. Observations	16
6.5. Oral Hearing Request	17
7.0 Assessment.....	17
7.1. Traffic and Transport.....	17
7.2. Impact on Residential Amenity.....	20
7.3. Financial Interests of the applicant.....	21

7.4. Appropriate Assessment	21
8.0 Recommendation.....	22
9.0 Reasons and Considerations.....	22
10.0 Conditions	22

1.0 Site Location and Description

- 1.1. The subject site, which relates to the proposed development comprises of 5 separate areas within Dublin Airport Campus, Dublin. The subject site includes areas of the internal road network, within the airport campus, associated with both the T1 terminal and the T2 terminal.
- 1.2. At the T1 terminal site, the subject site is located along the Corballis Road South, close to the entrance of the T1 departures. At the exit, the site is to the north of Terminal 1 short term, along the Corballis Road North.
- 1.3. At the T2 terminal site, the subject site is located at the beginning of the entrance road for the T2 departures. At the exit, the site is to the north of the Ground Transportation Centre (GTC), along the West Link Road.
- 1.4. The Express Red Long term car park is located along the eastern side of the R132. The subject site relates to that existing area of parking beside the car park entrance (Area C).

2.0 Proposed Development

- 2.1. The proposal will consist of alterations to section of the existing internal road network and associated works, on the Departures routes to and from the Terminal 1 (T1) and Terminal 2 (T2) forecourts, alterations to the layout and configuration of parking spaces at the T2 long term car park, and alterations to the layout and configuration of car parking at the Express Red Long-Term car park, as detailed below:
 - 2.1.1. Both T1 & T2
 - The reconfiguration of the 2 no. existing exit lanes from both the T1 and T2 forecourts to provide 4no. new exit lanes, and all associated works including pay cabinets, staff control reader, control barrier, and other associated works
 - The erection of barrier tolling and associated infrastructure works at the entrance lanes into T1 & T2.
 - The erection of advance traffic direction, fee information signage and road markings, and all associated site development, drainage, and landscaping works.

2.1.2. T2 only

- Reconfigured entrance lanes to include emergency only/ bus and taxi lanes.
- Reconfigured exit lanes from the T2 forecourt will also involve the closure of the existing access/egress into the existing T2 short-term surface car park and the provision of a new access and new egress, barrier, etc.
- Alterations and internal rearrangement and change of use of the existing T2 surface car park (291no. spaces and net increase of 39 no. long term spaces) to provide 245no. long-term car parking spaces, 17no. van parking spaces, and 20no. short-term car parking spaces; and the removal of an existing pedestrian crossing and provision of a new pedestrian crossing.

2.1.3. Express Red Long-Term Car Park

- Reconfiguration of the existing car parking to include the removal of 206no. long-term car parking spaces and associated works to facilitate a time-limited free waiting zone incorporating 100no. short-term car parking spaces (including 4no. PRM waiting spaces), and all associated site development.

3.0 Planning Authority Decision

3.1. Decision

Decision to grant permission subject to 11 no. conditions of which the following are of note:

C2: The use of the Terminal 2 surface car park, and road configuration, tolling infrastructure and all development at the area adjoining the south west corner of the Terminal 2 multi storey car park is hereby permitted on a temporary basis and shall cease within 5 years of the final grant of permission or otherwise where required for the purposes of Metrolink, unless prior to the end of that period or where not required for purposes of Metrolink, permission for the continuation of use beyond this date has been granted.

Reason: To facilitate the development of the site in accordance with Objective DMS120 of the Fingal Development Plan 2017-2023 and to ensure the delivery of Metrolink.

C3: The proposed development shall comply with the terms and conditions of condition no. 12, 23 and 24 of Planning Reg. No. F06A/1248 & ABP Ref. PL06F.220670, save where amended by the terms and conditions herein.

Reason: In the interest of the proper planning and sustainable development of the area.

C4: The proposed development shall be undertaken in accordance with the recommendations of the Traffic and Transport Assessment and Road Safety Audit submitted. Any additional works required as a result of the Mobility Management Plans, Traffic and Transport Assessment and Road Safety Audit shall be funded by the developer.

Reason: In the interest of public safety and proper planning and sustainable development of the area.

3.2. Planning Authority Reports

3.2.1. Planning Reports

The report of the area planner reflects the decision to grant permission following the submission of further information and clarification of further information as summarised below:

Further Information

- Details of the quantum of short-term (3,849) and long-term car parking spaces (19,180), current and proposed under the application.
- Schedule of relevant planning permissions, cross referenced with the application.
- The impact of the short term/ long term carparking spaces in relation to Condition No 23 of F06A/1248 & PL06F.220670. It is considered there remains residual capacity for both long-term and short-term car parking relative to condition No. 23.

- Revised layout for the T2 surface car park addressing pedestrian connectivity and access/ egress to both the long term and short term.

Clarification of Further Information

- Inclusion of 296 no existing long term car parking spaces on the submitted drawings (T2 Surface North Car Park).
- Inclusion of the planning status, cross referenced with planning numbers, of existing and proposed car parking in the airport.
- Inclusion of an analysis of the impact of the proposal on the short- and long-term parking having regard to Condition No. 23 of F06A/1248 & PL06F.220670.

3.2.2. Other Technical Reports

Aircraft Noise Competent Authority (ANCA) Fingal County Council

- The proposal does not contain development which requires the assessment for the need for a noise-related action or indicates that a new operating restriction may be required.

Water Services: No objection subject to conditions

Transport Planning Section: No objection subject to conditions although temporary permission is recommended as the subject site will form part of the Metro development and subject to a Railway Order (submitted to ABP).

3.3. Prescribed Bodies

3.3.1. Irish Water: No objection subject to conditions

3.3.2. Dublin Airport Authority (daa): No objection to proposal.

3.3.3. National Transport Authority (NTA):

- The works adjoining the south-west corner of the T2 multistorey are of most concern in relation to the impact on Metrolink.
- There is no proposal to the configuration of works although the area will be altered during the construction at the station box and all works should be considered temporary in nature.

- It is considered important that the following attributes are adhered to:
 - The carparking cap set out under condition no 23 of PL06F.220670 should not being exceeded.
 - No increase in the level of short-term and/or long-term car parking at the airport;
 - The potential timeframe for the delivery and completion of Metrolink.
- The proposal to manage access to the forecast is supported as it will reduce the percentage of passengers using private vehicles for drop offs, enhance mobility, and encourage the use of public transport.
- There are concerns the relocation of exit at the ground transport centre of T2 will conflict with the bus services in the airport campus.

3.3.4. Transport Infrastructure Ireland: No objection subject to conditions such as:

- The developer should fund all works required as a result of the Transport Assessment and Road Safety Audit.
- Continue to support sustainable transport.
- Compliance with Conditions No 12, 23 & 24 of the permission PL06F.220670.

3.3.5. Irish Aviation Authority (IAA): No objection to the proposal.

3.3.6. Health and Safety Authority (HSA): No objection to the proposal

3.4. **Third Party Observations**

One third party submission was received from the appellant in relation to the following:

- The proposal does not make ingress/egress more convenient for passenger and is only for financial gain.
- There as been no proper Appropriate Assessment submitted.

4.0 Planning History

There is a substantial amount of planning history for Dublin Airport. I have summarised the planning history which is relevant to the proposed development below:

4.1.1. Overall Airport

F20A/044

Permission refused by the planning authority in 2000 for a similar development as now proposed, including the inclusion of control barriers for T1 & T2, alterations to car parking and alterations to the layout of Express Red Long-term Car park for two reasons as detailed below:

1. The applicant has not adequately demonstrated that the proposed development complies with the requirement of Condition No. 23 a) and b) of Reg Ref F06A/1248 & PL06F.220670 and Objective DA25 of the Fingal County Development Plan and Objective CP03 of the Dublin Airport Local Area Plan. Given the level of increased short term car parking proposed it is considered that the proposed development would materially contravene the requirements of Condition 23 a) and b) Reg Ref F06A/1248 & PL06F.220670. The associated loss of long-term car parking would also materially contravene Objective CP03 of the Dublin Airport Local Area Plan. The proposed development would therefore be contrary to the proper planning and sustainable development of the area.
2. The proposed development, due to the nature of the proposed waiting/ holding/ short term parking use and the likely density of people present at any given time within the Outer Public Safety Zone would pose a significant risk to human safety. For this reason, the proposed development is contrary to the guidance contained in the Environmental Resources Management Ireland Ltd Report, 2003 (ERM Report)

PL06F.220670 (Reg Ref F06A/1248)

Split decision issued on appeal in 2007. Permission was granted for phase 1 of the new passenger terminal and permission refused for phase 2 of the passenger terminal. The following conditions are relevant to the proposed development:

Condition No 23: Provision of parking to serve the development hereby permitted shall be the subject of separate planning applications, as required. Any additional parking provided shall have regard to the mode share targets established by the Mobility Management Plan and the growth of passenger numbers using the Airport. Having regard to the assumptions underpinning the Environmental Impact Statement submitted with the subject application, the submitted Mobility Management Plan and the capacity of Phase 1 of the development, the following restrictions to car parking, which are a direct result of the proposed development, shall apply:

- (a) The total number of long-term public car parking spaces serving the Airport shall not exceed 26,800.
- (b) The total number of short-term public car parking spaces shall not exceed 4,000.
- (c) There shall be no material increase in the number of employee car parking spaces at the airport.

Reason: In the interest of the free flow of traffic and the proper planning and sustainable development of the area.

Condition No 24: The charges for all public car parking serving the development shall, following consultation with the Dublin Transportation Office (or its successor), be agreed by the planning authority prior to the occupation of this element of the proposed development. The charges shall be set having regard to the mode share targets established in the Mobility Management Plan, the availability of parking and the ongoing implementation of public transport services and infrastructure. The charges shall be displayed on a website, or similar public forum, and shall be reviewed every two years. In default of agreement, the matter shall be referred to the Board for determination.

Reason: To control the use of parking, reduce car dependency, ensure an appropriate public transport mode share and avoid traffic congestion on the surrounding road network

4.1.2. Express Red Long-term Carpark.

F20A/0331

Permission granted for the temporary continuation of 2,700 long-term car parking spaces for a period of 7 years from the expiry of a previous temporary permission PL06F.PA0030 (date 07th of May 2021)

SID/01/13 & PL06F.PA0030

Permission granted for the permanent continuation of use of temporary 10,200 space long-term car park (controlled by DAA).

5.0 Policy Context

5.1. Fingal County Development Plan 2017-2023

5.1.1. Land use Zoning

The site is zoned as DA (Dublin Airport) where it is an objective to *“Ensure the efficient and effective operation and development of the airport in accordance with an approved Local Area Plan”*

5.1.2. Climate Action Objectives

OBJECTIVE CA05 Facilitate improved public transport links to and from the Airport and require that all traffic generating applications at the Airport demonstrate measures to maximise non-motorised and public transport use while minimising the use of the private car.

5.1.3. Appendix 6: Map based Local Objectives

Local Objective 65: Consider within the context of the Masterplan, the nature and scale of appropriate HT uses having regard to the site strategic and unique location in proximity to an international airport within the Dublin Airport Authority land.

Local Objective 66: Undertake a Land Use and Transportation Study to determine the development capacity of the subject lands, and an appropriate phasing and quantum of development in advance of the operation of the indicative route for New Metro North line.

5.1.4. Master plan

MP 11.A: Dublin Airport Local Area Plan 2020-2026

5.2. **Dublin Airport Local Area Plan 2020**

5.2.1. Section 8.4: Internal Access Measures

- The provision of additional car-parking as part of future development proposal should be fully considered in the context of the provision of multi-modal transport options.
- Objective IA01: Require a review of the traffic management arrangements around the airport, including the internal access road and connections, to provide a safe and efficient movement for all modes.
- Objective IA03: Ensure that passenger facilities and services are designed to enhance the experience of airport users, e.g. high quality, legible and efficient circulation routes for all users.
- Objective IA05: Provision of additional car-parking to serve uses within the DA zoned lands shall only be facilitated if it can be sufficiently demonstrated that the accessibility of Dublin Airport for its core uses including passengers and freight traffic will not be compromised.

5.2.2. Section 10.1: Specific Objectives for Review, Development or Monitoring

- Objective SF02: From the submission of the first planning application that will result in an increased demand for travel, there shall be a submission of a detailed transport model to be undertaken in collaboration with stakeholders to demonstrate consistency with the Dublin Airport Mobility Management Plan in order to prioritise public transport infrastructure.

5.2.3. Appendix 2: Fingal Development Plan 2017-23 Objectives relating to Dublin Airport.

5.3. **Natural Heritage Designations**

The site is located:

- c. 2.9km to the southwest of Feltrim Hill Proposed Natural Heritage Area (site code 001208)

- c. 2.4km to the north of Santry Demesne Proposed Natural Heritage Area (site code 000178)
- c. 4.5km to the southwest of Malahide Estuary SPA (site code 004025), Malahide Estuary SAC (site code 000205) and Malahide Estuary Proposed Natural Heritage Area (site code 000205)

5.4. EIA Screening

- 5.4.1. The proposed development includes the erection of barriers entering T1 & T2, the reconfiguration of the exit locations to accommodate payment barriers, reconfiguration of surface parking at the T2 long term car park, and the reallocation of carparking spaces at the Express Long term car park for short-term waiting car parking. It is stated in the accompanying documentation that there will be a net increase of 39 no. long term spaces.
- 5.4.2. The proposed works to the T2 surface car park and the Express Red Long term car park do not exceed the thresholds for mandatory EIA (i.e., Construction of a car-park providing more than 400 spaces, other than a car-park provided as part of, and incidental to the primary purpose of, a development, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere) as per Item 10(b) of Part 2 of Schedule 5 of the Planning and Development Regulations 2001 (as amended). In addition, they do not exceed the threshold for alterations to a development already authorised as per item 13 of Part 2 which would result in an increase in size greater than 25% or an amount of 50% of the appropriate threshold.
- 5.4.3. Schedule 7A of the Planning and Development Regulations, 2001 (as amended) sets out information to allow a screening for EIA. I have assessed the proposed development in accordance with the criteria in Schedule 7 regarding the:
- Characteristics of Proposed Development
 - Location of Proposed Development
 - Types and Characteristics of Potential Impacts
- 5.4.4. I do not consider the proposal would have any likely negative impact on the environment. Therefore, having regard to the nature and scale of the proposed development there is no real likelihood of significant effects on the environment

arising from the proposed development. The need for environmental impact assessment can, therefore, be excluded

6.0 The Appeal

6.1. Grounds of Appeal

The grounds of appeal are submitted by a councillor in relation to the grant of permission and the issues relate to the impact of the proposed charges. The issues raised are summarised below:

- The application is premature pending the construction of Metrolink rail link to Dublin airport.
- The application supports the financial interest of DAA rather than public access and quality public realm.
- The new tolling system will exacerbate traffic congestion at the airport.
- The proposed development will facilitate increased air traffic which will in turn give rise to an increase in air pollution and noise for residential areas in the vicinity of the airport.
- A condition should be attached limiting further runway development at the airport.
- There is a requirement for a greater number of flights from regional airports.

6.2. Applicant Response

The applicant responded to the grounds of appeal. The submission is summarised below:

- The reconfigured access roads will reduce congestion and improve airport travel time consistency.
- The proposed development is not designed to increase passenger numbers at the airport and is aimed solely at improving vehicle traffic management.
- The Traffic Impact Assessment demonstrates that the proposal will improve traffic management within the airport.

- Free drop-off and pick up facilities will remain in the airport post development.
- The proposal maintains a free exit lane for emergency services, airport workers and some customer groups. It would not be appropriate to provide a concession for local residents.
- It would be *ultra virus* that a planning authority to attach a condition limiting further airport development in this case.

6.3. Planning Authority Response

The PA are satisfied the issues raised in the grounds of appeal have been covered in the area planner's report.

6.4. Observations

One observation was received from a Senator in relation to the proposed layout to the car parking and introduction of the tolling infrastructure. The issues raised are summarised below:

- No charges should be implemented until adequate public transport links are introduced.
- The development is not compliant with the Dublin Airport Local Area objectives by reducing the use of private vehicle for drop offs, reduction in additional trips or traffic flows and the enhancement of the airport experience.
- The sustainability goals to cap the number of long- and short-term parking spaces are important.
- The current journeys to the airport are not necessary as the direct public transport links do not exist.
- There will be no direct bus to Dublin 15 until at least 2024 under Bus Connects.
- The Metrolink will not be delivered until 2035.
- Airport car parking charges have increased.

- The Quick Park has not been open since the pandemic which has removed 6,2000 car parking spaces.
- The introduction of set-down charges is not in the best interest of the public and only a revenue generator for DAA.

6.5. Oral Hearing Request

The grounds of appeal requested an oral hearing. The Board determined there was sufficient information on file to undertake an assessment and an oral hearing as not required.

7.0 Assessment

The main issues of the appeal can be dealt with under the following headings:

- Traffic and Transport
- Impact Residential Amenity
- Other
- Appropriate Assessment

7.1. Traffic and Transport

Introduction

7.1.1. The proposal includes works to the Express Red car park and the internal access roads for the T1 & T2 terminals to allow for alterations to the current carparking regime within the airport. The new regime includes charging for the set-down area at T1 & T2 to restrict the use of the areas outside the departure/ arrival halls for waiting of passengers. The proposed works are summarised as follows:

- T1: Inclusion of an entrance barrier close to the departure access and the reconfiguration of the exit road with control barriers and associated works.
- T2: Inclusion of an entrance barrier at the beginning of the road access for the T2 departures and the reconfiguration of the exit, with control barriers, and the alterations to the ground floor long term surface parking.

- Express Red car park: Reallocation of 206 no. long term car parking areas for 100 short term spaces to facilitate a time-limited free waiting zone incorporating 100no. short-term car parking spaces.

- 7.1.2. The grounds of appeal consider the proposal is premature pending the construction of the Metrolink. The observer's submission also refers to the absence of sufficient public transport to enable the proposal and consider the new tolling system will exacerbate traffic congestion at the airport.
- 7.1.3. The applicant's response refers to the need to reduce congestion by improving vehicle traffic management and travel time consistency. It is stated that there will be a free lane for emergency vehicles and certain airport workers. I have addressed the issues relating to Metrolink and other traffic and transport related issues separately below.

Metrolink

- 7.1.4. The proposal includes a reconfiguration for surface car parking on the ground level of the T2 long term surface car park. The works include alterations to accommodate a new T2 exit. This area is referred to as the Ground Transportation Centre (GTC) and is the location for the proposed Metrolink Airport stop.
- 7.1.5. The proposal for Metrolink (Estuary to Charlemont via Dublin Airport) ABP 314724-22, was submitted to the Board on the 30th of September 2022. The Metrolink application was submitted after this appeal, i.e., the Chief Executive order for the grant of permission is dated 03rd of March 2022. As stated above, the grounds of appeal consider the proposal is premature pending the delivery of the Metrolink.
- 7.1.6. The Transport Planning Section report refers to the location of the car park at the future Metrolink Station and considers any conflict between the proposal and Metrolink can be resolved by way of a temporary permission or a more permanent arrangement when a finalised design for the station is available. Condition No 2 restricts the use of the Terminal 2 surface car park, and road configuration, tolling infrastructure and all development at the area adjoining the south west corner on a temporary basis and shall cease within 5 years of the final grant of permission or otherwise where required for the purposes of Metrolink, unless prior to the end of that period or where not required for purposes of Metrolink, permission for the continuation of use beyond this date has been granted.

- 7.1.7. Having regard to the timelines associated with the delivery of the Metrolink, I consider the inclusion of condition no 2 reasonable to ensure the works within the T2 building compliment the final design for the Metrolink Station. In this regard, I do not consider the proposal can be considered premature pending the delivery of the Metrolink.

Public Transport

- 7.1.8. The absence of sufficient public transport to accommodate the changes is raised by the observer. The applicant's response referred to the Traffic & Transport Assessment (TTA) which accompanied the application. Section 2.4 of the TTA notes the provision of bus services along the pick-up and drop off areas, the location of bus stops and the availability of shuttle services from the airport site. The report of the Transport Planning Section notes that the measures proposed may lead to a modal shift towards public transport, which they consider is a welcome change.
- 7.1.9. Dublin Airport is currently served by a regular airport shuttle service from the City Centre¹. Buses lanes will remain in place to allow free drop offs. The promotion of public transport to serve the airport is included in the Dublin Airport LAP. Objective IA01 of the LAP requires a review of the traffic management arrangements around the airport, including the internal access road and connections, to provide a safe and efficient movement for all modes. I consider this proposal would discourage the movement of private vehicles towards around the airport and increase a demand for public transport which is in keeping with the objectives of the LAP.

Traffic Congestion

- 7.1.10. The grounds of appeal consider the proposed barrier will lead to traffic congestion in the area. The applicant's response considered the proposal represents appropriate vehicle traffic management.
- 7.1.11. Upon site inspection the drop off/ pick up points were nearly at capacity and there was double parking along the T1 area. The site inspection was undertaken late in January on a Thursday at mid-day, which I do not consider would be an overly busy time at the airport. I note the integration of the barriers includes for the reconfiguration of Express Red Long term car park where 100 free waiting spaces

¹ <https://www.dublinairport.com/to-from-the-airport/by-bus/dublin-buses>

are proposed. A shuttle bus will be made available between T1 and T2 for drop offs and pickups. I consider this reasonable to accommodate passengers and help reduce congestion around the airport.

- 7.1.12. In terms of congestion which may be generated from the use of the barriers, I note the traffic modelling in the TTA includes several scenarios for the movement of traffic after the proposed development is operational. The findings conclude that even in the Worst-case scenario (Section 6.2) it is not considered that the redistribution of traffic will lead to any congestion in the local transport network.

Conclusion

- 7.1.13. Having regard to the nature and scale of the proposal, which includes for the most part the introduction of a charging regime for drop offs and pickups, I consider the proposal represents a reasonable alteration to the vehicle traffic management for Dublin Airport and I do not consider the proposal would represent a traffic hazard or lead to any conflict between road users.

7.2. Impact on Residential Amenity

Introduction

- 7.2.1. The grounds of appeal consider the proposal will increase the air traffic which in turn will increase air and noise pollution. They consider these impacts will have a negative impact on the residential amenity.

Increased Air Traffic and Runway development

- 7.2.2. The proposed development relates to the reconfiguration of internal access roads, carparking and inclusion of a new charging regime and associated barrier. The applicant's response to the grounds of appeal notes that the proposed development is not designed to increase passenger numbers at the airport and is aimed solely at improving vehicle traffic management.
- 7.2.3. Having regard to the overall nature of the works, I do not consider the proposal would have any significant implications on the air traffic or runway development at Dublin Airport. Therefore, there would be no increase in the air and noise pollution from the aviation sector.

- 7.2.4. With regard the potential impacts from the proposed development on any residential amenity, as stated above, the proposal would represent a modal shift toward public transport which will reduce reliance on private transport with a knock-on decrease in air and noise pollution.

Conclusion

- 7.2.5. Having regard to the nature and scale of the works, I do not consider the proposal would increase air and noise pollution or have any significant negative impact on any residential amenity.

7.3. Financial Interests of the applicant

- 7.3.1. The access/egress at both the T1 and T2 terminals will be controlled by toll barriers. The grounds of appeal consider the proposal supports the financial interest of DAA rather than public access and quality public realm. The submission from the observer also references the increase airport parking charges to date.
- 7.3.2. The applicant considers the proposal will relieve congestion at these locations. The inclusion of toll barriers should change the modal shift from private to public transport. Whilst I do not consider the financial consideration is necessarily a planning matter, I note the imposition of a monetary value for the drop off/pick up at the terminal has the potential to activate a modal change towards public transport. In this regard, I consider the policies and objectives of the development plan and airport LAP, regarding the airport campus development and promotion of public transport, would be supported.

7.4. Appropriate Assessment

- 7.4.1. The proposed development includes the erection of barriers entering T1 & T2, the reconfiguration of the exit locations to accommodate payment barriers, reconfiguration of surface parking at the T2 long term car park, and the reallocation of carparking spaces at the Express Long term car park for short-term waiting car parking.
- 7.4.2. The application was accompanied by an Appropriate Assessment Screening Report. The report notes the proposed development, the location of the site c. 5km from the

Rogerstown Estuary SAC (code 00020) and Malahide Estuary SAC (code 000205). Additional European Sites within a 15km radius were referenced in the screening report. The report concluded that there was no hydrological connectivity to any of the European Sites within the 15km radius. No issues were raised in the Planner's Report. I consider the information in the Screening Report acceptable. I note the scale of the works proposed, which mostly relate to existing roads and are minor in nature.

- 7.4.3. Having regard to the nature and scale of the proposed development and the nature of the receiving environment, no appropriate assessment issues arise, and it is not considered that the proposed development would be likely to have a significant effect individually or in combination with other plans or projects on a European site.

8.0 Recommendation

- 8.1. I recommend that planning permission should be **granted**, subject to conditions, for the reasons and considerations as set out below.

9.0 Reasons and Considerations

Having regard to the location of the site within the Dublin Airport campus, the pattern of development in the vicinity, the nature, form and design of the proposed development and compliance with the provisions of the Fingal County Development Plan 2017-2023 or the Dublin Airport Local Area Plan 2020, relating to the development of Dublin Airport, it is considered that subject to compliance with the conditions set out below, the proposed development would not adversely affect the residential amenity of the area and would be acceptable in terms of pedestrian, cyclist and traffic safety . The proposed development would, therefore, be in accordance with the proper planning and sustainable development of the area.

10.0 Conditions

1.	The development shall be carried out and completed in accordance with the plans and particulars lodged with the application, except as may otherwise be required in order to comply with the following conditions.
----	--

	<p>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. In default of agreement, the matter(s) in dispute shall be referred to An Bord Pleanála for determination.</p> <p>Reason: In the interest of clarity</p>
2.	<p>The use of Terminal 2 surface car park, and road configurations, tolling infrastructure and all development at the area adjoining the south west corner of the Terminal 2 multi storey car park is hereby permitted on a temporary basis only and shall cease within 5 years of the final grant of permission or otherwise where required for purposes of Metrolink, unless prior to the end of that period or where not required for purposes of Metrolink, permission for the continuance of use beyond this date has been granted.</p> <p>Reason: To facilitate the development of the site in accordance with Objective DMS120 of the Fingal County Development Plan 2017-2023 and to ensure the delivery of Metrolink.</p>
3.	<p>The proposed development shall comply with the terms and conditions of Condition No. 12, 23 and 24 of PL06F.220679 & Planning Reg No. F06A/1248, save where amended by the terms and conditions herein.</p> <p>Reason: In the interest of the proper planning and sustainable development of the area.</p>
4.	<p>The proposed development shall be undertaken in accordance with the recommendations of the Traffic and Transport Assessment and Road Safety Audit submitted. Any additional works required as a result of the Mobility Management Plans, Traffic and Transport Assessment and Road Safety Audit shall be funded by the developer.</p> <p>Reason: In the interest of public safety and proper planning and sustainable development.</p>

5.	<p>Public lighting shall be provided in accordance with a scheme, 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 commencement of development.</p> <p>Reason: In the interests of amenity and public safety.</p>
6.	<p>No advertisement or advertisement structure (other than those shown on the drawings submitted with the application) shall be erected or displayed on the site, except those which are exempted development, unless authorised by a further grant of planning permission.</p> <p>Reason: In the interest of visual amenity.</p>
7.	<p>The construction of the development shall be managed in accordance with a Construction Management Plan, which shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. This plan shall provide details of intended construction practice for the development, including hours of working, noise management measures, construction traffic management and off-site disposal of construction/demolition waste.</p> <p>Reason: In the interests of public safety and residential amenity</p>
8.	<p>Water supply and drainage arrangements, including the attenuation and disposal of surface water, shall comply with the requirements of the planning authority for such works and services.</p> <p>Reason: In the interest of public health.</p>
9.	<p>A minimum of 10% of all communal car parking spaces should be provided with functioning EV charging stations/points, and ducting shall be provided for all remaining car parking spaces, including in-curtilage spaces, facilitating the installation of EV charging points/stations at a later date. Where proposals relating to the installation of EV ducting and charging stations/points has not been submitted with the application, in accordance with the above noted requirements, such proposals shall be submitted and</p>

	<p>agreed in writing with the Planning Authority prior to the occupation of the development.</p> <p>Reason: To provide for and/or future proof the development such as would facilitate the use of Electric Vehicles</p>
10.	<p>Site development and building works shall be carried out only between the hours of 0800 to 1900 Mondays to Fridays inclusive, between 0800 to 1400 hours on Saturdays and not at all on Sundays and public holidays.</p> <p>Deviation from these times will only be allowed in exceptional circumstances where prior written approval has been received from the planning authority.</p> <p>Reason: In order to safeguard the residential amenities of property in the vicinity.</p>
11.	<p>The construction of the development shall be managed in accordance with a Construction Environmental Management Plan (CEMP) and a Construction and Demolition Resource Waste Management Plan (RWMP), which shall be submitted to, and agreed in writing with, the planning authority prior to commencement of development. This plan shall provide details of intended construction practice for the development, including hours of working, noise management measures, construction traffic management and off-site disposal of construction/demolition waste.</p> <p>Reason: In the interests of public safety and proper planning and sustainable development.</p>

Karen Hamilton
Senior Planning Inspector

24th of January 2023