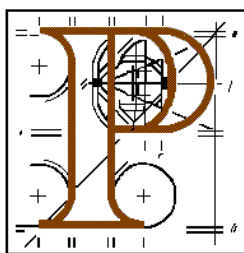


An Bord Pleanála



Inspector's Report

Case Ref. No:	06F. PC0217
Issue:	SID Pre-application – whether project is strategic infrastructure development
Proposed Development:	Widening access junction from a regional road and providing a staff car park with 30 spaces
Location:	Dublin Airport
Applicants:	daa plc
Planning Authority:	Fingal County Council
Inspector:	Stephen J. O'Sullivan

1.0 INTRODUCTION

- 1.1 This report deals with a request by daa plc for a pre-application consultation in respect of works to lay out a car park and widen an entrance from the Naul Road R108 on the western side of airport. The prospective applicant stated its opinion that the proposed development should not be regarded as strategic infrastructure development.

2.0 PLANNING HISTORY

- 2.1 06F. PA0014 – The board granted permission in 2010 for a new control tower beside the site referred to in this request.

3.0 PROPOSED DEVELOPMENT

- 3.1 The it is proposed to widen the existing gated entrance to the airport from the Regional Road R108 and to provide a car park of 30 spaces nearby, all to the north of the main runway and the west of the apron at the airport. A road serving private hangars will be closed, diverting the access to them via the widened entrance. The car park would be for staff only. The submitted plans also show a widened internal road and a new security post in the vicinity, but these are not part of the proposed development to which this request refers as the prospective applicant considered them to be exempted development under class 32 of part 1 of schedule 2 to the planning regulations.
- 3.2 The correspondence from the prospective applicant states that the proposed development is intended to rationalise and improve security facilities at the airport. The increase in staff parking of 30 spaces should not been seen as material in the context of the airport as a whole and would not contravene the conditions attached to the planning permission for the second terminal. The proposed development would also provide access to the private hangars whose existing access would be impeded by the construction of the authorised control tower. In response to a request for information from the board, the prospective applicant stated that there were c450 fewer staff car parking spaces at the airport than there were when the permission for terminal 2 was granted, but that such parking numbers are no longer tenable in post recessionary times.

4.0 LEGAL PROVISIONS

- 4.1 Of relevance is the following class of development in the Seventh Schedule to Planning and Development Act 2000:

Development comprising or for the purposes of any of the following: An airport (with not less than 2 million instances of passenger use per annum) or any runway, taxiway, pier, car park, terminal or other facility or installation related to it (whether as regards passenger traffic or cargo traffic).

- 4.2 Section 37A(1) says that an application for permission for any development specified in the Seventh Schedule shall, if the following condition is satisfied, be made to the Board under section 37E and not to a planning authority. Section 37A (2) says

That condition is that, following consultation under section 37B, the Board serves on the prospective applicant a notice in writing that, in the opinion of the Board, the proposed development would, if carried out, fall within one or more of the following paragraphs, namely –

- (a) the development would be of strategic economic or social importance to the State or the region in which it would be situate,*
- (b) the development would contribute substantially to the fulfilment of any of the objectives in the National Spatial Strategy or in any regional planning guidelines in respect of the area or areas in which it would be situate,*
- (c) the development would have a significant effect on the area of more than one planning authority.*

5.0 ASSESSMENT

- 5.1 The proposal for a widened entrance and 30 staff car parking spaces would be a development comprising of or for the purposes of a facility or installation associated with an airport with not less than 2 million instances of passenger use per annum. The proposed development therefore comes within the 7th schedule of the planning act. However the scale of the proposed development is small and it would not result in significant alterations to the layout or the operation of the airport that had strategic implications. Therefore the proposed development would not satisfy any of the conditions contained in section 37A (2) (a), (b) or (c) of the Act and it would not constitute a strategic infrastructure development.

6.0 RECOMMENDATION

- 6.1 I recommend that daa plc be informed that the proposed development consisting of works to the junction of an access to Dublin Airport from the Regional Road R108 and the provision of 30 car parking spaces for staff as described on the plans and particulars received by An Bord Pleanala on 11th April 2016 does not fall within one or more of the paragraphs specified in the condition contained in section 37A (2) of the Planning and Development Act, 2000, as amended, and consequently does not constitute strategic infrastructure development. A planning application should be made in the first instance to Fingal County Council.

Stephen J. O’Sullivan,
19th May 2016