

# Validation Checklist

Lodgement Number : **LDG-074629-24**

Case Number: **3-320748-24**

Customer: **DAA plc**

Lodgement Date: **04/09/2024 14:37:00**

Validation Officer: **James Sweeney**

PA Name: **Fingal County Council**

PA Reg Ref: ~~FW20A0253E~~ **FW24A/0253E.**

Case Type: **Normal Planning Appeal PDA2000**

Lodgement Type: **Appeal**



An  
Bord  
Pleanála

Validation Checklist	Value
Confirm Classification	Confirmed - Correct
Confirm PA Case Link	Confirmed-Correct
Confirm ABP Case Link	Confirmed-Correct
Fee/Payment	Valid – Correct
Name and Address available	Yes
Agent Name and Address available (if engaged)	Yes
Subject Matter available	Yes
Grounds	Yes
Sufficient Fee Received	Yes
Received On time	Yes
3rd Party Acknowledgement	Not Applicable
Eligible to make lodgement	Yes
Completeness Check of Documentation	Yes
Valid Lodgement Channel	Yes

1st vs Refusal (Digital File)

BP01 to issue to Appellant/Applicant with receipt

Digital BP07 to issue to Planning Authority with copy of appeal

Please attach red digital docs sticker to file cover

Please email sharefile link creator requesting sharefile link for digital docs

PA Notified

Please keep a copy of the letters for the file and update Case Narrative

VFL, 05/09

Run at: 05/09/2024 12:46

Run by: Audrey Boyle

## Audrey Boyle

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**From:** Audrey Boyle  
**Sent:** Thursday 5 September 2024 12:49  
**To:** planning@fingalcoco.ie  
**Cc:** James Sweeney  
**Subject:** Notification of Appeal FE24a/0235

A Chara,

The Board have received a 1st party appeal for planning reference number FW24A/0235 This appeal was received by the Board on 4th Sept 2024.

In order for the Board to validate this appeal, can you please confirm the following;

1. Your date of decision
2. Full Development Description
3. If an EIAR was submitted with the planning application at any stage?
4. If an NIS was submitted with this planning application at any stage?
5. If this planning application is for an LRD (Large Residential Development) or if it is for Normal Planning Application?
6. Applicant's details – name/address/Agent

Please note our reference is **ABP-320748-24**

Regards

Audrey

# Lodgement Cover Sheet - LDG-074629-24

ADP: 320748-24.

## Details

Lodgement Date	04/09/2024
Customer	DAA plc
Lodgement Channel	Courier
Lodgement by Agent	Yes
Agent Name	AtkinsRealis
Correspondence Primarily Sent to	Agent
Registered Post Reference	

## Categorisation

Lodgement Type	Appeal
Section	Processing

## Fee and Payments

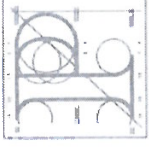
Specified Body	No
Oral Hearing	No
Fee Calculation Method	System
Currency	Euro
Fee Paid	110.00
Refund Amount	0.00

## Appeal

Run at: 04/09/2024 14:43

Run by: Imogen McBean

1st - V - Refuse  
€110.  
Pre Body.



An Bord Pleanála

Lodgement ID	LDG-074629-24
Map ID	
Created By	Imogen McBean
Physical Items included	No
Generate Acknowledgement Letter	
Customer Ref. No.	
PA Reg Ref	FW24M0253C.

AD: 019756-24.

PA Name	Fingal County Council
Case Type (3rd Level Category)	

Observation/Objection Allowed?	
Payment	PMT-058132-24
Related Payment Details Record	PD-057996-24

PA Decision DATE: 8 Aug 2024  
LAST DAY: 4 Sept 2024.

Appeals Type

PA Case Details Manual	
PA Case Number	
PA Decision	
PA Decision Date	
Lodgement Deadline	
Development Description	
Development Address	



The Secretary  
An Bord Pleanála  
64 Marlborough Street  
Dublin 1  
D01 V902

3rd September, 2024

**AN BORD PLEANÁLA**  
LDG- 074629-24  
ABP- \_\_\_\_\_  
**04 SEP 2024**  
Fee: € 110.00 Type: Cheque  
Time: 14.32 By: Courier

RE: THE PLANNING AND DEVELOPMENT ACT 2000, AS AMENDED, AND THE STATUTORY REGULATIONS MADE THEREUNDER: FORMAL FIRST-PARTY APPEAL AGAINST THE DECISION OF FINGAL COUNTY COUNCIL TO REFUSE PLANNING PERMISSION FOR THE PROPOSED DEVELOPMENT OF: 1) THE DEMOLITION OF EXISTING CATTLE PEN AND HARD STANDING AREA (TOTAL 911M2) AND THE REMOVAL OF 1 NO. EXISTING GATED SITE ENTRANCE FROM THE SOUTH PARALLEL ROAD (R108), AND THE CONSTRUCTION OF A WESTWARDS EXTENSION TO THE EXISTING HOLIDAY BLUE LONG-TERM CAR PARK TO PROVIDE AN EXTENDED SURFACE CAR PARK WHICH WILL COMPRISE 950 NO. AIRPORT STAFF CAR PARKING SPACES, OF WHICH 48 NO. WILL BE PROVIDED FOR PERSONS WITH REDUCED MOBILITY (PRM) AND 96 NO. WILL BE SERVICED BY ELECTRIC VEHICLE (EV) CHARGING POINTS, TO BE ACCESSED OFF THE SOUTH PARALLEL ROAD (R108) VIA AN UPGRADED EXISTING FORMER TEMPORARY CONSTRUCTION ACCESS/EGRESS, WITH AN EMERGENCY ACCESS ALSO TO BE PROVIDED THROUGH THE EXISTING HOLIDAY BLUE LONG-TERM CAR PARK IMMEDIATELY EAST OF THE PROPOSED DEVELOPMENT SITE VIA A TIE IN, WITH SECURITY BARRIERS, TO THE EXISTING INTERNAL ROUNDABOUT; 2) 30 NO. BICYCLE SPACES; 3) 1 NO. NEW BUS SHELTER; 4) NEW INTERNAL ROAD LAYOUT, WITH SET DOWN AREAS FOR BUSES AND FOOTPATHS, INCORPORATING 2 NO. EXISTING CULVERTS (ONE OF WHICH IS TO BE EXTENDED) AND 1NO. NEW CULVERT OVER THE SANTRY RIVER; 5) PROPOSED RIPARIAN CORRIDOR EITHER SIDE OF THE SANTRY RIVER; 6) 1 NO. SINGLE-STOREY SUBSTATION; 7) 1 NO. NEW SINGLE STOREY WELFARE BUILDING; 8) 1 NO. NEW SINGLE-STOREY SECURITY HUT WITH SECURITY BARRIERS; 9) NEW FOUL AND SURFACE WATER DRAINAGE SYSTEM WORKS INCORPORATING ATTENUATION; 10) THE ERECTION OF CCTV EQUIPMENT, SECURITY FENCING, ELECTRICAL ENCLOSURE, LIGHTING, SIGNAGE, AND BOUNDARY FENCING; AND 11) ALL OTHER ASSOCIATED SITE DEVELOPMENT WORKS, INCLUDING TEMPORARY CONSTRUCTION COMPOUND, AND ALL HARD AND SOFT LANDSCAPING A SITE OF APPROXIMATELY 4.26HA, BOUNDED BY THE SOUTH PARALLEL ROAD (R108) TO THE NORTH, HARRISTOWN LANE TO THE WEST, HORIZON BUSINESS PARK TO THE SOUTH AND AN EXISTING FORMER

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**CONSTRUCTION ACCESS ROAD TO HORIZON BUSINESS PARK AND THE EXISTING HOLDAY BLUE LONG-TERM CAR PARK TO THE EAST IN THE TOWNLAND OF HARRISTOWN, DUBLIN AIRPORT, CO. DUBLIN. AN ENVIRONMENTAL IMPACT ASSESSMENT REPORT (EIAR) AND NATURAL IMPACTS STATEMENT (NIS) HAVE BEEN PREPARED IN RESPECT OF THE PROPOSED DEVELOPMENT AND WILL BE SUBMITTED TO THE PLANNING AUTHORITY WITH THE APPLICATION.**

**FINGAL COUNTY COUNCIL REFERENCE: FW24A/0253E**

**DATE APPLICATION LODGED: 14<sup>TH</sup> JUNE 2024**

**DATE OF PLANNING AUTHORITY DECISION: 08<sup>TH</sup> AUGUST 2024**

**LAST DATE FOR RECEIPT OF AN APPEAL: 4<sup>TH</sup> SEPTEMBER 2024**

A Chara,

We, AtkinsRéalis, 150-155 Airside Business Park, Swords, Co. Dublin K67 K5W4, are instructed by the applicant, daa plc, Three, The Green, Dublin Airport Central, Dublin Airport, Swords, Dublin, Ireland K67 X4X5, to submit this first-party appeal against the decision of Fingal County Council by Order dated 8th August 2024 to refuse planning permission for the above development.

We enclose a cheque for the sum of €110<sup>1</sup> as the appropriate appeal fee in this instance.

## **1.0 APPEAL OVERVIEW**

Prior to setting out the appeal, and the grounds upon which it is based, the applicant respectfully draws the Board's attention to the following key observations that underpin the appeal:

- The applicant is hugely disappointed by the decision of Fingal County Council to refuse permission in just eight weeks for this vital transport infrastructure, the stated need for which is to provide safe, dedicated, high quality parking facilities for existing airport staff, particularly those who work out-of-hours or late-nights, noting that only 17% of staff work what would be generally described as a typical working day (09:00 – 17:00). Notwithstanding the applicant's commitment to delivering an increase in public transport mode share - approximately 40% of staff access the Airport by other modes of transport than by private vehicle, which is impressive by any standard - there will continue to be a cohort of staff that will require access to an appropriate level of car parking spaces because of their working hours and their origin of travel. This would typically be the case for any large employer across the Country.
- It is also deeply frustrating to have to appeal, yet again, another decision of the Planning Authority that flies in the face of significant legislative<sup>2</sup> and policy support at national, regional and local level to safeguard the operational requirements and needs of Dublin Airport, and to ensure the required infrastructure is in place to facilitate these requirements. Such necessary infrastructure includes staff car parking which is necessary for and, as endorsed by Article 5(1) of

<sup>1</sup> An airport operator is listed on the An Bord Pleanála list of organisations that qualify for a reduced appeal fee of €110.

<sup>2</sup> S 8(12) of the State Airports Act, 2004 mandates daa to operate, manage and develop Dublin Airport to ensure the provision of such services and facilities as are, in the opinion of that company, necessary for the operation, maintenance and development of its airports, including roads, bridges, tunnels, approaches, water supply works and water mains, gasworks and gas pipelines, sewers and sewage disposal works, electric lines, telecommunications facilities, lights and signs, apparatus, equipment, buildings and accommodation of whatever kind.

the Planning and Development Regulations 2001 as amended<sup>3</sup>, is integral to, the operation of the airport.

- The decision fails to accept the clearly identified quantum of staff parking that is required for an Airport of 32million passengers per annum (mppa) as established by the Board in condition 23(c) attached to the Terminal 2 permission<sup>4</sup> (PL06F.220670) and fully endorsed by the Planning Authority in section 8.6.1 of the Dublin Airport Local Area Plan (LAP) 2020. The supply of staff car parking at Dublin Airport has remained constant since the Terminal 2 permission, notwithstanding strong passenger growth since then, within the permitted 32mppa cap. Staff parking is controlled by condition 23 of the Terminal 2 permission, and the proposed development does not result in a material increase of existing staff car parking.
- The decision also fails to accept that the proposed development seeks to re-provide staff parking spaces lost to other developments in the Airport Campus, and that there will be no net increase in staff parking as a consequence. Instead, the report of the CE dated 8th August, 2024 suggests that there is an overprovision of car parking at Dublin Airport, even though the proposed car parking spaces cited in the report<sup>5</sup> do not have planning permission, and the proposal under F24A/0007 (ABP-319438-24) is for passenger parking use. Therefore, it is incorrect to state that there is an overprovision of car parking, specifically staff car parking, in this context.
- The proposed development is required to meet current operational needs and cannot await, nor is it dependent on, the outcome of the proposed future growth in passenger capacity that forms the basis of the current Infrastructure Application (IA) (F23A/0781) now before the Planning Authority. In this respect, it is entirely inappropriate to require that the proposed development be considered as part of the IA.
- The decision also fails to accept that a material contravention of the applicable GE – General Employment – land use zoning objective cannot arise. The proposed car park is an ancillary use that supports and is integral to the efficient operation of Dublin Airport that is unquestionably a national strategic employment hub of critical importance to the local, regional and national economy, a constant theme throughout all applicable planning policy. The adjoining long-established Holiday Blue car park, which the proposed development seeks to extend, is testament to the acceptability of the proposed car park on GE zoned lands. That the Holiday Blue car park also attracts a specific CP (Car Park) map based local objective in the Fingal County Development Plan 2023 further demonstrates the suitability of the proposed use at this location. Car parking serving Dublin Airport in this specific location constitutes plan-led development.
- The decision also fails to have regard to the ongoing collaboration between the applicant, Fingal County Council, the National Transport Authority (NTA) and Transport Infrastructure

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<sup>3</sup> This defines an Airport as 'an area of land comprising an aerodrome and any buildings, roads and car parks connected to the aerodrome and used by the airport authority in connection with the operation thereof'.

<sup>4</sup> The Environmental Impact Statement submitted as part of the T2 planning application indicated that there were, in 2006, 5,360no. car parking spaces available for use by airport employees. In granting permission and including the above condition, this number was deemed appropriate by the Board in the context of Dublin Airport catering for 32 million passengers per annum (mppa).

<sup>5</sup> Planning references F23A/0781 (proposed daa Staff Car Park North) and F24A/0007 (proposed valet parking (and industrial development) at Kettles Lane, Cloghran, currently the subject of a First Party appeal (ABP-319438-24) against a refusal of planning permission.

Ireland (TII) in the context of Objective SF02<sup>6</sup> of the Dublin Airport Local Area Plan (LAP) 2020, which, while seeking to prioritise public transport, also acknowledges the need for an appropriate provision of car parking to serve the Airport, with strategic support for the principle of remote staff car parking, as is proposed in this instance, as a means to minimise impacts on the efficient movement of public transport within the Airport Campus, and also to encourage more appropriate land uses at the airport core. In this context, the applicant seeks to mitigate the additional demand generated by the increase in passenger volumes and to promote sustainable transport to/from the airport for passengers and staff, includes as a specific objective, the relocation of staff parking to remote locations to reduce the number of vehicle kilometres travelled by staff by transferring them on to shuttle buses for the 'last mile' of their trip.

- As has been robustly demonstrated in the application and the enclosed appeal, the provision of car parking for airport staff would not give rise to significant traffic or environmental impacts.

We respectfully request the Board to share our view that the proposed development, which will safeguard and enhance the operational efficiency of Dublin Airport, is in the interests of the proper planning and sustainable development of the area and in this regard, respectfully request the Board overturn the Planning Authority's decision and grant permission for the proposed development.

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<sup>6</sup> Require, as part of any application that will result in increased demand for travel, the submission of a detailed transport model (based on the NTA ERM), to be undertaken in collaboration with stakeholders such as FCC, the National Transport Authority and Transport Infrastructure Ireland; a traffic and transport impact assessment; and specific proposals for the application of mobility management measures and the demonstration of consistency with the overall Dublin Airport Mobility Management Plan in order as set out in the South Fingal Transport Study, relevant to the growth of Dublin Airport.

## 2.0 APPEAL CONTEXT

### 2.1 SITE LOCATION AND DESCRIPTION

2.1.1 The proposed development site, which is greenfield and currently in agricultural use, is c. 4.26ha in area and is located in the townland of Harristown in the Swords area of Fingal, to the south of the south runway at Dublin Airport. It is bound by the South Parallel Road (R108) to the north, Harristown Lane and a small woodland area containing derelict structures to the west, Horizon Business Park to the south, and, of importance in the context of this appeal, the existing Holiday Blue Long-Term Car Park to the east, of which the proposed development site forms part.

2.1.2 The site is traversed by the Santry Stream which flows in a west-east direction across the site and is culverted in two locations on site. The site is accessed from the R108 via an agricultural entrance and also an existing former temporary construction access road that is not currently in use.



Figure 1: Aerial photo of site (generally outlined in red).

### 2.2 PROPOSED DEVELOPMENT

2.1 The proposed development the subject of this First Party appeal is generally the same as what was originally submitted to Fingal County Council on 14th June, 2024. As illustrated in Figure 2 below, it will consist of:

- 1) the demolition of existing cattle pen and hard standing area (total 911m<sup>2</sup>) and the removal of 1 no. existing gated site entrance from the South Parallel Road (R108), and the construction of a westwards extension to the existing Holiday Blue Long-Term Car Park to provide an extended surface car park which will comprise 950 no. airport staff car parking spaces, of which

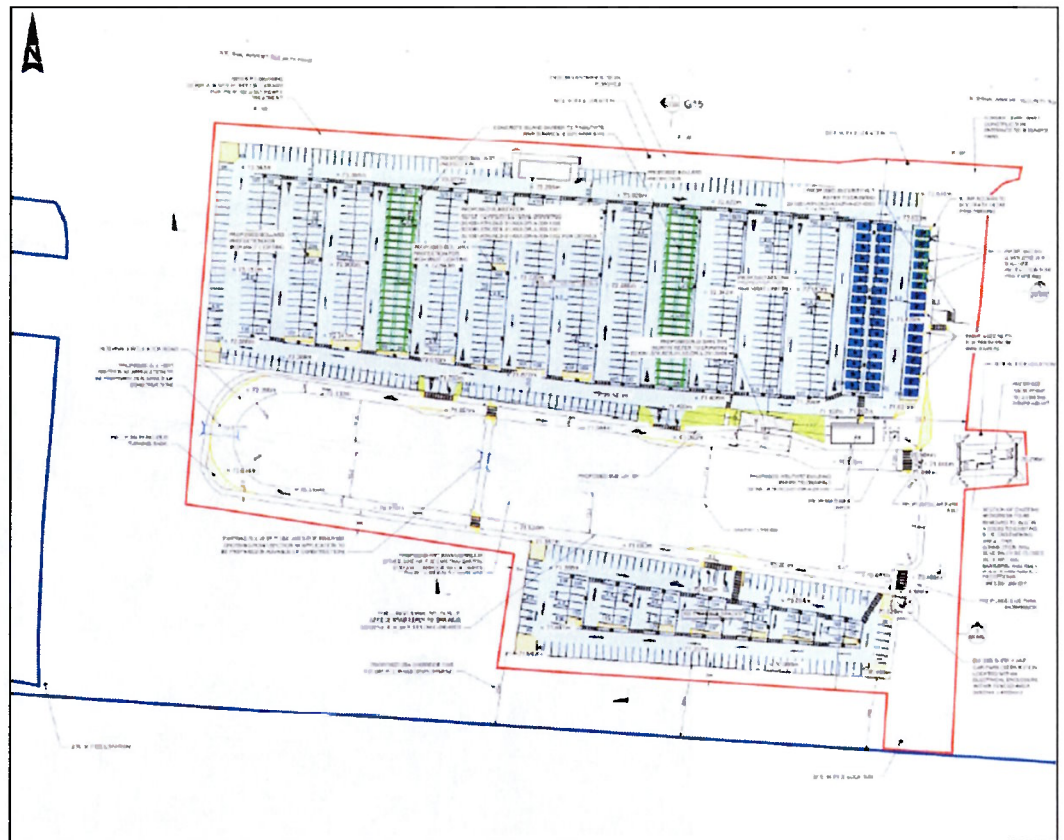
48 no. will be provided for Persons with Reduced Mobility (PRM) and 96 no. will be serviced by Electric Vehicle (EV) charging points, to be accessed off the South Parallel Road (R108) via an upgraded existing former temporary construction access/egress, with an emergency access also to be provided through the existing Holiday Blue Long-Term Car Park immediately east of the proposed development site via a tie in, with security barriers, to the existing internal roundabout;

- 2) 30 no. bicycle spaces;
- 3) 1 no. new bus shelter;
- 4) new internal road layout, with set down areas for buses and footpaths, incorporating 2 no. existing culverts (one of which is to be extended) and 1no. new culvert over the Santry River;
- 5) proposed riparian corridor either side of the Santry River;
- 6) 1 no. single-storey substation;
- 7) 1 no. new single storey welfare building;
- 8) 1 no. new single-storey security hut with security barriers;
- 9) new foul and surface water drainage system works incorporating attenuation;
- 10) the erection of CCTV equipment, security fencing, electrical enclosure, lighting, signage, and boundary fencing; and
- 11) all other associated site development works, including all hard and soft landscaping.
- 12) An EIAR and NIS accompanied the planning application.

2.2 The key development statistics are set out as follows:

Statistic	Detail
Site Area	c. 4.26ha
Existing Structures to be demolished	911m <sup>2</sup> (existing cattle pen and hard standing area)
Proposed Structures	246.589m <sup>2</sup> , to include: Welfare building: 79.357m <sup>2</sup> Security Hut: 19.256m <sup>2</sup> Substation: 114.6m <sup>2</sup> Bus Shelter: 42.976m <sup>2</sup>

**Table 1: Key Development Statistics**



**Figure 2: Proposed site layout.**

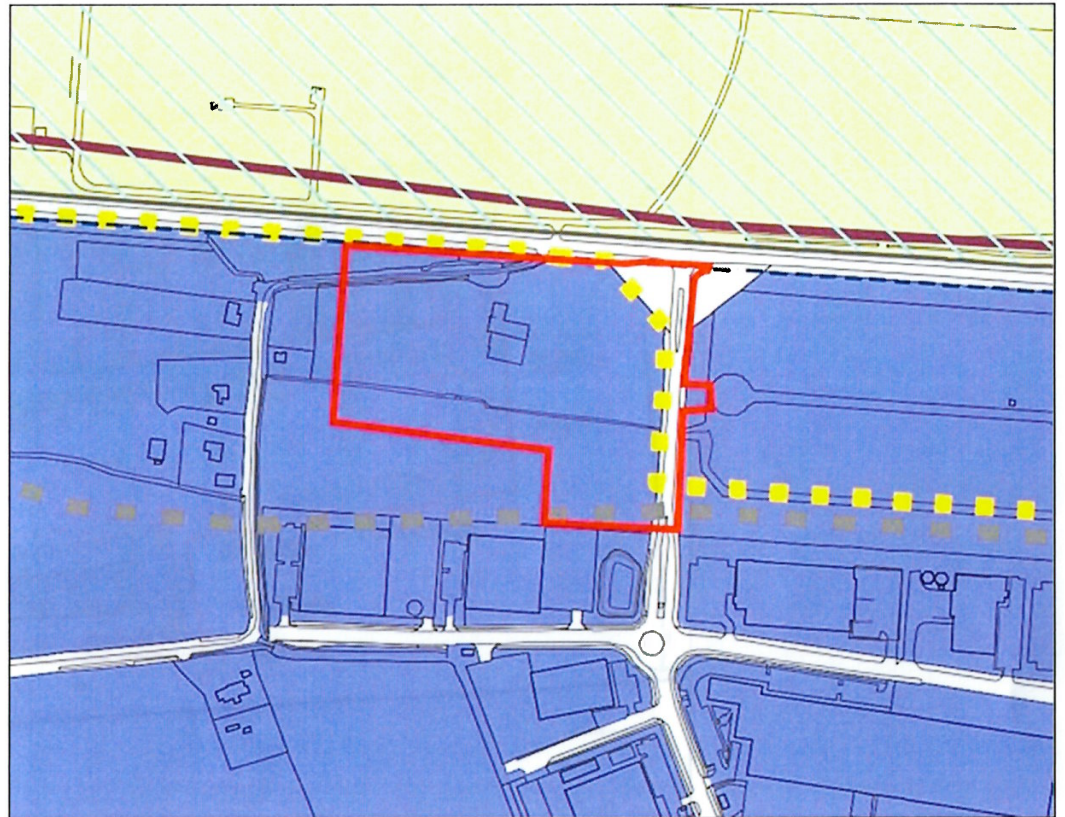
2.3 As illustrated in Figure 3, the majority of the proposed development site is zoned under the Fingal County Development Plan 2023-2029 as GE – General Employment, with the stated land use zoning objective and vision being as follows:

*Objective: Provide opportunities for general enterprise and employment.*

*Vision: Facilitate opportunities for compatible industry and general employment uses including appropriate sustainable employment and enterprise uses, logistics and warehousing activity in a good quality physical environment. General Employment areas should be highly accessible, well designed, permeable and legible.*

2.4 A specific Development Plan Car Park Objective also applies to the portion of the site where the tie-in with the existing Holiday Blue Car Park is proposed. No zoning objective applies to the existing roadway on site.

2.5 Car parking is a use that is neither 'Permitted in Principle' nor 'Not Permitted' on GE zoned lands. In such circumstances, a car parking use is to be assessed in terms of its contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Plan.



**Figure 3: Excerpt from Fingal Development Plan 2023-2029 zoning map sheet 11, with site generally outlined in red**

### **2.3 DECISION OF FINGAL COUNTY COUNCIL**

2.3.1 By Order dated 8th August 2024, permission was refused for 3no. reasons, as follows:

1. *The subject site is within the 'GE-General Employment' land use zoning under the Fingal Development Plan, 2023-2029 the objective of which is to "Provide opportunities for general enterprise and employment." The proposed development which seeks permission to construct 950 no. surface car parking spaces for the use of Dublin Airport staff, would materially contravene the 'GE' zoning objective assigned to the subject lands and contravene Objective EEP2 within the Fingal Development Plan 2023-29 which seeks to ensure that GE zoned lands are developed for intensive employment purposes and would therefore be contrary to the proper planning and sustainable development of the area.*

2. *Development of the kind proposed would be premature pending the determination on the on-going planned infrastructure upgrade works to Dublin Airport lands under Reg. Ref. F23A/0781 and as envisaged in the Dublin Airport Local Area Plan given the nature of the proposed development as it cannot be considered in isolation and in the absence of the necessary upgrade to Dublin Airport's external road network, and upgrade to pedestrian or cycle infrastructure along the R108.*

3. *The Planning Authority is of the opinion that the EIAR submitted is deficient in information and has not adequately or sufficiently considered reasonable alternatives to the proposed development. In addition, potential impacts on bats and birds were not considered sufficiently or potential impacts on*

*climate/climate change. In the absence of same the planning authority is unable to determine that the proposed development is acceptable on environmental grounds.*

2.3.2 The rationale for the refusal of permission is set out in the CE Order dated 8th August, 2024, including:

- In relation to the principle of the development, it is outlined that the site of the development is zoned 'GE' of which it is an objective to provide for opportunities for general enterprise and employment. The development of car parks on such sites is not identified as being permissible and as such will be assessed having consideration to how the proposal will meet the objective of the land use zoning. It is noted 'the proposed use of surface car parking for the use of Dublin Airport staff would not be considered as a highly intensive employment use and thereby the development would not be considered as compliant with Objective EEP2 and would materially contravene the GE zoning objective of the site'.
- The application does not account for the 700no. car spaces which are currently being sought under application REF F23A/0781 and the multi-storey car parking being considered by An Bord Pleanála under REF F24A/0007 which amounts to an over provision of car parking on the Dublin Airport Lands. The assessment states 'the Planning Authority do not endorse the need for DAA to develop a new surface car park on a greenfield site to cover the car parking spaces lost or displaced through its developments on previously permitted sites', and that the requirement of the new spaces is as a result of the development of Terminal 2 and the subsequent loss of parking. It is noted by the Planner that insufficient information is provided in relation to the need for the new parking and the patterns of work of employees which require the use of a private parking. It is also queried if the required parking need could be accommodated in the existing parking facilities. It is noted that the development is contrary to policies which seek to limit the development of new car parking at Dublin Airport.
- The application cannot be assessed in isolation of the ongoing planning application with Fingal County Council under REF F23A/0781, part of which includes 700no. car spaces, and it would be premature to consider this application without the proper infrastructure developments connecting the subject site to Dublin Airport prior to the determination of application REF F23A/0781. The Transport Section note that the development would be considered a significant intensification at this location. It is notes that there is no pedestrian or cycle infrastructure on the R108 or connecting the site to the Airport. It is noted that the access entrance to the site would be considered excessive and should be reduced and the priority junction assessed to determine if there is a need for a dedicated right turning lane. The transport section does not accept that the proposed parking provision is not new spaces rather the relocation of previously lost spaces. It notes that the applicant as not submitted sufficient clarity on the existing parking within the complex and a full airport campus car parking audit should be provided.
- In the assessment of the EIAR provided as part of the application, it is outlined that the EIAR did not identify any likely significant effects or no potential cumulative effects between effects identified in the EIAR and other committed developments and no significant cumulative effects are likely to arise from the development. However, it is the view of the planning authority that the EIAR submitted has not adequately or sufficiently considered the following: Reasonable available alternatives; Potential impacts and mitigation of potential impacts on bats and birds; and Potential impacts on climate/climate change.

2.3.3 Notwithstanding this rationale for the refusal of permission, we would respectfully request the Board to note that, having regard to the CE Report dated 8th August, 2024, that the

Planning Authority positively considers that:

- Having regard to the site's location in the Outer Public Safety Zone and Noise Zone A, car parks are a permitted use in Outer Public Safety Zones, and the proposed development is not a noise sensitive use.
- The removal of hedgerows, the provision of new hedgerows and the provision of riparian corridors is acceptable, and that the development is acceptable subject to conditions according to the Parks and Green Infrastructure Department.
- The surface water mitigation and protection measures proposed for construction and operational stage of the development are considered appropriate.
- There is no objection, subject to conditions, from the Water Services Department of Fingal County Council in respect of foul water, surface water or flooding.
- There is no objection, subject to conditions, from the Public Lighting section of Fingal County Council.
- There is no objection, subject to conditions, from the Environment Department (Waste Enforcement & Regulation) of Fingal County Council, or from an air and noise perspective, as stated in the Chief Executive's Order dated 8<sup>th</sup> August, 2024 (page 20).
- ANCA is not of the opinion that the proposed development requires a noise related action.
- From an appropriate assessment perspective, the local authority concluded '*based on the information provided, it is reasonable and correct to conclude that, provided the mitigation measures outlined in the NIS and EIAR, including the Preliminary CEMP are strictly adhered to, there will be no adverse impacts arising as a result of the proposed development, either alone or in-combination with other plans or projects on any European Sites*'.

## **2.4 RESPONSE TO REASON FOR REFUSAL NO. 1**

2.4.1 Refusal reason no. 1 states as follows:

*1. The subject site is within the 'GE-General Employment' land use zoning under the Fingal Development Plan, 2023-2029 the objective of which is to "Provide opportunities for general enterprise and employment." The proposed development which seeks permission to construct 950 no. surface car parking spaces for the use of Dublin Airport staff, would materially contravene the 'GE' zoning objective assigned to the subject lands and contravene Objective EEP2 within the Fingal Development Plan 2023-29 which seeks to ensure that GE zoned lands are developed for intensive employment purposes and would therefore be contrary to the proper planning and sustainable development of the area.*

2.4.2 In response, we respectfully request the Board to note that the GE zoning objective does not expressly prohibit the provision of staff car parking. Therefore, it cannot be the case that the provision of staff car parking constitutes a material contravention of the GE zoning objective in this context.

2.4.3 As noted above, car parking is a use that is neither 'Permitted in Principle' nor 'Not

Permitted' on GE zoned lands. In such circumstances, the proposed use is to be assessed in terms of its contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Plan.

2.4.4 In this context, and having regard to objective EEP2, the proposed development is an integral element of, and will contribute to, the effective and efficient operation of Dublin Airport, a significant, strategic, national employer. In fact, Dublin Airport facilitated 116,100 jobs in the Republic of Ireland in 2022 and contributed a total of €9.6 billion in gross value added (GVA) to the Irish economy<sup>7</sup>. The use of the GE zoned lands in this instance will support the existing extensive employment uses at the Airport and, having regard to the principle of relocating staff car parking from the airport core on which the proposed development is founded, will facilitate the potential intensification of employment uses in the core Airport Campus.

2.4.5 In addition, the nature, range and scale of employment uses located in lands zoned GE are so located principally because of their proximity to the Airport which inherently depend on the multiplier and clustering effects of the Airport. The Airport is therefore a vital element in ensuring the delivery of intensive employment uses on the GE zoned lands that surround it. The provision of necessary supporting infrastructure for the Airport at this location which is vital to its efficient operation is therefore consistent with, and makes a significant contribution to, the delivery of objective EEP2 of the Plan as it applies to GE zoned lands that lie adjacent to Dublin Airport.

2.4.6 It is also the case that the adjoining long-established Holiday Blue car park, which the proposed development seeks to extend, shares the same GE zoning objective as the proposed development site. This establishes a precedent for car parking that serves the national economic asset of Dublin Airport is consistent with, not only the GE zoning objective, but also objective EEP2 of the Plan. Furthermore, this location, through a specific 'CP' objective, is expressly designated as an entirely appropriate location for ancillary car parking to serve Dublin Airport.

2.4.7 It is also of particular note that neither the NTA nor the TII had any objection to the proposed development:

- The NTA indicated that it would not be opposed to the principle of the provision of airport staff parking in areas which are located outside of the central parts of the airport campus. A critical emphasis is placed on the need for staff parking to be managed in a manner which is consistent with mode share targets. In this regard, the provision of staff parking is subject to ongoing review and monitoring against the targets and objectives of the Dublin Airport Mobility Management Plan.
- The TII's submission is a standard request to have regard for the DoECLG Spatial Planning and National Roads Guidelines for Planning Authorities and relevant TII publications in the assessment of the application.

2.4.8 The provision of staff car parking at this location is in compliance (and consistent) with the following policies and objectives of national, regional and local planning policy:

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<sup>7</sup> Dublin Airport Economic Impact Study, 2023 (InterVISTAS)

### *National policy*

- The proposed development is consistent with Section 4.5 of the National Aviation Policy for Ireland 2015 (NAP), which advises that:

*Air transport requires a specific level of airport infrastructure, both in terms of quantity and quality, to facilitate the optimum level of air services for Ireland. This includes terminal and runway capacity as well as surface access to airports and is particularly relevant to the development of Dublin Airport as a secondary hub.*

- National Strategic Outcome 6 of the National Planning Framework (NPF) in relation to High Quality International Connectivity states that the effectiveness of Ireland's international connectivity facilitated by our airports (and ports) is vital to the country's survival, competitiveness and future prospects. It prioritises the need to enhance land-side access at Dublin Airport, and also the careful management of land-side areas to focus on the current and future needs of the Airport.
- The proposed development will contribute to the delivery of improved surface access to Dublin Airport in the context of section 4.5 of the NAP and National Strategic Outcome 6 of the NPF.

### *Regional policy*

- The proposed development is consistent with Section 8.5 of the Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region, which notes that Dublin Airport is a key national asset to Ireland's economic success, and that the airport requires support to ensure it continues as an economic driver for the region and country.
- It is specifically supported by Regional Policy Objective (RPO) 8.17, as it:

*Support[s] the National Aviation Policy for Ireland and the growth of movements and passengers at Dublin Airport to include its status as a secondary hub airport. In particular, support the provision of a second runway, improved terminal facilities and other infrastructure.*

- It is also specifically supported by RPO 8.18, which states that:

*Improved access to Dublin Airport is supported, including Metrolink and improved bus services as part of BusConnects, connections from the road network from the west and north. Improve cycle access to Dublin Airport and surrounding employment locations. Support appropriate levels of car parking and car hire parking.*

### *Local policy*

- The following policies of the Fingal County Development Plan 2023-2029 also underpin the nature and extent of the proposed development:
  - o Policy DAP1 which seeks to continue to support Dublin Airport as a key national economic asset.
  - o Objective DAO6 which seeks to control the supply of car parking at the Airport so as to maximize as far as is practical the use of public transport and sustainable transport modes (walking / cycling) by workers and passengers and to secure the efficient use of land and safeguard the strategic function of the adjacent road network. In this context, and objective CP07 of the Dublin Airport LAP (see below), we note the following:

### *Control of supply*

- In relation to the control of supply, the proposed development does not propose to change or increase supply, but only to provide a dedicated staff car parking facility to accommodate existing airport staff. Having regard to condition 23 of PL06F.220670 (F06A/1248) (Terminal 2) and section 8.6.1 of the Dublin Airport LAP, there will be no increase in staff car parking at the airport, which was identified as 5,360no. spaces. This quantum of staff parking spaces is considered appropriate for an airport of 32 million passengers, and thus in the interests of the proper planning and sustainable development of the area.
- In this context, the provision of staff car parking at Dublin Airport continues to be controlled by condition 23 of the Terminal 2 permission, a position which is supported by section 8.6.1 of the Dublin Airport LAP.

With regards to objective CP07 of the Dublin Airport LAP, the proposed development does not constitute new car parking and will serve core uses within DA zoned lands.

### *Maximise as far as practical the use of public transport*

- In the most recent Dublin Airport Mobility Management Plan (MMP) 2023, approximately 40% of staff access the Airport by other modes of transport than by private vehicle, which is impressive by any standard, given the nature of operations at Dublin Airport.
- The applicant has, through the MMP, has committed to a programme of initiatives, physical infrastructure investments, promotion and ongoing collaboration with public transport partners to build on this success. In this respect, the applicant seeks to positively influencing the modal share of staff commutes to/from the Dublin Airport campus, such as the following:
  - Enabling campus staff to travel to and from work in an efficient and sustainable way.
  - Facilitating, promoting, and enabling alternative modes of transport for staff (including bus, rail, cycling and walking).
  - Developing measures to support and encourage staff to transition to public transport and active travel.
  - Incentivising the use of Active travel and provide appropriate facilities for all staff opting for active travel.
  - Recognising that the local transport network to/from Dublin Airport is a shared resource between the travelling public, staff and airport operations. As the airport continues to grow this limited capacity will be prioritised for use of the travelling public. To facilitate this the following approaches to staff car parking will be pursued:
    - o Staff parking will be provided outside of the core airport campus.
    - o An improved and modernised permit management system will be implemented over time to manage the allocation of permits, to be rolled out across all staff parking locations to maximise the efficient use of this limited asset.
    - o Staff parking will be allocation in a fair and equitable manner, recognising the specific needs of all staff.
    - o The number of staff car parking spaces will not exceed 5,360 spaces, as set out in the Dublin Airport LAP, and in line with the planning limit imposed by condition 23 of PL06F.220670.

### *Efficient Use of Land*

- In relation to the efficient use of land, we advise as follows: -
  - Dublin Airport must be viewed as a whole and not in terms of its constituent parts, as per the definition of 'Airport' in the Planning Regulations (Art 5(1)), which specifies that airports intrinsically include the 'car parks' serving them.
  - Dublin Airport Campus represents a higher order land use, bringing unparalleled economic and connectivity benefits to the State. Lands in the immediate vicinity benefit in value terms from their proximity to the airport.
  - Dublin Airport must provide staff car parks having regard to its employee catchment, which extends into the Greater Dublin Area. Private car forms an essential part of a range of means staff access the national airport, particularly for those who cannot avail of public transport.
  - Staff car parks necessitate only two car trips. The proposed development will ensure those trips occur outside the Airport Campus, with shuttle bus connections to the terminals proposed for staff.
  - There are a number of airport related site-specific development constraints that determine acceptable uses at the Airport, including locations within Obstacle Limitation Zones, Public Safety Zones and Airport Noise Zones. The proposed use is acceptable in the context of these constraints.
  
- The following policies of the Fingal County Development Plan 2023-2029 are of particular relevance to the proposed development:
  - Objective DAO2 seeks to safeguard the current and future operational, safety, technical and developmental requirements of Dublin Airport and provide for its ongoing development in accordance with the Dublin Airport Local Area Plan 2020, or any subsequent LAP or extension of same, having regard to both the environmental impact on local communities and the economic impact on businesses within the area.
  - Objective DAO4 seeks to ensure that the required infrastructure and facilities are provided at Dublin Airport so that the aviation sector can develop further and operate to its maximum sustainable potential, whilst taking into account the potential for impacts on local residential areas, the sustainability of similar existing developments in the surrounding area, and on the environment, including the climate.
  - Objective DAO8 seeks to protect and enhance the transportation capacity required to provide for the surface access needs of the Airport.
  - Objective DAO9 seeks to maintain and protect accessibility to the Airport as a priority.
  - Objective DAO9 supports an appropriate balance between developing the unique potential of Dublin Airport as an economic generator and major employer in the County and protecting its core operational function as the Country's main international airport, in accordance with the Economic Objectives of the Dublin Airport Local Area Plan, 2020, or any subsequent LAP or extension of same.
  
- The following policies of the Dublin Airport Local Area Plan (LAP) 2020 are also of particular relevance to the proposed development:
  - Objective CP04 which seeks to limit the growth of employee parking in order to improve public transport usage, particularly in locations near the centre of Dublin Airport campus where land can be more efficiently used for other purposes.
  - Objective CP07 which seeks to limit the provision of new car parking to serve non-core uses within the DA zoned lands, and to control the supply of car parking at Dublin Airport so as to a) maximise the use of public transport b) reduce traffic congestion and c) to secure the

efficient use of land.

2.4.9 The above demonstrates that the provision of staff car parking at this location is consistent with the overall Vision for the GE zoned lands in the context of national, regional and policies that unequivocally support the need to safeguard the operational requirements of Dublin Airport. In addition, the objectives of the Fingal County Development Plan 2023-2029 and the Dublin Airport Local Area Plan 2020 do not restrict the provision of staff car parking but seek to control the supply in the context of wider sustainable transportation objectives. The proposed development does not increase the supply of parking. Instead, it provides a dedicated, remote facility for existing staff car parking needs, and, in the interests of sustainable transportation, will connect staff to the Airport by shuttle bus.

2.4.10 Therefore, we respectively request the Board to set aside refusal reason no. 1, as it has been demonstrated that the proposed development does not constitute a material contravention of the GE zoning objective of objective EEP2 of the Fingal County Development Plan 2023-2029. In fact, it is clear that the proposed development is fully aligned with the GE zoning objective and objective EEP2 as it constitutes ancillary development that supports the operational needs and requirements of Dublin Airport which is of critical strategic and economic importance to the State.

2.4.11 Even if the Board were to determine that the proposed development materially contravenes the GE zoning objective and objective EEP2, it is open to the Board to consider the appeal under section 37(2)(b) of the Planning and Development Act, 2000, as amended, as:

- (i) the proposed development is ancillary to and will support the strategic and nationally important Dublin Airport, a key national asset to Ireland's economic success;
- (ii) the objectives are not clearly stated in the Fingal County Development Plan 2023-2029 in that a car park does not explicitly materially contravene the GE land use zoning objective or objective EEP2; or
- (iii) the proposed development is supported by:
  - a. its contribution to the delivery of improved surface access to Dublin Airport in the context of section 4.5 of the NAP and National Strategic Outcome 6 of the NPF.
  - b. policy objective RPO 8.18 of the Eastern & Midlands Regional Spatial and Economic Strategy which supports improved access to Dublin Airport, and appropriate levels of car parking.
  - c. The policies of the Fingal County Development Plan 2023-2029, as set out above, including:
    - i. Policy DAP1 which seeks to continue to support Dublin Airport as a key national economic asset.
    - ii. Objective DAO6 which seeks to control the supply of car parking at the Airport. The proposed development controls the provision of staff car parking to align with the maximum number of staff car parking spaces set by the Terminal 2 decision and endorsed in section 8.6.1 of the Dublin Airport LAP.
    - iii. Objective DAO2 which seeks to safeguard the current and future operational, safety, technical and developmental requirements of Dublin Airport.
    - iv. Objective DAO4 which seeks to ensure that the required infrastructure and facilities are provided at Dublin Airport.
    - v. Objective DAO8 which seeks to protect and enhance the transportation capacity required to provide for the surface access needs of the Airport.
    - vi. Objective DAO9 which seeks to maintain and protect accessibility to the Airport as a priority.
- (iv) the proposed development is also consistent with the pattern of development in

the area, specifically the Holiday Blue car park, which has a permanent permission under ABP Ref. No. ABP-301458-18.

## **2.5 RESPONSE TO REASON FOR REFUSAL NO. 2**

2.5.1 Refusal reason no. 2 states as follows:

*2. Development of the kind proposed would be premature pending the determination on the ongoing planned infrastructure upgrade works to Dublin Airport lands under Reg. Ref. F23A/0781 and as envisaged in the Dublin Airport Local Area Plan given the nature of the proposed development as it cannot be considered in isolation and in the absence of the necessary upgrade to Dublin Airport's external road network, and upgrade to pedestrian or cycle infrastructure along the R108.*

2.5.2 In response, and as matter of principle, the proposed development cannot be considered to be premature pending the determination of the ongoing planned infrastructure works as envisaged under current application PA Reg. Ref. F23A/0781.

2.5.3 As noted above, the proposed development is required to meet current operational needs within the context of the existing permitted passenger capacity, and cannot await, nor it is dependent on, the outcome of the proposed future growth in passenger capacity that forms the basis of the current Infrastructure Application (IA) (F23A/0781) now before the Planning Authority. In this respect, it is entirely inappropriate to require that the proposed development be considered as part of the IA.

2.5.4 For the same reason, the proposed development can be considered in isolation from the proposals being advanced under the IA, as it is required to support an existing deficit in dedicated staff parking that will support existing airport operations and its employees.

2.5.5 Refusal reason no. 2 also fails to have regard to the ongoing collaboration between the applicant, Fingal County Council, the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII) in the context of Objective SF02 of the Dublin Airport Local Area Plan (LAP) 2020, which:

- seeks to prioritise public transport.
- acknowledges the need for an appropriate provision of car parking to serve the Airport.
- provides strategic support, as confirmed by the submissions from the NTA and TII, for the principle of remote staff car parking, as is proposed in this instance, as a means to minimise impacts on the efficient movement of public transport within the Airport Campus, and also to encourage more appropriate land uses at the airport core.

2.5.6 In this context, the sustainable transport to/from the airport for passengers and staff, includes the relocation of staff parking to a remote location as a specific objective to reduce the number of vehicle kilometres travelled by staff by transferring them on to shuttle buses for the 'last mile' of their trip.

2.5.7 Furthermore, and having regard to Chapter 10 of Volume 2 of the EIAR, the Traffic Impact Assessment (TIA) prepared by AECOM, and presented within Appendix 2 of Appendix 10.1, and the Technical Note attached at Appendix A, we note the following:

- The proposed development represents a re-location consolidation of a combination of existing / previously lost spaces from the Airport Campus and does not result in an increase in the total number of staff car parking spaces that are currently permitted at the airport. This measure is

therefore anticipated to improve congestion in the central airport complex by decanting staff vehicle trips to a less congested site, away from the airport.

- A traffic assessment was undertaken in order to assess the impact of the proposed development on the surrounding road network in terms of links and junction capacities. Critically, the link capacity analysis showed that the R108, in the vicinity of the proposed development, has adequate capacity to cater for the traffic generated by the proposed development.
- The traffic assessment identified that the R108 / Ballymun Interchange (AM Peak) and R108 / Old Airport Rd junctions (PM Peak) were operating over capacity in the base 2019 scenario.
- The Do Something (DS) assessment scenario indicated a negligible impact on the M50 Ballymun Interchange when compared with the Do Minimum (DM) flows. Whereas, for the R108/Old Airport Rd junction, the DS flows understandably have a slight negative impact on the junction due to the trips generated by the remote staff car park present in the DS scenario.
- In this context, the proposed updates to the R108/Old Airport Road Junction consisting of widening of the approaches from the R108 south and Old Airport Road to provide approx. 50m of two and three-lane approaches respectively, and changes to signal timing, would improve the throughput of the junction and demonstrate that the junction would operate within the capacity for all scenarios.
- However, it should be noted that the main purpose of these proposed upgrades is to improve the existing performance of the R108/Old Airport Road junction, irrespective of the proposed development. These are suggested potential improvement measures which could be introduced to provide additional throughput. The existing road network can comfortably accommodate the additional demand associated with the proposed development and does not rely on the identified upgrades to improve the performance of the R108/Old Airport Road junction.
- Overall, the traffic assessment demonstrates that the impact from the proposed staff car park, for which travel demand will be outside of background peak periods of the day, is anticipated to be minor.
- The proposed development also does not rely on any proposals associated with the Infrastructure Application (IA, F23A/0781) as these are required to facilitate an increase in passengers from 32mppa to 40mppa, whereas the proposed development is to satisfy an existing need in the context of the existing permitted passenger cap of 32mppa.
- The implementation of the applicant's Mobility Management Plan will mitigate any impact of the proposed development on the local road network.
- The proposed development will remove staff traffic from the Airport Campus, which will result in a positive impact on existing traffic movements in the airport core.
- In relation to the concerns about the access road and junction with the R108 to the site, a Road Safety Audit Stage 2 was undertaken by the applicant and the recommendations of same were agreed and/or incorporated into the design, or to be included in the detailed design stage, to include:
  - The provision of bollards to be provided to reduce the likelihood of vehicles carrying out a turning manoeuvre at this location.

- o Traffic calming is to be introduced.
  - o Road marking has been updated to allow for sufficient space.
- The proposed development also includes 30no. staff bicycle parking spaces as well as shower facilities in keeping with the objectives of Dublin Airport's Mobility Management Plan to encourage use of sustainable modes of transport for both staff and passengers.

2.5.8 We also note that Dublin Airport campus consists of a wide variety of aviation related employers including the airport, airlines, aircraft maintenance, handlers etc. The campus is underserved with staff car parking. Successive developments within the airport horseshoe have seen the systematic loss of car parking spaces for staff over time. This has included the development of DAC, which alone accounted for the loss of nearly 400 spaces; as well as the development of Terminal 2 itself. In the intervening time since, the airport has seen growth of over 40% in passenger traffic – with a concomitant uplift in the number of airport staff to serve that additional activity. We have seen significant improvements to modal splits and mobility management measures in that time, even though step changes in public transport provision have not kept pace. Since Dublin Airport's first Mobility Management Plan (MMP) was published in 2006, the public transport mode share among passengers has increased from 24% to 34%. Among airport staff, a similar scale of increase has been witnessed, increasing from 19% to 30% since 2014. We are hopeful that the coming years will bring both MetroLink and BusConnects projects, redevelopment of our Ground Transportation Centre (as proposed in the IA – reg. ref. F23A/00781 and which is currently being further improved in conjunction with the NTA), as well as active travel (cycling) improvements on and off campus, all of which will complement the range of means by which airport staff (including daa, airlines and other service providers) access Dublin Airport.

2.5.9 Over the last 18 months, the applicant has had progressive and positive consultations under Policy SF02 of the Dublin Airport Local Area Plan with both the national transport authorities, TII and NTA, and FCC, towards reaching agreement on a holistic surface access strategy for Dublin Airport. They have also been liaising with FCC's Active Travel team regarding improvements to external infrastructure to support active travel measures. A critical part of the SFO2 consultations has been to examine and agree on the appropriate provision of staff parking to the North and South of the airport in remote locations. The intention being, that staff would be allocated away from the center of the campus to one or other car park depending on their primary place of residence. In this way, use of public transport is incentivised in preference to the private car. . This holistic strategy would also ensure the proposed off-site car parks reduce impact on both the M1/M50 interchange, from the recently approved Bus Connects public transport corridor along R132 (ABP Ref 317121) and the M1 Link / Airport Roundabout, in that staff would no longer have use these means of access owing to the point of origin.

2.5.10 It was on this basis, that the subject application be brought forward. We note that this is reflected in the submissions of TII and NTA, neither of whom had any objection. The first part of the proposal (the staff car park south) recognises the urgent need to address the airports operational needs now and the need to remove staff generated trips from key junctions, as a result of displaced staff parking demand occurring in passenger car parks close to, and in, the central horseshoe area.

2.5.11 In summary, the proposed development represents a re-location of a combination of lost staff spaces. As a result, it does not result in an overall increase in parking. This measure is therefore anticipated to improve congestion in the central airport complex by decanting staff vehicle trips to a less congested site, away from the airport.

2.5.12 We, therefore, respectively request the Board to set aside refusal reason no. 2, as it has been demonstrated that the proposed development is required to meet current operational needs within the context of the existing permitted passenger capacity, and cannot await, nor it is dependent on, the outcome of the current Infrastructure Application (IA) (F23A/0781) now before the Planning Authority.

## **2.6 RESPONSE TO REASON FOR REFUSAL NO. 3**

2.6.1 Refusal reason no. 3 states as follows:

*3. The Planning Authority is of the opinion that the EIAR submitted is deficient in information and has not adequately or sufficiently considered reasonable alternatives to the proposed development. In addition, potential impacts on bats and birds were not considered sufficiently or potential impacts on climate/climate change. In the absence of same the planning authority is unable to determine that the proposed development is acceptable on environmental grounds.*

2.6.2 In response, and noting that the internal Environment, Parks and Green Infrastructure, and Water Services reports had no objection to the proposed development, subject to conditions, and having regard to the Technical Note attached at Appendix A, we note the following:

2.6.3 *Reasonable Alternatives:*

- Chapter 2 of Volume 2 of the EIAR includes a comprehensive description of the reasonable alternatives studied by the applicant and design team, which are relevant to the proposed project and its specific characteristics (as presented in Section 3.4 of Volume 2 of the EIAR). The Chapter also includes an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects, for all environmental topics, specifically the following: Population and Human Health; Biodiversity; Landscape & Visual; Noise & Vibration; Land & Soils; Cultural Heritage; Traffic & Transport; Air Quality; Climate; Material Assets; Water and Major Accidents & Disasters.
- A total of 20no. alternative design options (long-list) were identified across a wide area within the vicinity of the Airport. All options were assessed via. the Multi Criteria Analysis (MCA) process, based on the following key criteria: Planning Feasibility, Environment; Technical; Strategic Airport Policy; Impact on Users; Economic Impacts; and Programme.
- Based on this systematic review undertaken by the multidisciplinary design team, a shortlist of options was identified, and 4no. alternative location options were considered within Section 3.4.1 of Chapter 2 of the EIAR.
- Of these, Option 4, the current proposal was chosen for key reasons including the following:
  - it can be accessed via the Western Access Road. This limits the impact of increased traffic within the Dublin Airport Campus (DAC), in which Options 1 and 2 are located. Option 3 is located just south of the DAC.
  - Furthermore, Option 4 acknowledges daa's long term objective to locate staff parking outside DAC.
- In accordance with standard design practice, once the preferred option (Option 4) was identified,

the design was further refined via 3no. design iterations in order to ensure the best performing design with no likely negative significant environmental effects was selected as the final proposed design.

- In the context of the relevant EPA (2022) best practice guidance with respect to the EIAR alternatives assessment, the EIAR submitted is not deficient in information. The EIAR has adequately and sufficiently considered reasonable alternatives to the proposed development.
- The applicant, therefore, strongly refutes the contention that the EIAR is deficient in respect of the assessment of reasonable alternatives.

#### 2.6.4 Potential impacts on bats and birds

- Chapter 5 of Volume 2 of the EIAR notes that in addition to the findings of the dedicated bat survey, habitat survey and ecological walkover surveys undertaken within the proposed development site, the impact assessment section of the chapter includes a detailed and comprehensive assessment of the potential construction and operational phase impacts on both bats and birds in the following EIAR sections:

- Section 5.4.4.2 Impacts on Habitats – *'There will be no long-term significant effects as a result of this habitat loss, however the agricultural grasslands of the development site are of importance for local bats as a foraging area.'*

- Section 5.4.4.3 Impacts on bats- Loss of Foraging and Commuting Habitat *'...The loss of grassland and trees during construction will impact on commuting and foraging bats and may reduce the available insect prey species and also reduce the feeding area available for bats in some locations. In the absence of mitigation, it is considered that the removal of foraging and commuting habitat would be a long-term significant adverse effect at the local scale.'*

- Section 5.4.4.4 Impacts on Birds – *'There will be a net loss of semi-natural habitats within the proposed development area (grassland, treeline, hedgerow) and the loss of treeline and hedgerow in particular will have a localised effect on nesting and feeding resources for local passerine species. In the absence of mitigation, the loss of habitat for breeding birds within the development site is considered a negative, slight and permanent effect on passerine bird species at a local geographic scale.'*

- Section 5.4.4.6: Disturbance and/or displacement of faunal species; Bats - *'Whilst there are no confirmed bat roosts recorded within the proposed development site, the reduction in treeline, hedgerow and grassland habitats during the construction phase can lead to reduced insect abundance in the short term. The alteration and removal of treeline, hedgerow and grasslands will have a temporary slight adverse effect to local bat species. In the absence of mitigation this will be a permanent moderate adverse effect. Nesting Birds Some disturbance/displacement of passerine birds may occur during construction due to increased noise and disturbance. The loss of treelines and hedgerows will also cause a reduction in bird nesting and feeding sites. In the absence of mitigation this will be a permanent moderate adverse effect at a local scale.'*

- Section 5.4.5.3 Impact on bats – *'The connectivity of the habitats located within and around the proposed development site is of importance to local bat populations. In the absence of landscaping mitigatory measures, the loss of connecting features, such as hedgerows and treelines, would have a long-term significant adverse effect at the local geographic scale.'*

- Section 5.4.5.5 Impacts on Birds - *'There will be a loss of treelines (ca. 170m) and hedgerows (ca. 90m) which provide for habitats suitable for local passerine species for both nesting and foraging. The landscaping design calls for the planting of over 6,000 trees, shrubs and climbers and extensive grassland areas which could lead to an increase in insect availability for birds. There will be a slight adverse effect on local bird populations following the construction of the car park as a result of treeline and hedgerows loss. In the long term, once the landscaping has established, the site will provide for a net gain in terms of habitats suitable for nesting and foraging birds. Once works have finalised and landscaping becomes established common bird species will use the area again. During the operational phase, the levels of activity will stabilise and birds in the surrounding landscape will be expected to habituate to the volume of activity proposed. As such, over the long term, there will be imperceptible effect to birds at a local level.'*

• Given the overall conclusions of the comprehensive ecological assessment included in the EIAR of potential project related impacts on both bats and birds, comprehensive measures were developed to mitigate for the adverse impacts on bats and birds detailed above. Ecological mitigatory measures prescribed in Section 5.5 – 5.7 of the EIAR include:

- *'The wooded area in the north west corner of (and outside) the site will be retained. The existing hedgerow to the northern boundary of the site will be retained. Additional hedgerows will be planted to the eastern, southern, and western boundaries. Additional screen planting will be provided behind the existing and proposed hedgerow to the north of the site. The existing and proposed hedgerows in combination with proposed screen planting will, as they mature, provide for suitable habitat for breeding birds and foraging/commuting bats.'*

- *'The landscape design has also considered the needs of bats, with a combination dense woodland and grassland provided to the central open space, additional lengths of hedgerow and specimen trees to provide opportunity for foraging/ commuting and landscape connectivity.'*

- *'The planting will incorporate a range of species that will attract feeding invertebrates, including moths, butterflies and bees. The mixtures of flowering plants, trees and shrubs will encourage a diversity of insects to sustain bats and other wildlife throughout the year. The landscape planting design provides for a net gain in number of trees within the Site.'*

- *'To compensate for the loss of treeline and hedgerow habitat substantial native tree and hedgerow planting will be planted on the Site and existing hedges which are to be retained will be reinforced with native planting. This will reduce the impact of the proposed development upon habitats in the area and there will be no significant long term effect upon habitats due to the provision of substantial native and pollinator friendly habitats proposed for the Site.'*

- *'Loss of commuting and foraging habitat at the proposed development site will be mitigated by the landscaping proposals, which include hedgerow planting and woodland mix planting. Boundary treelines and hedgerows are to be retained and in addition the specific landscaping design incorporates additional planting of an ecological buffer zone along the riparian corridor of the Santry River. These measures are included in the design so as to ensure connectivity between habitats and will ensure important bat flight lines, foraging areas and commuting routes are provided for to avoid impact on foraging and commuting bats. Planting schemes should ensure connectivity to linear/ woodland habitats in the wider landscape. It is noted that the landscaping proposals also include retention of hedgerow and boundary treeline and the planting of hedgerow where none is currently in situ. In the long term, once landscaping has established, the effects on local foraging bats will be imperceptible.'*

- The comprehensive ecological mitigatory measures outlined above clearly demonstrates that the impacts on both bats and birds have been considered throughout the project design and development process in so much as it can be safely concluded that the biodiversity enhancement proposals incorporated into the site landscape plan will improve the site potential for foraging bats and birds and will increase the potential for nesting and roosting opportunities for both on the long term.

- The possibility of retaining the double hedgerow on the western half of the northern site boundary was explored during the project's design and development stage. The design resulted in the retention of woodland habitat to the northwest of the site boundary and a boundary treeline west of the site which were noted to be key areas of bat activity. In addition, to compensate for hedgerow loss within the development site the detailed landscape design provides for 4,448m<sup>2</sup> of woodland mix and 562m linear length of new hedgerow with ca. 3,076m<sup>2</sup> of grassed area also included within the design. The mixtures of flowering plants, trees and shrubs will encourage a diversity of insects to sustain bats and other wildlife throughout the year and the landscape planting design provides for a net gain in number of trees within the site. The introduction of landscape features will lead to an increased availability for pollinating insects and food source for local bat and passerine bird populations.

- The (non-exhaustive) Biodiversity Chapter details provided above summarising the ecological impact assessment of both bats and birds demonstrates that the potential impacts on bats and birds have been considered in sufficient detail. It is noted that the report from Park and Green Infrastructure concludes the development is acceptable subject to conditions.

- The applicant, therefore, strongly refutes the contention that the EIAR is deficient in respect of the assessment of the potential impacts on bats and birds.

#### 2.6.5 *Potential impacts on climate/climate change*

- The potential impacts on climate and climate change are considered to have been robustly and comprehensively assessed by subject matter specialists in Chapter 8 of Volume 2 of the EIAR as follows:

- Section 8.3.1.3 outlines the significance of the effect of Greenhouse Gas (GHG) emissions on climate which is assessed for the total GHG emissions across all project stages.

- A comprehensive Greenhouse Gas Assessment (GHGA) for current and future baseline conditions is included in Sections 8.4.1 and 8.4.2 respectively. A comprehensive Climate Change Risk Assessment (CCRA) is detailed for current and future baseline conditions in Sections 8.4.3 and 8.4.4 respectively.

- Section 8.6.1.3 outlines that the assessment has been undertaken in accordance with the EPA guidelines (EPA, 2022) and identifies the effect of GHG emissions during the construction and operational phase, which is direct, long-term, negative and slight, is overall not significant.

- Furthermore, Section 8.6.2 outlines that, with design mitigation in place, there are no significant risks to the proposed development as a result of climate change. In accordance with the EPA Guidelines (EPA, 2022), the significance of effect of the impacts to the proposed development as a result of climate change are direct, long-term, negative and imperceptible.

- The climate change impact assessment concludes in Section 8.9 – *'The proposed development will result in some impacts to climate through the release of GHGs. The proposed development has incorporated some minimal measures to reduce climate change impacts. As per the assessment criteria the effect of GHG emissions during the construction and operational phase, which is direct, long-term, negative and not significant. In relation to climate change vulnerability, it has been assessed that the effect on the proposed development as a result of climate change is direct, long-term, negative and imperceptible.'*

- The comprehensive assessment set out in the EIAR has reached the scientifically robust conclusion that the effect on the proposed development as a result of climate change is imperceptible and the effect of GHG emissions during the construction and operational phase is not significant. Given the comprehensive nature of the assessment and the lack of any significant effect, it is considered that the recommendation for further consideration is not warranted.

- In relation to the assessment of potential reasonable alternatives specifically in relation to climate change effects, it is noted that as presented within Section 3.4.2 of the EIAR, a comparison of environmental effects with respect to alternatives examined (for all environmental topics including Climate) is included within the EIAR. Alternative design-in mitigation measures have been included, where relevant. For example, the number of EV charging points increased from 20no. charging points to 92no. charging points in the final design as a climate impact mitigation. Similarly, the number of PRM (Persons with Reduced Mobility) car park spaces increased from 10no. charging points to 48no. car parking spaces in the final design as a climate impact mitigation.

• The applicant, therefore, strongly refutes the contention that the EIAR is deficient in respect of the assessment of the potential impacts on climate/climate change.

### 3.0 CONCLUSION

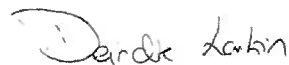
In conclusion, and having regard to:

- Section 4.5 of the National Aviation Policy for Ireland (NAP, 2015).
- National Strategic Outcome 6: High Quality International Connectivity of the National Planning Framework (NPF, 2018).
- Regional Policy Objectives (RPO) 8.17 and 8.18 of the Eastern and Midland Regional Spatial and Economic Strategy (RSES, 2019).
- Objectives DAO2, DAO6, and DAO9 of the Fingal County Development Plan 2023-2029.
- Objectives CP04 and CPO7 of the Dublin Airport Local Area Plan, 2020.
- The assessments carried out in support of the proposed development, including:
  - the Environmental Impact Assessment Report, which adequately considers alternatives to the proposed development and identifies and describes adequately the direct, indirect, and cumulative effects of the proposed development on the environment, and subject to the implementation of the mitigation measures proposed, the effects of the proposed development on the environment, by itself and cumulatively with other projects in the vicinity, would not be significant.
  - the Natura Impact Assessment, which, taking account of the nature, scale and location of the proposed development, concludes that, by itself or in-combination with other plans and projects in the vicinity, the proposed development would not be likely to have a significant effect on any European site in view of the sites' conservation objectives.
- The established pattern of development in the vicinity.

It is considered that the proposed development would be an acceptable land use at this location, will safeguard and enhance the operational efficiency of Dublin Airport, would not undermine the achievement of long-term sustainable mobility patterns, would not give rise to a traffic hazard, and is in the interests of the proper planning and sustainable development of the area.

In this regard, we respectfully request the Board to overturn the Planning Authority's decision, and grant permission for the proposed development.

Yours faithfully



Deirdre Larkin

Technical Director  
Environment / Infrastructure

**APPENDIX A – TECHNICAL NOTE**

# APPENDIX A

# TECHNICAL

# NOTE

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**SUBJECT**

Remote South Staff Car Park  
Planning Decision – First Party  
Appeal - Technical Response

**PROJECT NO.**

100087020

**DATE**

3rd September, 2024

**AUTHOR**

Deirdre Larkin

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## Client signoff

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**Client**

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**Project**

**Project No.** 100087020

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**Client  
signature /  
date**

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# Remote South Staff Car Park Planning Decision – First Party Appeal - Technical Response

## Traffic and Transportation

The proposed development represents a re-location of a combination of existing and previously lost spaces from the 'horseshoe'. As a result, it does not result in an overall increase in parking. This measure is therefore anticipated to improve congestion in the central airport complex by decanting staff vehicle trips to a less congested site, away from the airport. A traffic assessment was undertaken in order to assess the impact of the proposed development on the surrounding road network in terms of links and junction capacities. Critically, the link capacity analysis showed that the R108, in the vicinity of the proposed development, has adequate capacity to cater for the traffic generated by the proposed development. The traffic analysis identified that the R108 / Ballymun Interchange (AM Peak) and R108 / Old Airport Rd junctions (PM Peak) were operating over capacity in the base 2019 scenario. The Do Something (DS) assessment scenario indicated a negligible impact on the M50 Ballymun Interchange when compared with the Do Minimum (DM) flows. Whereas, for the R108/Old Airport Rd junction, the DS flows have a slight negative impact on the junction due to the extra trips generated by remote staff car park present in the DS scenario.

In this context, proposed updates to the R108/Old Airport Road Junction, consisting of widening of the approaches from the R108 south and Old Airport Road to provide approx. 50m of two and three-lane approaches, respectively, and changes to signal timing, were identified, which would improve the throughput of the junction and demonstrate that the junction would operate within the capacity for all scenarios. It should, however, be noted that the main purpose of the proposed upgrades is to improve the existing performance of the R108/Old Airport Road junction, irrespective of the proposed development. These suggested potential improvement measures could be introduced to provide additional throughput. The existing road network can comfortably accommodate the additional demand associated with the proposed development and does not rely on the identified upgrades to improve the performance of the R108/Old Airport Road junction.

The traffic assessment demonstrates that the impact from the proposed development, for which travel demand is expected to be outside of background peak periods, is anticipated to be minor. Overall, the surrounding road is anticipated to comfortably accommodate the additional demand associated with the proposed development and does not rely on upgrades to improve performance of the R108/Old Airport Road junction.

It is further noted that the proposed development does not rely on proposals associated with the Infrastructure Application (IA, F23A/0781). These upgrades are required to facilitate an increase in passengers from 32mppa to 40mppa, whereas the proposed development is to satisfy an existing need in the context of the existing permitted passenger cap of 32mppa. Furthermore, the implementation of the applicant's Mobility Management Plan is anticipated to mitigate any impact of the proposed development on the local road network. In relation to potential concerns about the access junction, a Road Safety Audit Stage 2 was undertaken by the applicant and the recommendations of same were agreed and/or incorporated into the design.

## EIAR

### Alternatives Considered

This section provides a technical response to the following items relating to Alternatives Considered:

- Decision Order No; PF/2081/24, Register Ref. FW24A/0253E, Refuse Permission Reason 3; *'The Planning Authority is of the opinion that the EIAR submitted is deficient in information and has not adequately or sufficiently considered reasonable alternatives to the proposed development.'*
- Record of Executive Business and Chief Executive's Order, Register Ref FW24A/0253E Page 38; *'It is noted that the applicant has not included a comparison of environmental effects with respect to alternatives examined and has omitted alternative mitigation measures. The applicant has not included sufficient detail or rationale for selecting the chosen option. No consideration has been given to the using or providing of greater modal shift away from car use (as per national, county and local targets). Likewise, alternatives including more efficient use of existing car parking assets, including capacity management options or the use of a portion of the western end of the existing blue car park have not been considered.'*

#### Response

The Alternatives Chapter (Chapter 2 EIAR, Volume 2) includes a comprehensive description of the reasonable alternatives studied by the applicant and design team, which are relevant to the proposed project and its specific characteristics (as presented in **Section 3.4 of the EIAR**). This Chapter also includes an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects, for all environmental topics, specifically the following: Population and Human Health; Biodiversity; Landscape & Visual; Noise & Vibration; Land & Soils; Cultural Heritage; Traffic & Transport; Air Quality; Climate; Material Assets; Water and Major Accidents & Disasters (as presented in **Section 3.4.2 and 3.4.3 of the EIAR**).

As per the EPA (2022) *'Guidelines on the Information to be contained in Environmental Impact Assessment Reports'* the following is noted, with respect to best practice guidance to be applied during the preparation of the alternatives assessment within the EIAR:

*"It is generally sufficient to provide a broad description of each main alternative and the key issues associated with each option. A detailed assessment (or 'mini-EPA') of each alternative is not required."<sup>1</sup>*

Within the EIAR (as presented in **Section 3.4.2 and 3.4.3**) a broad description of each main design iteration has been presented, along with corresponding maps / figures, estimated number of car parking spaces and the benefits and/or disadvantages of choosing this option, in accordance with the relevant EPA guidance.

As part of the overall design process, a comprehensive options appraisal was undertaken by the design team and the applicant, in order to identify the optimum final design solution.

A total of 20no. alternative design options (long-list) were identified within the vicinity of the Airport. All options were assessed via a Multi Criteria Analysis (MCA) process, based on the following key criteria: Planning Feasibility, Environment; Technical; Strategic Airport Policy; Impact on Users; Economic Impacts; and Programme. Based on this

<sup>1</sup> Underlining added for emphasis.

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systematic review undertaken by the multidisciplinary design team, a shortlist of options were identified, and 4no. alternative location options were considered, as presented in **Section 3.4.1 of the E IAR**. A synopsis is provided as follows:

**Option 1 Purple CarPark:** This option would involve the construction of a deck over the current staff car park in the Dublin Airport Campus (DAC) Masterplan Lands to provide an additional 750 parking spaces. This option is zoned HT - High Technology.

**Option 2 DAC Multi-Storey Car Park (MSCP):** This option would involve the construction of a multi-storey car park in the Dublin Airport Campus (DAC) Masterplan Lands to provide about 700 spaces. This option is also zoned HT - High Technology and would take an anticipated 3 to 5 years to construct.

**Option 3A: DAC Green (Surface CarPark):** The DAC Green car park is also located in Dublin Airport Central (DAC) and is zoned as DA – Dublin Airport. It is currently used as a DAC staff car park. The solution here is to change the car park use from DAC staff to daa staff. This would provide about 400 spaces

**Option 3B: DAC Green (MSPQ):** This 4 level multi storey car park would provide 1600 spaces which is above the 950 space requirement. However, this design would likely increase the timeline of delivery as well as the costs. It also conflicts with the airports long-term objective of locating staff car parking outside of the DAC.

**Option 4. Extended Holiday Blue:** The holiday blue car park is a long-term passenger car park to the south of the main runway at Dublin Airport. Any option here would be a new build. This option proposes to construct an extension of this car park to the west of the existing car park. This site land is currently zoned as GE - General Employment and it could facilitate about 2000 spaces. The location of this option is within the outskirts of the Airport area. It is accessible from areas to the south of the airport.

Option 4 was chosen for the following key reasons:

- it can be accessed via the Western Access Road. This limits the impact of increased traffic within the Dublin Airport Campus (DAC), in which Options 1 and 2 are located. Option 3 is located just south of the DAC.
- Furthermore, Option 4 acknowledges daa's long term objective to locate staff parking outside DAC.

In accordance with standard design practice, once the preferred option (Option 4) was identified, the design was further refined. 3no. design iterations were considered in order to ensure the best performing design (with no likely negative significant environmental effects) was selected as the final proposed development design. Accordingly the E IAR does contain both sufficient detail and rationale for selecting the chosen option (i.e. Option 4, Iteration 3).

As evidenced above, and in the context of the relevant EPA (2022) best practice guidance with respect to the E IAR alternatives assessment, the E IAR submitted is not deficient in information. The E IAR has adequately and sufficiently considered reasonable alternatives to the proposed development.

As presented within **Section 3.4.2 of the E IAR**, a comparison of environmental effects with respect to alternatives examined (for all environmental topics i.e. Population and Human Health; Biodiversity; Landscape & Visual; Noise & Vibration; Land & Soils; Cultural Heritage; Traffic & Transport; Air Quality; Climate; Material Assets; Water and Major Accidents & Disasters) is included within the E IAR. Alternative design-in mitigation measures have been included, where relevant. For example, in the third and final design iteration the number of EV charging points increased from 20no. charging points to 92no. charging points for the proposed development (climate impact mitigation). Similarly in the third

and final design iteration the number of PRM (Persons with Reduced Mobility) car park spaces increased from 10no. charging points to 48no. car parking spaces for the proposed development (climate impact mitigation; social / population and human health mitigation).

Finally with respect to the comment within the Record of Executive Business and Chief Executive's Order, Register Ref FW24A/0253E (Page 38) around consideration of using or providing of greater modal shift away from car use, we note the following, as stated within Section 2.5.1.5. of the EIAR:

*'...at Dublin Airport, and in the context of the Airport's Mobility Management Plan which remains focused on sustainable transportation modes, appropriate levels of staff parking are a fundamental requirement if the airport is to operate efficiently in line with national, regional and local planning policy objectives, and as recognised in the Terminal 2 permission (PL06F.220670 (F06A/1248)). The nature of airport travel demand means that a large proportion of staff arrive outside the traditional public transport operating hours. Staff parking is therefore essential for staff that arrive and work during unsocial hours, in order to provide them with reliable and safe passage to work. Analysis of staff arrival profiles indicates that although the AM peak hour (8:00 – 9:00) is the single hour with the largest proportion of staff arriving, over 42% of the daily total staff arrive before this, which is significantly higher than would be expected at most 'typical' employment locations.'*

It should be noted that the applicant is willing to make a special development contribution to the delivery of Active Travel measures on the R108 in consultation with Fingal County Council.

## Biodiversity

This section provides a technical response to the following items relating to Biodiversity:

- Decision Order No; PF/2081/24, Register Ref. FW24A/0253E, Refuse Permission Reason 3; *'Potential impacts on bats and birds were not considered sufficiently.'*
- Record of Executive Business and Chief Executive's Order, Register Ref FW24A/0253E Page 40; *'It is noted that the biodiversity section of the assessment has not considered in sufficient detail the loss of important foraging site for Leisler's bats as identified within the submitted Bat Survey Report (Appendix 5.2 to Natura Impact Statement).'*
- Record of Executive Business and Chief Executive's Order Reg. Ref FW24A/0253E Page 40-41; *'The following significant suggestion, in relation to minimising impacts on bat and birds, in Bat Survey Report (Appendix 5.2 to Natura Impact Statement) also has not been addressed or considered in terms of retention as recommended: "Explore the possibility of retaining the double hedgerow on the western half of the northern site boundary. This hedgerow is used as a foraging area by bats. Numerous species of birds were also recorded in this hedgerow".'*

### Response

In addition to the findings of the dedicated bat survey, habitat survey and ecological walkover surveys undertaken within the proposed development site (as detailed in the EIAR), the impact assessment section of the Biodiversity Chapter includes a detailed and comprehensive assessment of the potential construction and operational phase impacts on both bats and birds in the following EIAR sections;

**Section 5.4.4.2 Impacts on Habitats** – *'There will be no long-term significant effects as a result of this habitat loss, however the agricultural grasslands of the development site are of importance for local bats as a foraging area.'*

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**Section 5.4.4.3 Impact on bats - Loss of Foraging and Commuting Habitat**... *The loss of grassland and trees during construction will impact on commuting and foraging bats and may reduce the available insect prey species and also reduce the feeding area available for bats in some locations. In the absence of mitigation, it is considered that the removal of foraging and commuting habitat would be a long-term significant adverse effect at the local scale.*

**Section 5.4.4.4 Impacts on Birds** – *There will be a net loss of semi-natural habitats within the proposed development area (grassland, treeline, hedgerow) and the loss of treeline and hedgerow in particular will have a localised effect on nesting and feeding resources for local passerine species. In the absence of mitigation, the loss of habitat for breeding birds within the development site is considered a negative, slight and permanent effect on passerine bird species at a local geographic scale.*

**Section 5.4.4.6: Disturbance and/or displacement of faunal species,**

**Bats**- *Whilst there are no confirmed bat roosts recorded within the proposed development site, the reduction in treeline, hedgerow and grassland habitats during the construction phase can lead to reduced insect abundance in the short term. The alteration and removal of treeline, hedgerow and grasslands will have a temporary slight adverse effect to local bat species. In the absence of mitigation this will be a permanent moderate adverse effect.*

**Nesting Birds** *Some disturbance/displacement of passerine birds may occur during construction due to increased noise and disturbance. The loss of treelines and hedgerows will also cause a reduction in bird nesting and feeding sites. In the absence of mitigation this will be a permanent moderate adverse effect at a local scale.*

**Section 5.4.5.3 Impact on bats** – *The connectivity of the habitats located within and around the proposed development site is of importance to local bat populations. In the absence of landscaping mitigatory measures, the loss of connecting features, such as hedgerows and treelines, would have a long-term significant adverse effect at the local geographic scale.*

**Section 5.4.5.5 Impacts on Birds**- *There will be a loss of treelines (ca. 170m) and hedgerows (ca. 90m) which provide for habitats suitable for local passerine species for both nesting and foraging. The landscaping design calls for the planting of over 6,000 trees, shrubs and climbers and extensive grassland areas which could lead to an increase in insect availability for birds. There will be a slight adverse effect on local bird populations following the construction of the car park as a result of treeline and hedgerows loss. In the long term, once the landscaping has established, the site will provide for a net gain in terms of habitats suitable for nesting and foraging birds. Once works have finalised and landscaping becomes established common bird species will use the area again. During the operational phase, the levels of activity will stabilise and birds in the surrounding landscape will be expected to habituate to the volume of activity proposed. As such, over the long term, there will be imperceptible effect to birds at a local level.*

Given the overall conclusions of the comprehensive ecological assessment included in the EIAR of potential project related impacts on both bats and birds, comprehensive measures were developed to mitigate for the potential adverse impacts on bats and birds detailed above. Ecological mitigatory measures presented in **Section 5.5 of the EIAR** include;

*'The wooded area in the north west corner of (and outside) the site will be retained. The existing hedgerow to the northern boundary of the site will be retained. Additional hedgerows will be planted to the eastern, southern, and western boundaries. Additional screen planting will be provided behind the existing and proposed hedgerow to the north of the site. The existing and proposed hedgerows in combination with proposed screen planting will, as they mature, provide for suitable habitat for breeding birds and foraging/commuting bats.'*

*'The landscape design has also considered the needs of bats, with a combination dense woodland and grassland provided to the central open space, additional lengths of hedgerow and specimen trees to provide opportunity for foraging/ commuting and landscape connectivity.'*

*'The planting will incorporate a range of species that will attract feeding invertebrates, including moths, butterflies and bees. The mixtures of flowering plants, trees and shrubs will encourage a diversity of insects to sustain bats and other wildlife throughout the year. The landscape planting design provides for a net gain in number of trees within the Site.'*

*'To compensate for the loss of treeline and hedgerow habitat substantial native tree and hedgerow planting will be planted on the Site and existing hedges which are to be retained will be reinforced with native planting. This will reduce the impact of the proposed development upon habitats in the area and there will be no significant long term effect upon habitats due to the provision of substantial native and pollinator friendly habitats proposed for the Site.'*

*'Loss of commuting and foraging habitat at the proposed development site will be mitigated by the landscaping proposals, which include hedgerow planting and woodland mix planting. Boundary treelines and hedgerows are to be retained and in addition the specific landscaping design incorporates additional planting of an ecological buffer zone along the riparian corridor of the Santry River. These measures are included in the design so as to ensure connectivity between habitats and will ensure important bat flight lines, foraging areas and commuting routes are provided for to avoid impact on foraging and commuting bats. Planting schemes should ensure connectivity to linear/ woodland habitats in the wider landscape. It is noted that the landscaping proposals also include retention of hedgerow and boundary treeline and the planting of hedgerow where none is currently in situ. In the long term, once landscaping has established, the effects on local foraging bats will be imperceptible.'*

The comprehensive ecological mitigatory measures outlined above clearly demonstrates that potential impacts on both bats and birds has been considered throughout the project design and development process in so much as it can be safely concluded that the biodiversity enhancement proposals incorporated into the Site Landscape Design Plan will improve the site potential for foraging bats and birds and will increase the potential for nesting and roosting opportunities for both on the long term.

The possibility of retaining the double hedgerow on the western half of the northern site boundary was explored during the project's design and development stage. The design resulted in the retention of woodland habitat to the northwest of the site boundary and a boundary treeline west of the site which were noted to be key areas of bat activity. In addition, to compensate for hedgerow loss within the development site the detailed landscape design calls for 4,448m<sup>2</sup> of woodland mix and 562m linear length of new hedgerow with ca. 3,076m<sup>2</sup> of grassed area also included within the design. The mixtures of flowering plants, trees and shrubs will encourage a diversity of insects to sustain bats and other wildlife throughout the year and the landscape planting design provides for a net gain in number of trees within the site. The introduction of landscape features will lead to an increased availability for pollinating insects and food source for local bat and passerine bird populations.

The (non-exhaustive) Biodiversity Chapter details provided above (summarising the ecological impact assessment of both bats and birds) demonstrates that the potential impacts on bats and birds has been considered in sufficient detail. It is noted that the report from Park and Green Infrastructure concludes the development is acceptable subject to conditions.

## Climate

This section provides a technical response to the following items relating to Climate;

- Decision Order No; PF/2081/24, Register Ref. FW24A/0253E, Refuse Permission Reason 3; *'Potential impacts on climate / climate change.'* (Not considered sufficiently).
- Record of Executive Business and Chief Executive's Order, Register Ref FW24A/0253E Page 43; *'It is however recommended that these assessments/statement of effects on climate change should be considered further and in tandem with the potential reasonable alternatives for the development.'*

### Response

The potential impacts on climate and climate change are considered to have been robustly and comprehensively assessed by subject matter specialists in Chapter 8 of the EIAR as follows;

- **Section 8.3.1.3** outlines the significance of the effect of Greenhouse Gas (GHG) emissions on climate which is assessed for the total GHG emissions across all project stages.
- A comprehensive Greenhouse Gas Assessment (GHGA) for current and future baseline conditions is included in **Sections 8.4.1 and 8.4.2** respectively. A comprehensive Climate Change Risk Assessment (CCRA) is detailed for current and future baseline conditions in **Sections 8.4.3 and 8.4.4** respectively.
- **Section 8.6.1.3** outlines that the assessment has been undertaken in accordance with the EPA guidelines (EPA, 2022), and identifies the effect of GHG emissions during the construction and operational phase, which is direct, long-term, negative and slight, is overall not significant.
- Furthermore, **Section 8.6.2** outlines with design mitigation in place, there are no significant risks to the proposed development as a result of climate change. In accordance with the EPA Guidelines (EPA, 2022), the significance of effect of the impacts to the proposed development as a result of climate change are direct, long-term, negative and imperceptible.
- The climate change impact assessment concludes in **Section 8.9** – *'The proposed development will result in some impacts to climate through the release of GHGs. The proposed development has incorporated some minimal measures to reduce climate change impacts. As per the assessment criteria the effect of GHG emissions during the construction and operational phase, which is direct, long-term, negative and not significant. In relation to climate change vulnerability it has been assessed that the effect on the proposed development as a result of climate change is direct, long-term, negative and imperceptible.'*

It is considered that the assessments and statements, as presented in the EIAR and summarised above, have been undertaken and determined in line with best practice guidelines. The comprehensive assessment has reached the scientifically robust conclusion that the effect on the proposed development as a result of climate change is imperceptible and the effect of GHG emissions during the construction and operational phase is not significant. Given the comprehensive nature of the assessment and the lack of any significant negative effects, it is considered that the recommendation for further consideration is not warranted.

With respect to the comment within the Record of Executive Business and Chief Executive's Order, Register Ref FW24A/0253E (Page 43) around potential reasonable alternatives for the development specifically in relation to climate change effects, it is noted that as presented within **Section 3.4.2 of the EIAR** a comparison of environmental effects with respect to alternatives examined (for all environmental topics including Climate) is included within the EIAR. Alternative design-in mitigation measures have been included, where relevant. For example, in the third and final design iteration the number of EV charging points increased from 20no. charging points to 92no. charging points for the proposed development (climate impact mitigation). Similarly in the third and final design iteration the number of PRM (Persons with

# TECHNICAL NOTE

Reduced Mobility) car park spaces increased from 10no. charging points to 48no. car parking spaces for the proposed development (climate impact mitigation; social / population and human health mitigation).

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