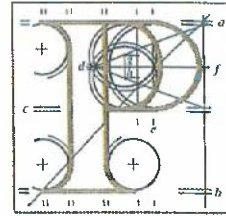


Our Case Number: ABP-317121-23



An
Bord
Pleanála

Dublin Airport Authority
Infrastructure Division
Planning Department
Level 2, Cloghran House
Dublin Airport. Co. Dublin

Date: 13th September 2023

Re: BusConnects Swords to City Centre Bus Corridor Scheme
Swords to Dublin City Centre

Dear Sir / Madam,

An Bord Pleanála has received your recent submission in relation to the above-mentioned proposed road development and will take it into consideration in its determination of the matter.

Please note that the proposed road development shall not be carried out unless the Board has approved it or approved it with modifications.

The Board has also received an application for confirmation of a compulsory purchase order which relates to this proposed road development. The Board has absolute discretion to hold an oral hearing in respect of any application before it, in accordance with section 218 of the Planning and Development Act 2000, as amended. Accordingly, the Board will inform you in due course on this matter. The Board shall also make a decision on both applications at the same time.

If you have any queries in relation to this matter, please contact the undersigned officer of the Board at laps@pleanala.ie

Please quote the above-mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

Sarah Caulfield
Executive Officer
Direct Line: 01-8737287

HA03A

Tel	Tel	(01) 858 8100
Glaó Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

64 Sráid Maoilbhríde Baile Átha Cliath 1 D01 V902	64 Marlborough Street Dublin 1 D01 V902
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Shaun McGee

From: LAPS
Sent: Tuesday 12 September 2023 15:36
To: Jennifer Boyle
Cc: Shaun McGee
Subject: RE: daa Submission to Bord Pleanála Case reference: HA06D.317121

Dear Jennifer,

The Board acknowledges receipt of your email and attached submission in relation to the above-mentioned application.

Kind Regards,
Sarah

From: Jennifer Boyle <jennifer.boyle@dublinairport.com>
Sent: Tuesday, September 12, 2023 2:41 PM
To: Bord <bord@pleanala.ie>; communications <communications@pleanala.ie>
Subject: daa Submission to Bord Pleanála Case reference: HA06D.317121

Dear All,

daa, Head Office, Dublin Airport, Co. Dublin, in its capacity as a statutory consultee under Article 28(1)(i) of the Planning and Development Regulations 2001 (SI No. 600 of 2001), makes the following submission with regard to Bus Connects CPO Application, Bord Pleanála Case reference: HA06D.317121

Can I please request a confirmation of receipt of the attached submission.

Regards

Jennifer



Jennifer Boyle | INFRASTRUCTURE
Senior Planner MIP1

Cloghran House, Dublin Airport,
Swords, Co. Dublin, K67 F3X2

T: +353 1 944 2469

E: jennifer.boyle@dublinairport.com

Document Classification: Class 1 - General

daa proudly supporting The Alzheimer's Society of Ireland, The Cork Life Centre and The Ronald McDonald House.
The 2023 daa Charities of the Year. DISCLAIMER: The information contained in this email and in any attachments is



AN FORA PLEANÁLA
Dublin Airport

INFRASTRUCTURE

12 SEP 2023

LTR DATED

FROM

LDG-

3.781-03

BusConnects Swords to City Centre Core Bus Corridor Scheme

Submission

September 2023

INSIDE COVER PURPOSELY LEFT BLANK

Cloghran House,
Corballis Way,
Dublin Airport
Swords,
Co. Dublin

12 September 2023

Re: **HA06D.317121 BusConnects Swords to City Centre Core Bus Corridor Scheme**

Dear all,

daa welcomes the proposed BusConnects Swords to City Centre Bus Corridor Scheme. BusConnects will provide improved infrastructure for active travel and bus priority for both staff and passengers at Dublin Airport. While it will not be the only public transport solution required, it is welcomed as a key enhancement. The positive benefits of the scheme are represented in the predicted modal shift from private vehicles to public and active transport and reduced and reliable journey times detailed in the EIAR Chapter 6 Traffic & Transport. Specifically, *Section 6.4.6.2.5.2 Bus Journey Time and Reliability changes as a result of the Proposed Scheme*¹ demonstrated a consistent reduction in journey times for both inbound and outbound trips. This is seen overall as a positive impact for access to Dublin Airport, and the Climate Action Plan.

The submission below outlines key areas that require redesign, engagement and agreement. daa's submission relates only to the proposed BusConnects scheme adjacent to Dublin Airport lands and within Dublin Airport safeguarding zones.

1. Airport Safeguarding

daa request, should a grant of permission be issued, that a condition is included requiring consultation with and approval by daa regarding Cranes and Construction Plant, Hazardous, Confusing or Misleading Lights, relocation of utilities and amendments to the Critical Part of the Security Restricted Area Fence prior to commencement of development.

¹ Source: EIAR Volume 2, Chapter 6 Traffic and Transport

Cranes and Construction Plant:

In accordance with Statutory Instrument SI 215 of 2005, (Obstacles to aircraft for the purposes of airspace protection), all cranes in the vicinity of the Dublin Airport must be referred to daa and AirNav Ireland, who will advise whether further assessment is required in relation to Instrument Flight Procedures (IFP). In accordance with the specifications of ICAO Annex 14, EASA Certification Specifications, and IAA ALM 002 (the Aerodrome Licensing Manual) all obstacles on and adjacent to the aerodrome shall be illuminated with approved lighting sources. It is the responsibility of the owners/operators of obstacles to ensure that such sources and systems are maintained. Use of cranes should be notified to both daa and AirNav Ireland pursuant to this requirement.

Hazardous, Confusing or Misleading Lights:

The development (both in construction and operation) will be required to assess the proposed lighting to ensure that the development will not entail the introduction of hazardous, confusing, or misleading lights, unless suitable mitigations such as shielding can be incorporated in the design. An assessment will be required and assessed, in conjunction with daa and AirNav Ireland and, with a view to removing the lights or adapting or shielding them to reduce the hazard.

Critical Part of the Security Restricted Area (CPSRA) fence:

The CPSRA fence is a crucial piece of infrastructure for the safety and security of Dublin Airport. The relocation of the CPSRA to facilitate temporary or permanent works is a complicated process. Consideration should be given to the necessity of the proposed relocation at the corner of the R132 and Old Airport Road.

Utilities:

The proposed relocation of utilities facilitating the airport will require further consultation and agreement with daa. In particular, the relocation of the ESB MV Cable at the airport roundabout will need further consideration.

Public Safety Zones:

The ERM – Public Safety Zones Report provides guidance on what developments are appropriate within the Inner and Outer Public Safety Zones (PSZ). ‘The purpose of PSZs is to protect the public on the ground from the small, but real possibility that an aircraft might crash in a populated area. Essentially, a PSZ is used to prevent inappropriate use of land where the risk to the public is greatest’.

The Inner Public Safety Zone guidance aims to prevent further development within the Inner PSZ. The Outer Public Safety Zone guidance aims to prevent high density development and sets a limit on person densities per half hectare.

The proposed development is located in the Inner and Outer Public Safety Zones. daa refers the Board to the limitations of the Inner Public Safety Zone, and the appropriate person densities for the Outer Public Safety Zone contained within the ERM Report, Public Safety Zones (2005). This is particularly relevant for bus stops where people may congregate.

The safeguarding of Dublin Airport is supported in the Fingal Development Plan 2023- 2029 which includes the following objectives:

Objective DA018 – Safety, Promote appropriate land use patterns in the vicinity of the flight paths serving the Airport, having regard to the precautionary principle, based on existing and anticipated environmental and safety impacts of aircraft movements

Objective DA019 – Review of Public Safety Zone - Review Public Safety Zones associated with Dublin Airport and implement the policies to be determined by the Government in relation to these Public Safety Zones

2. R132 and Old Airport Road Junction

daa request the R132 and Old Airport Road junction retains the existing left turn lane such that it does not compromise current operations and future development of Dublin Airport and future orbital BusConnects routes.

The application proposes to remove the left turning lane at the north western corner of the R132 and Old Airport Road junction. This turning lane is important to facilitate shuttle buses from remote airport car parks to the airport terminals. In the short and long term this turning lane will remain a key element of the overall transport and access strategy for passengers and staff, as outlined in the Dublin Airport LAP.

This junction also forms part of a BusConnects orbital route as a Key Core Bus Corridor extending from this junction west along Old Airport Road to the M50 and to Blanchardstown.

3. Traffic Impact

BusConnects will create a 'reduction in operational capacity for general traffic'. daa notes this will impact passengers travelling to the airport by private car.

The EIAR states at Section 6.4.6.2.8 General Traffic Assessment 6.4.6.2.8.1 Overview, The Proposed Scheme aims to provide an attractive alternative to the private car and promote a modal shift to public transport, walking and cycling. It is, however, recognised that there will be an overall reduction in operational capacity for general traffic along the direct study area given the proposed changes to the road layout and the rebalancing of priority to walking, cycling and bus. This reduction in operational capacity for general traffic along the Proposed Scheme will likely create some level of trip redistribution onto the surrounding road network².

Dublin Airport is the national airport serving the whole island. While Dublin, and Ireland, transitions to a public transport orientated future, the private motor vehicle will continue to play an important role for passengers

² Source: EIAR Volume 2, Chapter 6 Traffic and Transport

travelling to Dublin Airport. daa agree that the proposed scheme will create a 'reduction in operational capacity for general traffic'. This reduction should be carefully managed to ensure that during this transition period, road capacity is carefully managed to maintain access to the airport. In particular, the scheme should consider and ensure, the allocation of capacity to the flow of traffic east-west through the airport roundabout.

daa reiterates its support for BusConnects and on balance, notwithstanding the impact on traffic, BusConnects Swords to City is a welcomed improvement to public and active travel.

Sincerely,



Jennifer Boyle
Senior Planner
INFRASTRUCTURE

Key Issues

Further to the above detailed review daa identifies the following key issues and brings the Board's attention to important considerations, where appropriate daa requests specific conditions should a grant of permission be issued.

1. Airport Safeguarding:	daa request, should a grant of permission be issued, that a condition is included requiring consultation with and approval by daa regarding Cranes and Construction Plant, Hazardous, Confusing or Misleading Lights, relocation of utilities and amendments to the CPSRA Fence prior to commencement of development.
2. R132 and Old Airport Road Junction	daa request the R132 and Old Airport Road junction retains the existing left turn lane such that it does not compromise current operations and future development of Dublin Airport and future orbital BusConnects routes.
3. Traffic Impact	BusConnects will create a ' <i>reduction in operational capacity for general traffic</i> '. daa notes this will impact passengers travelling to the airport by private car.

