

Uimhir Thagarta Uathúil: FIN-C453-1152

Údar: Edward Stevenson

Stádas: Submitted

Aighneacht:

protecting connectivity and mobility for all road users

Comhairliúchán:

Draft Fingal County Development Plan 2023-2029

Review DAA drop-off proposals

Caibidil: Section 1: Written Statement» Chapter 8: Dublin
Airport

It is unacceptable for DAA to propose substantial and insufficiently thought-out changes to the access layout at the Airport. The current “drop-off” plan cannot account for the mobility and connectivity needs of people who live around the Airport. Particular design elements which rely on the R132 will likely lead to multiple un-intended consequences.

The Development Plan must protect the integrity of the public roads in and near the Airport. FCC must recognise a legitimate expectation of access to this road infrastructure by private and public road users. The resilient solution must also guarantee a safe right of way to cyclists and pedestrians through an already complex and crowded transport corridor.

I propose amending Section 8.4.5. after the reference to the LAP with the following addition:

The Council, considering the multiple demands on a public roadway, will ensure decisions that are appropriate in the first instance to climate resilient, safe and equitable uses.

The draft Plan accepts transport constraints at the Airport and the need to deliver practical solutions at 8.5.4 *Providing the necessary Infrastructure*.

It is recognised that there are a number of capacity constraints in the short to medium term.... It is important that accessibility to and from the Airport is therefore protected and enhanced.

In addition, the focus on sustainable modes and the significant potential for walking and cycling, particularly for airport employees is recognised.

Furthermore, I draw attention to Policy DAP2.

Ensure that the required infrastructure and facilities are provided at Dublin Airport, in accordance with Dublin Airport LAP 2020, or any subsequent LAP or extension of same, so that the airport can develop further and operate to its maximum sustainable potential, whilst taking into account the impact on local communities, the environment and climate change.

Following that Policy statement the draft sets out two objectives:

Objective DAO7

Require and facilitate the provision of an integrated public transport network to serve Dublin Airport.

Objective DAO8

Protect and enhance the transportation capacity required to provide for the surface access needs of the Airport.

Each of these Objectives must be delivered prior to any acceptance of changes to current practice.

Documents Attached: Níl